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Our Time and Experience
is our Stock in Trades

January 12, 2024
File No.: 13560-24

Mr. Robert Goodrich
Email: Rgoodrich17@comcast.net

Mr. Jeff Shaffer
Email: jeff@superyachtsac.com

RE: "ARIADNE", 1979, 124' Breaux Bay Craft Motor Yacht

Note: In addition to this text, there are 17 pages of recommendations which are an integral part of the report and should be read in conjunction with this text.

Dear Mr. Goodrich,

At your request via Mr. Jeff Shaffer, these undersigned independent marine surveyors have inspected the 124' Breaux Bay Craft motor yacht named "ARIADNE".

Date of Inspections:	December 18th - 20th 2023; January 11, 2024; February 1, 2024;
Scope of Inspections:	Pre-purchase
Trial Run:	February 1, 2024
Hauled Out:	Safe Harbor Lauderdale Marine Center
Dry Docked:	220Short Ton Cimolai Travel Lift

Attending Surveyors: Walter Richardson – Patton Marine Surveyors
Mike Schneider – Patton Marine Surveyors
Steve Marshall – Patton Marine Surveyors

This is a pre-purchase survey only and is not to be used for other purposes. The following is a report of those findings.

LIMITATION OF SCOPE OF SURVEY:

The survey of this yacht is based solely on a careful visual and non-destructive inspection of easily accessible portions of its structure and available equipment. Complete inspection can be made only by removal of flats, soles, decking, head liners, ceiling or hull lining, tanks, gas freeing and joiner work removals. This would be damaging in nature and prohibitively time-consuming and as we do not want to be held responsible, it was not done.

The information contained in this report, concerning sizes, accuracy of build, hull or superstructure geometry, ratings, capacities, speeds, etc., was ascertained from maker's plates, logs, documents, plans and certificates on board together with statements of the instructing entity. Unless specifically noted otherwise, none of the information was ascertained by direct measurement or calculation and, although all the information contained is believed to be correct, the accuracy thereof is in no way guaranteed.

Complete inspection of machinery, auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be made only by continuous operation or by disassembly. This has not been done. It is recommended and understood that the engines and electrical systems are to be surveyed and tested under load by a qualified marine engineer and/or marine electrician to further determine the condition of the engines, gears and pumps, heat exchangers, coolers, or electrical systems etc..

Further, no determination of stability characteristics or inherent structural integrity has been made, but some opinion maybe expressed with respect thereto. It implies no guarantee against faulty design, hidden or latent defects. This report represents the condition of the yacht on the survey report date(s), and is the unbiased opinion of the undersigned, but it is not to be considered a warranty either specified or implied.

No warranty is made regarding the classification or regulatory status of the yacht. While the details reported are believed correct, the regulatory status of the yacht can only be confirmed directly by the certifying authorities.

This report carries no warranty regarding ownership or any warranty regarding outstanding mortgage, charges, liens or other debt there may be on the yacht.

This report is submitted for the exclusive use of the instructing client and no liability will be accepted to any third party who may subsequently read or hold a copy of this report or any of its contents. Copyright remains with the instructing client who has paid for the survey and the surveyor or surveyors. The survey is not to be given out indiscriminately. The instructing client only has the right to disperse this survey at his/or her discretion. The scope of the examinations was (further) limited by:

The following report is the result of a (strictly) limited survey and is not to be considered a full condition survey. Please observe 'X' marked boxes. Specific Client Instructions (Note: this includes specific client instructions or lack of required time)

X An Underway Trial Run was not performed
X Due to the yacht's interior construction, it was not possible to access all bilges and internal hull construction.
X Adverse Weather Conditions limited the scope of examinations
X Yacht or vessel was not built to any classification society requirements.
X Yacht or vessel does not comply with MCA.
X An engine survey by an authorized manufacturer's representative was unable to be performed.
X A generator survey by an authorized manufacturer's representative was unable to be or not performed.
X Electronics and entertainment equipment was tested only as to functioning or not.
X This survey cannot and does not cover latent defects of materials and equipment supplied by the builder, the builder's sub-contractors or addition of equipment, systems installed after delivery to the present owner. The yacht is now going on 45 years old and there is the possibility of latent defects in spite of what has been an excellently cared for and maintained yacht and the fact that the yacht has been maintained and in class with all the regulatory requirements for a yacht of this type and size.

GENERAL:

"ARIADNE" is a custom-built aluminum motor yacht hull # 1461. She was originally built as a yacht for a client.

The hull is reported to have been built in 1979. It was then reportedly taken to the Swift Shipyard in Louisiana, where she had a major refit in 1998, which was completed in 2000. The latest Haulout was in November 2022 was done in LMC Fort Lauderdale and featured shaft seals.

Certificate of Registration:

ARIADNE Is Registered with Jamaica Ship Registry a copy of the Certificate of Registry was sighted and states:

-Name:	ARIADNE
-Home Port:	Montego Bay
-Official No.:	JMP22017
-Call Letters:	8WL2
-MMSI No.:	339257000
-Service:	Private Yacht
-Year Built:	1979
-Builder:	Breaux Bay Craft Inc.
-Place Built:	Loreauville, LA USA
-Classification:	None
-Builders Hull No:	1461
-Propulsion Type:	Motor
-Total Power:	1939Kw
-Gross Tons:	213 GT as per ITC'69
-Net Tons:	63 as per ITC'69
-Length Overall:	36.94M
-Breadth:	7.32M
-Depth:	3.38M
-Owners Name:	RG Marine Holdings
-Residence:	Trust Company Complex, Ajeltake Road Ajeltake Island, Majuro, Republic of the Marshall Islands MH, 96960
-Owner of All 64 Shares.	
-Authorized Representative:	MEGA Yacht Registry Services Inc. 15 Hope Road, Suite 11 Kingston 10 Jamacia
-Date issued:	February 13, 2022
-Date Expires:	14 August 2022

DOCUMENTS:

