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Pre-Purchase Survey Inspection



Vessel Name
"SCINTILLA MARIS"

Prepared For:
Scintilla Holdings, Inc.

Conducted By:
Duncan Fong.
NAMS (CMS) 109-1158
SAMS (SA). ACMS (CMS # 0375). ABYC (STANDARDS ADVISOR). IAMI. MCA. NFPA. SNAME.

&

James Rakoczy
SAMS (SA). ACMS (#0554). ABYC. USCG (200 TON MASTER).

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SECTION 1:
INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mr. Erik Vonk, the above-mentioned surveyor conducted an in-water survey aboard *"SCINTILLA MARIS"* on September 14th – 17th & October 9th, 2026. Representatives for Scintilla Holdings, Inc., were aboard during the survey. The ship's papers were onboard. A trial run was performed on October 9th, 2026. An out of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was not performed; however, a separate in-water inspection was conducted by a commercial diving team while the vessel was in Freeport, Bahamas. Please see that report for more information. The reason for the survey, was to ascertain the physical condition of the vessel. AC and DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only unless otherwise noted.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed, or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. Onboard tankage is visually inspected where accessible however no pressure testing is performed, and tanks should be completely filled and proven leak free. No determination of tank integrity has been made by this surveyor. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: An engine surveyor was onboard during the hull survey and performed a separate survey on the vessel's propulsion system and auxiliary power systems to determine the condition of the engines, gears and pumps, generator combustion engine, heat exchangers, coolers, etc. Refer to that survey.

NOTE: Air conditioning and refrigeration systems were inspected visually, units were tested to ensure cooling, but no in-depth inspection occurs. It would be prudent to have a qualified HVAC technician inspect system air conditioning and refrigeration systems to determine if there are any inherent issues and to attest to the working condition and remaining service life of the system. Heating functionality was not tested at time of inspection.

NOTE: Although electrical components and equipment are visually inspected by this surveyor where possible, a separate electrical survey was conducted by an experienced marine electrician to inspect vessels electrical system and components to determine condition, overall functionality and adherence to relevant standards and regulations.

STANDARDS AND REFERENCES USED: THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USCG); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

"Findings" have been designated either A, B or C depending on priority. (A) High priority, (B) Secondary priority, and (C) General observations, normal wear & tear and cosmetic items.

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SECTION 2:
VESSEL SPECIFICATIONS & GENERAL INFORMATION

Name of Vessel:	SCINTILLA MARIS
Hailing Port/Registered Port:	BIKINI, MARSHALL ISLANDS
Yard Hull Number:	444
Official #:	71876 (REPUBLIC OF THE MARSHALL ISLANDS)
Build Classification/Standard:	RINA C•HULL • MACH YCH, UNRESTRICTED NAVIGATION, AUT-MS (Y), GREEN PLUS (Y)
RINA Class #:	100239
Builder:	DAMEN MAASKANT SHIPYARDS, STELLENDAM, HOLLAND
Designer:	DAMEN MAASKANT SHIPYARDS / VRIPACK YACHT DESIGN
Refit Year:	2023-2024
Build Year/Keel Laid:	1988
Model Specifics:	152’ EXPEDITION YACHT
Gross Registered Tons:	499, AS PER OFFICIAL DOCUMENT
Net Tons:	149, AS PER OFFICIAL DOCUMENT
Depth:	5.10 m, AS PER OFFICIAL DOCUMENT
Displacement:	NOT REPORTED
LOA (Length Overall):	46.5 m / 152’ 7”, AS PER ONLINE SPECIFICATIONS
Beam:	9 m / 29’ 5”, AS PER ONLINE SPECIFICATIONS
Draft:	5.4 / 17’ 7”, AS PER ONLINE SPECIFICATIONS
Propulsion Means:	SINGLE ELECTRIC MOTOR W/MARINE TRANSMISSION
Hull Construction:	CUSTOM REFIT OF STEEL HULL & SUPERSTRUCTURE
Location of Survey:	MARY ROSS WATERFRONT PARK, BRUNSWICK, GA
Location of Haul Out:	NO HAUL OUT REQUESTED OR PERFORMED
Purpose of Survey:	PRE-PURCHASE INSPECTION
Date of Survey:	SEPTEMBER 14TH – 17TH & OCTOBER 9TH, 2026
Navigational Limits:	AS PER UNDERWRITER’S REQUIREMENTS
Cruise Speed / Max Speed:	9.0 KNOTS / 12.7 KNOTS – AS PER TRIAL RUN
Owner’s Manual:	NOT SIGHTED ONBOARD
Listing Brokerage:	BURGESS YACHTS
Selling Brokerage:	BURGESS YACHTS
Selling Broker:	ROBERT VERMILYE
Other Surveyors Present:	ARTURS SAMOHVALOVS, SEART MARINE
Registered Owner:(As Per Official Doc.)	SCINTILLA HOLDINGS, INC.
Registered Address:(As Per Official Doc.)	3511 SILVERSIDE RD, STE 105, WILMINGTON, DE 19810, USA

All specifications above were obtained using owner’s manual, listing material or online information unless otherwise stated.

Survey Prepared For:

Name of Client:	SCINTILLA HOLDINGS, INC.
Address:	830 VENNEBROECK LANE
Address:	RICHLAND
Address:	GA 31825
Phone #:	941 518 3813
Email:	ERIK@RICHLANDRUM.COM

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General:

This vessel was designed and built by Damen Maaskant Shipyard. It is designed as a full displacement expedition style motor yacht, built over four decks. The vessel is classed under RINA and flies the Marshall Islands flag. Keel was laid in 1988 and was refit in 2023-2024. The vessel is registered to carry nineteen persons onboard, including ten passengers and nine crew.

Registration:	Certificate of Registry, Bikini, Marshall Islands
Official Number:	71876
IMO #:	8807222
MMSI #:	538071876
Call Sign:	V7A5988
Type:	Explorer Yacht
Keel Laid:	1988
Date Measured:	September 22, 2021

Classification:
RINA Register of Shipping:

- C•HULL • MACH Ych; Unrestricted, AUT-UMS (Y), Green Plus (Y) (GOLD)

The vessel is currently in full compliance with RINA and RMI Maritime Administration Registry and is currently registered as a "Commercial Yacht".

HULL CONSTRUCTION:
The hull is transversely built on 97 frames. The vessel is constructed using steel plating for the hull and main deck superstructure with aluminum bridge deck attached using a welded tri-clad bi-metallic strip (data-coupler).

Frames:	97 (frame # -5 at Stern and 92 at bow)
Frame spacing:	450mm
Bottom plating:	10 & 12 mm
Side plating:	7, 9, 10 & 16 mm

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SECTION 3:
TRIAL RUN DATA

Date of Trial Run:	OCTOBER 9TH, 2026
Location of Trial Run:	HEADING ENE & WSW OFF PORT EVERGLADES, FL
Time of Trial Run:	STARTED TRIAL RUN AT 10:00 AM & DOCKED AT 1:30 PM
Vessel Loading Conditions:	~30% FULL OF FUEL & 80% FULL OF FRESHWATER
Weather & Sea Conditions:	SOUTHERLY WINDS ~10-15 KTS W/2-4 FT SEAS
Persons on Board:	CAPTAIN, CREW, SUPERNUMERARY & SURVEYORS (10 P.O.B)
Engine Surveyor Present:	JIM BRANCACCIO, JAS MARINE
Captain's Name:	SAM

Performance Details

Port Gen. Load	Gen Coolant Temp. C°	Gen. Oil Pressure Bar	Center Gen. Load	Gen Coolant Temp. C°	Gen. Oil Pressure Bar	Stbd. Gen. Load	Gen Coolant Temp. C°	Gen. Oil Pressure Bar	Electric Motor RPM / KW	Total Fuel Burn LPH	GPS Speed in Knots
-	-	-	-	-	-	30	84	0.5	317/80	41	5.8
-	-	-	-	-	-	40	85	4.3	397/138	53	6.2
-	-	-	-	-	-	50	87	4.0	475/206	68	7.4
-	-	-	-	-	-	60	79	4.0	531/277	85	8.6
-	-	-	-	-	-	70	84	4.0	583/353	102	9.5
-	-	-	-	-	-	80	85	3.8	619/417	120	10.1
40	83	4.3	-	-	-	40	89	4.0	606/391	118	10.3
80	85	3.8	-	-	-	80	82	4.0	782/866	230	12.3
54	83	3.8	54	64	6.6	54	82	4.0	784/876	235	12.4
65	85	3.8	65	85	5.8	65	83	4.0	843/1105	289	12.7
80	84	3.8	80	84	3.8	-	-	-	792/892	236	9.0

GENERATOR & ELECTRIC MOTOR DATA WAS RECORDED FROM DIGITAL DISPLAYS IN TH SWITCHBOARD ROOM.

During the trial run, all relevant electronics, controls, steering systems, cooling systems and other related equipment were tested and proven functional unless otherwise noted in "Findings and Recommendations" section.

Condition of underwater areas: The vessel was taken for trial run after a separate inspection of underwater areas was performed by a commercial diving company in Freeport, Bahamas. It was reported that the diving company found no issues or deficiencies during their underwater inspection, and the bottom was "clean" with no significant marine growth on antifouling, running gear or propulsion equipment,

The electric motor did not achieve manufacturer's specified maximum RPMs/KW output, however, there was no excessive vibration, overheating or active leaks of any major concern detected during the trial run. The lack of RPMs/KW output can likely be attributed to the safety interlock programming in the electric propulsion control system.

Note: Please see the electrical & engine surveyor's reports for more details on propulsion systems.

