



April 23, 2023
File No. 12323-1
Page 1 of 16

Club Yacht Charters
Attention: Mr. Skip Sorenson
5020 Mill Pond Road
Wesley Chapel, FL 33543

**RE: "A PLACE IN THE SUN", 1992, 100-Foot
Broward Raised Pilothouse Motor Yacht**

Dear Mr. Sorenson:

At your request, the undersigned independent marine surveyors have conducted an inspection on the 1992, 100-foot Broward raised pilothouse motor yacht named "A PLACE IN THE SUN" while she lay afloat behind a residence in Fort Lauderdale, Florida, while hauled out at the Broward Marine yard in Dania, Florida, and during a trial run in the ocean off of Fort Lauderdale, Florida. These inspections took place on May 3, 4, and 5, 2023. Onboard besides yourself, as your representative, was Captain Billy Wade.

This is a condition, value, and insurance survey only. The purpose of this survey is pre-auction.

This is a condition, value, and insurance survey only and is not to be used for other purposes. In conjunction with knowledge gained from 80 years of 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

"A PLACE IN THE SUN" is a semi custom electric welded aluminum 100-foot Broward motor yacht designed and built by the Broward Yacht Corporation of Fort Lauderdale, Florida, in 1992. She is hull #250. She has a raked stem, transom stern with swim platform, raised pilothouse, flush decks, and is twin diesel engine powered. She is the ex "CARPE DIEM".

She is a U.S. documented vessel. Her United States of America Certificate of Documentation was seen and it states:

- Vessel Name: A PLACE IN THE SUN
- Official Number: 982010
- IMO or Other Number: BWD00250A292
- Year Completed: 1992
- Hailing Port: Fort Lauderdale FL
- Hull Material: Aluminum
- Mechanical Propulsion: Yes
- Gross Tonnage: 152 GT ITC
- Net Tonnage: 45 NT ITC
- Length: 93.2
- Breadth: 20.0
- Depth: 11.1
- Place Built: Saugatuck MI
- Owners: National Save the Sea Turtle Foundation Inc.
- Operational Endorsements: Recreation
- Managing Owner: National Save the Sea Turtle Foundation Inc.
4419 West Tradewinds Ave. 2nd Floor
Fort Lauderdale FL 33305
- Restrictions: None
- Entitlements: None
- Remarks: None
- Issue Date: February 9, 2022
- Certificate Expires: December 31, 2026

Her exterior is painted in an all Awlgrip two-part polyurethane paint. Her hull is painted in a light yellow. Her house and superstructure are painted in a Matterhorn white color. She has polished stainless steel rails and deck hardware. She has teak overlay decks on the aft deck, swim platform, and flybridge with painted non skid decks on the foredeck and side decks. Her decal name on her transom reads "A PLACE IN THE SUN". There is no hailing port. Her engraved stainless steel hull identification number seen on her starboard transom reads "BWD00250A292".

Her principal statistics as taken from the online listing sheet and other information found onboard and not necessarily verified for accuracy are as follows:

- Length overall: 100'/30.48 M
- Beam: 20'/6.10 M
- Minimum draft: 5'7"/1.70 M

- Maximum draft: 6'/1.83 M
- Gross tonnage: 152 tons
- Fuel capacity: 299 gallons/35,200 liters
- Freshwater capacity: 1,000 gallons/3,785 liters
- Holding tank capacity: 500 gallons/1,892 liters
- Maximum speed: 15 knots
- Cruise speed: 12 knots

CONSTRUCTION

She is of all electric welded aluminum construction using marine grade aluminum throughout. All of her plate is 5086-H116. All of her flat bar and extrusions are 6061-T6. All of her tanks are built integral with the hull. The yacht is built on 29 stations with a spacing of 3.5 feet apart. Her frames are all T bar 5" X ¼" with 2½" X ¼" tops. Her keelson is ½" aluminum plate X 5". The forward longitudinal is aluminum flat bar 4½" X ¼" thick. The longitudinals aft are 2" X ¼" aluminum. Her intercostals are 2" X ¼" aluminum plate.

Her bottom plating appears to be all 5/16" aluminum plate.

The interior of the hull was inspected in a few areas. There were no cracked or crystallized welds seen. No deformed structural members or plates were noted. There is some corrosion noted in the bilges. She appears to be in good condition throughout.