ATHORITY	DOCUMENT TYPE	ISSUED	EXPIRES
IYB	**A1 ✠ Private Charter Yacht: category 2**	30 March 2022	03 Feb 2027
	Ships radio Station license V7EQ3	29 July 2021	28 July 2025
	Private Yacht Limited Charter	04 Feb 2023	03 Feb 2027
	Record of Safety Equipment	08 Nov 2018	NA

ATHORITY	DOCUMENT TYPE	ISSUED	EXPIRES
	Tender Statement of Compliance	08 Nov 2018	NA
	Tonnage Tax Receipt		31 Dec 2020
IYB	International Tonnage Certificate	15 Feb 2022	NA
JSR	Minimum Safe Manning Document	30 Mar 2022	14 Feb 2027
IYB – YB221240	Survey Status		
IYB	Declaration of Anti-fouling System Sea Hawk CUKOTE	25 Feb 2022	NA
	Authorized Exemption No escape hatch guest Accom		
	Private Yacht Re-Register & Name Change	10 May 2017	NA
	Certificate of Ownership & Encumbrance	10 May 2017	NA
MARPOL			
Marshall Isl	EIAPP Main Engines & Generators	08 May 2017	NA

IBY Charter Note:

- Charter operations not more that 60nm from a safe port
- Yacht maintained with Minimum Safe Manning Certificate
- Immersion Suites for 100% Capacity shall be carried when operating outside exempt areas.

HULL:

Name on Transom:	ARIADNE
MMSI No.:	339257000
Hull Color:	Flag Blue
Boot Stripe:	Red Blue Gold
Hull Bottom:	Black Sea Hawk Cucote
Superstructure:	White
Trim:	Stainless steel and vanished teak

HULL CONSTRUCTION:
There are no construction plans or details aboard. There is one tank layout drawing where some of the following information has been taken from. Other information was acquired by direct measurement.

Construction material:	Aluminum (grade not determined)
Frame centers:	48” on Center
Frames:	14” x 2” x 3”;
Watertight Bulkheads:	Frame 3 chain locker
	Frame 11 bulkhead between crew and guest area
	Frame 20 forward engine room bulkhead

The bilges and cofferdams were examined where possible. She is a heavily constructed yacht. The quality of the newer welds under the bow thruster tube is to the same standard in isolated areas as the rest of the yacht. There are shell plating insert repairs seen on the bottom in the tanks, cofferdams and chain locker. In several areas, the quality of the welds on the inserts is not to the same standard as the original construction.

The hull construction was examined where accessible from the bilges. She is heavily constructed and there are no signs of any structural problems at this time.

Frame Layout taken from the tank plan:

Frame 3 to bow:	Chain locker
Frame 3:	Watertight bulkhead
Frame 3 to 6:	#1 fuel tank
Frame 6 to 7:	Forward black tank
Frame 7 to 8:	Bow thruster compartment (opened)
Frame 8 to 11:	#2 fuel tank
Frame 11:	Watertight bulkhead (between crew and guest)
Frame 11 to 14:	#3 fuel tank
Frame 14 to 15:	Cofferdam with stabilizers
Frame 15 to 16:	Black tank aft
Frame 16 to 20:	#4 fuel tank
Frame 20:	Forward engine room watertight bulkhead
Frame 20 to 26:	Engine room
Frame 28 to transom:	Water tanks

HULL BOTTOM:

Hull Form:
Hard chine hull with one (1) lifting strake forward, one (1) retrofitted spray rail forward.

Measure Draft Forward:	70”; bottom of boot stripe
Propellers:	61”
Rudders:	63
Measured depth of tunnel:	10”;

The hull bottom is fitted with two (2) propeller tunnels, one (1) per side on the inboard shaft line.

Running Gear:
The four (4) propeller shafts are carried in aft fabricated aluminum “V” struts, fitted with rubber stave type bearings.

All propeller shafts can be turned by hand. During the haul out examination the strut bearings were checked by levering with a block and lever, there appears to be excessive movement from wear in all bearings. Please see Recommendations.

Propeller Sizes: 4-blade, 36”; diameter, 33.5”; pitch

The outboard propellers (#1 and #4) are outboard turning. Inboard propellers (#2 and #3) are inboard turning.

HAULOUT and BOTTOM INSPECTION:

The yacht was last hauled out at Safe Harbor LMC in February 2022

Hull Form:
Hard chine hull with one (1) lifting strake forward, one (1) retrofitted spray rail forward.

Measure Draft Forward:	70" bottom of boot stripe
Propellers:	61"
Rudders:	63"
Measured depth of tunnel:	10"

There is a 5’ swim-platform and bottom extension welded to the original transom. The following inserts or new plate were noted in the hull bottom (sizes are approximate):

- Port and starboard over the removed Fernstrum keel coolers
- Port side aft of thruster tube Oval 6” x 9” (Removed transducer)
- Starboard chain locker 2ft^2
- Starboard side, forward of bow thruster tube: 2.3 ft^2
- Starboard side, inboard of stabilizers: 14.8 ft^2
- Starboard side, 8' aft of stabilizers: 11 ft^2
- Port side, forward of bow thruster tube: 3.4 ft^2
- Port side, inboard aft of stabilizers: 9.6 ft^2
- Port side, 8' aft of stabilizers: 2.3 ft^2

Sea Water Cooling Systems:
The coolers are welded to the hull bottom, one (1) behind another (two (2) per side).

- Welded 1/2 pipe aluminum keel coolers, two half pipes per generator, port and starboard sides

Refrigeration:

- Port side x two (2) refrigerator keel coolers (1/2 pipe)

Sea Water Cooling Intakes:

- Four (4) sea water intakes, one (1) per main engine for intercooler and exhaust cooling.
- Port side stabilizer cooling, hydraulic steering cooling inlet.
- Starboard side, fire pump inlet.
- Port side aft air conditioning inlet.
- Port side aft watermaker inlet.

Hull Bottom Paint:

Type: Sea Hawk CuKote Black

The antifouling paint is blistered and peeled off around insert welds and along the chine. There is heavy marine growth in areas. Generally, the anti-fouling coatings are in poor condition and the bottom will need recoating at the next haul out.