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SECTION 4:
ONBOARD SYSTEMS
SAFETY EQUIPMENT & SECURITY SYSTEMS

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
LIFEJACKETS (SOLAS):	TWENTY x ADULT, ADULT & NINE CHILD SIZE	
LIFEJACKETS (INFLATABLE):	EIGHT x BALTIC & VSG	
LIFEJACKETS (TYPE III)	EIGHT x ADULT	
IMMERSION SUITS:	TWENTY x JIANGSU HUAYAN, ADULT, DUE FOR SERVICE: 2028	
TYPE IV FLOATATION DEVICE	TWO x LIFE RINGS W/SMOKE & LIGHTS, EXPIRATION: 01/2028	
TYPE IV FLOATATION DEVICE	FOUR x LIFE RINGS W/FLOATING LINE	
TYPE IV FLOATATION DEVICE	TWO x LIFE RINGS	
TYPE IV FLOATATION DEVICE	ONE x MARKUS LIFENET	
LIFE RAFTS	THREE x CUN HONG, TWO x 20-PERSON + ONE x 10-PERSON	
LIFE RAFT SERVICE DUE DATE	5/14/2027 & HYDROSTATIC RELEASE UNIT (HRU) EXPIRY: 03/2027	
VISUAL DISTRESS SIGNALS	TWELVE RED HANDHELD, EXPIRING: 01/2028	
VISUAL DISTRESS SIGNALS	TWO FLOATING ORANGE SMOKE, EXPIRING: 01/2028	
VISUAL DISTRESS SIGNALS	SIX ROCKET/PARACHUTE TYPE, EXPIRING: 01/2028	
DAY SHAPES	FOUR x BLACK BALLS & ONE DIAMOND	
LINE THROWERS	FOUR x IKAROS, EXPIRING: 2032	
FIRST AID KIT	LAGAAY MEDICAL, INTERNATIONAL CATEGORY A	
FIRST AID SERVICE DATE	VARIOUS MEDICATIONS DUE TO BE REPLACED	***A**
EPIRB	JOTRON TRON60 AIS	
EPIRB / HRU EXPIRATION	BATTERY EXPIRY DATE: 02/2034 HRU EXPIRY DATE: MARCH 2027	
SART	TWO x JOTRON, TRON-AIS	
SART EXPIRY DATE	JULY 2028	
NAUTICAL PUBLICATIONS	ALL RELEVANT PUBLICATIONS ONBOARD (DIGITAL)	
SHIP'S BELL	YES – MOUNTED AT EXTERIOR GALLEY	
SHIP'S HORN	SINGLE x ZOLNER, AIR HORN	
NAV. & ANCHOR LIGHTS	INSTALLED AND OPERATIONAL	
MARPOL PLACARDS	REQUIRED PLACARDS INSTALLED & SIGHTED	
SEARCHLIGHTS	PESCH SEEMATZ W/PAN & TILT FUNCTIONS	
CCTV / CAMERA SYSTEM	FIFTEEN ALPHATRON CAMERAS + 611A MATRIX W/DVR CAPABILITY	
HANDHELD VHF'S	THREE x JOTRON TR30 +	
CREW RADIOS	EIGHT x MOTOROLA TALKABOUT	

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DEWATERING & FIRE SUPPRESSION SYSTEMS

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
DEWATERING ARRANGEMENT	WEG / AZCUE, 400 VOLT, 30m³/HR, 4 BAR W/SUCTION MANIFOLD	
DEWATERING ARRANGEMENT	TWO x WILDEN, PNEUMATIC, IN BOW THRUSTER BILGE	*C
EMERGENCY BILGE PUMP	HATZ DESEL 1B20, ON PORT MAIN SIDE DECK	
BILGE ALARMS / MONITORING	YES, AUDIBLE AND VISUAL ALARMS VIA MONITORING SYSTEM	
FIRE EXTINGUISHERS – ABC	ONE x 2 KG & SEVEN x 6 KG, DRY CHEMICAL POWDER TYPE	
FIRE EXTINGUISHERS – CO2	THIRTEEN x 5 KG	
FIRE EXTINGUISHERS – FOAM	TWO x NINE LITER	
LAST INSPECTION DATE	04/2026	
VENTILATION DAMPERS	HEINEN & HOPMAN, ELECTRIC & MANUAL TYPE THROUGHOUT	
VENTILATION DAMPERS	SALOR, ELECTRIC & MANUAL TYPE FOR ENGINE ROOM	
VENTILATION DAMPERS	MANUAL, IN STARBOARD AFT SUN DECK LOCKER	
FIXED FIRE SUPPRESSION	MINIMAX, CO2	
FIRE SUPPRESSION LOCATION	MAIN DECK LOBBY W/DISCHARGE IN GALLEY EXH. DUCTING	
LAST INSPECTION DATE	04/2026	
MANUAL / AUTO RELEASES	MANUAL SWITCH IN MAIN DECK LOBBY	
FIXED FIRE SUPPRESSION	THREE x MINIMAX GMBH MX1230, FK-5-1-12 CLEAN AGENT SYSTEM	
FIRE SUPPRESSION LOCATION	IN ENGINE ROOM	
LAST INSPECTION DATE	04/2026	
FIXED FIRE SUPPRESSION	THREE x MINIMAX GMBH MX1230, FK-5-1-12 CLEAN AGENT SYSTEM	
FIRE SUPPRESSION LOCATION	IN WORKSHOP / BATTERY ROOM	
INSPECTION DATE	04/2026	
MANUAL / AUTO RELEASES	TWO MANUAL SWITCHES IN MAIN DECK LOBBY + AUTO RELEASES	
FIRE ALARMS/REMOTE PANEL	INTEGRAL TO PRAXIS MANAGEMENT/MONITORING SYSTEM	
FIRE DETECTION SYSTEM	TWENTY-FIVE SMOKE DETECTORS THROUGHOUT INTERIOR	
FIRE DETECTION SYSTEM	FIVE HEAT DETECTORS THROUGHOUT INTERIOR	
FIRE DETECTION SYSTEM	FIVE FLAME DETECTORS THROUGHOUT INTERIOR	
FIRE PUMP	WEG / AZCUE, 400 VOLT, 30m³/HR, 4 BAR, ON MANIFOLD W/BILGE PUMP	
FIRE PUMP LOCATION	IN ENGINE ROOM	
EMERGENCY FIRE PUMP	HATZ DESEL 1B20, INSTALLED AT BOW	
FIRE HYDRANTS	SEVEN x DIKKEN HYDRANT STATIONS W/NINE HOSES & NOZZLES	
FIRE SUITS	TWO x PG FIREBUDDY PLUS FIRE SUITS	
SCBA SETS	TWO x INTERSPIRO, SPIROMATIC 90	
SCBA TANKS	FOUR x INTERSPIRO, 6 LITER	
SCBA LAST SERVICE DATE:	04/2026	
FIRE BLANKETS	FOUR – DUE FOR INSPECTION: 01/2027	
EEBD'S	TWO x SPIROSCAPE, EXPIRY: 01/2027 (IN TECHNICAL BILGE COMP.)	
FIRE RADIOS	TWO x ENTEL DTEX PORTABLE INTRINSICALLY SAFE RADIO	

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PROPULSION – MAIN GENERATORS, ELECTRIC MOTOR, TRANSMISSION, & THRUSTERS

The vessel has a diesel-electric propulsion system powered by three Volvo Penta diesel engines with Leroy Somers electrical ends, connected with a bus-tie to a single Marelli Motori electric motor coupled to a ZF marine transmission.

Engines and auxiliary equipment listed in table below were visually inspected at time of survey, and any obvious leaks or deficiencies identified on the engines and associated equipment are listed in the "Findings & Recommendations" section, however Elite Marine Surveyors are not qualified engine surveyors or technicians, and any observations should not be construed as a full engine inspection.

Note: separate mechanical and electrical inspections were performed by Jim Brancaccio, of JAS Marine & Arturs Samohvalovs, of SeArt Marine. Please see their reports for further information.

MAIN GENERATOR ENGINES

ITEM	DESCRIPTION		*DEFICIENCY PRESENT
GEN. ENGINE MANUFACTURER	VOLVO PENTA		
IMO EMISSIONS INFO	COMPLIANT W/MARPOL ANNEX VI NOX LIMITS / TIER III		
EIAPP CERTIFICATES	SIGHTED ONBOARD		
PORT ENGINE MODEL	D16C1-E MG	**SERIAL #:** 1016156566	
MIDDLE ENGINE MODEL	D16C1-E MG	**SERIAL #:** 1016156573	
STBD. ENGINE MODEL	D16C1-E MG	**SERIAL #:** 1016156565	
MAX RATED POWER / RPM	585 KW / 785 HP EACH @ 1800 RPM		
CYLINDERS	SIX – INLINE CONFIGURATION		
PORT GENERATOR HOURS	884 – AS PER DIGITAL ENGINE DISPLAY IN ENGINE ROOM		
MIDDLE GENERATOR HOURS	1287 – AS PER DIGITAL ENGINE DISPLAY IN ENGINE ROOM		
STBD. GENERATOR HOURS	1238 – AS PER DIGITAL ENGINE DISPLAY IN ENGINE ROOM		
COOLING SYSTEM	FRESHWATER CIRCULATING SYSTEM & EXHAUST LINE		
COOLING SYSTEM	RAW WATER-COOLED HEAT EXCHANGERS		
ALARM SYSTEMS	YES – NOT TESTED		
ENGINE BED	WELDED STEEL FRAMES W/DRIP PANS + FLEXIBLE MOUNTS		
VENTILATION	TWO x HEINEN & HOPMAN, 400 VOLT, POWERED FANS		
FUEL FILTERS	TWO x VOLVO PENTA 24293070 PRIMARY BOWLS INLINE		
FUEL FILTERS	TWO x VOLVO PENTA SECONDARY BOWLS ON ENGINE		
FUEL HOSES	GOOD CONDITION & CLAMPED AS REQUIRED		
EXHAUST LINE	STAINLESS STEEL & STEEL TUBES W/FLEXIBLE COUPLINGS		
EXHAUST MUFFLER	DRY SILENCER TYPE W/OUTLET AT STACK (MAKE NOT SIGHTED)		
EXHAUST TREATMENT	THREE x PIUSI, 230/400 VOLT PUMPS FOR UREA TRANSFER		
EXHAUST TREATMENT	THREE x VOLVO PENTA EATS W/AUS/DEF FOR UREA INJECTION		
BLOCK HEATERS	THREE x 400 VOLT / 6 KW – FUNCTIONAL		
FAN HEATERS	TWO x HEATING GROUP, 400 VOLT / 6 KW		***C**

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MAIN GENERATOR ELECTRICAL ENDS & ELECTRIC MOTOR

ITEM	DESCRIPTION		*DEFICIENCY PRESENT
GENERATOR MAKE	NIDEC LEROY SOMERS		
PORT GEN. MODEL	LSAM 49.3M6 C 6S/4	**SERIAL #:** 39708500001	
MIDDLE GEN. MODEL	LSAM 49.3M6 C 6S/4	**SERIAL #:** 39708500002	
STBD. GEN. MODEL	LSAM 49.3M6 C 6S/4	**SERIAL #:** 39708500003	
CONNECTION / KVA / KW	Y / 699 KVA / 559 KW / 480 VOLT		
GEN. ENGINE MANUFACTURER	VOLVO PENTA		
ELECTRIC MOTOR MAKE	MARELLI MOTORI		
DATE OF MANUFACTURE	03/2022 – AS PER DATA TAG		
MOTOR MODEL	B5J 500 LC6 B3		
MOTOR SERIAL #	1036275		
VOLTAGE / AMPS / KW	480 VOLT / 1860 AMPS / 1300 KW		
COOLING SYSTEM TYPE	RAW WATER COOLED PLATE STYLE HEAT EXCHANGER		
COOLING SYSTEM DATA	FRESHWATER, 75 LPM, 48ºC INLET / 38ºC OUTLET 6 BAR (MAX)		
COOLING PUMPS (RAW)	TWO x WEG / AZCUE, 400 VOLT / 25m^3/HR		
COOLING PUMPS (FRESH)	TWO x BELK / MK POMPEN, 400 VOLT / 25m^3/HR		
CAPACITORS	FOUR x BATENBURG, 114.3 KW FOR ELECTRIC MOTOR		
STUFFING BOX	LAGERSMIT SUPREME SEAL, X5557		
ENGINE CONTROLS	D&A, ELECTRONIC, SINGLE LEVER, ELECTRONIC		
AUXILIARY CONTROLS	D&A, BACKUP CONTROLS IN ELECTRICAL ROOM – NOT TESTED		***C**

TRANSMISSION

The transmission was visually inspected, and any obvious deficiencies noted in "Findings and Recommendations" section. During the partial trial run, the transmission was tested for in/out of gear operation.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TRANSMISSION MAKE	ZF	
TRANSMISSION MODEL	ZFW1121ONC	
REDUCTION RATIO	7.70:1	
SERIAL NUMBER	30098599	
OIL LUBRICATION PUMP	ROTOR, 400 VOLT	

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THRUSTERS – STEERING – HYDRAULICS

All systems listed below were powered on and tested for functionality unless otherwise noted, and any deficiencies will be noted in "Findings and Recommendation" section. During the trial run, a steering test was conducted under load to ensure proper operation of all components where accessible.