TANKAGE

There are no drawings on board with the tank layout or capacities found. The following capacities are from the past experience of the crew.

She has a reported 9,000 gallons of diesel fuel in (4) integral aluminum fuel tanks. These tanks are as follows:

- Day tank – 4,000 gallons
- Auxiliary tank – 4,000 gallons
- Port saddle tank – 500 gallons
- Starboard saddle tank – 600 gallons

She has a single integral aluminum water tank with a reported capacity of 1,000 gallons.

She has a single integral aluminum combination black and gray water tank located centerline in the engine room with a reported capacity of 500 gallons. This tank was not opened at this time. During the next yard period, the tank needs to be opened, inspected, and the coatings inspected for condition.

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.

INTERIOR ARRANGEMENT
CREW ACCOMMODATIONS

Starting all the way forward on the lower deck is the crew area which is accessed via a curved stairway down from the forward passageway starboard side. All the way forward is the forward crew cabin. The crew cabin has triple bunks. Starboard side are two single berths in a high/low arrangement fore and aft along the hull side. Port side is a single berth in a fore and aft arrangement high. At each berth is a reading lamp. Underneath the bunks are drawers. In the forward bulkhead is a dogged and gasketed hatch into the chain bin.

Outside the forward crew cabin to port at the bottom of the stairway is the crew shared head. The crew shared head has a manufactured stone countertop vanity with undermount ceramic sink, toilet, and standup shower. Opposite the crew head is a cedar lined hanging locker. In the sole is a flush lift up hatch into the forward crew bilges.

The crew lounge is located aft of the crew area access stairway and down a set of steps. The crew lounge has an L-shaped built-in seating area with manufactured stone to table. Forward is a manufactured stone top countertop with stainless steel sink and faucet. Above is a Magic Chef microwave oven. Below the oven is a Broward Marine voltage alarm panel and safety system alarm panel. Above the settee outboard are storage cabinets. Above the settee on the aft bulkhead are emergency shutdown pulls for the main engines and fire system pulls. In the bulkhead centerline is a dogged and gasketed engine room door with a round viewing window. Entertainment is via a Samsung LED flat screen TV.

The aft crew cabin is located to the port of the crew lounge. The aft crew cabin has two single berths in a high/low fore and aft arrangement along the hull side. At each berth is a reading lamp. In the hull side is a dogged and gasketed opening portlight. Below the lower berth are storage drawers. Aft is a cedar lined hanging locker.

ON DECK OWNER'S STATEROOM

The on deck owner's stateroom is located all the way forward on the main deck. It is accessed at the forward end of the forward passageway. The on deck owner's stateroom has a raised queen size berth in a fore and aft arrangement off of the forward bulkhead. Outboard of the berth port and starboard are hanging lockers. Starboard side is a built-in chest of drawers with a stone top. Outboard to port is a stone top desk and additional storage drawers. In the house side are large fixed windows with shades. All the way forward centerline is a stone top vanity with dual undermount sinks and lit mirror. To port is an enclosed shower with frameless glass door. To starboard is an enclosed toilet room with toilet and marble soles. In the house side of the toilet room is a fixed window with shade. Entertainment is provided to the on deck VIP stateroom via a Samsung LED HDTV on a drop down lift from the overhead interfaced with a Savant mini iPad control into the DirecTV satellite system and Apple TV, Savant music system.

FORE AND AFT PASSAGEWAY

There is a fore and aft passageway which runs from the main salon aft all the way to the crew stairway. In the house side starboard side are fixed windows with shades. All the way aft is a locking sliding door at the end of the starboard side deck. Forward to port is entry into the on deck VIP stateroom. Aft of the on deck VIP stateroom is a small standup cabinet. Midships is the galley. Aft is a set of stairs up to the raised pilothouse. All the way aft is the main deck day head. The main deck day head has a stone countertop vanity with undermount sink, mirror, and toilet.

GALLEY

Entry into the galley is via a sliding pocket door. The galley is in a U-shaped arrangement with stone countertops and HP laminate upper and lower cabinetry. In the countertops is a dual undermount stainless steel sink with garbage disposal unit. In the house sides are fixed windows with shades.

