RE: "EL MIRAR II", 2008, 110-foot Horizon Motor Yacht

FINDINGS AND RECOMMENDATIONS

CONDITION AND FINISH

1. All the deck drains on the port side upper decks have been sealed with tape or capped off due to a leak in the deck drain system. Reportedly, the VIP cabin gets water intrusion whenever the decks get wet. The woodwork on the port side of the VIP, VIP head and port twin guest head show moisture intrusion.
2. The painted exposed surfaces of the exterior show deterioration. There are numerous areas of peeling paint, blisters, cracks, and repairs seen on the exterior. The vessel is due for a paint job.
3. The lower windshield frames show moderate cracking and improper repairs. The issue should be further investigated and repaired by a specialist.
4. The lower galley windshield frames are blistering with corrosion and have been covered with a gray adhesive film. The film is peeling around the edges. The frames need to be addressed by a specialist.
5. The starboard VHF aerial antenna is worn down to bare fiberglass strands.
6. The finish on the boat deck bar faucet is failing.
7. The awning over the top deck shows deterioration and discoloration. There is a grommet missing on the leading edge starboard side.
8. The base of both radars scanners show failing paint.
9. Fractures are seen on some of the aluminum mast radiuses.
10. A curved crack in the fairing is seen forward of the port life raft.
11. Numerous exterior caulk seams show discoloration, separation, or poor application. The worst of these (starboard side seam between the molded sky lounge superstructure and upper main deck house) caulk seams should be reefed and neatly recaulked.
12. The swim platform storage trunk that the boarding ladder is stored in needs the drain unclogged, a gasket around the perimeter installed, and a thorough cleaning.
13. The davit base, lower rail, hinge point and undersides show damage or corrosion. The davit is due to be thoroughly cleaned.
14. The port whip antenna has zip ties holding it to the standoff.

15. The hoop rails on the starboard side of the boat deck show cracks around the stanchions.
16. The non-skid boat deck shows several areas of fractures in the finish. These areas should be addressed before moisture intrusion causes delamination.
17. The white caulk between the overhead paneling above the jacuzzi is deteriorated and discolored. It is recommended all the caulking be reefed and reapplied.
18. There are numerous aluminum louver vents mounted on the house sides that all show some amount of paint failure.
19. The aft deck starboard stainless steel stanchion is missing several wooden trim rings.
20. The heavy caulked seam under the starboard pilothouse windows shows evidence of water leaking and corrosion.
21. The chromed finish on the flybridge helm and companion pedestals, footrests, and chairs is pitting.
22. The screen on the Naiad Marine monitor on the flybridge is washed out.
23. The screen on the Furuno RD- 30 unit on the flybridge is washed out.
24. The starboard screen is missing from the upper helm. The hole has some film over it.
25. There are several cracks seen centerline aft of the tender in the boat deck.
26. There is damage to the aft deck varnished bar finish.
27. The mirrors above the owner's tub, port guest head, and VIP head are beginning to delaminate.
28. The base of the VIP shower shows some cracking in the finish.
29. Some of the guest shower hinges, bath fixtures, knobs, and lighting trim plates show deterioration of their finishes.
30. The starboard side main deck day head shows water damage to the woodwork adjacent the window. A related area of water damage is seen just forward at the top of the curved stairwell to the guest cabins.
31. There is evidence of moisture discoloration on the refrigerator door and surrounding flooring.
32. The sole of the country kitchen area shows some dings and some wear.
33. The carpet in the salon shows a few dark patches in the traffic area. The carpet should be removed and the snag rate inspected.
34. There is excessive amounts of moisture present in the owner's cabin carpeting on the starboard side. The crew has dehumidifiers and blowers trying to manage the situation. The source of the moisture should be investigated and rectified. The carpet and pad should be pulled up and the substrate inspected.
34. The caulking is failing under the rub rail strike plates.
35. Gelcoat chips are seen under the port aft lower rub rail.
36. Small cracks are noted under the starboard aft upper rub rail.
37. There is a small visible repair forward of the starboard anchor.
38. There is very thick and poorly executed caulking along the sides of the sky lounge house . There is damage to the gel coat and possibly fiberglass along the starboard aft corner of the house behind the bench seat.
39. There appears to be a fiberglass repair on the center overhead in the steering compartment.
40. There are multiple cracks and chips in the marble bilge hatches in the guest companionway. The furthest aft hatch is badly damaged.
41. Minor water damage is seen to the overhead wood panel in the port owner's stateroom closet.