Hydraulic pump units (HPU), reservoirs and the pumps, hoses, plumbing/fittings were visually inspected for condition where they were readily accessible. The related hydraulic systems were proven functional where possible unless otherwise noted in the "Findings & Recommendations" section. Note: A complete/separate hydraulic survey was not conducted by the attending hull surveyor.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
BOW THRUSTER	MARELLI MOTORI, 480 VOLT, 60 HZ, 160 AMP, 110 KW	
BOW THRUSTER	MARELLI MOTORI, 480 VOLT, 60 HZ, 160 AMP, 110 KW	
STABILIZATION	NONE INSTALLED	
DYNAMIC POSITIONING	ALPHATRON DYNAPILOT (DP-0)	***B**
STEERING SYSTEM	HYDRAULIC, DUAL RAM (MAKE NOT SIGHTED)	***C**
STEERING PUMPS	TWO x VICKERS, 400 VOLT / 7.5 KW EACH, INTEGRAL TO RESERVOIR	
STEERING RESERVOIR	~50 GALLONS, CENTERLINE AFT IN BATTERY ROOM	
STEERING LINES	METALLIC TUBE & FLEXIBLE HOSE W/METALLIC FITTINGS	
STEERING STATIONS	ONE HELM IN PILOTHOUSE + EMERG. BACK-UP IN BATTERY ROOM	
UPPER BEARING	NOT SIGHTED	
RUDDER LOG	NOT SIGHTED	
RUDDER GREASE SYSTEM	AMBISMEER, TYPE 3000, 400 VOLT / 160 BAR W/2 LITER TANK	
HPU & RESERVOIR	OPACMARE, 380 VOLT / ~3 GALLON, FOR AFT DAVIT	
HYDRAULIC RESERVOIR	~4 GALLON, FOR SHAFT SEAL, STBD. AFT SUN DECK LOCKER	
HYDRAULIC RESERVOIR	~4 GALLON, FOR STERN THRUSTER, STBD. AFT SUN DECK LOCKER	
HYDRAULIC RESERVOIR	~4 GALLON, FOR BOW THRUSTER, IN CREW COMPANIONWAY	

ELECTRICAL SYSTEMS

GENERATORS

The three main generators are capable of powering the electric propulsion motor as well as the ship's service load. The harbor generator is used for solely ship's service when the propulsion systems are not in use. Generators were run under load and visually examined for any obvious oil, water, fuel or exhaust leaks. Units were found in operating condition unless otherwise mentioned in "Findings and Recommendations" section. Elite Marine Surveyors are not qualified engine surveyors or technicians, and any observations should not be construed as a full engine inspection. See electrical surveyor's report for more information.

GENERATOR (#4 HARBOUR)

ITEM	DESCRIPTION		*DEFICIENCY PRESENT
MANUFACTURER	VOLVO PENTA ENGINE W/STAMFORD ELECTRICAL END		
ENGINE MODEL	D5A-B TA	**SERIAL #:** 12794002	
GEN. MODEL NUMBER	UCM274E1	**SERIAL #:** X21K481417	
GENERATOR HOURS	2820 – AS PER DIGITAL ENGINE DISPLAY IN ENGINE ROOM		
RATED POWER	107 KVA		
VOLTS / AMPS / PHASE	400 VOLTS / 154.4 AMPS / 3 PHASE		
NO. OF CYLINDERS	SIX – INLINE CONFIGURATION		
RPM/FREQUENCY	1500 @ 50 HERTZ		
FUEL PUMP	MECHANICAL		
FUEL FILTERS	VOLVO PENTA PRIMARY BOWL INLINE & SECONDARY BOWL ON ENGINE		
EXHAUST LINE	STEEL & STAINLESS STEEL TUBE W/FLEXIBLE COUPLINGS		
EXHAUST MUFFLER	DRY SILENCER TYPE W/OUTLET AT STACK (MAKE NOT SIGHTED)		
VENTILATION	TWO x HEINEN & HOPMAN, 400 VOLT, POWERED FANS		

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ELECTRICAL SYSTEMS

AC POWER

The vessel's AC power system can either be run via the two shore power receptacles, the generators or the inverter system (to a limited capacity). There were breaker panels in the switchboard room, workshop/battery room, and both main deck and lower deck technical rooms along with digital switching in vessel monitoring/management system. See electrical surveyor's report for more information.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SHORE POWER RECEPTACLES	TWO x 400/480 VOLT, 100 AMP, 3 PHASE (ONE USA + ONE EURO)	
SHORE POWER CABLES	TWO x 100 FT. CORDS (APPROXIMATE LENGTHS)	
POWERED CABLE REELS	NONE INSTALLED	
CABLE CONDITION	SERVICEABLE WHERE ACCESSIBLE	
WIRING	STRANDED COPPER W/THERMOPLASTIC SHEATHING	
CIRCUIT BREAKERS	YES, APPROVED TYPE	
MAIN SHORE POWER BREAKERS	NOT SIGHTED	***B**
ELCI INSTALLED	NOT SIGHTED	
SPLITTERS/ADAPTORS ETC.	VARIOUS PLUG-ENDS SIGHTED	
SHORE POWER TRANSFORMERS	TRASF ECO, DRY TRANSFORMER, 230/480-480 VOLT, 97 KVA	
SHIP POWER TRANSFORMERS	STATIC CONVERTER, 90 KVA, 60-50 HZ	
GALVANIC ISOLATORS	NONE SIGHTED	
INVERTER SYSTEM	MASTERVOLT, 24 – 120 VOLT, 3000 WATT	

DC POWER

The vessel's DC power system consists of battery banks and battery chargers controlled via DC breakers and battery isolation switches. Batteries were visually inspected only, and no load testing was performed. There were breaker panels in the switchboard room, workshop/battery room, and both main deck and lower deck technical rooms along with digital switching in vessel monitoring/management system. See electrical surveyor's report for more information.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
BATTERIES – START	EIGHT x VMF, 12 VOLT, AGM, GROUP 8D, 230 AH, 06/2023	
BATTERY LOCATION	CENTERLINE FWD. IN ENGINE ROOM – UPPER LEVEL IN ENGINE ROOM	
BATTERIES – E.R	FOUR x VMF, 12 VOLT, AGM, GROUP 8D, 230 AH, 06/2023	
BATTERY LOCATION	TO PORT OF TRANSMISSION – LOWER LEVEL IN ENGINE ROOM	
BATTERIES – GMDSS	EIGHT x SEMI-TRACTION, 12 VOLT, 8D, 230 AH, NO DATE TAGS	
BATTERY LOCATION	ON HARD TOP	
BATTERY CONDITION	NO OBVIOUS DEFECTS	
CABLE CONNECTIONS	SOUND & SECURED WHERE SIGHTED	
WIRING	STRANDED COPPER W/THERMOPLASTIC INSULATION WHERE SIGHTED	
TERMINAL PROTECTION	CLOSED BATTERY BOXES & RUBBER BOOTS ON TERMINALS	
BATTERY BOXES	PLASTIC BOXES W/LIDS	
BATTERY VENTILATION	VENTILATION ARRANGEMENT MEETS ABYC STANDARDS	
BATTERY CHARGERS	TWO x MASTERVOLT, 24 VOLT / 75 AMP	
BATTERY CHARGERS	TWO x MASTERVOLT, 24 VOLT / 50 AMP	
BATTERY SWITCHES	FOUR x BEP, ROTARY TYPE + SIX x ROTARY, DISCONNECT TYPE	
BATTERY SWITCHES	TWO x HELLA, ROTARY TYPE	

BONDING SYSTEM

See electrical surveyor's report for more information regarding the vessel's bonding system

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HVAC / AIR CONDITIONING SYSTEM

The vessel's air conditioning system consisted of a "Heinen & Hopman" tempered water system with two 400 volt AC seawater pumps supplying water to four compressor units in the engine room, with two 400 volt AC circulating pumps supplying chilled water to each of the fan coils around the vessel. Overall, the system was found in serviceable condition with no leaks or significant corrosion on chillers, seawater plumbing or loop, unless otherwise mentioned in the "Findings & Recommendations" section. There were also three self-contained air handlers for the switchboard room and workshop/battery room. Additionally, there were three make up air handlers to provide treated air into the vessel, one at the bow and two at the hard top.