Running gear coating are PropSpeed that is worn and fouled.

Discharges:

- Port side aft air conditioning
- Port side aft high watermaker
- Aft black water tank, port side midship (above waterline),

NOTE: Black water discharge is common with aft gray water discharge.

- Starboard side forward laundry
- Starboard side forward gray water sump
- Starboard side forward crew galley

Steering:

Rudders: H-32" X W-35½"
Material: Welded stainless-Steel
Stocks: 3" tapered SS

Rudders are mounted inboard of the shaft line. Note: The stock material does not accept a magnet.

Stabilizers:
Dimensions: W-50" x H-34"

Bow Thruster:

Tunnel Diameter: 14”

- Motor faces to starboard with 4 blade NiBrAl propeller.

Zincs:

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, military spec #A-18001H, the other is an ASTM No. B-418-67. Either specified zinc is the proper zinc to be used for underwater protection on aluminum or steel hulled yachts.

Hull:	19 - 12” x 6” –	15% spent
Rudders:	2 each 5” round –	20% spent
Shafts:	2 each shaft 3.5” Barrel –	10% spent
Struts:	2 each 12” x 6” –	10% spent
	1 Kpack:	Starboard side.

TRIAL RUN:

The trial run was conducted for approximately five (5) hours.

Date:	February 1, 2024	
Location:	Fort Lauderdale New River. ICW and Atlantic Ocean off Fort Lauderdale Beach.	
Persons on board:	8	
Weather:	Wind:	NNE 5kts to 7kts
	Sea:	1 to 2 Ft. with light swell.
	Air Temp:	71°F
	Sea Temp:	82°F
	Barometric pressure:	1021mb
Consumables:	Fuel:	Tank No.1 -0. Tank No. 2 -0 Tank No.3 -2,200usg. Tank No. 4 -1,960usg
	Water:	2,450usg
	Sewage:	Forward Tank 60%. Aft Tank 40%

Main Engines And Generators:

	Port #1	**Port #2**	**Stbd. #3**	**Stbd. #4**
Eng. Hrs Start	3996.3	3972.7	4020.9	3993.8
Eng. Hrs Sop	4002.4	3978.8	4027.0	3999.8

	Port #1	Port #2	Stbd. #3	Stbd. #4
Gen. Hrs Start	2049.7		878.9	
Gen Hrs. Stop	2049.7		878.9	

The following systems were monitored and tested during the trial run.
Comments are made under the respective headings in this report.

- Engines and engine gauges.
- Oil Samples taken.
- Exhaust temperatures.
- Shaft Glands monitored
- RPM – SPEED – FUEL COMSUMPTION
- Back down tests to check engine mounts.
- Controls tested at all stations.
- Bow Thruster tests.
- Steering tests with hard turns and with Auto Pilot.
- Navigation Electronics turned on and monitored.
- Gray and Black water tank pumps tested.
- Stabilizes monitored.
- Water Makers test operated.
- Hull Potential readings taken.

RPM Speed Consumption Readings:

HEADING	RPM	SPEED GPS kts	PORT #1 FUEL gph	PORT # 2 FUEL gph	STB. # 3 FUEL gph	STB. #4 FUEL gph
090°	1500	13	12.3	13.9	12.9	12.5
090°	1700	14	18.9	20.7	19.	19
090°	1900	15.9	24	26.3	26.2	25.8
090°	2100WOT		31.3	30.9	30.7	**N/A**

At 2000 RPM the starboard No. 4 engine went into alarm mode with Low Oil Pressure and the WOT tests were aborted.

TANKS:

All onboard liquid contents tanks were visually examined, externally only. Unless otherwise mentioned in the "RECOMMENDATIONS" section of this report, no external signs of leaks or damage were found during these examinations. It is to be noted that the tanks are not totally accessible or visible on all sides. For a complete evaluation of tank tightness, they should be hydro-tested.

All tanks are integral aluminum with the exception of small gray water tanks. There are removable inspection hatches for integral fuel, water and waste tanks.

Fuel Tanks:

Total capacity in Gallons: 8,000 in for four (4) tanks (reported)

No.1:	Frame 3 to 6:	1,000
No.2:	Frame 8 to 11:	2,000
No.3:	Frame 11 to 14:	2,200
No.4:	Frame 16 to 20:	2,800

Tank No. 4 is used as the day tank.

Deck fills: Port and starboard
Vents: To side decks
Fresh Water Tanks:

Total capacity:	2,800 gallons in two (2) equal size integral tanks, port and starboard
Location:	Swim platform
Coating:	Not Determined
Fills:	Deck
Vents:	Not determined
Protection:	Isolation/crossover valves at tanks

Waste/Black Water Tanks and System:

Forward frame 6 to 7:	500 gallons capacity Reported
Aft frame 15 to 16:	500 gallons capacity Reported

Comment:
An audio gauge was used to examine the hull plate condition under the bow thruster, forward and aft black water tanks and fresh water tanks. No wasted plate was found at this time.

WATERMAKER

Manufacturer:	Watermakers Inc.
Model:	1400 Gpd
Location:	port aft engine room
Capacity:	1400 gallons per day.

The watermaker was tested for function during the sea trial.

Hours:	1473.6
Operating Pressure:	1000 psi
Product flow:	1 gpm
Reject flow:	2.2 gpm.
Salinity recorded:	478 TDS (total dissolved solids)

The salinity recorded is on the high limit of acceptable performance. The R/o membranes were last serviced in June 2020. Anticipate servicing.

WASTE SYSTEM

The overboard waste discharge treatment was tested for function during the sea trial. Automatic and manual functions were tested, the waste tanks were near empty, so testing was limited.

RUNNING GEAR:

The following is a list of running gear from main engines through to propellers.