42. The crew lift up stairs have water damage and cracks along the edges
43. The crew area is in overall average condition.
44. The crew washer and dryer are adrift.
45. The areas behind the VIP closets show evidence of minor leaks from above. The power strip behind the starboard closet is corroded and due for replacement.
46. The paint is peeling throughout the steering compartment
47. The steering compartment is due to be emptied out and thoroughly cleaned.
48. The fret around the wheelhouse is peeling and coming off in pieces around the window boxes.
49. There is evidence of moisture damage in the sky lounge day head on the aft bulkhead. The woodwork has been discolored.
50. The port and starboard forward shore power hatches are due for a cleaning.
51. The wood inside the sky lounge opening windows is water damaged and deteriorated.

WINDOWS, DOORS AND HATCHES

1. The aft deck sliding doors are heavy to open. There is excessive play in the counterbalance chain. The gaskets and caulked seams are torn or deteriorated. The lock does not function properly and when locked the gap between the doors is excessive. The push button electric function of the doors does not operate. The doors should be assessed by a specialist and repaired as necessary.
2. The pilothouse aft sliding glass door shows deterioration of the caulked seams.
3. The stainless steel frame of the top deck bi-folding glass hatch holds water. The hinges are heavily corroded, the Teflon wheels deteriorated, and the gasket is torn and missing. The hatch should be reconditioned by a specialist.
4. The pilothouse windshield panels show extreme delamination of the frets.
5. The pilothouse is fitted with hinged windows to port and starboard of the pilothouse helm. Both windows show water damage to the wooden frames. Additional gaskets have been added and are not effective. The starboard window has duct tape on the exterior. The port window was reportedly repaired and re-caulked but not to standard. Both hinged windows should be reconditioned and proven watertight.
6. One of the gas assist struts is detached from the starboard bosun locker hatch.
7. The galley windshield windows have delamination occurring around most of the perimeter.
8. The galley windshield frames show large cracks that have been sealed with an epoxy type material. There is evidence of water intrusion on the port side galley window frames.
9. The starboard side aft deck bench seat storage hatch has a detached gas strut. The gas strut should be securely remounted.
10. The port gas strut on the swim platform storage locker is detached. The other gas strut does not seem to be assisting the hatch when opening. Both struts should be replaced as necessary.
11. The passerelle compartment hatch does not retract automatically as designed. Recommend cleaning the hatch and compartment as best as possible. Then inspect and repair as necessary.
12. The starboard boarding door on the aft deck was found to be jammed into the bulwarks. The door and frame show chaffing damage. The latch hole does not line up properly with the catch plate. Adjust and repair.

13. The gas strut on the port side aft deck bench seat is not assisting lifting or holding the hatch open.
14. The gas assist strut on the port swim platform shore power locker is missing.
15. The mount point on the gas assist strut on the starboard side of the swim platform is loose.
16. The hinge on the starboard forward shore power hatch is loose and the strut is missing.
17. The upper hinge on the compartment door adjacent to the VIP entry door is missing.
18. The film on the galley, dining, salon, and day head windows is peeling.
19. The port wing door appears to have had a water leak at some point as evidence on the sill and access panel shows.
20. The transom door appears to be missing parts that keep it square when opening.