ITEM	DESCRIPTION		*DEFICIENCY PRESENT
SYSTEM MAKE	HEINEN & HOPMAN		
CHILLER/COMPRESSOR LOCATION	FOUR COMPRESSORS IN ENGINE ROOM		
AIR HANDLERS/BLOWERS	NINETEEN UNITS INSTALLED THROUGHOUT VESSEL		***C**
COOLING CAPACITY	140 KW / 478,000 BTU		
REFRIGERANT	R410		
SEAWATER PUMPS	TWO x CALPEDA, 400 VOLT		
CIRCULATING PUMPS	TWO x CALPEDA, 400 VOLT		
SELF-CONTAINED UNIT (SCU) MAKE	HEINEN & HOPMAN		
SCU LOCATIONS	TWO IN BATTERY ROOM + ONE IN SWITCHBOARD RM.		
SWITCHBOARD RM. SCU CAPACITY	COOLING: 25 KW EACH	HEATING: 2 KW EACH	
BATTERY ROOM SCU CAPACITY	COOLING: 17.5 KW EACH	HEATING: 3 KW EACH	
SWITCHBOARD RM. SCU WATER FLOW	5.5 m^3/HR	SCU AIRFLOW: 4200 m^3/HR	***C**
BATTERY ROOM SCU WATER FLOW	4.3 m^3/HR	SCU AIRFLOW: 2550 m^3/HR	
SCU REFRIGERANT	R407C		
SCU SEAWATER PUMPS	THREE x WEG / AZCUE, 400 VOLT – 4.3 & 5.4 m^3/HR		***C**
MAKE UP AIR SYSTEM	THREE x HEINEN & HOPMAN, 400 VOLT		
MAKE UP AIR CAPACITY	ONE x 500 m^3/HR W/12.5 KW COOLING & 4.2 KW HEAT		
MAKE UP AIR CAPACITY	TWO x 750 m^3/HR W/19.0 KW COOLING & 6.25 KW HEAT		

POTABLE WATER SYSTEM

The vessel's potable water system comprises of four integral steel tanks that are located forward in the technical bilge compartment. The freshwater plumbing/hoses were all found in good condition and all valves were easily accessible and functional where tested unless otherwise noted in "Findings & Recommendations" section. Water pressure is provided by two Desmi 400 volt AC pumps with accumulator tanks and directed to the freshwater manifold. Water is filled from dockside supply via freshwater fill cap or water maker when possible.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FRESHWATER	40.467 m^3, AS PER TANK ARRANGEMENT PLAN	
TANK LOCATION (03P & 03S)	10.033 m^3 EACH, BETWEEN FRAMES 77 – 81, TO PORT & STBD.	
TANK LOCATION (04P)	6.484 m^3, BETWEEN FRAMES 73 – 77, TO PORT	
TANK LOCATION (04S)	13.64 m^3, BETWEEN FRAMES 73 – 77, TO STBD.	
DECK FILL LOCATION	TO PORT & STARBOARD ON SIDE DECKS	
FRESHWATER PUMP (AC)	TWO x DESMI, 400 VOLT	
ACCUMULATOR TANKS	TWO x REFIX DD 8, 8 LITER / 4-16 BAR IN TECHNICAL BILGE COMP.	
ACCUMULATOR TANKS	SPECK POMPEN, 200 LITER / 6 BAR – IN TECHNICAL BILGE COMP.	
ACCUMULATOR TANKS	FLAMCO, 35 LITER / 1-3 BAR, PAINTED STEEL	
HOSE / PIPE CONDITION	GOOD WHERE ACCESSIBLE	
FRESHWATER FILTERS	INLINE CANISTER TYPE	

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POTABLE WATER SYSTEM

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TANK LOCATION (04S)	13.64 m^3, BETWEEN FRAMES 73 – 77, TO STBD.	
DECK FILL LOCATION	TO PORT & STARBOARD ON SIDE DECKS	
FRESHWATER PUMP (AC)	TWO x DESMI, 400 VOLT	
ACCUMULATOR TANKS	TWO x REFIX DD 8, 8 LITER / 4-16 BAR IN TECHNICAL BILGE COMP.	
ACCUMULATOR TANKS	SPECK POMPEN, 200 LITER / 6 BAR – IN TECHNICAL BILGE COMP.	
ACCUMULATOR TANKS	FLAMCO, 35 LITER / 1-3 BAR, PAINTED STEEL	
HOSE / PIPE CONDITION	GOOD WHERE ACCESSIBLE	
FRESHWATER FILTERS	INLINE CANISTER TYPE	
FRESH WATER CIRC. PUMP	DAB EVOPLUS, 230/400 VOLT – PORT AFT IN ENGINE ROOM	
WATER HEATER	FOUR x NIBE, 400 VOLT / 300 LITER, IN TECHNICAL BILGE COMP.	
HOT WATER CIRC. PUMP	GRUNDFOS, 230 VOLT – STBD. AFT IN TECHNICAL BILGE COMP.	
WATER MAKER	SEA RECOVERY AQUA MATIC 1400, 1400 GPD / 292 HOURS	*C
WATER SOFTENER	HATENBOER WATER HWS, 50 LITER, IN TECHNICAL BILGE COMP.	
WATER TREATMENT – FWD.	WYCKOMAR PROTECTOR UV STERILIZATION LAMP – 320 DAYS	
WATER TREATMENT – AFT	WYCKOMAR PROTECTOR UV STERILIZATION LAMP – 294 DAYS	
FRESHWATER WASH DOWNS	SPIGOTS INSTALLED THROUGHOUT EXTERIOR OF VESSEL	
HIGH PRESSURE WASH PUMPS	TWO x NICOLINI / HAWK, 230/400 VOLT, 5.5 KW, 200 BAR	*C
JACUZZI/HOT TUB	NONE INSTALLED	
WHIRLPOOL/SOAKING TUB	NONE INSTALLED	

WASTE WATER SYSTEM

The vessel's wastewater system consists of nine freshwater heads with four transfer sump boxes installed throughout the bilge areas to move combined black and grey water into the main wastewater holding tank located in the technical bilge compartment below the companionway sole. From the main holding tank there was a transfer pump for the Hamann treatment system. There was an overboard discharge pump to directly evacuate the holding tank or treatment system when permitted, and a deck fitting for dockside pump-out option when required. Heads were found in good condition when operated, the treatment system and macerator pumps appeared to be in good condition, all sanitation hoses were found in good condition where sighted, unless otherwise mentioned in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
NUMBER OF TANKS	THREE HOLDING TANKS + FOUR TRANSFER SUMPS	
TOTAL TANK CAPACITY	20.05 m^3, AS PER RINA DOCUMENTATION	
TANK LOCATION (05P)	9.545 m^3, BETWEEN FRAMES 65.5 – 71, PORT (MAIN SEWAGE)	
TANK LOCATION (06P)	0.462 m^3, BETWEEN FRAMES 57.5 – 59, PORT (SEWAGE/SLUDGE)	
TANK LOCATION (11P)	9.781 m^3, BETWEEN FRAMES 26 – 31, PORT (SEWAGE BUFFER)	
TANK LOCATION (18S)	0.720 m^3 BETWEEN FRAMES 52 – 54, STBD. (SEWAGE BUFFER)	
TRANSFER SUMP LOCATION	42 LITERS, TO PORT OF ELECTRIC DRIVE MOTOR IN ENG. RM.	
TRANSFER SUMP LOCATION	THREE x 42 LITERS EACH, IN TECHNICAL BILGE COMPARTMENT	
TRANSFER SUMP PUMPS	FOUR x VETUS, 24 VOLT	
NUMBER OF HEADS	FIVE GUEST, THREE CREW + ONE DAY HEAD	
GREASE TRAP	~20 GALLONS, OUTBOARD OF PORT AFT GENERATOR	
PUMP-OUT CAP LOCATION	PORT ON SIDE DECKS	
MSD SYSTEM	HAMANN HL-CONT COMPACT 0125, TYPE II TREATMENT SYSTEM	
MSD SYSTEM LOAD	HYDRAULIC LOAD 3 m^3/DAY – 792.5 GPD	

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WASTE WATER SYSTEM

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TRANSFER PUMPS	TWO x HOYER / BBA PUMPS, 230/400 VOLT	
MACERATOR PUMP	NORD / HAMANN, 265/460 VOLT, 60 HZ	***C**
DRY RUN PROTECTION PUMP	GIANNESCHI, 230/400 VOLT	
FEED PUMP	GIANNESCHI, 230/400 VOLT	
CHLORINE DOSING PUMP	KRONOS 50, 240 VOLT – NOT POWERING ON	***C**
DISCHARGE PUMP	HOYER / BBA PUMPS, 230/400 VOLT	
DISCHARGE PUMP	NORD / HAMANN, 230/400 VOLT	
DISCHARGE VALVE LOCATION	NOT SIGHTED	

FUEL SYSTEM

The vessel's fuel system comprises of eight steel tanks that are integral to the hull. The fuel plumbing/hoses were found mostly serviceable where sighted unless otherwise noted and all valves were easily accessible and functional where tested unless otherwise mentioned in the "Findings and Recommendations" section. The fuel tanks were inspected visually only where accessible and not opened for internal inspections, however it should be noted that during the recent class inspection in April 2026, the tanks were all opened for inspection with no remarks noted by the attending class surveyor. Recommend pressing the fuel tanks with fuel to attest to the integrity of the tanks. No leaking fuel was noted in the bilges during survey. Fuel transfer pumps, priming pumps and polishing systems, were tested for power up and functionality however no significant volume of fuel was transferred or run through polishing system.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FUEL CAPACITY	159.035 m^3, AS PER TANK ARRANGEMENT PLAN	
TANK LOCATION (07P & 07S)	10.085 m^3 EACH, BETWEEN FRAMES 49 – 57, PORT & STBD.	
TANK LOCATION (08P & 08S)	49.288 m^3 EACH, BETWEEN FRAMES 32 – 49, PORT & STBD.	
TANK LOCATION (08CL)	24.680 m^3, BETWEEN FRAMES 37 – 49, CENTERLINE	
TANK LOCATION (DAY 09C1)	5.319 m^3, BETWEEN FRAMES 37 – 39, PORT OF CENTERLINE	
TANK LOCATION (DAY 09C2)	5.286 m^3, BETWEEN FRAMES 37 – 39, STBD. OF CENTERLINE	
TANK LOCATION (9S DEAERATION)	5.004 m^3, BETWEEN FRAMES 37 – 39, STBD.	
UREA TANK LOCATION (19S)	1.260 m^3, STBD. BETWEEN FRAMES 35 – 37 (NON-INTEGRAL)	
FUEL TANK FILL LOCATION	PORT AFT ON SIDE DECK	
VALVE MATERIAL	BRONZE – APPEARED TO BE IN SERVICEABLE CONDITION	
FILLING LINES	METALLIC PIPE	
TANKS SECURING METHOD	INTEGRAL TO HULL	
TRANSFER PUMPS	TWO x WEG / AZCUE, 400 VOLT / 10.25m^3/HR	
TRANSFER PUMPS	ONE x EXCELSIOR, MANUAL HAND PUMP	
TENDER FUELING PUMP	WEG / AZCUE, 400 VOLT	
PRIMING PUMPS	MANUAL PLUNGERS ON MAIN GENERATORS	
HOSE / PIPE CONDITION	SERVICEABLE WHERE SIGHTED	
POLISHING SYSTEM	WEG, 230/460 VOLT W/FOUR CJC FA 2x27/27 FILTERS IN HOUSING	
POLISHING SYSTEM HOURS	45 HOURS – AS PER VESSEL MANAGEMENT SYSTEM	
ACCESS TO TANK FILLS	LIMITED	

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OIL TANKS & ASSOCIATED PUMPS

Tanks, pumps, hoses/plumbing fittings were visually inspected for obvious signs of leaks or degradation and oil transfer pumps were tested for power up function only. No significant amount of oil was transferred during survey.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
CLEAN OIL TANK (10P)	2.458 m^3, BETWEEN FRAMES 37 – 39, PORT	
DIRTY OIL TANK (13P)	5.688 m^3, FRAMES 20 – 25, PORT	
OILY WATER TANK (13S)	5.688 m^3, FRAMES 20 – 25, STBD.	
OILY WATER SEPARATOR	FACET CPS-MKIII + EBM 14X & BILGMON 488 OIL CONTENT MONITOR	
DIRTY OIL PUMP	WILDEN, PNEUMATIC PUMP W/SUCTION HOSE REEL	
OIL BOWSER	RAASM, PNEUMATIC PUMP W/DISPENSER ON HOSE REEL + PIUSI COUNTER	

NAVIGATION ELECTRONICS

All navigation electronics were powered up and tested for functionality as far as reasonably practicable, unless otherwise noted in the "Findings and Recommendations" section.