Main engine mounts:	Bolted to frame
Reverse gear mounts:	Hard bolted to frame
Reverse gear coupling:	Hard bolted to main engine
Shaft material:	Stainless steel - will accept magnetic
Shaft diameter:	3 ½”
No. of sections:	Single section
Shaft Dripless seals:	PYI
Shaft seal lubrication:	Raw water from main engine pump
Shaft bearing materials:	Bronze cutlass type
Shaft support:	Aluminum V strut
Shaft overhang:	Approx 3”

- No Line cutters fitted

The hull bottom is fitted with two (2) propeller tunnels, one (1) per side on the inboard shaft line.

Propellers:

- 4-blade, 36" diameter, 33.5" pitch

Propeller tip clearance: 2.5”
Material: NiBrAl

The four (4) propeller shafts are carried in aft fabricated aluminum “V” struts, fitted with rubber stave type bearings.

The outboard propellers (#1 and #4) are outboard turning. Inboard propellers (#2 and #3) are inboard turning. The 3½” diameter stainless steel propeller shafts and propellers are coated with Prop Speed.

STEERING:
Rudders: H-32” X W-35½”
Material: Welded stainless Steel
Stocks: 3” tapered SS

Note: The stock material does not accept a magnet.

Main Steering Pump:
Manufacturer: Hydreco
Type: Power take-off unit
Location: Engine #1

Back Up Steering Pump:
Location: Mounted on oil reservoir port side engine room
Manufacturer: Gerotor
Model No.: H5 pump
Power: 115 volt single phase 60Hz 5hp

The steering system is normally run from the pump mounted to engine #1. When maneuvering, the main steering pump is inadequate for rudder operation below 750 rpm on the main engine. Because of this, the backup steering pump must be used.

The pumps attached to the manual helms are only used to actuate the solenoids that control the cylinder moving rudder to port or starboard. Movement is transferred to rudders by a single cylinder with rudder feedback units on the large steel tie bar between the two (2) tiller arms.

There is a heavy buildup of salt crystals on the starboard rudder gland. Please See Recommendations.

BOW THRUSTER:

Manufacturer:	Westmar
Type:	Hydraulic
Power:	60 HP reported
Tunnel:	15" diameter
Prop:	4-bladed stainless steel propeller

- Hydraulic power is provided by the #3 main-engine driven pump

The bow thruster was tested during sea trial. Temperatures monitored during the test were within normal parameters. The test was ended abruptly by the captain. It appears that the bow thruster is undersized for the vessel. The yacht was stopped dead in the water with 6.5kts of wind in a relatively flat sea.

The bow thruster was able to push the bow approximately 110° to port before it began to struggle with the wind on the beam.

STABILIZERS:

Manufacturer:	Naiad
Fin Area:	12 ft^2
Model:	251
Location:	Port and starboard pockets beneath forward guest accommodation heads
Primary Hydraulic Pump:	Direct driven off #4 engine
Backup Pump:	Clutch driven off #3 engine (manual)
Reservoir, Gyro & Oil Cooler:	Engine room bulkhead forward starboard side.
Cooling System:	Designated manually switched electric cooling pump or bypass off #2 main engine

NOTE: The two (2) cooling systems are individually valved.

Monitoring/Controls: Upgraded Naiad marine digital system, located in wheelhouse

The stabilizers were tested while underway during the sea trial. Full deflection of the fin actuators was seen during the trial.

BILGE and FIRE SYSTEM:

24 VDC Pumps:

Quantity:	Four (4)
Location:	Chain Locker, Crew, guest and engine room

Fire Pump:

Location:	Engine room forward bulkhead
Type:	Centrifugal
Manufacturer:	Emerson Pumps, Inc. With Leeson Motors
Model:	R6117080
Power:	230 volts single phase 60Hz 5hp

Bilge Pump:

Location:	Forward engine room bulkhead
Type:	Centrifugal
Manufacturer:	MP Pumps with Leeson motors
Model No.:	P184K34FK2
Power:	230 volts single phase 60Hz 5hp

The system is run in galvanized steel and appears to be well supported and labeled. Bilge and fire pumps are inter\changeable and suck and supply the system through a well labeled manifold from the forward bulkhead of the engine room.

Isolation valves are bronze ball type valves. Bilge suctions are from forepeak, crew bilge, guest accommodation, and engine room. Discharges are to overboard or fire main. The fire hydrants onboard are located in the engine room forward bulkhead, port side deck aft, starboard side deck aft, and foredeck. The system was tested dockside and found to be operational.

COMPRESSED AIR SYSTEM:

No. of compressors:	Two (2)
Location:	Steering compartment aft engine room bilge
Manufacturer:	Ingersoll Rand
Model No.:	T30 - Model 2340
Power:	220 volt single phase 60Hz 3hp

The compressed air system supplies pneumatic engine controls, working air, Kahlenberg air horns, and whistle.

Air Receivers:

Quantity:	Three (3)
Location:	Steering compartment, two (2) 30 gallons
	Under wheelhouse console, one (1) 10 gallons

The system is run in galvanized steel and the system pressure is 100 psi. The system was tested using air horns. The system maintained good pressure throughout. The drains were opened on all air receivers. Both receivers in the steering compartment were found to contain water at this time. Because the system is supplying essential equipment, it is important to keep it moisture free.

Dive Compressor:
Manufacturer: Brownies/Bauer
Model: Junior II
Compressor: P_O 5000psi, 3200CuFt

AIR CONDITIONING:
Type: Chilled water, reverse cycle
Manufacturer: Marine Air Systems
Capacity: 15 tons/180000 BTU

System Components:

- Three (3) 5 ton compressors with individual chillers. New in 2015.
- Two (2) Scott chilled water circulating pumps.
- Two (2) Scott 1/3Hp sea water cooling pumps.
- 16 air handlers
- 16,000 BTU make-up air handlers with pulsating re-heater.
- Refrigerant R410A

The compressors, chillers, circulating and sea water cooling pumps are installed aft to port in the engine room.

Fan Coils:
Type: Marine Air Systems
Control: Passport digital Marine Air

Chilled Water Plumbing and Piping:
Where examined, it was found to be a mixture of new PVC and/or hose sections beneath the accommodation sole. All insulation is a neoprene type. All air handlers are installed with PVC isolation valves. Several areas of poorly secured or supported chilled water pipes and hoses were seen with crushed insulation.