The following appliances are noted in the galley:

- Frigidaire Professional upright refrigerator with bin type ice machine
- KitchenAid dual drawer upper refrigerator with slideout drawer freezer
- KitchenAid glass top 5-burner range with dual upper and lower ovens
- KitchenAid microwave oven
- KitchenAid trash compactor
- KitchenAid dual drawer refrigerator
- KitchenAid dishwasher
- KitchenAid bin type ice machine

RAISED PILOTHOUSE

The raised pilothouse has a three-paneled raked windshield forward each with windshield wiper and wash. Along the house sides are fixed windows with shades. Forward is an upholstered helm console with stainless steel helm. Centerline aft is a raised bench seat with footrest and chart drawer. To the port of centerline is a varnished teak overlaid stairway up to a sliding hatch and the flybridge. All the way outboard is a stairway down to an entry foyer. In the house side is a sliding door at the aft end of the port side forward walkway.

MAIN AND DINING SALON

The main and dining is divided fore and aft with the main salon forward and the dining salon and bar area aft. The main salon forward has large fixed windows along the house sides with electric shades. Below the windows port and starboard are stone countertop buffets with crystal, china, silverware, and wine storage. Located forward centerline is an entertainment center with stone countertop cabinet with pegged crystal storage. Entertainment is provided to the salon via a Samsung LED HDTV interfaced with a Savant mini iPad touchscreen control interfaced into the DirecTV satellite TV system, Apple TV, Samsung Smart TV, and Savant music.

Midships is a dining area with a U-shaped upholstered settee with varnished teak table on twin stainless steel high/low adjustable pedestal mounts. Opposite the settee is the

entertainment center. The entertainment is provided via a Samsung LED HDTV with a Savant mini iPad remote control system interfaced into the DirecTV satellite TV system, Samsung Smart TV, Apple TV, and Savant music server system.

All the way aft to starboard is a bar. The bar has stone countertops and bar top. In the countertop is a stainless steel sink. At the bar top are three loose barstools. Seen at the bar is a bin type ice machine. Forward is a second stone countertop with U-Line wine cooler. Inboard is a full height cabinet with crystal storage, serving storage, and game storage. Port is a game table with four loose chairs. All the way aft is a glass panel sliding door out to the aft deck. Port and starboard of the door are large fixed windows.

GUEST AREA

The guest area is accessed via a carpeted curved stairway down from the main salon starboard side. At the bottom of the stairway is a fore and aft passageway. Forward is entry into the owner's stateroom. Starboard side forward is a laundry room. Port side midship is the port mid guest cabin. Starboard midship is a pantry. Port and starboard aft are the port and starboard aft guest staterooms. The after section of this passageway is divided via a dogged and gasketed door.

OWNER'S STATEROOM

The owner's stateroom forward has a king size bed in a fore and aft arrangement off of the forward bulkhead. At the berth are twin marble top nightstands with reading lamps. In the hull sides are dogged and gasketed opening portlights with shades. Starboard side is a built in chest of drawers, a mirrored makeup desk with chair and a hanging locker with safe. Port side is a small settee with chest of drawers and a hanging locker. Entertainment is provided to the cabin via a Savant touchscreen iPad control interfaced into the DirecTV satellite TV system, Samsung Smart TV, Apple TV, and Savant music server system.

Port and starboard aft are entries into divided heads. Each head has a stone countertop vanity with undermount ceramic sink, a lit mirror, a stone tile encased frameless glass shower with bench seat, and a toilet. In the hull side of each head is a dogged and gasketed opening portlight with shade.

LAUNDRY ROOM

The laundry room has two LG dryers and two LG washing machines. In the hull side is a dogged and gasketed portlight with shade.

PORT MID GUEST STATEROOM

The port mid guest stateroom has four single berths in an inboard/outboard high/low fore and aft arrangement along the inboard bulkhead and hull side. At each berth is a reading lamp. Below the lower berth are storage drawers. Forward centerline is a cedar lined hanging locker with a safe. Outboard and aft is a second hanging locker with additional drawers. Entertainment is provided to the cabin via a Samsung TV with a Savant touchscreen iPad control interfaced into the DirecTV satellite TV system, Samsung Smart TV, Apple TV, and Savant music server system. In the hull side is a dogged and gasketed opening portlight with shade.