LIGHTING

1. The port searchlight is not functional. The control units on the flybridge or pilothouse did not energize.
2. The overhead LED starlight features on the bridge deck aft are not illuminating.
3. One of the floodlights off the aft of the arch is not working.
4. All (5) of the navigational mast light housings are heavily deteriorated. The housings should be replaced.
5. The bottom step light on the port side is out.
6. (2) Aft deck overhead “starlights” on the starboard side are out.
7. (3) Starboard side deck lights are out.
8. The starboard side deck aft flood light has been painted and taped over.
9. A starboard side swim step light is out.
10. (5) Port side deck overhead “starlights” are out.
11. The port forward flood light is out.
12. The (3) bow lights are out
13. One of the port boat deck lights is out.
14. Several sections of rope lighting are out and hanging on the boat deck.
15. None of the (5) fore deck lights works.
16. Both of the forepeak light fixtures do not work.
17. (3) Lights are out in the port side of the owner’s head.
18. (2) Lights are out in the owner’s cabin.
19. (2) Overhead lights are out in the starboard twin cabin.
20. There is an overhead light out in the VIP cabin.
21. Some sections of rope lighting are out in the salon.
22. The underwater light lenses are stained. Their condition could not be verified.
23. The overhead lights in the steering compartment are out.
24. The DC lights in the engine room are not operational.
25. The bow thruster bilge lights are out.
26. The guest companionway bilge lights are out.
27. The LED lights in the port closet in the owner’s cabin did not power on when tested.

DECK GEAR AND EQUIPMENT

1. The jacuzzi heater does not work. The plumbing appears to be leaking beneath in one or more areas. All internal pumps, controls, and heater appear to be in poor

condition. The jacuzzi may require replacing. It was not filled or tested during this inspection.
2. Some of the bolstering on the top deck is cracked and very deteriorated.
3. Some of the painted grab rails on the bridge deck aft and bridge deck side handrails show blistering finish.
4. The washer hoses on the pilothouse windshield are deteriorated and disconnected.
5. The port aft deck handrail is loose and appears to be pulled out of its mounting point.
6. The finish on the windlass drums and aft deck capstans is showing deterioration.

AUDIO VIDEO

1. None of the exterior speakers or TV were tested during the inspection. Reportedly they do not have a signal for the entertainment system. The system is old and should be upgraded.

APPLIANCES

1. The Scotsman boat deck ice maker does not work.
2. The Sun Zero refrigerator on the boat deck does not work.
3. The Wolf cook top on the boat deck does not work.
4. There was no propane tank aboard to prove the boat deck grill
5. The top loading freezer on the boat deck does not operate and is heavily corroded.
6. The U-line refrigerator on the top deck does not work
7. The U-line ice maker on the top deck does not work.
8. The crew clothes dryer door will not latch closed.
9. The guest washer needs to be cleaned.
10. The salon wine fridge would not power on.
11. The thermostat on the sky lounge fridge has been jumped out with a wire so it will run.

HYDRAULICS

1. There is a Kobelt steering header tank that has emptied its fluid into a 5 gal bucket under the upper helm station. The source of the leak is unidentified. There is very little fluid left in the tank. This was temporarily addressed during sea trials. Further investigation, repair by a specialist is recommended.
2. There is evidence of nuisance leaks seen under the main helm hydraulic steering hoses.
3. The Naiad oil cooler has mineral build up around the end cap. The cooler should be serviced.
4. There is an oil leak on one of the nitrogen suppressor fittings below the Naiad reservoir.
5. There are wet hoses and evidence of leaks on the hydraulic valve block above the zero speed stabilizer pump.
6. Several nuisance leaks are seen on the Naiad hydraulic fittings below the reservoir.
7. The steel elbows on the suction hoses to the gearbox PTO's are corroding.
8. Multiple steel hydraulic fittings in the engine room are showing corrosion.
9. Multiple steel hydraulic fittings in the steering compartment have corrosion.
10. The main lifting ram on the davit has a visibly compromised gasket leaving the ram wet with fluid. The ram is due to be rebuilt or replaced.

