



May 3, 2023  
File No. 12323-2  
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Follow up survey conducted June 9th, 2023  
RE: "A PLACE IN THE SUN", 1992, 100-Foot Broward  
Raised Pilothouse Motor Yacht

### **FINDINGS AND RECOMMENDATIONS**

#### **PLUMBING AND PIPING**

1. The chillwater plumbing insulation throughout the engine room and at the air conditioning plant is saturated, breaking down, and due for replacement.
2. There is corrosion on the steel fuel transfer and fuel supply plumbing on the aft engine room bulkhead.
3. The diesel transfer hand pump wandering hose is riding on the port shaft and is chafed through. This is due for replacement.
4. The welded plumbing penetrations in the aft side of the black water tank in the engine room are corroded and actively leaking into the bilge.
5. The plugs in the bottom of the main engine sea strainers are corroded and leaking.
6. The fuel fill cross connect along the aft engine room bulkhead has corrosion throughout the center section. Clean up the corrosion and inspect.
7. Better support should be added on the seawater plumbing and strainers to the Naiad and steering oil coolers. They are currently held in place using zip ties.
8. The majority of the hoses and plumbing throughout the engine room are starting to show their age. It appears there have been some repairs and replacement of hoses over the years; however, all plumbing should be thoroughly gone through and further inspected including fittings, hose clamps, rubber hoses, and hard pipe.
9. There is corrosion on many steel hose fittings in the engine room. Clean up, inspect, and apply protective coatings.
10. There is heavy corrosion on the plumbing fitting below the air conditioning plant just before the forward bulkhead penetration.
11. The threaded fitting on the isolation valve to the Jabsco cyclone seawater pump forward of the starboard main engine is corroded and leaking.
12. The shower in the main deck guest cabin and forward port is not draining properly.
13. The lid is missing from the condensate sump box in the steering compartment.

#### **BOTTOM**

1. The bottom is due to be completely sandblasted and a new antifouling system applied.

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### **WINDOWS, HATCHES, AND DOORS**

1. The foredeck hatch gasket needs to be replaced. It is in poor condition.
2. The foredeck hatch starboard side dog is very stiff. It needs to be freed.
3. The hinge pins are not set in the crew head portlight.
4. The painted finish on the crew head portlight is corroded and blistered.
5. The starboard port light in the engine room could not be fully closed and sealed due to missing hardware and broken dogging ears.
6. The lower dogging mechanism needs adjustment on the engine room watertight door.
7. The bench seats on the flybridge are taped over and were not opened. There are also access panels that are screwed and caulked in place.
8. Many of the exterior cabinet doors and hatches need to be adjusted to close properly.
9. There is a missing cover on the forward house sun pad seating area seen in the center of the storage area.
10. There is no door handle for the aft crew stateroom pocket door.
11. The aft crew stateroom porthole window is smeared with excessive caulking.
12. In the main deck hallway is a window into the main deck bedroom. This window at the base is pulling from the bedding material.
13. The electric shade forward on the salon port side is not synchronized and does not go all the way down.

### **TEAK DECKS**

1. The teak decks on board are in good condition although there are areas with wet seams, small cracked planks, and missing caulking. Teak was just recently cleaned and sealed with Semco.

### **FUEL SYSTEM**

1. The main engine and generator Racor bowls are full of algae growth and are due to be completely disassembled and cleaned. This is also an indication that the fuel tanks are due to be polished.

### **HYDRAULICS**

1. The sight glass is weeping oil on the bow thruster/windlass oil reservoir.
2. The hydraulic hoses from the PTO to the bow thruster/windlasses are starting to dry crack. They are due for replacement.

### **LIGHTING**

1. The lights did not power on in the bow thruster bilge.
2. The bottom step light to the swim platform is out.
3. The port side bow bosun's locker overhead light did not power on when tested.

### **ZINCS**

1. The shaft and bottom zincs are all due for replacement.
2. It appears that the bow thruster zinc is missing.

### **BATTERIES**

1. The batteries on board were visually inspected only. For a true evaluation of battery condition, they should be carbon pile load tested by a certified marine electrician.
2. The battery box covers over the port and starboard generator batteries are missing.
3. All batteries should have color coded insulator boots on each terminal.
4. The battery cable terminals are loose on the posts of both port and starboard generator batteries. The port battery also has a negative connection which is wrapped in red tape. The purpose of this cable is unclear.