HELM STATION (PILOTHOUSE)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
COMPASS	ALPHABINNACLE H MK2, SERIAL #: ABH12141, MAGNETIC	
COMPASS	ALPHATRON 160A MAGNETIC COMPASS (REPORTED – NOT SIGHTED)	
COMPASS	ALPHATRON 162A GPS COMPASS (REPORTED – NOT SIGHTED)	
COMPASS	JRC GPS COMPASS 3D DYNAMIC SENSOR	
AUTOPILOT	NAVIS ENGINEERING	
GPS	WARTSILA NAVI SAILOR 4000	
GPS	ALPHATRON 142 DGPS (REPORTED – NOT SIGHTED)	
GPS	ALPHATRON 150A GPS NAVIGATOR (REPORTED – NOT SIGHTED)	
MONITORS	ONE x PRAXIS, 22" TOUCHSCREEN, FOR VESSEL MONITORING	
MONITORS	THREE x HATTELAND, 8" TOUCHSCREEN, FOR ENGINE MONITORING	
MONITORS	ONE x HATTELAND, 19" TOUCHSCREEN	
MONITORS	FIVE x HATTELAND, 24"	
MONITORS	THREE x HATTELAND, 55"	
CHART PLOTTER	IN ABOVE MONITORS	
RADAR	TWO x JRC, X-BAND, 96 MILE, 10 + 25 KW	
FISH FINDER	IN JRC ECHO SOUNDER W/JFE-400 ECHO SOUNDER, MODEL: NQA-4327	
DEPTH FINDER	IN ABOVE MONITORS + JRC ECHO SOUNDER	
SPEED LOG	IN ABOVE MONITORS	
SEAWATER TEMP.	IN PRAXIS MONITOR, BETWEEN HELM CHAIRS	
WIND GAUGE	IN ABOVE MONITORS + ALPHATRON METEO	
VHF RADIO	TWO x SAILOR 7224	
MF/HF CONTROL UNIT	SAILOR 6301	

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ADDITIONAL ELECTRONICS & COMMUNICATION EQUIPMENT

It should be noted that all systems listed below were tested as far as reasonably practicable.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
VHF	SAILOR COMPACT VHF RT2O48 & VHF DSC RM2042	
VHF	SAILOR VHF RADIO TELEPHONE TYPE RT144C	
BNWAS	ALPHATRON 220A	
GMDSS	ALPHATRON 300A GMDSS LAN NETWORK	
RECEIVER / SCRAMBLER	SAILOR COMPACT RECEIVER R2O22 & SCRAMBLER CRY2OO1	
TRANSMITTER	SAILOR COMPACT TRANSMITTER T2O31	
AIS SYSTEM	JRC JHS-183 AIS + ALPHATRON 180A AIS (REPORTED – NOT SIGHTED)	
NAVIGATION COMPUTERS	FIVE x TRANSAS, MODEL: RS6C MARINE COMPUTER	
NAVIGATION SOFTWARE	ALPHATRON	
SHIP'S COMPUTER & PRINTER	LENOVA + BROTHER PRINTER	
SHIP'S MANAGEMENT SYSTEM	MARAD	
NAVTEX	JRC NCR-333 + ALPHATRON 310A NAVTEX	
SAT. PHONE	TWO x ALPHATRON LT 3110 S	
MONITOR	ONE x PRAXIS, 22" TOUCHSCREEN, IN MAIN D. COMPANIONWAY	
VESSEL MONITORING SYSTEM	PRAXIS, VESSEL MONITORING/CONTROL SYSTEM	
VESSEL MONITORING SYSTEM	ADESYS OCTALARM-TOUCH ALARM DIALER FOR ABOVE	
ENGINE MONITORS/GAUGES	IN 8" HATELAND DIGITAL DISPLAYS TO STBD. AT HELM STATION	
ENGINE MONITORS/GAUGES	ELECTRIC PROPULSION DATA NETWORKED IN PRAXIS SYSTEM	

ENTERTAINMENT ELECTRONICS

It should be noted that all systems listed below were tested as far as reasonably practicable. All satellite internet communications systems need an active subscription (and WiFi passwords) to fully test system. As such, all systems were powered on and satellite antenna control units were sighted "Tracking" satellites unless otherwise noted.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SATELLITE TV SYSTEM	NOT EQUIPPED	
TERRESTRIAL TV ANT.	NOT SIGHTED	
TV/DVD/MEDIA PLAYER	SAMSUNG TV, ON POWERED LIFT IN SALON	
TV/DVD/MEDIA PLAYER	SAMSUNG TV, IN SKY LOUNGE, GALLEY & AT EXTERIOR GALLEY	
TV/DVD/MEDIA PLAYER	SAMSUNG TV'S, IN MASTER & GUEST STATEROOMS	
TV/DVD/MEDIA PLAYER	SAMSUNG TV'S, IN CREW AREA & CABINS	
SOUND SYSTEMS	SONOS, PLUG-IN SPEAKERS IN SKY LOUNGE, GALLEY & SALON	
CONTROL SYSTEM	NOT EQUIPPED	
ONBOARD INTERNET	T-MOBILE, CELLULAR HOT SPOT RECEIVER	
ONBOARD INTERNET	STARLINK SATELLITE INTERNET SYSTEM – NOT IN SERVICE OR TESTED	**C

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GALLEY & DOMESTIC EQUIPMENT

All galley equipment was powered on and tested within reason and proved to be in working condition unless otherwise noted in the "Findings & Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
STOVETOP	ATAG, 6 BURNER, INDUCTION IN GALLEY & AT EXTERIOR GALLEY	
CONVECTION OVEN	TWO x BOSCH, IN GALLEY	
CONVECTION OVEN	BOSCH, AT EXTERIOR GALLEY	
VENTILATION	ELECTRIC EXHAUST FANS ABOVE STOVETOPS IN GALLEY & C/MESS	**C
DISHWASHER	TWO x MIELE, IN GALLEY	
DISHWASHER	MIELE, AT EXTERIOR GALLEY	
DISHWASHER	MIELE, IN CREW MESS	
GALLEY REFRIGERATION	TWO x LIEBHERR, CABINETS	
ICEMAKER	IN EXTERIOR GALLEY FREEZER	
OTHER REFRIGERATION	FISHER & PAYKEL, FRIDGE / FREEZER AT EXTERIOR GALLEY	
OTHER REFRIGERATION	DUNAVOX, WINE CHILLER IN SKY LOUNGE	
OTHER REFRIGERATION	LIEBHERR, REFRIGERATOR IN CREW AREA & CREW COMPANIONWAY	
OTHER REFRIGERATION	LIEBHERR, CHEST FREEZER IN LOWER COMPANIONWAY TECH. SPACE	
OTHER REFRIGERATION	TWO x LIEBHERR, FREEZERS IN LOWER COMP. TECH. SPACE	
OTHER REFRIGERATION	THREE x LIEBHERR, CHEST FREEZERS IN WORKSHOP/BATTERY ROOM	
WASHER/DRYER	MIELE, WASHER & DRYER SET, IN CREW AREA	
WASHER/DRYER	TWO x MIELE, WASHERS & DRYERS IN LOWER COMPANIONWAY	
BBQ	NINJA WOODFIRE, ELECTRIC AT EXTERIOR GALLEY	

DECK EQUIPMENT - DAVITS, CRANES, PASSARELLE, GANGWAY ETC.

All systems were tested for power up and general functionality unless otherwise noted in "Findings & Recommendations" section below. The davits were tested as far as reasonably practicable. The air compressors were powered up and run to check that working pressures could be achieved for a short period of time.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
GANGWAY	ALUMINUM	
AFT DINGHY DAVIT	OPACMARE, HYDRAULIC, 1500 KG S.W.L	
FORWARD DINGHY DAVIT	FEADSHIP DECK JIB CRANE 2000, HYDRAULIC, 2000 KG S.W.L	
SWIM PLATFORM	TO PORT & STBD. ON BOAT DECK W/IZOKO WOOD PLANKS OVER	
SWIM LADDER	ONE x DROP- IN STAINLESS STEEL FOR MIDSHIP PLATFORMS	
SERVICE AIR COMPRESSOR	AIRPRESS, 230 VOLT / 8 BAR/ 6LITER W/~12 LITER TANK	
SERVICE AIR COMPRESSOR	AIRPRESS, 230 VOLT / 10 BAR/145 PSI, 400 LPM W/24 LITER TANK	
COMPRESSED AIR RECEIVER	AIRPRESS, 300 LITER / 11 BAR / 160 PSI	

GROUND TACKLE & MOORING EQUIPMENT

The windlasses were powered up and tested unless otherwise noted in "Findings and Recommendations" section. Anchors were run to waterline and retrieved and although capstans were tested, they were tested without load. Anchor rodes were not fully run out and measured. It is recommended that rodes be run out, fully inspected, and measured to attest to condition and length.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ANCHOR WINDLASS	TWO x DMT, HORIZONTAL, ELECTRIC W/LOCAL CONTROLS	
ANCHORS	TWO x 360 KG, GALVANIZED STEEL POOL STYLE	
ANCHOR RODE	TWO x 540' OF GALVANIZED STEEL CHAIN (REPORTED)	
CUTAWAY BITTER END	INSTALLED CORRECTLY	
DOCKING LINES	EIGHT x BRAIDED NYLON	
FENDERS	FOUR MEDIUM INFLATABLE, FOUR MEDIUM BALL + FOUR SMALL TRAD.	

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DINGHIES, TENDERS & WATER-SPORTS EQUIPMENT

If possible, watercraft were started to check engine turns over, but no trial run was performed, and no in-depth inspection occurs unless otherwise requested or noted in survey.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
DINGHY #1 (RESCUE)	ZODIAC MILPRO, MODEL #: MK 4 HD	
DINGHY HIN (HULL ID #)	XMPD323TH324	
DINGHY MOTOR	YAMAHA 40 HP, MODEL #: F40FEHD SERIAL #: 6BGK L 1028247	*C
DINGHY #2	HAOHAI CHINA RIB, MODEL #: RIB 760	
DINGHY HIN (HULL ID #)	YEF76J08A019	
DINGHY MOTOR	YAMAHA 150 HP, MODEL #: F150XC SERIAL #: 6MA X 1002517	
WAVERUNNER	YAMAHA, MODEL: VX1050B-T, HIN: YAMA3345K718	
KAYAKS	FOUR x KANOZEE NL	

DECKS, BILGES & SUPERSTRUCTURE

All areas below were visually inspected where accessible. Any notable deficiencies will be recorded in "Findings and Recommendations" section.