Aft is entry into the enclosed head. The enclosed head has a stone countertop vanity with undermount ceramic sink, lit mirror, enclosed frameless glass shower, and toilet. In the hull side is a dogged and gasketed opening portlight with shade.

All the way aft are the port and starboard aft guest staterooms.

STARBOARD AFT GUEST STATEROOM

The starboard aft guest cabin has a queen size berth in an athwartships arrangement off of the hull side. At the berth is a stone countertop nightstand with reading lamp. In the hull side are twin dogged and gasketed opening portlights. In the hull side forward is a stone countertop chest of drawers. All the way aft is a cedar lined walk-in closet with safe. Entertainment is provided to the cabin via a Samsung LED HDTV with a Savant touchscreen iPad control interfaced into the DirecTV satellite TV system, Samsung Smart TV, Apple TV, and Savant music server system.

Forward is entry into the enclosed head. The enclosed head has a stone countertop vanity with undermount ceramic sink, lighted mirror, and a glass enclosed combination shower and tub, and a toilet. In the hull side is a dogged and gasketed opening portlight with shade.

PORT AFT GUEST STATEROOM

The port aft guest cabin has three berths. Inboard is a single berth with a drop down Pullman above. The outboard berth is a single berth. At each berth are reading lamps. Forward and outboard is a set of stone countertop chest of drawers. Aft is a walk-in cedar lined closet with safe. In the hull side are twin dogged and gasketed portlights with shades. Entertainment is provided to the cabin via a Samsung LED HDTV with a Savant touchscreen iPad control interfaced into the DirecTV satellite TV system, Samsung Smart TV, Apple TV, and Savant music server system.

Forward is entry into the enclosed head. The enclosed head has a stone countertop vanity with undermount ceramic sink, lighted mirror, a frameless glass door standup shower, and toilet. In the hull side is a dogged and gasketed opening portlight with shade.

DECK ARRANGEMENT AND EQUIPMENT

The painted non-skid decks of the bow are protected by waist high boxed bulwarks with polished stainless steel handrails atop. The walkways continue aft to midship port and starboard side. Port side is a sliding door into the wheelhouse. Starboard side is a sliding door into the main deck foyer. Situated all the way forward is a finished wood flagstaff. Just below that is a polished stainless steel ship's bell and an LED deck floodlight.

Sitting in a painted stem is a steel Forfjord fluke style anchor. The anchor is swivel shackled to a 15mm galvanized stud link chain. The anchor and chain are hauled by a Maxwell 3500 hydraulic vertical windlass. There is a chain stopper provided and wildcat and cone clutch on the anchor windlass. The anchor is controlled by foot switches next to the windlass. The chain is led below deck through a chain horn and open bell mouth

spurling pipe to a single bin chain compartment. The chain compartment is accessed through the forward crew quarters via a hinged door. The end of the anchor chain is hard shackled to the front side of the compartment. The anchor chain length is unknown. There are also controls at the upper helm station to operate the anchor windlass. Please see "Findings and Recommendations" concerning the ground tackle.

Just aft of the anchor windlass is a painted Bomar style hatch down into the crew accommodations. Outboard are cleats and polished stainless steel fairleads. Aft centerline is a finished wood table on polished stainless steel adjustable mounts. Aft of here is a large bench seating area with removable cushions. Outboard of the seating area port and starboard are four teak steps with polished stainless steel handrails up to the forward house deck. The forward house deck features upholstered sunbathing areas with perimeter polished stainless steel handrails and storage lockers centerline. At the aft end of the storage compartment is a GFCI power outlet. Aft of the sunbathing area is a three-panel raked windscreen for the wheelhouse. Each window has a wiper blade and wash.

The side deck walkways continue from the bow port and starboard sides. Starting with the port side, there is a hinged locker giving access to a lit bosun's locker. Further aft on deck is an additional cleat and flush level diesel fuel fill. There is a life ring on a holder on the inboard house sides. All the way aft is an additional cleat with painted fairlead. Inboard is a sliding lockable door giving access to the port wheelhouse. The starboard side deck has a Glendinning 100-amp receptacle forward and just below a dockside water connection. Aft of here is a line handling cleat fairlead, flush deck level diesel fuel fill, and life ring on the inboard house side. On the starboard side is a hinged handrail for boarding access. Connected to the tide ride mounts is a 7-step Marquipt ladder with 250-lb. capacity label. Port and starboard aft are narrow walkways that continue to the aft deck. Midship are single cleats and various vents.