### **PUMPS**

1. The handle is missing on the hand fuel transfer pump. This handle needs to be replaced. The operational condition of the pump is unknown,
2. One of the watermaker low pressure pumps forward of the starboard main engine is adrift and needs to be properly mounted.

### **HULL PLATING**

1. As a general comment, there is a good amount of corrosion and pitting seen in the engine room bilges and hull plating. All engine room bilges and hull plating will need to be professionally cleaned in order to further inspect.
2. There is corrosion and pitting along the weld and hull plating around the forward port side of the black water tank in the engine room.
3. There is a good amount of corrosion and pitting seen in the bilge forward of the port main engine.
4. There appears to be corrosion inside the transducer standpipe in the bilge forward of the starboard main engine. This needs to be cleaned up and further inspected.
5. The forward engine room bulkhead below the air conditioning plant appears to have been repaired with a Belzona type material. There is also heavy corrosion and evidence of pitting below the air conditioning plant.
6. There is a good amount of corrosion and pitting seen in the bow thruster bilge. Recommend the bow thruster bilge be professionally cleaned in order to properly inspect.
7. Primarily as a comment, it appears some of the hull plating in the lower bow thruster bilge has been replaced.
8. There appears to be pitting in the hull plating in the steering compartment. Access into this area is very limited. Proper access needs to be gained to clean the bilge in this space to inspect the hull plating.
9. Corrosion and pitting was seen throughout hull plating. Recommend all hull plating be professionally cleaned and further inspected. Due to the amount of liquid in the bilges the hull plating could not be properly inspected.

### **BILGES**

1. There is a small amount of standing water and oil in the forward engine room center bilge.
2. The aft engine room bilge is full of what appears to be black and/or gray water.
3. The bow thruster bilge has a good amount of standing water.
4. There is construction debris in the bow thruster bilge around the potable water accumulator tank.
5. All bilges are due to be professionally cleaned.

**CONDITION AND FINISH**

1. The air compressor in the engine room is adrift. It needs to be properly mounted to the provided bracket.
2. Many of the overhead panels in the engine room are sagging, damaged, or missing hardware. Several overhead panels are also missing.
3. The exposed raw plywood and framework inside the engine room port lights is water damaged.
4. There is a small amount of fuel on the deck plates inboard of the starboard main engine. The source could not be determined.
5. Throughout the exterior of the vessel are paint blisters on the house and hull sides, around rub rails, on the top of bulwarks, and numerous other areas. There is smeared caulking on the overhead and deteriorated caulking on the hardtop arch sides and numerous deck areas. The vessel should be considered for a full exterior refinish.
6. The exterior caulking throughout is in poor condition and needs to be redone.
7. At the flybridge bar on the lower painted sides are discolored paint coatings.
8. On the bow, flybridge and aft deck are finished wood tables. These tables are cloudy and have cracks and gaps in the woodwork. These tables are due to be refinished.
9. There are small areas of damage throughout the transom rub rail that are due to be repaired.
10. The paint coatings on the forward house below the sun pads are blistered.
11. Many of the exterior hatch lockers have blistered paint coatings inside of them and standing water.
12. There appears to be a water leak in the main salon overhead starboard side. It appears to be coming from the hot tub. This leak needs to be further investigated and repaired. - This leak has been sourced, repaired and is being monitored.
13. There is water intrusion and signs of leaks in the aft crew room on the forward wall panel.
14. The finish on the door to the aft crew closet is discolored.
15. There are open screw holes inside the crew shower stall.
16. There is a cut out at the top of the crew stairway in the wall paneling for reasons unknown.
17. There are flaws and imperfections on the wallpaper covering in multiple areas, such as the guest stairway and starboard aft guest cabin.
18. There is water damage visible on the wooden floor and inside the cabinets in the wheelhouse.
19. Multiple unfinished wood panels in the wheelhouse were found without the leather covering. A full refit is recommended.
20. The wooden boxes for the storage cabinetry located in the galley, under guest beds, and in the wheelhouse are deteriorating and in poor cosmetic condition.
21. There is a sign of water intrusion on the overhead panels in the starboard aft guest cabin.
22. Aft in the main salon, beneath the port window box, is evidence of previous water intrusion and biological growth within the wood.