11. The majority of hydraulic hoses in the engine room appear to be original and past their useful service life.

TEAK DECKS

1. The teak decks of the aft deck show missing plugs and exposed fasteners.
2. The teak on the passerelle step has separated from the aluminum stair frame.

NAVIGATION ELECTRONICS, COMMUNICATION, AND MONITORING EQUIPMENT

1. The Kahlenberg horn controls on the flybridge and pilothouse do not work. The horns were not proven.
2. The camera units are not working or the crew is unaware of how to operate.
3. The port and starboard VHF antennas on the arch have three corroded coaxial cables. Two of the cables have completely detached.
4. The Tank Sentry in the crew companionway is reading empty. The vessel is reportedly has a full water tank. The tank sentry does not read accurately.
5. The autopilot on the flybridge keeps kicking out of auto due to a couple of alarms, “no drives available”. The second one says “no rudder response”. The third one says “low boat speed”. This needs to be further investigated and corrected.
6. The Simrad armrest controller on the flybridge helm does not work.
7. The stern thruster controls on the flybridge do not thruster to starboard.
8. The Naiad stabilizer screen is sun damaged and unreadable both in the pilothouse and flybridge.
9. The Furuno RD30 display screen is damaged in the pilothouse.
10. The loud hailer does not power up.
11. The two Nauticomp displays in the wheelhouse do not power up. These are for the port and starboard radar, the ship’s Simon monitoring system, TimeZero chart plotter.
12. Neither radar could be proven. The radar displays are not powering up.
13. The center SeatronX display in the wheelhouse is not powering up.
14. The Furuno display in the wheelhouse is not powering up.
15. The Nobeltec TimeZero chart plotter could not be tested because there are non-working displays for the Nobeltec TimeZero.
16. The autopilot heading is off by 20º to port.
17. The flybridge Furuno RD30 multifunction unit does not work
18. The flybridge radio is sun damaged.
19. The two Nauticomp displays in the flybridge do not work; therefore, the Nobeltec TimeZero and port radar could not be proven.

SHIP’S MONITORING SYSTEM

1. The Simon ship’s monitoring system is not working.

HEATING, VENTILATION, AND AIR CONDITIONING

1. The port owner’s exhaust fan is unusually loud.
2. The exhaust fan in the port twin cabin shower is loud and has debris in the blades.
3. One of the exhaust fan ducts for the guest cabins is disconnected from the fan motor. It is seen behind the cushioned backrest on the port forward settee.
4. The engine room ventilation fans and trunks are dirty and exhaust stained.

5. The chilled water valve on the shore power converter air handler does not always open when it should. The evaporator fins are also heavily corroded. Anticipate replacement.
6. The original AC plant had four chillers. This system has three (72,000 each)
7. The ventilation fans in the steering compartment are not operational. All are heavily corroded.
8. The blower fan in the bow thruster bilge is extremely loud. It is due for replacement.
9. The blower fan in the forward guest bilge has been removed.
10. The fins are corroding on the starboard owner's stateroom air handler. The port side fins have the start of corrosion.
11. The guest area air handlers were powered off. It appears that they are not used consistently. Multiple fans and a dehumidifier are being used. The guest area is humid and has a musty smell. The carpets are also damp, especially in the owner's stateroom. It is important to maintain a low humidity climate throughout the vessel to avoid biological growth.
12. Return air vent filters are not installed for multiple air handler spaces. This is causing heavy dust and debris build up.
13. The chilled water insulation is starting to condensate throughout different areas in the bilges and along the hull sides.
14. The sky lounge air handler chilled water valve has been removed.
15. The port salon air handler fins are corroding.
16. The sky lounge air handler fins are corroding.
17. There are multiple air handlers showing corrosion on the evaporator fins.
18. There are multiple chilled water control valves on air handlers that are not operational.

GROUND TACKLE

1. The port windlass remote control does not pay out chain from the upper helm and the local foot control.
2. The windlass motors show corrosion. They both should be cleaned and protected.