The aft deck is accessed via a sliding glass door from the aft main salon, a teak overlay staircase from the flybridge, swim platform, or boarding gates port and starboard side with tide ride mounts provided. The aft deck is protected by the house overhang and knee boxed bulwarks with polished stainless steel handrails. The aft deck features teak overlay decks, overhead lights, and recessed speakers. All the way forward are large windows looking into the main salon and a sliding glass door. To port is a teak overlay staircase up to the flybridge. Below the stairway is a stone countertop with storage below. Outboard to starboard is an additional stone countertop with stainless steel sink and faucet. Centerline is a finished wood table on adjustable dual pedestal mount. Aft of the table is a bench seat with three storage lockers. Around the table are five loose laid director style chairs. On the port and starboard aft ends of the aft deck are non-skid painted line handling stations with polished stainless steel cleats.

The flybridge is accessed port side from the wheelhouse via a painted sliding door or from the aft deck port side via a teak overlay curved stairway. The flybridge is partially protected by the hardtop overhang and waist high boxed bulwarks with polished stainless steel handrails around the aft portion of the flybridge. In the overhead of the hardtop are recessed lights and marinized audio speakers. The flybridge has teak

overlay decks and stone countertops. Situated all the way forward, centerline is a fully instrumented helm. Aft is an upholstered large bench seat with storage for lifejackets below. Outboard port side is the sliding painted lockable hatch down to the wheelhouse. Outboard on either side are stone countertops. Port side features storage cabinets below. On the starboard side countertop are two Kenyon cooktops and a two-burner Kenyon cooktop aft. There is additional storage below the cabinet. Centerline behind the helm bench seat is a stone countertop with stainless steel sink and faucet. There is storage provided below. Aft of here is a stone countertop bar with storage below and three polished stainless steel mounted barstools. Aft outboard are the side arches of the hardtop. Below are two L-shaped bench seating areas with four finished wood tables on adjustable polished stainless steel mounts. There are six loose laid chairs provided. Aft of the seating area port and starboard sides are two 4-person Jacuzzis. There are teak overlay steps with polished stainless handrails provided behind each. Aft is an open deck arrangement with two sun loungers and stone countertop with storage below port side. To port is a teak overlay curved stairway down to the aft deck. On the outboard sides are canistered life rafts carried in cradles with life rings inboard. Off the aft house sides of the flybridge centerline is an LED stern light, two aft facing floodlights, and two aft facing speakers. Entertainment to the flybridge is provided by marinized audio speakers. Additionally, on the flybridge over the midship seating area are polished stainless steel poles for a removable sunshade. The sunshade was not seen on board during the survey.

The hardtop is unprotected and fully painted out. The following gear and equipment is noted on the flybridge hardtop:

- (2) ACR remote control searchlights model #RCL-100LED
- Kymeta antenna
- (2) Garmin open radar arrays
- Anchor light
- (2) Steaming lights
- (2) KVH satellite domes
- Triple chrome plated ship's horn
- Various Garmin antennas
- (8) Fiberglass whip antennas
- Wind anemometer
- Towing light
- Single flag halyard

The swim platform is accessed starboard side from the main aft deck via a teak overlay stairway. There is a polished stainless steel handrail provided here and deck level lighting. Below the top step is the vessel's hull identification number which reads "BWD00250A292". The decal name reads "A PLACE IN THE SUN". There is no hailing port on the transom. Outboard to port is a hinged storage locker for dive equipment with washdown nozzle. Stowed in this locker are various snorkel and dive gear equipment. Outboard to starboard is an additional storage locker with shore power cords, deck lines, life ring, and fuel bottles. Back on deck is an integrated three-step with teak tread deployable swim ladder. The swim platform is unprotected. Centerline

on the aft transom is a polished stainless steel fairlead leading to a cleat located below the center aft bench seat on the aft deck.