**POTABLE WATER**

1. The UV potable water sterilizer is unplugged. Operational status is unknown.

### **STEERING**

1. The Hydraulic steering reservoir pressure was found to be at 0 Psi. The fluid level was also at the minimum level. The steering reservoir should be topped off, pressure set and the system monitored for leaks.
2. There is an active steering leak on the hydraulic plumbing in the steering compartment. Carefully go through all hydraulic hose fittings in the steering compartment and repair leaks as needed.
3. The starboard steering ram shows wear on the tiller arm when it is activated. It appears as if the bolt which penetrates the tiller arm has wallowed out the hole in the tiller arm itself.
4. The starboard steering ram base shifted on the shelf during the sea trial.

### **RUNNING GEAR**

1. There are two blades on the starboard propeller showing minor tip damage.
2. One of the blades on the port prop is bent.
3. Both props need to be sent out as a pair, repaired and dynamically balanced.
4. Propspeed is due to be reapplied to all running gear.
5. Prop nuts are installed backwards. The small nut should be installed first followed by the larger nut.
6. The cutlass bearings are showing normal wear at this time. Some of the bearings were difficult to inspect due to hard barnacle growth. Reinspect at the next haul out.
7. There is no service history on running gear. Reportedly, any service was prior to 2017.

### **ELECTRICAL**

1. There is a loose laid open ended electrical cable on top of the hydraulic bow thruster/windlass reservoir in the engine room.
2. The covers are missing over the switch and the outlet in the overhead above the air conditioning plant.
3. The outlet above the workbench forward of the starboard engine is cracked and due for replacement.
4. The Mastervolt 24/60-3 battery charger in the engine room would not power on.
5. There is no cover over the engine room light switch in the crew mess overhead.
6. There are electrical splices in the overhead just inside the engine room door which are made using wire nuts. Wire nuts should not be used.
7. The two DC breaker panels in the overhead between the main engines have no covers and all connections and conductors are exposed.
8. As a general comment, due to the amount of electrical issues throughout the engine room. Strongly recommend a separate electrical survey of the vessel by a qualified marine electrician.
9. One of the shore power/generator selector switch handles is missing on the main electrical panel.
10. There are openings and missing breakers on the engine room main distribution panel. Spare breakers or blank covers should be installed.
11. The contactor below the #2 chiller VFD is due for replacement. The housing is completely broken and has missing parts.
12. There is a loose electrical junction box in the bilge forward of the port main engine. The purpose of this junction box is unknown.

13. The bottom covers are missing on both Acme isolation transformers.
14. There is a loose laid junction box on the deck plates between the watermaker high pressure pumps and the air conditioning plant as well as an open junction box with taped off conductors and an open ended cable loose laid under the air conditioning plant in the bilge.
15. The majority of the hardware is missing for the main switchboard/breaker panel cover. The breakers also pull out easily as there is nothing through the center of the panels holding them in place.
16. There are cut off open ended conductors in the overhead aft of the port main engine as well as loose laid cables hanging by the exhaust riser of the port main engine.
17. There is an open wiring junction box in the bow thruster bilge.
18. There are cut wire runs in the flybridge cabinets throughout. Go through, remove, or terminate into a proper electrical junction box.
19. The navigation light toggle switch in the wheelhouse became very hot while the navigation lights were powered on. This needs to be further investigated.
20. There are cut wires for a reading lamp at the lower aft crew berth.
21. The switch for the sconce light in the owner's stateroom to starboard is pushed in and needs repaired.

### **VALVES**

1. The seawater valves to both port and starboard main engines are stuck in the open position.

### **PLACARDS AND LABELS**

1. Properly label the main engine air damper pulls in the crew mess.

### **WATERMAKERS**

1. There is corrosion and salt buildup on the discharge fitting of the #1 watermaker high pressure pump.
2. Both watermakers went into a low pressure fault when tested.
3. Both watermakers appear to be in overall good condition; however, it is reported that they have not been used in over 5 months. This system does not appear to be set up with an automatic freshwater flush and it is unclear if the membranes were pickled. Recommend both watermakers be fully serviced and inspected by a watermaker specialist.