PLUMBING AND PIPING

1. The hose bib on the port forward flybridge is not operational.
2. The braided stainless steel water line that is connected to the ¾ " PEX line on the port aft bulkhead in the chain locker is heavily corroded.
3. As a general comment, the majority of the rubber hoses in the engine room appear to be original. Hoses have been changed as needed, however, many of the original hoses are showing their age.
4. The discharge hose for the starboard gearbox oil cooler is dry cracking.
5. The seawater fittings on the port gearbox oil cooler are corroding and leaking.
6. The steel elbow on the fire main plumbing below the common drain manifold is corroding.
7. One of the hoses on the starboard aft engine room common drain manifold is misshapen.
8. The stainless steel common drain manifold in the starboard aft engine room has evidence of pinholes around some of the welds.
9. The PVC discharge plumbing on the #2 air conditioning seawater pump has been repaired with epoxy.

10. All plumbing and hoses under the starboard water heater could be rerouted and cleaned up.
11. There are corroded steel hose fittings and disconnected plumbing along the hull side aft of the port generator.
12. Evidence of pinholes is noted in the stainless steel common drain manifold in the port aft engine room.
13. Some of the fuel hoses in the starboard forward engine room bilge are dry cracking.
14. The steel plumbing penetrating the aft center engine room bulkhead is heavily corroded.
15. As a general comment, galvanized and stainless steel plumbing is used on multiple systems throughout the engine room. The majority of the plumbing is showing some stage of corrosion.
16. JB Weld type material being used on the outlet fitting on both common seawater supply strainers in the aft engine room.
17. The potable water" House" filter has been taken out of service.
18. The rubber hoses throughout the guest bilges appear to be in good condition; however, many appear to be original and past their typical service life. All should be inspected and replaced as necessary.
19. There is corrosion and evidence of leaks on some of the existing flexi fog plumbing in the center owner's bilge space.
20. Steel plumbing and fittings in the aft crew bilge have areas of corrosion and pinholes.
21. The majority of all plumbing, hoses, and clamps in the port steering compartment are in poor condition.
22. The steel bilge plumbing and drain plumbing in the steering compartment have areas of corrosion and pinhole leaks.
23. Galvanized steel plumbing and fittings throughout the vessel are showing corrosion and pin hole leaks.

SMALL BOAT AND DAVIT

1. The luffing ram on the davit has a moderate leak. The seal is visibly compromised.
2. The Dyneema hoist line on the davit shows sun deterioration at the exposed three foot spliced end. The hoisting line chaffs on the boom housing when launching and recovering the tender due to the extreme angle required to pick the tender off its chocks. This may accelerate the hoisting line deterioration.
3. The braided stainless steel lines on the underside of the davit are due to be thoroughly cleaned and protected.
4. There is heavy deterioration of the hose and wiring conduit connecting the outboard to the RIB.
5. The VHF antenna is not connected and appears that the coaxial cable is deteriorated.
6. The wiring harness on the Lowrance navigation unit was corroded and detached. The unit would not energize.
7. The dash and forward speaker grills are all deteriorated.
8. The zincs on the outboard are gone.
9. The lower unit made an excessive amount of grinding noise when clutched into gear. The outboard appears due for a 1000 hour service.
10. The skeg on the outboard has been repaired/replaced with a homemade stainless steel skeg.

BOTTOM

1. There are thousands of small blisters in random areas of the bottom and larger quarter size blisters above the chines. Several blisters were popped and found to be full of water. The majority appear to be into the bottom coat; some may be into the gelcoat. At this point, it appears to be cosmetic only; however, the bottom should be media blasted and inspected. Make repairs made to the gelcoat/glass if needed and a new antifouling system applied.

RUNNING GEAR

1. All running gear was found with a good amount of marine growth.
2. Growth blocking strut bearing cooling tunnels.
3. The stationary blade and collar on the starboard line cutter is missing. The zinc and isolators are missing on the port line cutter.