AREA	DESCRIPTION	*DEFICIENCY PRESENT
STEM	RAKED & FLARED	
STERN	WELDED STEEL 10 & 12 mm PLATE – FLAT	
FRAMES	WELDED STEEL GRID SYSTEM – 8 & 10 mm ON 450 mm CENTERS	
STRINGERS	WELDED STEEL GRID SYSTEM	
BULKHEADS	WELDED STEEL PLATE, TABBED TO HULL AND DECK	
BILGE CONDITION	MOSTLY CLEAN & DRY WHERE SIGHTED	
SEACOCK/VALVE TYPE	INSULATED BRONZE BALL & BUTTERFLY VALVES	
DECKS	WELDED STEEL & ALUMINUM W/NON-SKID FINISH & LAID IROKO PLANKS	
HULL-DECK JOINT	TRICLAD STRUCTURAL TRANSITION JOINT FOR BRIDGE DECK/HOUSE	
DECK FITTINGS	WELDED STEEL	
TOPSIDES	WELDED STEEL 7, 9, 10, 12 & 16 mm PLATE – BLUE W/RED ACCENTS	
SUPERSTRUCTURE	WELDED STEEL & WELDED ALUMINUM BRIDGE DECK – OFF-WHITE	
BOW ARRANGEMENT	WELDED STEEL W/HAWSEPIPES	
BOW PULPIT	PAINTED STEEL TUBE/RAIL	
RUB RAILS	WELDED STEEL	
HARD TOP	WELDED ALUMINUM	
BIMINI / SUNSHADE	WHITE SHADE W/STAINLESS STEEL POLES OVER BRIDGE DECK AFT	
BIMINI / SUNSHADE	WHITE SHADES OVER MAIN BOAT DECK & FOREDECK	

It is the surveyor's opinion and a recognized prudent practice, that all seacocks be operated and serviced regularly to ensure correct function and operation. Periodic disassembly and internal inspection of through-hull fittings and seacocks should be performed on a rotating basis each time the vessel is hauled. It is also recommended the owner/captain is familiar with the locations of all through-hull fittings.

DECK DRAINAGE

The vessel's deck drainage system comprises of self-bailing decks, freeing ports, in-sole scuppers and overboard drainage hose. The system is inspected where accessible, but system is not tested with active waterflow. It is suggested that all deck scuppers are flooded to ensure proper drainage.

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HULL, THROUGH-HULLS & UNDERWATER AREAS

The vessel was not hauled out and as such, the underwater hull areas were not inspected. The owner reported that a diving company would either perform an in-water inspection in the near future, or the vessel would be hauled out once the vessel arrives in Florida.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT	
HULL	NOT SIGHTED		
UNDERWATER LIGHTS	NOT SIGHTED		
KEEL / HULL TYPE	NOT SIGHTED		
ZINCS / ANODES	NOT SIGHTED		
SHAFTS	NOT SIGHTED		
PROPELLERS	NOT SIGHTED		
STRUTS	NOT SIGHTED		
RUDDERS	NOT SIGHTED		
BOW THRUSTER SIZE	NOT SIGHTED		
STERN THRUSTER SIZE	NOT SIGHTED		
THROUGH-HULLS	NOT SIGHTED		

SHIP'S CERTIFICATES & DOCUMENTATION

The main regulatory certification sighted onboard is indicated below. The vessel keeps certificates in folders, and all Class and Flag certificates are uploaded on the MARAD online management portal. The certification seen onboard generally appears to be in order, current, and where necessary certificate endorsements have been completed. The last annual RINA Classification inspection was completed on 29th of April 2026, and which is now valid until April 2027.
It is of note that the vessel's last annual inspection for Flag State (Marshall Islands) was conducted on June 25th, 2026, and the next annual Marshall Islands survey inspection is due in June of 2027.

List of Ship's Certificates Sighted

RINA

- Certificate of Class (Rina No. 100239) – Valid Until 25 April, 2029
- Cargo Ship Safety Radio Certificate
- Engine International Air Pollution Prevention Certificate
- International Air Pollution Prevention Certificate
- International Anti-Fouling System Certificate
- International Energy Efficiency Certificate
- International Load Line Certificate
- International Oil Pollution Prevention Certificate
- International Sewage Prevention Certificate (with Maximum Rate of Discharge Document)
- International Tonnage Certificate
- Record of Passenger / Cargo Ship Safety Radio Equipment (GMDSS Ships)
- Declaration of Conformity Asbestos Free Construction
- RINA Annual GMDSS Survey Report

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Marshall Islands

- Marshall Islands Certificate of Registry
- Minimum Safe Manning Certificate
- Commercial Yacht Compliance Certificate
- Ship Radio Station License
- Tender Statement of Compliance
- Authorized Exemptions & Equivalencies Related to the Republic of Marshall Islands (RMI) Yacht Code
- Yacht Record of Safety Equipment
- Tonnage Tax Receipt
- Shore Based Maintenance Certificate
- Certificate of Insurance or Other Financial Security In Respect of Liability for the Removal of Wrecks
- Declaration of Maritime Labour Compliance – Part I
- Port Authority Letter Registration
- Declaration of Intent to Maintain Commercial Compliance
- RMI Waiver of Age Requirement
- Report of Compliance Verification for Commercial Yachts (Cys) & Yachts Engaged in Trade (YETs)

Ships Certificates

- Inflatable Life Raft Certificate of Inspection
- European Community Declaration of Conformity for Embarkation Ladder
- Ship Sanitation Control Exemption Certificate
- Survey & Test Certificate for Thorough Examination of Rescue Boat, Rescue Boat Davit, Winch & Release Gear
- Certificate of Inspection for Self Contained Breathing Apparatus
- Certificate of Inspection of Portable Fire Extinguishers
- Certificate of Inspection of Emergency Escape Breathing Device
- Certificate of Inspection of Inflatable Life Vests
- Certificate of Inspection of Portable Fire Extinguishers
- Certificate of Inspection of Engine Room Clean Agent System
- Certificate of Inspection of Extra Clean Agent System
- Certificate of Inspection of Fixed Galley CO_2 System
- Certificate of Inspection of Fire Suits
- Certificate of Inspection of Oxygen Cylinders
- Certificate of Inspection of Immersion Suits

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SECTION 5:

VESSEL DESCRIPTION

1988/2023, 46 Meter Damen Maaskant

"SCINTILLA MARIS was custom designed and built to the specifications for the ideal go-anywhere explorer yacht developed by a seasoned yachtsman during decades of cruising. Her heavily built, recycled trawler hull, the use of state-of-the-art technology in electric propulsion, navigation equipment and vessel management systems are all complimented by the refined interior and exterior amenities of a superyacht.

SCINTILLA MARIS boasts an open, bright, contemporary and comfortable interior, designed to accentuate daylight and connect guests with the yacht's environment. Her large master suite is located mid-ship on the lower deck and boasts a 1.5m diameter skylight and a lofty 2.4m ceiling height. The configuration of the five guest cabins offers flexibility in adapting to the guest's requirements.

The main deck has a welcoming full beam main galley, designed as a 'country kitchen' to foster culinary interactions with the chef. On the spacious bridge deck, three large monitors display navigational and operational information to provide guests with live situational awareness and serve as an open invitation to engage the officers in an informational dialogue.

Also on the main deck, large glass doors connect the lounge to SCINTILLA MARIS' centrally located beach club. Here, guests can enjoy an outdoor, shaded 'paradise' with a lounge area, a bar, a galley and water level boarding platforms.

Outdoor comfort is exceptional on board, with recycled generator heat for outdoor ambient heating on the Portuguese Bridge and aft deck. There's also an observation platform elevated 15 meters above the water line.

SCINTILLA MARIS's hybrid propulsion system ensures unrestricted use in areas with carbon emission bans. Fully electric, it's quiet, fuel-efficient, and features Dynamic Positioning (DP), which keeps the yacht stationary without anchoring by using thrusters, rudder, and propeller, ideal for staying at rest in sensitive coral zones, deep fjords, or during wildlife observation, while also reducing rolling motion by maintaining the bow's alignment with the waves.

For the ultimate go-anywhere, all-electric platform for adventure and limitless exploration, SCINTILLA MARIS offers discerning guests a luxurious getaway to unwind and create unerasable memories."

Description courtesy of https://www.burgessyachts.com/pt/buy-a-yacht/yachts-for-sale/scintilla-maris-10003174

NOTE: A detailed description of the vessel's design/layout will not be covered in this report, as it is assumed that the prospective buyers or their representatives; have been aboard the vessel or have been well informed by the brokers or sellers regarding the vessel's layout, appointments, cosmetic condition. Overall, the exterior of the vessel was found in AVERAGE condition, and the interior of the vessel was found in ABOVE AVERAGE condition.

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SECTION 6:

DEFINITION OF TERMS

FRP/GRP:
Fiberglass or Fiber Reinforced Plastic / Glass Reinforced Plastic.

APPEARS:
Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g., no power available, inability to remove panels, or requirements not to conduct destructive tests). The use of the word "appears" is intended to indicate that a close or complete inspection was not possible, or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

FIT FOR INTENDED USE:
Use which is intended by Survey Purchaser (present or prospective owner).

SERVICEABLE / ADEQUATE:
Sufficient for a specific requirement.

POWERS UP:
Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:
New or like new.

GOOD CONDITION:
Nearly new, with only minor cosmetic issues noted.

FAIR CONDITION:
Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:
Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:
Use of * in the body of this report will indicate that a finding will be listed in the *"Findings and Recommendations"* section pertaining to the * item.

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SECTION 7:

FINDINGS & RECOMMENDATIONS:

(*A). FINDINGS:

Items listed in the table below, should be considered *high priority* items related to safety or non-conformity with generally accepted prudent marine practices, ABYC, NFPA, and applicable U.S. Coast Guard regulations and should be addressed as soon as practicable.

**** Document Number (Official Number), should be installed/carved on vessel as per USCG 46 CFR 67.121**
**** First Aid Kit, as per the expiration date expiry list, the medical kit should be serviced and medications/equipment updated.**

(*B). FINDINGS:

Items in bold below should be considered important items that may be costly to repair or restrict comfortable enjoyment of vessel and should be addressed in a timely manner.