A majority of the fan coil units look relatively new (2019).

Summary:
#3 Chiller would turn on momentary and then shut-off on a “Flow Switch” alarm.

MAIN ENGINES:

Manufacturer:	John Deere	
Engine Build date:	01 April 2012	
Family No.:	6135SFM75	
Power Rated:	485 Kw (650Hp) @ 2100 rpm	
Serial No.:	Port RG6135G00922	Port Central RG6135G00924
	Starboard RG135G001637	Stbd Center RG6135001613
Engine hours:	Port 3895	Port Central 3872
	Starboard 3892	Stbd Center 3919
Primary fuel filters:	Racor 1000 MA duplex fuel filters	
Start volts:	24 volts DC	
Cooling:	Sea water heat exchanged	

Transmission:

Manufacturer:	Twin Disc
Model No:	MG5114HD
Ratio:	2.54 to 1
SN Gear #1	2060862
SN Gear #2	2060863
SN Gear #3	2062577
SN Gear #4	5LA004

Engine Controls:

The control of the main engines is by a pneumatic system by Rex Roth air control. These control the clutch and the throttles and also control a clutch for the bow thruster power take off unit.

Main Engine Exhausts:

- Jacketed exhaust manifolds on main engines with dry insulated blankets over turbochargers and lower portions of the risers.
- The two (2) risers on each engine are joined to a single discharge above each engine.
- Painted exhaust blankets to the DeAngelo stainless steel water injected exhaust spray rings located aft of the gear boxes (two (2) per side).
- Between the spray rings and through transom discharge are fiberglass pipe sections and elbows connected with Trident high temperature hose and 'T' type clamps.

Each wet exhaust is fitted with a stainless-steel muffler located outboard in the steering compartment with hose connections and fiberglass connections to the through transom discharges.

Several leaks were noted at hose to fiberglass connections, hose to stainless steel muffler connections. There is also evidence of past repairs (welded) and new pin holes in the stainless-steel mufflers.

A separate main engine sea trial report is provided by Aldolfo Scarano of Scarano Marine.

It is noted that the starboard outboard main engine (#4) experienced depowering during the sea trial, and a significant oil expulsion into the engine room bilge from the fill/dipstick.

GENERATORS:

Port Generator:

S/N No.	0097948/06
Rated:	KVA68.75, KW55, Volts120/208, Hz 60, AMP192 @ RPM1800
P.F.	0.8
Hrs.	2049 (Local hour meter)

Port Generator engine:

Make	Cummins
S.N.	45697928
Mod	6BT5.9-D(M)

Starboard Generator:

S/N No.	0098142/09
Rated:	KVA68.75, KW55, Volts120/208, Hz 60, AMP192 @ RPM1800
Hrs.	871 (Local hour meter)

Starboard generator engine:

Make	Cummins
S.N.	45697739
Mod	6BT5.9-D(M)

A separate generator sea trial report is provided by Adolfo Scarano of Scarano Marine. It is noted that the starboard generator could not be restarted after a power switch over demonstration.

ELECTRICAL:

The yacht is equipped with an onboard electrical generation and distribution system.

Alternating Current System	120/208/ 60 Hz three-phase
Direct Current System	12/24 volt

AC System

The vessels VAC system comprises of two Stamford Newage generators, rated at 55 Kw and are wound three phase to produce 120/208 volts + neutral @ 60 cycles. Both generators are located within stainless steel sound shields and are double insulation mounted.
Both generator breaker outputs are then 200 Amp over current protection breakers located in the main switchboard.

Each generator is fitted with two Adjustable AVRs located in the main switchboard, one for manual operation and one for automatic operation, a selector switch has been flitted for this function on the main switchboard.

The vessel is also arranged with four (4) 100-amp shore power inputs, two at the forepeak deck locker, and two inputs starboard aft transom. Each input is fitted with local mounted Merlin Gerin NS100N over current protection breakers with TMD thermal magnetic trip modules set to trip at 100 amps. The shore power grounds are fitted with a failsafe 200 Amp galvanic isolator located starboard aft engine room bulkhead. The shore power inputs are fitted with selector switches able to select either shore power input to supply the Atlas frequency converter with shore power 1 or shore power 2 or both shore power 1 and 2. The shore power inputs are fitted with shore power available indicator lights and amp meters. The shore power inputs are then conditioned through the Atlas 60 Kva frequency converter located starboard aft engine room.

The Atlas converter outputs are over current protected at the main switchboard with 100 Amp over current protection breakers. The shore power transformers comply with the IEC and EN standards and CE directives.

Atlas Frequency Converter

Make	Atlas
Type:	SPA60KX6X3-YL
S/N:	4563001
Kva:	60
Input volts:	180-530
Input Hz:	40-70
Output volts:	120/208
Output Hz:	60
Output amps:	167
Kva	60
P.F.	0-85

Main Switchboard

The switchboard has been constructed by Power panel Inc and installed starboard aft engine room (Job #: 98-1070).

The main switchboard is arranged with supply to the main buss from either of the main generators, or the shore power.

The main switch board is a spilt buss system; the system will not allow for parallel of any supply source, the system allows for only one power source online at a time, the power sources are manually operated and prevented from parallel operation using a sliding lock out bar on the main switchboard. Each supply source voltage and current can be selected for metering by rotary switches on the main switchboard.

A single frequency meter has been fitted with a select switch for generator 1 or 2 frequency; no frequency meter is fitted for the shore power.

In addition, the main switchboard is fitted with auto/ manual switches for both generators, when operated in the manual mode generator voltage regulator potentiometers have been provided.

The switchboard is fitted with a ground fault meter and test switch, a ground fault of 1.5 amps was captured during this visit, please refer to the recommendations.

Internal components are clearly labeled, and associated connections are adequately spaced and well supported consistent with industry standards.

The switchboard section door can fully open allowing adequate access to internal components.