### **HEATING, VENTILATION, AND AIR CONDITIONING**

1. There was a chillwater pump shutdown high temperature alarm on the controller for chiller #2. This was reset several times. Chiller #2 did not cycle on during the course of the survey. This needs to be investigated further and repaired.
2. Due to multiple issues with the air conditioning plant, recommend contacting an air conditioning specialist to thoroughly inspect and make recommendations for repair.
3. The port engine room fan was noisy when powered on. The fan was shut down and was not used during the survey. Investigate further and repair.
4. There is biological growth in many of the crew air conditioning vents. Recommend a mold remediation specialist to make further inspections,
5. The air conditioning vent is pulling away from the overhead in the forward crew stateroom.



6. A number of air handler units were found without filters. These are located in the flybridge port side, forward port guest cabin, and starboard aft guest cabin.
7. The air handler units located in the laundry, the galley, and the wheelhouse have limited access. Due to their orientation, they cannot be properly inspected or serviced.
8. Located in the flybridge to starboard, the access to the air handler unit for the salon is sealed.- access was not gained but reportedly the air handler is operational.

### **STABILIZERS**

1. Chafe gear should be added to the hydraulic hoses on both port and starboard stabilizer fin heads, as they are making contact with each other and some are starting to become chafed.
2. Both stabilizer fins were found to be sagging when the vessel was hauled out. This needs to be investigated further.
3. During haul out, both stabilizer fins were able to be moved freely.
4. There appears to be an area of delamination on the outboard side of the starboard stabilizer fin.
5. There is no service history for the stabilizers. Due to issues with the stabilizer system recommend the system be fully serviced.

### **EXHAUST**

1. There are broken and corroded hose clamps, a collapsed exhaust hose, and cracks with salt buildup around the muffler for the starboard generator. The exhaust plumbing is also not properly supported. The port generator muffler also has salt buildup and cracks around the top. Both mufflers appear to be due for replacement.

### **GROUND TACKLE**

1. The bitter end of the chain is hard shackled in the bin. It appears that the bitter end originally had a tag line. Strongly recommend attaching the bitter end of the chain with an appropriately sized tag line which can be cut in an emergency.
2. There is no oil in the sight gauge of the windlass gearbox.
3. The anchor chain length is unknown from the crew. Although the chain is marked, this should be further investigated and a shot chart posted.
4. The top cap is missing from the anchor windlass.
5. The rubber footswitches to control the anchor windlass on deck are worn. They could be considered for replacement.
6. When testing the anchor windlass, the footswitch also is powering up and controlling the bow thruster. This needs to be further looked into and repairs made as needed.
7. The anchor windlass is due to be fully serviced.
8. There appears to be moisture inside the oil sight level glass on the anchor windlass.

### **BOW THRUSTER**

1. The bow thruster will not thrust to port. This needs to be further investigated, repaired and proven.

### **APPLIANCES**

1. The galley bin type ice machine is not working.

2. A request was made to test all three flybridge barbecues located on the starboard side. There is no power for these units and the crew is unfamiliar as to how to power them on.
3. There is no power to the crew mess microwave.
4. Reportedly, the stove, oven, and water heater cannot be operated at the same time due to a power fault.
5. The ice maker at the salon bar did not work. Repair or replace as needed.

### **AUDIO VISUAL**

1. There are stained speaker covers throughout the exterior of the vessel and bench seating areas. These covers are due to be refinished or replaced.
2. The remote for the crew mess TV is missing.
3. A request was made to test the exterior speakers. The crew was unsure as to how to power on and connect to the system.

### **NAVIGATION ELECTRONICS**

1. The Garmin units in the wheelhouse and flybridge are new. The radar and color sounder have not been connected to either of the units.-reportedly this has been addressed.
2. The Furuno Navtex receiver is not powering up.
3. The single side band radio is not powering up.
4. The flybridge Simrad autopilot screen is deteriorated and warped.
5. The screen cover is missing for the flybridge starboard Garmin chart plotter.
6. There is an obsolete searchlight control at the flybridge helm station.
7. The trim panel pieces are missing from the port flybridge Garmin chart plotter display.