Main Side Decks & Foredeck:

1. **Fuel canisters in the port foredeck seat locker should be removed and stored in an appropriate, marine grade, type approved ventilated locker.**

Aft Deck / Steering Compartment:

1. **There was evidence of leakage below the starboard actuator ram with oily residue in compartment. The cover over the steering compartment was not removed at time of inspection and visibility was limited through the starboard access hatch. Remove hatch, inspect, service and prove leak free.**

Workshop / Battery Room:

1. **The paint locker is installed directly next to one of the shore power converters. Remove and relocate in appropriate, well-ventilated area.**

Trial Run:

1. **The autopilot only has heading hold mode, and there was no "navigate to" mode.**
2. **The dynamic positioning system was not fully functional – the bow and stern thrusters were integrated; however, the main propulsion motor did not engage during testing. The crew reported that this was likely due to a software update. Service/update as necessary to prove fully functional.**
3. **The main propulsion electric motor did not get to full load (1300 kW), as there was an "E-Prop Power Limit active" alarm which sounded at ~1120 kW).**

General Comments and Maintenance:

1. **No main shore power breakers or ELCI fittings were sighted at the shore power receptacles (US or EU) during time of inspection. See electrical surveyor's report for more information.**

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COSMETIC ITEMS AND NORMAL WEAR & TEAR

(*C). FINDINGS:

General observations; All items listed below can be considered cosmetic in nature, part of regular ongoing maintenance, or "normal wear and tear" for a vessel of her type, age & use, and can be **addressed as desired** by vessel owner. Items below do not affect the safe operation of vessel or individually have any adverse effect on vessel valuation.

EXTERIOR

Sun Deck:

1. There was minor corrosion on the davit, HPU, and fittings.
2. The wave runner foam decking had light wear and there was surface corrosion on fittings in the engine compartment.
3. A red indicator light was illuminated on the port air conditioning control box below the sun lounge cushions. It was reported by crew that this was due to a faulty sensor that was on order to be replaced. Prove functional once installed.
4. The rescue tender powered on but the battery had to be charged in order for the engine to turn over. Load test and/or replace battery.
5. Note: The davit worked but would rattle when lowering without load. It was reported by the crew that davits had recently been serviced.

Aft Deck / Steering Compartment:

1. Minor corrosion and rust stains surrounded the aft, inboard deck fittings, adjacent to the steering compartment.

Main Side Decks & Foredeck:

1. The forward panels of the port seat locker were loose on the foredeck. Additionally, gas struts were weak below the aft seat.
2. Multiple inboard facing lights did not illuminate when tested.
3. There was corrosion on the emergency fire and bilge pump hardware.

Midship Boat Deck, Exterior Galley & Swim Platforms:

1. There were rust stains surrounding the stainless steel davit hinges and minor filiform corrosion with paint repairs in the finish.
2. Minor chips & repairs noted in the finish of the tender hull, and aft plastic sponson covers.
3. Courtesy lights were removed from the port & starboard swim platform steps. Replace as desired.

INTERIOR

Sky Lounge & Pilothouse:

1. There were minor scratches on the port aft desk.
2. Note: It was reported by the captain that the starboard aft VHF systems were no longer utilized but kept as homage to the original era of the vessel. The equipment did power on when tested.

Salon, Main Deck Companionway & Day Head:

1. Very minor scuffs & scratches were in the finish of the countertop, inboard of the TV in the salon.
2. There was a small chip in the finish, inboard below the base of the port forward window in the salon.
3. Dry leak stains were noted below the day head porthole.

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Galley & Dinette:

1. Several minor scuffs and scratches were noted in the galley countertops.
2. The light button on the ventilation fan did not power any lights on. It was not confirmed if any lights were installed.

Master Stateroom & Head:

1. The stall shower door would benefit from adjustment as it would contact the door hardware when closing.
2. A small amount of standing water was pooled aft of the stall shower drain.
3. Overhead shower spouts would benefit from cleaning & descaling.

Starboard Aft Stateroom & Head:

1. There was minor corrosion on the air conditioning valve hardware in the forward hanging closet with dry leak stains below, most likely caused by condensation.
2. A very minor chip was in the white finish aft above the toilet.

Lower Companionway & Bilge:

1. The high pressure pump was not tested as it was reported by the mate that the hose had a leak and needed to be replaced. Replace hose and prove functional.
2. Minor chips were in the white finish of the fire doors.
3. Note: The labels on the washer and dryer controls were in Dutch.

Crew Area:

1. In the bow thruster compartment bilge, the pneumatic bilge pumps showed signs of leaking at the fittings between both pumps and the fittings at the forward bulkhead. Clean, service, & prove leak free.
2. The starboard aft upper crew cabin toilet seat & head door handle were loose.
3. The starboard aft, lower crew cabin head door would not lock.
4. Very minor scuffs and scratches were in crew tabletop with minor stains in the seat cushions.
5. The lower starboard aft cabin head mirrored light did not have power.
6. Dry leak stains were sighted below the overhead window, at the top of the companionway stairs, aft of the refrigerator, and the wood panel below the window did not sit flush with adjacent panels.
7. There were chips in the starboard door trim finish in the upper companionway.

Technical Bilge Area Compartment:

1. The water maker was not tested due to the poor water quality in the vessel's home dock location. Note: there was a rag wrapped around the brine discharge fitting, at the aft end of the unit. Further inspect during testing.
2. There were minor leak stains at the inlet and pump head fittings for the dry run protection pump (port forward in the technical compartment), & at the stainless steel pipe fittings above the Hamann treatment plant, and there were also minor rusty leak stains at the fasteners on top of the Hamann treatment plant. The chlorine dosing pump & UV sterilizer were not powering on.
3. The Hamann macerator pump was labeled as 60 Hz, at the port aft side of the sewage tank (05P). It would be prudent to verify if the pump is capable of dual frequency.
4. Note: the Hamann system was not fully tested in automatic mode.
5. There were rusty leak stains with small amount of water, and cracked paint finish, in the centerline aft bilge areas. Clean and monitor.
6. The terminal box for the high bilge alarm float switch, was missing the cover, in the aft bilge area.

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Switch Board Room:

1. There was chipped paint with rust stains at various raw water strainers in the bilge area.
2. There was a small fuel leak from the water drain fitting for "Day Tank #1", at the forward bulkhead in the bilge area below.
3. There was a dirty, fuel-soaked towel in the starboard forward bilge.

Machinery Space:

Drive Line Propulsion – Electric Motor, Transmission & Shaft Seal

1. The shaft seal oil header tank should be refilled to manufacturer's specifications.
2. There was surface corrosion on the shaft, from the transmission output to the shaft seal.
3. There was a small oil leak at the drain fitting, at the forward end of the electric motor in the lower level.

Generator #1 – Port

1. There were minor oil leaks on the motor.
2. Dirty stain at the outlet side of the raw water pump.
3. Several of the latches had to be manually assisted to secure the sound shield panels closed.

Generator #2 – Middle

1. Small oil leaks on the engine.
2. Oily residue on the inboard side of the forward turbocharger, at the outboard side of the engine.

Generator #3 – Starboard

1. Small oil leak from underside of mechanical fuel pump, at inboard side of engine.
2. Dirty stain at the outlet side of the raw water pump.

Generator #4 – Harbor

1. Small oil leak at the outboard filter housing.

Air Conditioning

1. Note: the raw water pumps for the SBR and port battery room SCU units appear to be swapped. The raw water flow level indicated on the data tags on the SCU's call for 4.3m3/hr for the port battery room, and 5.5m3/hr on the SBR unit.
2. There was a small rusty leak stain with salt crystals at the shaft seal on the raw water pump for the battery room SCU (port side). Monitor and service when deemed necessary.
3. There were rusty leak stains at the inlet and outlet fittings on the raw water pump for the SCU unit in the switchboard room, in the bilge, forward of electric drive motor. No active leaks sighted – clean and monitor.

Miscellaneous

1. The rubber couplings had small cracks on the discharge side of the bilge and firefighting pump heads. No active leaks sighted.
2. Paint flaking off the pipe work for the bilge and firefighting pumps, inboard of the starboard generator.
3. As an observation, the labels were in the process of getting polished/detailed for various valves, pumps and equipment.
4. There were various dry rust stains throughout centerline bilge areas.
5. There were small leak stains with air bubbles, at the access hatch on top of the fuel return buffer tank, in the bilge to port of the electric drive motor.
6. The starboard fan heater did not power on when tested. Service and prove functional as desired.
7. The high pressure washdown pump worked but there was a leak at the top of the green hose above the pump when water was pressurized. Tighten hose clamp and prove leak free.

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Trial Run:

1. There was a small coolant leak from valve fitting on the outboard side of the starboard (#3) generator engine. Adjust fittings as necessary to prove leak free operation.
2. The Volvo Penta EATS urea injection system was not tested or proven functional during the trial run, due to the location of the test area.

General Comments and Maintenance:

1. Multiple air conditioning junction boxes were not secured and were resting on the air handlers in the lower lockers below the crew and guest stateroom hanging closets. It would be prudent to properly mount junction boxes.
2. The iroko wood decking had areas of minor cracking, small sections of separated caulking, sections that were uneven, and minor staining around the exterior of the vessel.
3. The exterior light bars and aft facing spreader lights worked but several individual LEDs did not illuminate when tested.
4. There was minor corrosion and flaking finish on exterior light housings as well as very minor filiform corrosion in exterior finishes, most notably adjacent to welds.
5. There was no hardware installed to secure guest stall shower doors while underway.
6. Most of the mirror cabinets were not properly secured in the guest bathrooms.
7. Note: It would be prudent to remove all magnetic overhead window covers prior to traversing rough seas to prevent injury or damage while underway.
8. The satellite internet systems are subscription based, and if continued service is required by the new owner, it would be advisable to have a qualified marine A/V and electronics technician update the subscription details, and administration log-in information as necessary for network security.
9. At time of survey, vessel was plugged in to shore-power using the U.S. shore-power receptacle. As the vessel was located in the United States, the international receptacle was not tested. See electrical surveyor's report for further notes and recommendations.
10. Note: It would be prudent to register the EPIRB in the new owner's name.

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SECTION 8:
SUMMARY & VALUATION

STATEMENT OF VALUATION:
1. The **"FAIR MARKET VALUE"** is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

The FAIR MARKET VALUE stated in this report was recorded from BUC Book Value Pro, NADA, Sold Boats and similar vessels this surveyor has recently surveyed, using the same or similar make, model, year and vessel builder. The following conditions are assumed;
a. Buyer and seller are typically motivated.
b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
c. A reasonable time is allowed for exposure in the open market.
d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Comparative Sales Analysis & Fair Market Value Assessment:

The following similar vessels with equivalent equipment are either for sale or have been sold recently. Information below was taken from Soldboats.com, online listings and/or internal data from similar vessels this company has surveyed/valued.