STABILIZERS

1. Both stabilizers were sagging during haul out. They were not operational during the trial run.

STEERING

1. The rudder toe-in is 2". The starboard rudder appears to have more than the port.
2. There is corrosion on the rudder seal hose clamps. One clamp is missing on the port side.
3. There is corrosion on the steering valve block and fittings above the port generator.
4. The steering ram mounting bracket bolts appear to be loose.
5. There are no limit switches for the tiller arms. Both steering shelves shift slightly when hard over.
6. Both rudder seals actively leak under way.
7. Both shelf bearings shift in all directions on the shelf. This is also allowing movement on the tide seal bellows.
8. Address any corrosion on the tiller arms.

EXHAUST

1. The welds on the port main engine exhaust spray ring water injection elbows have corrosion and pinhole leaks.
2. The weld around the top of the starboard main engine exhaust spray ring is pinholed in several areas.
3. The port generator exhaust hose coupling before the muffler appears to be crushed.
4. The starboard generator wet exhaust discharge valve is in the closed position.
5. The exhaust elbow on the backside of the port generator has corrosion and evidence of leaks.
6. The main engine exhaust bypasses in the steering compartment could not be inspected due to the insulation covering.

ZINCS

1. The rudder zincs, shaft zincs, and port fin zincs are due for replacement.

THROUGH HULLS

1. Port and starboard intake grates on the bottom have heavy marine growth.

ELECTRICAL

1. The junction box cover needs to be reinstalled on the starboard engine room water heater.
2. Some of the AC overhead lights in the engine room have exposed splices. AC voltage splices should be made inside an electrical J-Box.
3. Many of the digital electrical meters at the main panel are glitchy or flashing.
4. An electrical splice is wrapped in tape next to the #1 air conditioning seawater pump.
5. Cable management could be improved on the electrical cables to the air conditioning seawater pumps and blackwater pump.
6. Disconnected wires are seen in an open junction box just on the inboard longitudinal below the front of the starboard main engine.
7. There are two Glendinning control switches inside the port shore cord locker that are not mounted. One is not operational. Remove the faulty switch and reinstall the working one.
8. The breaker for the engine room DC lighting trips when turned on.
9. A cover plate needs to be installed on the outlet next to the crew mess sink.
10. There is an exposed electrical contactor behind the port guest closet labeled “emergency lighting”.
11. The bilge blower breaker for the crew trips when powered on.
12. The cable management under the sky lounge helm is poorly executed.
13. The 24-volt volt and ammeter on the pilothouse 24-volt navigation panel is not working. The display is flashing.

BATTERIES

1. The batteries were visually inspected only. For a true evaluation of condition, they should be load tested by a certified marine electrician.
2. It appears that the GMDSS battery bank is dead. There is no power to the GMDSS panel in the pilothouse; therefore, there is no power for the following:
   - Inmarsat
   - AIS
   - Single side band radio
   - Navtex receiver
   - Starboard side VHF radio

BONDING

1. There is a disconnected bonding wire on the outboard side of the starboard bottom exhaust flange.
2. There are multiple disconnected bonding wires along the port aft engine room hull side.
3. There is a disconnected bonding cable next to the port shore power inlet in the steering compartment.

THROUGH HULLS

1. The starboard aft engine room common drain overboard discharge valve handle is missing. The port aft is not accessible to prove.
2. The port generator wet exhaust discharge valve is stuck open.

3. The bronze elbow on the hull side vent behind the port guest closet is corroded and leaking onto the electrical panel and plumbing below. This elbow needs to be replaced and the area thoroughly cleaned.

PUMPS

1. The diaphragm is starting to dry crack on the black water pump under the starboard water heater.
2. Both air conditioning seawater pumps are held in place by the plumbing only.
3. The mounts on the zero speed stabilizer pump are heavily corroded.
4. The outboard Mach 5 potable water pump is not mounted.
5. The rule discharge pump mounted under the steering compartment hand operated bilge pump is not wired.