ENGINE ROOM

The engine room is accessed by a quick acting dogged and gasketed hinged door with round viewing window on the aft bulkhead from the crew accommodations. The engine room is partially insulated behind painted aluminum perforated sheathing. The deck plates are painted aluminum diamond plate. There are opening portholes provided port and starboard. The engine room is lit with AC overhead fluorescent light fixtures. The engine room is protected by two high level bilge alarms, two DC Rule bilge pumps, and a Fireboy fixed fire suppression system. Engine room dewatering can also be accomplished via bilge suctions from both port and starboard main engines. Please see Findings and Recommendations concerning the port and starboard engine bilge suction.

The following gear and equipment is noted in the engine room:

- (2) Detroit Diesel 12V92 turbo charged after cooled two-stroke marine diesel engines rated for 1,080-hp at 2300 RPM. Please see the separate report filed by RPM Diesel for hours and serial numbers.
- (2) ZF model #BW195 marine reversing gears serial #1964A port and #1963A starboard.
- (2) Kilopak generators (no data tags)
- (2) Watermakers, Inc. reverse osmosis watermakers each rated at 1,000 gallons per day. Each with the following:
 - Hydra cell high pressure pump
 - Control panels
 - Gauge cluster
 - (2) Membranes
 - Low pressure sea water pump
- Dometic tempered water air conditioning plant rated at 144,000 Btu charged with R410A
 - (2) Dometic 72,000 Btu scroll compressor units
 - (2) Scott AC electric chillwater pumps
 - (2) Digital control/displays
 - (2) Schneider electric soft starts
 - (2) Scott AC electric seawater pumps
- (2) Fireboy HFC-227 manual/auto fixed fire suppression bottles each with 43.2 lbs. of agent
- (2) Exhaust fan controls
- (2) Intake/exhaust fans
- (2) Single banks of Racor model #900MA fuel filter/water separators for generators
- (2) Triple banks of Racor fuel filter/water separators for main engines
- (2) Main engine and generator start battery banks
- Metabo HPT air compressor

- Fill-Rite Series 900 fuel transfer meter
- RCI fuel transfer water separator
- Fuel transfer manifold
- Main engine and generator fuel supply manifold
- Hynautic power steering reservoir
- Electric steering pump
- Naiad stabilizer reservoir with internal oil cooler, filter, and sight glass
- Hart Systems Tank Tender
- Oil change pump and manifold
- 12-volt service battery bank
- (2) Acme 25-kva shore power isolation transformers
- (2) Nauti Boost isolation transformer booster controls
- Atlantic Ultraviolet UV potable water sterilizer
- (2) Headhunter Mach 5 potable water pumps
- AC electric black water macerator pump
- Mastervolt Chargemaster 24/60/3 battery charger
- Mastervolt Chargemaster Plus 12/75-3 battery charger
- Potable water sediment filters
- Jet Rite 2 potable water accumulator
- (2) Overhead shore power receptacles port and starboard
- Sure power battery isolator
- Bow thruster/anchor windlass control box and control switch box
- Bow thruster/anchor windlass reservoir with sight glass and return oil filter
- AC electric Oberdorfer fuel transfer pump
- (2) Glendinning engine control boxes
- 220/120 AC electric breaker panel, DC panel, and power selector switches

Note: For more information on the main engines, reversing gears, and generators, please see the separately filed report by Mr. Eric Johnson of RPM Diesel.

HAUL OUT AND BOTTOM INSPECTION

"A PLACE IN THE SUN" was hauled out by Marine Travelift at Broward shipyard in Dania, Florida on May 5, 2023. The scales on the Travelift were not operational. Upon haul out, the hull bottom was found to be in good condition overall. Heavy marine growth was seen throughout the hull bottom as well as all the running gear. The bottom was pressure washed prior to inspection. The bottom paint was found to be very thick and peeling. There was no record of the last bottom job but was reported to be prior to 2017. Please see Findings and Recommendations concerning the bottom paint.

She is a vee bottom variable dead rise configuration with hard chines aft integrated into a spray and rub rail forward. The rub rail extends aft to the transom.

She has a 15" bow thruster tube with no brow or relief. There are bolted in stainless steel flat bar grates. The bow thruster tube is fitted with a 6-bladed stainless steel full fan type propeller on a stainless steel foot. The propeller is coated in Propspeed.

She carries 30" X 45" molded fiberglass Naiad stabilizer fins. Please see Findings and Recommendations concerning the stabilizer fins.