The main switchboard was test operated and operated as designed. During the survey the port generator was not operational due to an AVR issue. Tradesmen were onboard to rectify the problem.

A Flir thermal imaging camera was used to test for overheating on components and associate cables, none were found.

Generators

The vessels Stanford Newage generators are in the engine room. Each generator is arranged with a local operator panel on the electrical ends. Both generators are fitted with stainless steel sound shields and double-point resilient mounted and is driven by Cummins diesel engines. The generators comply with NEMA, IEEE, and ANSI standards for temperature rise.

Number of sets:	2 Two (2) three phase 120/208 volt, 60 Hz, 55 Kw.
Type:	Stamford Newage

Port Generator	
S/N No.	0097948/06
KVA	68.75
KW	55
RPM	1800
AMP	192
Volts	120/208
Hz	60
P.F.	0.8
Hrs.	2049 (Local hour meter)

Port generator engine:	
Make	Cummins
S.N.	45697928
Mod	6BT5.9-D(M)

Starboard generator	
S/N No.	0098142/09
KVA	68.75
KW	55
RPM	1800
AMP	192
Volts	120/208
Hz	60

P.F.	0.8
Hrs.	871 (Local hour meter)

Starboard generator engine:

Make	Cummins
S.N.	45697739
Mod	6BT5.9-D(M)

Generator output is direct to the individual generator interlocked breakers located on the main switchboard. Each generator is fitted with solid state voltage regulators also located in the main switchboard. The generators comply with NEMA, IEEE, and ANSI standards for temperature rise.

The port generator was individually operated several times, during run operations the generator ran well and during heavy applied load the generator voltage frequencies remained steady. The generator handled the load well and indicated that the generator voltage and frequencies are within recommended permanent variations and the recovery time for transient variations was less than 1.2 seconds.

Port Generator;

The port generator at time of survey was not operational. The automatic voltage regulator on the alternator end was in the process of being replaced. The mechanical end is fine.

Starboard Generator;

The available load applied reached 80 amps, the voltage and frequency remained steady throughout applied load. The engine oil pressure and water temperature was well within acceptable limits and the exhaust temperatures captured with a Flir thermal imaging camera were also well within acceptable limits.

Capac Meter

The vessel is fitted with a Capac hull potential meter and test switch, and reference cells mounted to the hull bottom centerline aft. The system was test operated and readings were consistently lower than with readings taken from a portable reference cell, the Capac system needs to be calibrated.

Distribution:

The vessel distribution panels provided are sufficient for consumer requirements. Each distribution panel is supplied from the main switchboard 120/208-volt consumer breakers.

The 24VDC is supplied from the main engine or house banks and the 12 VDC is supplied from two 40Amp 24-12-volt power supplied under the wheelhouse consol.

- 120/208 engine distribution panel 1.
- 120/208 engine distribution panel 1.
- 120/208 galley distribution panel.
- 120/208 guest distribution panel.
- 120/208 crew distribution panel.
- 120/208 wheelhouse distribution panel.
- Wheelhouse 24VDC 1
- Wheelhouse 24VDC 2
- Engine room 24VDC
- Wheelhouse 12VDC 1
- Wheelhouse 12VDC 2

Each supply is fitted with over-current protection at the source. Distribution to consumers is then individually protected via individual consumer protection breakers. The consumer over current breaker protection and connected conductors appear to be correctly sized and the circuit breakers trip curve appears to correct for the loads protected unless otherwise mentioned in the electrical recommendations. Please refer to the electrical recommendations.

Navigation Lights

The vessel is fitted with a navigation light system. The navigation light system can be operated from the wheelhouse 24VDC distribution panel. Each fixture is fitted with two supplies and an indicator light which illuminates and sounds an alarm during bulb failure. The navigation lights were test operated and operated correctly. Please refer to the electrical recommendations.

Emergency Lights

The vessel is arranged with an automatic emergency light system. Each machinery space and interior accommodation space is fitted with sufficient emergency light illumination to safely exit the vessel during a black-out or other emergency situations. The system was test operated and operated with minor faults noted in the electrical recommendations. Please refer to the electrical recommendations.

Cable

The vessels cable system is constructed in compliance with industry requirements.

Cable trays and cable raceways are installed with adequate support and chafe protection unless noted in the recommendations. Cables installed appear to be the correct gauge required for connected loads, each circuit has been protected with over current protection breakers; breaker tip rating and trip curve appear to be correct for the loads protected. Please refer to the electrical recommendations.

Grounding

The vessels VAC system is a TN-S connected system; that is a separated neutral from the power source to the consumer with a single grounding point in the main switchboard. The sub panels and consumers are connected with return ground conductors direct from common ground bars within the distribution panels.

Outlets

The 120VAC 60Hz outlets were tested with a Fluke ST120 circuit analyzer; test results show a volt drop of 3% and are considered within the National Electrical Code recommended 5% as the maximum voltage drop for branch circuits for reasonable efficiency.

DC System:

A 12 /24VDC system has been installed on the yacht for the starting of main and auxiliary engines, radio and navigation equipment, and pumps.

For these systems seven (7) separate battery banks have been installed with individual battery charging.

24 volt Service batteries:

Location:	Sun deck locker starboard side
Number of Batteries:	Two (2) 12V 8D
Wired:	Series to produce 24VDC
Charger location:	Wheelhouse console
Charger:	Charles C 20 Amp
Replaced:	08/2023

The battery bank is arranged with an isolation/ parallel switch located under the wheelhouse console able to parallel with the engine banks during an emergency or low volt condition. Amp and volt meters are fitted to the wheelhouse 24VDC distribution panel.

Generator start batteries X2 banks:

Location:	Centerline engine room under the deck plates
No. batteries each bank:	Two (2) 12V 8D wet-acid
Charger location:	ER
Charger:	Charles 12V/30/2
Replaced:	06/2020

Additional charging: Provide by generator mounted alternators

Each battery bank is fitted with battery isolation switches located in each generator sound shield.