### **MAIN ENGINES**

1. The wires are cut off on the port main engine amp meter in the engine room.
2. Both engine tachometers in the engine room do not appear to be accurate.
3. There are multiple nuisance oil leaks on both main engines.
4. Service history is unknown for both main engines.

### **GENERATORS**

1. Reinstall the junction box cover over the starboard generator solenoid box.
2. The belts on the port generator are loose and the belt guard was also found to be missing.
3. There are several cutoff wires on the starboard generator alternator.
4. The port generator heat exchanger end cap has corrosion and evidence of leaks.
5. There is no support for the coolant plumbing on the starboard generator.
6. Both port and starboard generator wiring harnesses are in poor condition. There are multiple cut wires, splices, abandoned sensors, etc. Both wiring harnesses need to be thoroughly inspected.
7. Service history is unknown for both generators.

### **COMMENTS ONLY**

1. There was no hailing port on her transom. A hailing port is required for U.S. Coast Guard and international regulations.



2. The upholstery around the Garmin unit window pilasters and window boxes in the raked pilothouse has not been completed at this time.
3. As a comment only, the Halon system has been removed and has been replaced with a clean agent suppression system. There is some existing hardware in the engine room for the decommissioned Halon system which can be removed.
4. The interior is in overall good condition, however, there are minor scratches and marks on wooden panels, doors, and cabinetry.
5. The secondary 100 amp shore power receptacle and isolation transformer still need to be proven.

### **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. Remove the decommissioned Halon pulls in the crew mess to avoid confusion.

### **SAFETY**

1. \*Recommend swinging the compass and providing a deviation card.
2. \*All of the on board fire extinguishers are due for inspection and recertification. Last inspection was in September of 2020.
3. \*The wires are disconnected on the Jabsco electric bilge pump under the port generator.
4. \*The aft bilge pump and the high level alarm in the aft engine room bilge do not appear to be operational. Repair and prove.
5. \*The standpipes between the engine strainers and bilges for engine room emergency bilge suction have been removed. There is currently no capability for main engine seawater pump dewatering.
6. \*One of the float switches is missing in the bow thruster bilge. The purpose of this float switch is unknown. Investigate further and repair.
7. \*The AC electric bilge pump in the bow thruster bilge is not operational. This pump appears to be due for replacement. After replacement, the pump needs to be proven.
8. \*The overhead Bomar escape hatch needs to be lubricated and the latches freed in the overhead of the forward crew. Prove that this hatch can open. Currently with the latches the way they are, this could be troublesome in the event of an emergency to escape quickly.
9. \*There is an open electrical junction box with wire ends seen in the starboard swim platform locker. There are also several gasoline tanks stowed here.
10. \*The Fireboy control in the wheelhouse for the main engine shutdown and override has no power to the unit.
11. \*The fire damper pulls should be labeled in the wheelhouse and crew quarters.
12. \*Both engine room fixed fire suppression bottles are due for recertification. They were due in July of 2022.
13. \*Throughout the interior are missing fire extinguishers from the galley, crew stateroom, and other guest areas. Each stateroom should have a portable fire extinguisher.

14. \*The battery for the flybridge EPIRB has expired. The registration for the EPIRB should also be checked that it is current.
15. \*The starboard remote operated searchlight did not power or operate when tested.
16. \*Some of the flares on board have expired.
17. \*Both hydrostatic releases for the canistered life rafts on the flybridge need to be marked as to their issue date and/or expiration date.
18. \*The high level bilge alarm system does not appear to be operational. Several bilges had enough standing water to set off alarms. However, there was no audible alarm or indication at the mimic panel. The bilge alarm system needs to be thoroughly inspected, repaired and proven operational.



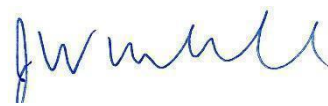

**\*The asterisked items should be addressed for safe operation and insurability.**


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 Club Yacht Charters and Mr. Skip Sorenson 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. Skip Sorenson that World Yacht Survey and Mr. Christopher M. Pliske of CMP Marine, Inc., Mr. Charles E. Weldon of Southern Cross, Inc., Mr. Jeffrey W. Marshall of JM Marine Surveyors, LLC, Mr. Cory Brooks of Brooks Maritime Services, and Catalina Upegui 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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