She has 3" stainless steel two-piece shafts run in aluminum stern tubes and three sets of welded aluminum vee leg struts. The shafts are coated in Propspeed. There is one main strut and two intermediate struts. The propeller shafts are coupled using Muff couplings. The stern tubes and struts are fit with water cooled bearings. Keyed and bolted to the shafts are 4-bladed Nibral propellers stamped 41" X 34". Please see Findings and Recommendations concerning the propellers.

Note: There are no service records for the running gear. Reportedly any running gear service was prior to 2017.

Her rudders are 40" X 17" stainless steel flat plate semi balanced.

ZINCS

The following zincs are seen:

- (10) 7" round bottom zincs
- (4) 7" round zincs (2 each rudder)
- (6) Shaft collar zincs (3 each shaft)
- (8) 4" X 12" flat plate zincs (4 each hull bottom adjacent to the exhaust diverters)

Her zincs are found to be active. Many zincs are due for replacement at this time.

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 in saltwater.

TRIAL RUN

A trial run was conducted on May 5, 2023 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 40% fuel, 80% water, 7 adults, no tender, and normal ship's spares, stores, and personal effects. Outside conditions at the time were winds east at around 5 knots. Seas were at 1 foot with a period of 13 seconds. Skies were hazy.

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 tried and found to be in good operating condition unless otherwise noted in the Findings and Recommendations. Her autopilot was tried on several headings.

At the request of the engine surveyor, Mr. Eric Johnson of RPM Detroit Diesel, RPM runs were conducted at 1200, 1400, 1600, 1800, 2000, and full RPMs. The following readings were taken from the provided engine room gauges and navigation electronics. (Note: All temperatures are in °F and all pressures are in Psi, unless otherwise noted:)

| | | | | | | |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <u>Port Engine</u> | <u>1200</u> | <u>1400</u> | <u>1600</u> | <u>1800</u> | <u>2000</u> | <u>Full</u> |
| RPM | 1200 | 1400 | 1600 | 1800 | 2000 | 2200 |
| Water Temperature | 160 | 165 | 170 | 175 | 175 | 185 |
| Oil Pressure | 50 | 50 | 55 | 55 | 55 | 60 |
| Gearbox Temperature | 140 | 150 | 150 | 155 | 155 | 165 |
| Gearbox Pressure | 400 | 400 | 400 | 400 | 400 | 400 |
| <u>Starboard Engine</u> | <u>1200</u> | <u>1400</u> | <u>1600</u> | <u>1800</u> | <u>2000</u> | <u>Full</u> |
| RPM | 1300 | 1450 | 1550 | 1750 | 1950 | 2250 |
| Water Temperature | 150 | 165 | 160 | 160 | 165 | 175 |
| Oil Pressure | 80 | 80 | 80 | 80 | 80 | 80 |
| Gearbox Temperature | 140 | 145 | 145 | 150 | 150 | 150 |
| Gearbox Pressure | 400 | 400 | 400 | 400 | 400 | 400 |
| GPS Speed (MPH) | 11.5 | 12.3 | 13.7 | 15.5 | 16.8 | 17.2 |

The following readings were taken in the engine room from the installed gauges or via a handheld infrared thermometer. (Note: All temperatures are in °F and all pressures are in Psi, unless otherwise noted:)

| | | | | | |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|
| <u>Stabilizer Reservoir</u> | <u>1200</u> | <u>1400</u> | <u>1600</u> | <u>1800</u> | <u>2000</u> |
| Temperature | 100 | 112 | 125 | 131 | 135 |
| Pressure | 0 | 1500 | 1500 | 1400 | 1400 |
| <u>Steering Oil Cooler</u> | | | | | |
| Temperature | 96 | 90 | 99 | 100 | 102 |
| <u>Transmission Temperature</u> | | | | | |
| Port | 116 | 115 | 120 | 127 | 131 |
| Starboard | 111 | 108 | 115 | 120 | 123 |

Both watermakers were tried several times. Both watermakers faulted on low pressure. Please see Findings and Recommendations concerning the watermakers.

NAVIGATION ELECTRONICS, COMMUNICATION, AND MONITORING EQUIPMENT

"A PLACE IN THE SUN" is a dual station yacht with all of her navigation electronics, communication, and monitoring equipment being divided between the pilothouse and flybridge stations. 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".