Main engine start batteries X 4 banks:

Location:	Centerline engine room below deck plates
No. batteries each bank:	Two (2) 12V 8D wet-acid
Wired:	Series to produce 24VDC
Charger location:	ER
Charger:	2 each MasterVolt 24/60-3
Additional charging:	Provide by engine mounted alternators
Replaced:	08/2023

Each battery bank is fitted with battery isolation switches are arranged to parallel with the opposing bank during low voltage conditions.

HULL POTENTIAL:

The hull potential reading was taken using a silver-silver chloride reference cell connected to a Fluke83 Multimeter with the vessel stationary off shore.

Port stern	-950mvdc	Starboard stern	-950mvdc
Port amidships	-958mvdc	Starboard amidships	-952mvdc
Port forward	-952mvdc	Starboard forward	-956mvdc

Readings are within recommended protection levels of 900-1100 Millivolts for aluminum hull vessels.

FOREPEAK:

Access: Dogging gasketed hatches, port and starboard sides of anchor windlasses
Ventilation: None seen

The foredeck is essentially the chain bins, lined with wood, port and starboard sides.

Protection: Primary suction to engine room bilge manifold

The Maxwell windlass gear boxes and electric motors are bracketed from the overhead; there are condition problems noted. The chain bins are lined with wood and appears dry where it was examined in the upper portions. Please see RECOMMENDATIONS.

GROUND TACKLE:

Anchors:

Quantity:	Two (2)
Type:	Stockless
Reported:	400 pounds each
Chain:	17MM galvanized
Reported Lengths:	360’ starboard, 300’ port

Anchor Windlasses:

Type:	Vertical capstan with chain gypsy
Manufacturer:	Maxwell
Model:	6000

Power Source:

- Electric hydraulic power pack
- 2 x 15 HP
- 3-phase electric motors fitted with individual Baldor frequency drives

Controls:

- Single wandering lead with handset, two (2) plugs (one (1) per windlass)

HYDRAULICS:

Central Hydraulic System:

Location:	Port side engine room
End Users:	Steering
	Bow thruster
	Hiab crane

Please refer to separate headings for additional details of end users.

System Components:

- Central reservoir, 110 gallon aluminum tank
- Primary Vickers, model V4520VQ60AV1CC
- Primary pump clutch, Twin Disc, model SL-211-PM

The clutch and pump are bracketed off the forward end of the #3 main engine. The clutch is pneumatically operated.

Secondary Pump:

The secondary pump also doubles as the back-up pump for the Hiab crane.

Pump type: Gerotor, #H5, mounted on top of the hydraulic reservoir

Primary Steering Pump:

Pump type: Hydreco, mounted on #1 engine

Cooling Systems:

Number of Systems: Two (2)
Type: AC electrical pump through oil cooler or cooling bypass off #1/ port main engine.

ELECTRONICS, COMMUNICATION, and NAVIGATION EQUIPMENT:

The following electronics, communication, and navigation equipment were seen aboard the yacht. All was tested and proven to be operational unless otherwise noted in "RECOMMENDATIONS".

Flybridge:

- One (1) Ritchie compass Please See Recommendations
- One (1) Furuno multi-function instrument, depth, speed,
- One (1) Furuno NavNet 3D GPS plotter
- SIMRAD AP50 Autopilot
- One (1) SIMRAD rudder angle indicator
- Two (2) Icom icM422 VHF radio
- One (1) Robertson F200 I
- Two (2) ACR Search Lights with remote controls

Wheelhouse:

- 3 x Hatteland 19” Monitors
- Furuno LS-6100 Echo sounder
- One (1) Furuno NavNet3D
- One (1) 8” Richie magnetic compass Please See Recommendations
- Simrad AP50 auto pilot
- One (1) Simrad R135 rudder angle indicator
- One (1) Furuno RD 33 Digital Sat compass
- Two (2) multi-function instrument
- One (1) Simrad radar RPU-013
- One (1) Naiad Marine system stabilizer control system
- Nobletec software for plotter
- Two (2) Icom IC504 VHF radios
- Kahlenberg horn control with automatic fog signals 3 horn array with Mc511 whistle controller
- One (1) Furuno RD30 apparent wind angle and wind speed indicator

Aft Nav Station:

- SEA 156 VHF
- SEA 2250 Single Side Band (SSB)
- One (1) Nera Mini-M Sat phone
- One (1) Pro Star 816+PABX
- Starboard side computer interfaced with plotter/GPS
- Port side computer
- Smoke alarm system, 10 smoke sensors, 6 motion sensors, 5 high water alarms, 5 power loss alarms, refrigerator high temp alarm.
- Weems & Plath Barometer & Clock

ENTERTAINMENT EQUIPMENT: The following entertainment equipment were seen aboard the yacht. All was tested and proven to be operational unless otherwise noted in "RECOMMENDATIONS". The yacht is equipped with a KVH Trac Vision G8 satellite system. Direct TV, Crestron control, Marantz Receiver, Wii.

Salon:

- 48” Samsung TV

Study:

- 31” Sony TV

Master:

- 28” LG TV

Port and Starboard Guest:
- 24” Samsung

Crew Mess:
- 32” Samsung

Captains Cabin:
- 18” Insigna

APPLIANCES:

The following appliances were seen aboard the yacht. All was tested and proven to be operational unless otherwise noted in "RECOMMENDATIONS".

Galley:
- Verona Range with 5 burner cooktop and dual over
- Cospolich stainless steel fridge/freezers
- Allure Range hood extractor – Needs cleaning
- Bosch Dishwasher

Dining / Pantry Bar:
- Edge Star wine cooler
- Hoshizaki Ice maker

Sundeck Bar:
- Bull Stainless Gas Grill with gas vapor detector in tank storage locker
- U-line refrigerator
- U-line Ice maker

Crew Mess:
- Avallon Refrigerator
- Miele T8033C Dryer
- Miele W3048 Washer
- Guest Foyer Whirlpool Stacked washer & drier

TEAK DECK: The teak decks were replaced in 2021

Type:	Teak veneer overlay
Plank Width:	2”
Plank Length:	60”
Margin Boards Width:	4 3/8”
Seams:	¼” black

The teak decks were coated with a sealer and have recently been sanded, there is still some of the sealer remaining on low spots.