Size & Type	Year	For Sale / Sold	Date Sold	Listing / Sold Price	Assumed BUC Condition
DAMEN, SEA AXE YS5009 / 180’	2017	Sold	05/2026	$12,000,000	Average
DAMEN, SEA AXE YS6711 / 220’	2014	Sold	03/2024	$31,412,500	Above Average
CHEOY LEE MARCO POLO, 147’	2007	Sold	01/2023	$10,345,000	Average
AMELS, 161’	1993	Sold	05/2020	$7,740,938	Average
ROYAL DENSHIP, 153’	2004	For Sale	-	$5,500,000	Average

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the
"FAIR MARKET VALUE" of the subject vessel is:

$16,000,000
Sixteen Million, U.S. Dollars

The **"ESTIMATED REPLACEMENT COST"** indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer.
“ESTIMATED REPLACEMENT COST" of the subject vessel is:

$29,000,000
Twenty Nine Million, U.S. Dollars

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SUMMARY:

In accordance with the request for a marine survey of "Scintilla Maris", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was inspected on September 14th – 17th, & October 9th, 2026, and was found to be a well-constructed, appointed and comfortable vessel. The vessel is mostly well-kept, and the majority of scheduled maintenance has been completed with the exception of those items listed in "Findings & Recommendations" section.

Subject to correction of *A and select *B deficiencies (where rectification or repair has been recommended) listed in Findings & Recommendations section, the vessel is considered to be suitable for its intended use. Other deficiencies listed should be attended to in a timely fashion.

Statement of Overall Rating of Condition:

After the survey of the vessel has been completed and findings have been organized in a logical manner, the surveyor develops an opinion of the **OVERALL VESSEL RATING OF CONDITION.**

The rating of condition, developed by BUC® RESEARCH, and accepted in the marine industry, for a vessel at the time of the survey, determines the adjustment to the range of base values in the BUC® USED BOAT PRICE GUIDE**.** The following guide is the accepted Marine Grading System of Condition and Equipment Scale described in the BUC® USED BOAT PRICE GUIDE:

- **"EXCELLENT (Bristol)"** Maintained in mint or Bristol fashion-usually better than factory new and loaded with extras - a rarity.
- **"ABOVE AVERAGE CONDITION"** Has had above average care and equipped with extra electrical or electronic gear.
- **"AVERAGE CONDITION"** Ready for sale requiring no unexpected work and normally equipped for her intended use.
- **"FAIR"** Requires maintenance to prepare for sale.
- **"POOR"** Substantial yard work required and devoid of extras.

As a result of my investigation, the items presented in the VESSEL and FINDINGS AND RECOMMENDATIONS sections of this survey, and by virtue of my experience, it is my opinion that this vessel warrants an OVERALL VESSEL RATING of:

"**ABOVE AVERAGE CONDITION**" compared to similar vessels of age, type and usage.

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SECTION 9:

SURVEYOR'S CERTIFICATION

I have made a personal inspection of the vessel that is the subject of this report.

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

The survey is based on my opinion of the facts presented and discovered with no warranty either specified or implied. Latent defects not to be found without opening or removal of sheathing, joinery work, or other parts of this vessel, are not intended to be covered by this report. Unless otherwise stated, the surveyor made no actual measurements or calculations at the time of this inspection unless otherwise specified. Reported measurements and capacities were obtained from published sources including listing materials, Powerboat guide or online resources.

Neither the surveyor nor the Corporation guarantees the accuracy of this survey, or the condition of the vessel. Neither the Corporation, nor its officers, directors, surveyors, employees, representatives, or agents, under any circumstances whatsoever, are to be held responsible for any error of judgment, default or negligence of the Corporation's agents. Neither shall the Corporation nor its officers or directors, under any circumstances whatsoever, be held responsible for any unintentional omission, misrepresentation, or misstatement in any certificate or report.

This survey is issued without prejudice to the rights of whomever it may concern.

Respectfully submitted,





Duncan Fong
NAMS-CMS 109-1158. SAMS (SA). ACMS (# 0375)
Attending Surveyor
October 13th, 2026

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SECTION 10:
PHOTOGRAPHS

NOTE: This is only a sample of the photos taken on day of survey. Please refer to Dropbox folder that will be sent in conjunction with this report, for access to all remaining photos taken during survey inspection. Dropbox folder can also be access via attached link below.

PHOTO LINK

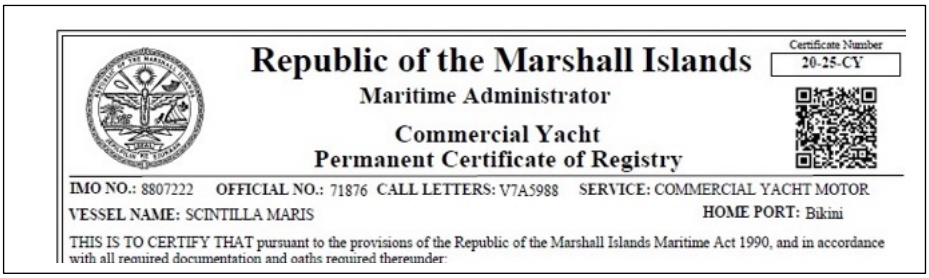
YARD HULL NUMBER



IMO NUMBER



REPUBLIC OF THE MARSHALL ISLANDS CERTIFICATE OF REGISTRY



Republic of the Marshall Islands

Certificate Number 20-25-CY

Maritime Administrator

Commercial Yacht
Permanent Certificate of Registry

IMO NO.: 8807222 OFFICIAL NO.: 71876 CALL LETTERS: V7A5988 SERVICE: COMMERCIAL YACHT MOTOR

VESSEL NAME: SCINTILLA MARIS HOME PORT: Bikini

THIS IS TO CERTIFY THAT pursuant to the provisions of the Republic of the Marshall Islands Maritime Act 1990, and in accordance with all required documentation and oaths required thereunder:

RINA CERTIFICATE OF CLASS



CERTIFICATE OF CLASS

RINA

IMO number 8807222

Name of ship SCINTILLA MARIS

Former names ——

Hull Material Steel

Owner Scintilla Holdings Inc. Flag Marshall Islands

Port of registry BIKINI Distinctive number or letters V7A5988

Shipyard - place of build MAASKANT SHIPYARDS STELLENDAM - STELLENDAM

Date of build 20 March 2024 Date of commissioning 22 March 2024

Overall Length 45.60 m Gross Tonnage 499 Net Tonnage 149

Length Between Perpendiculars 40.52 m Moulded Breadth 9.00 m Depth 5.10 m

Number of main engines 1 Total power 1300 kW

THIS IS TO CERTIFY that the above ship has been surveyed in accordance with the Classification Rules and, on the basis of the survey report submitted, has been assigned the class (*):

✪ HULL ✪ MACH Ych ; unrestricted

based on the freeboard indicated in the Load Line Certificate

with additional Class notations: AUT-UMS (*); GREEN PLUS (*) (GOLD)

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PROFILE



BOW



STERN



HARD TOP



SUN DECK



SUN DECK AFT

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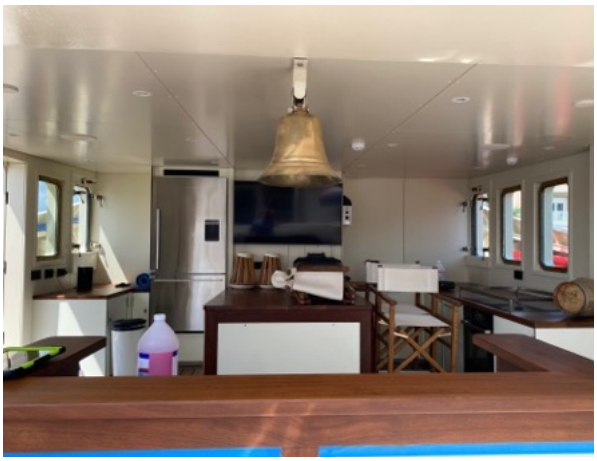
BRIDGE DECK AFT



AFT DECK



BOAT DECK



EXTERIOR GALLEY



PORT SIDE DECK



STARBOARD SIDE DECK

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FOREDECK



BOW & WINDLASSES



SKY LOUNGE



PILOTHOUSE



MAIN DECK SALON



MAIN DECK SALON

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DINETTE



GALLEY



MASTER STATEROOM



MASTER STATEROOM



PORT AFT STATEROOM



PORT FORWARD STATEROOM

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STARBOARD AFT STATEROOM



STARBOARD FWD. STATEROOM



TECHNICAL BILGE COMP.



MACHINERY SPACE



MACHINERY SPACE



MACHINERY SPACE

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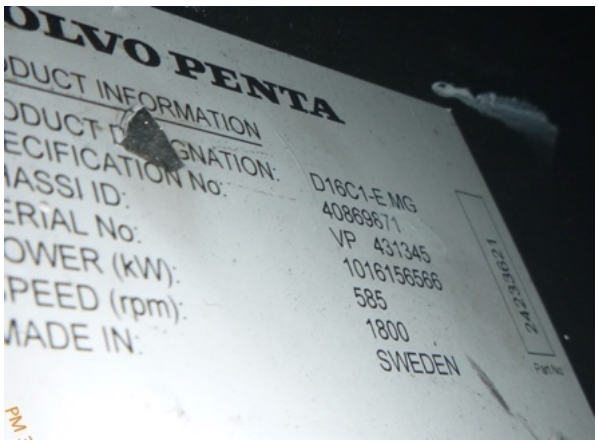
MACHINERY SPACE



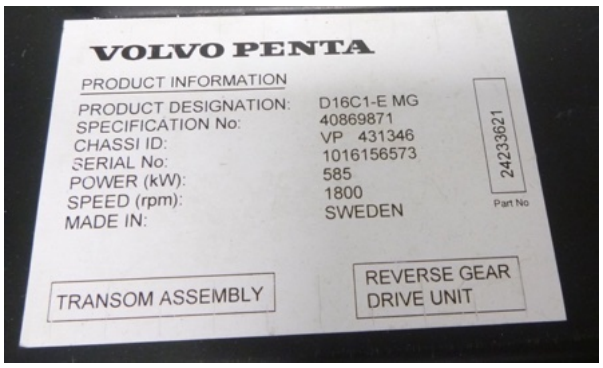
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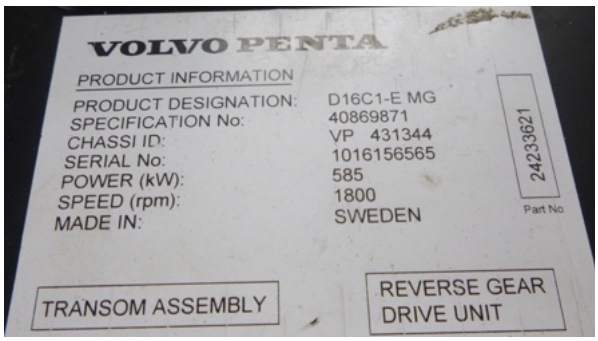
HARBOUR GENERATOR SERIAL #



PORT GENERATOR SERIAL #



CENTER GENERATOR SERIAL #



STBD. GENERATOR SERIAL

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ELECTRIC MOTOR SERIAL #



TRANSMISSION SERIAL #

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