COMPRESSED AIR

1. The ship's air compressor above the starboard engine is adrift.
2. The breaker marked air compressor is labeled "do not turn on".

WATERMAKER

1. The cover on the electrical J Box on the side of the unit needs to be reinstalled.
2. The independent TDS was 475 PPM. This is acceptable; however, it is at the high end of the acceptable range. Industry standard is 500 PPM or lower.
3. Service history on the watermaker is unknown.

BILGES

1. There is standing water/oil in the forward engine room. The center bilge areas are due to be cleaned.
2. There is standing water in the forward crew companionway bilge around the poly blackwater tank. This space is due to be deep cleaned.
3. There is a constant stream of water in the port owner's stateroom bilge. Water is seen running from the outboard side of the port potable water tank and a small amount is seen around the starboard tank as well. The source could not be determined.
4. The owner's stateroom bilges are due to be cleaned.

GENERATORS

1. The starboard generator shut down several times after a few minutes of running. The screen indicated an electrical fault.
2. The starboard generator shut down from an overheat caused by a seawater impeller failure.

MAIN ENGINES

1. There is an error "27" on both ZF clear command boxes
2. Full RPM was not reached during the trial run.

COMMENTS

1. Access to the bilge pump valve manifold is difficult.
2. The starboard aft engine room CCTV camera has been removed.

3. The functionality of the AV system is unknown. It is recommended a specialist diagnosis and prove the system.
4. The port aft engine room is difficult to inspect due to limited access.
5. Service history is unknown on multiple systems. The majority of equipment appears to be due for service.
5. The crew has no safe means of mounting the arch. The mate states that no one has been up there in a year and a half. A telescopic ladder and hard mounting point is recommended.

MISCELLANEOUS

1. The zero speed stabilizer system requires two generators for operation. Only one of the two generators is working at this time; therefore, the zero speed stabilizer function could not be tested.

SAFETY

1. *The DC lights in the engine room did not work when tested.
2. *The engine room heat detector cover is held in place with tape. Recommend replacement.
3. *The sprinkler system has been decommissioned and plumbing partially removed.
4. *The fire main plumbing is corroded and due for replacement. None of the fire stations can be pressurized at this time.
5. *The AC electric fire pump and diesel fire pump were not tested due to the fire main plumbing issues.
6. *The Rule bilge pump in the starboard swim platform compartment is disconnected electrically.
7. *The fire alarm panels are not powered on and the operational condition of the system is unknown.
8. *The handle is missing on the manual bilge pump in the engine room.
9. *The condition of the engine driven bilge pump impellers is unknown. Both should be opened and inspected.
10. *There are steel plumbing fittings for the bilge system visible in the engine room. Multiple fittings are showing corrosion and pinholes.
11. *The diesel crash pump head is corroding and appears to need replacement. The handle on the pull start is broken off. The majority of the steel plumbing and fitting associated with the crash pump have corrosion and pinhole leaks.
12. *The hydrostatic release on the life rafts are not properly attached to the painter lines.
13. *The Kahlenberg horns do not work.
14. *All the flares aboard are out of periodicity. New flares should be purchased to replace.
15. *The batteries in the SART are expired.
16. There is no EPIRB aboard.
17. *The fire alarm panel is turned off, will not power up, and could not be tested.
18. *The horn is not working. There does not appear to be air pressure to the horn

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

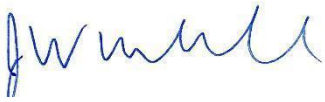
Note: These "Findings and Recommendations" are based upon the observed condition of the yacht and are not a warranty either expressed or implied thereof. Latent defects that cannot be determined without the opening or removal of decking, sheathing, coatings, joiner work, and/or assembly or disassembly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

These Findings and Recommendations are prepared for Mr. Mike Scanlon 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. 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, 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,

Christopher M. Pliske
President
CMP Marine, Inc.



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