PILOTHOUSE

- (2) Garmin GPS Map 8616 multifunction display with GPS plotter, color sounder, and radar
- Garmin GMD10 wind display
- Simrad AP50 autopilot
- Sytex SAS-900 AIS display
- Furuno model #MX700 Navtex receiver
- ICOM VHF radio Commandmic with distress
- Bow thruster lever control
- Glendinning single lever electronic engine controls
- (2) ACR spotlight controls
- Bow thruster master system panel
- Robertson model #RI45 rudder angle indicator
- Naiad Marine stabilizer control
- Danforth constellation magnetic compass
- (2) B & G 2020 multifunction displays
- Port and starboard main engine analog tachs, oil pressure, water temperature, oil temperature, gearbox pressure, and temperature
- Furuno model #FS-2575C single side band radio with remote handset
- Broward safety system mimic display with engine high water temperature, engine low oil pressure, bilge high water, smoke detectors, and navigation lights

FLYBRIDGE

- (2) Garmin GPS Map 8623 multifunction chart plotters with chart plotter, 72 nautical mile radar, sonar display, wind anemometer, and navigation light control
- Ritchie magnetic compass
- VDO gauges for RPM, gear pressure, oil gear pressure, main engine oil pressure, voltage, and coolant temperature
- (2) ACR remote searchlight controls model #URP-102
- Robertson rudder angle indicator model #RI45
- Simrad AP50 autopilot
- Garmin multifunction display for speed over ground, position, and depth
- Toggle controls for overhead lights, signal horn, and anchor control
- Glendinning single lever engine controls
- Main engine starts/stops
- Obsolete searchlight control
- Bow thruster jog lever
- ICOM Commandmic VHF radio model #HM-195SW

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":

- (2) Life rings
- Ship's bell

- (2) Fire blankets
- Porthole windows throughout as escape hatches
- Good navigation electronics
- Good ground tackle
- Crew overhead escape hatch
- Proper ship's horn
- (2) Remote operated searchlights
- Full set of running lights and towing lights
- Flare kit (Note: expired)
- (2) Life rings – one with throw line
- (2) Canistered 8-person life rafts on hydrostatic releases
- (12) Adult life vests
- (15) Adult watersports life vests
- Approximately (10) portable fire extinguishers
- EPIRB (Note: battery expired)
- Bilge pump monitor
- High level bilge alarms
- Engine room bilge suction from main engines
- DC Bilge pumps throughout
- VHF handheld radio
- Engine room ventilation dampers
- (2) Inner ships handheld radios
- (2) Magnetic compasses
- Overhead smoke alarms throughout
- AIS
- (2) HFC227 49-lb. clean agent fire suppression bottles for the engine room (Note: due for inspection last May of 2022).

COMMENTS

"A PLACE IN THE SUN" is found to be in good condition throughout for a yacht of her age and use. She has recently completed an extensive refit with major upgrades to the interior. During the sea trial she ran well and was found to be very smooth.

VALUE

It is the opinion of the undersigned independent marine surveyors that the present day market value of "A PLACE IN THE SUN" is approximately \$2,250,000.00 with a replacement value today of approximately \$12,000,000.00.

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

"A PLACE IN THE SUN" is a well built motor yacht in good condition with good gear and equipment. Once her few safety and asterisked recommendations have been complied



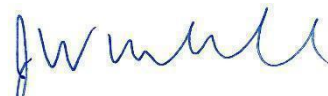

with, she will be considered a good marine risk for coastal and inshore cruising with Bahamian and Caribbean capabilities with proper limits and extensions as set by her insurance underwriters.

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 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,

| | | | |
|--|--|---|--|
|  |  |  |  |
| Christopher M. Pliske President CMP Marine, Inc. | Charles E. Weldon President Southern Cross, Inc. | Jeffrey W. Marshall President JM Marine Surveyors LLC | Cory Brooks President Brooks Marine Services |


Catalina Upegui
Marine Surveyor

CMP/CEW/JWM/CB/CU:klh

Email copy to: Mr. Skip Sorenson
Skip@unitedexecutiveagency.com

- Note: 1. "Findings and Recommendations" is a separate document consisting of 11 pages and is part of this report.
2. For your convenience, the invoice for services rendered is being mailed under separate cover.