TENDERS:

RIB Tender
Manufacturer: Nautica 18'
HIN: PT3199255506

PWC:
HIN: YDV620081718
HIN: YDV7276013818

CRANE:

Type:	Hiab telescoping swiveling with cable winch
Cable:	5/16, 7 x 19 anti-twist
Crane Model:	Hiab60
Reach:	21 per 4"
Hydraulic Ext. Boom:	9' 9"
Winch Capacity:	4,000 pounds

Outreach/ Lifting Capacity:

5' 6":	7,500 lbs
7' 9" :	5,291 lbs
11' 6":	3,615 lbs
16' 5":	2,513 lbs
20' 4":	1,984 lbs

Power Source: Hydraulic power pack, or #3 main engine driven pump

EXTERIOR FINISH:

Paint Manufacturer:	Alexseal
Color:	Flag Blue hull

Cosmetically, the yacht was found in fair to poor condition. The yacht was reportedly re-faired during the 2018 refit. There are Nemours blister areas considered normal for this age and type of yacht and the age of paint job. Please see RECOMMENDATIONS.

The majority of her deck hardware, overhead lights, hinges, handles, etc. were found in fair condition.

The exterior covers are in fair to poor condition. Cushions were found in fair condition. There is some soft, weathered and unevenness noted in the caulking around the windows and small cracks in the fairing visible.

INTERIOR:

The yacht has accommodation for ten (10) guests and (7) crew. The main deck is finished in cherry with Birds-eye maple and upholstered inlay panels. Overheads are finished in Whisper wall and the decks are finished in carpet and varnished teak.

The main deck extends aft from the wheelhouse along the starboard side. Just aft of the wheelhouse is the yacht's study/library. The study seating can be pulled out to form a queen size berth giving an extra cabin with its own ensuite bathroom. From the study traveling aft along the foyer is the dining salon with storage closet on the starboard side entrance. The dining salon is amidships and in effect is a main foyer for the guest accommodation area with exits leading to and from the sun deck, downstairs to guest cabins, forward port to the main galley, aft starboard to the main salon, with day head and storage closet on either side, aft port to main salon with storage closet and butler's pantry on either side.

The main salon situated aft on the main deck, has a large flat screen TV on the forward bulkhead, storage cabinets under counter port and starboard side. Aft port storage with air conditioning controls and fan coil unit below. Aft starboard storage with entertainment system and fan coil unit below. From the steps of the dining salon, we come down to the guest accommodation foyer. The foyer accommodates storage and guest laundry machines in enclosed closets.

Guest accommodation is finished in varnished cherry, carpet and Ultra Suede. All guest bathrooms are finished with stone tile and marble or Granite counter tops.

The aft end of the lower deck has a full width master stateroom. This stateroom has on en-suite port and starboard side and can be converted into two (2) single cabins. Port side housing the Jacuzzi, starboard side shower.

Forward guest accommodation port side has a twin cabin with en-suite bathroom and Jacuzzi bath. Starboard forward guest accommodation has a queen size bed with an en-suite bathroom with shower stall.

Crew quarters are accessed by a stairway starboard forward side of the wheelhouse. Three (3) crew cabins located in this area sharing two (2) bathrooms. Forward cabin having three (3) bunks has en-suite bathroom. The aft crew area starboard side is the main crew mess containing refrigeration equipment, laundry machines, TV, sink, seating and the crew dining area.

SAFETY EQUIPMENT:

The following safety equipment was noted aboard. Those items not operational are noted in the "RECOMMENDATIONS."

- ACR 406 megahertz EPIRB
- Two (2) MOB throw rings and water strobe lights
- SOLAS, 12-man Zodiac lift-raft with hydrostat release Out of date Please See Recommendations- Port SN: XDC8CR58C999, STBD. SN XDC8CR60C999
- Thirty Seven (37) personal floatation devices
- Primary bilge pump and suction manifold
- Primary fire pump with five (5) hydrants
- Ample fire extinguishers Expire April 2024
- Fenwal Engine room fire suppression system, HFC227 series Next inspect April 2024
- Navigation lights
- ACR 6000 remote control search light
- EVAC-U-8 hoods, all cabins
- Fire axe
- Two (2) fire blankets
- Ships bell
- Emergency grab bag many items expired and need to be replaced.
- Anchor ball
- Heaving line
- Seven (7) Immersion suits poor condition no current inspection
- Shutters for port lights

COMMENTS:

"ARIADNE" is a well-designed and well-built yacht. She is in FAIR yacht condition.

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops and opinion of overall vessel rating of condition after a survey has been completed and the findings have been organized.

The grading system accepted in the marine industry for a vessel at the time of survey determines the adjustment to the base range of values for a similar vessel sold within a given time period as a consideration to determine the Market Value. The following is an accepted marine grading system of condition:

EXCELLENT CONDITION
The vessel has been maintained in mint or “Bristol” fashion – usually better than factory new and loaded with extras – a rarity

ABOVE AVERAGE CONDITION
The vessel has had above average care and is equipped with extra electrical, mechanical, electronic or interior outfitting

AVERAGE CONDITION
The vessel is ready for sale requiring little or no additional work and normally equipped for her size

FAIR CONDITION
The vessel requires usual maintenance to prepare for sale

POOR CONDITION
The vessel requires substantial yard repairs and does not have “extras”

RESTORABLE CONDITION
The vessel is currently unusable but has enough of hull and engines remaining to restore vessel to a suitable condition.

As a result of the examinations carried out and reported above, and by virtue of my experience, my opinion is that the
OVERALL VESSEL RATING of CONDITION for the subject vessel is:

“FAIR”

VALUE:
It is the opinion of this undersigned independent marine surveyor that the present day market value and replacement value of "ARIADNE" is as follows:

Fair Market Value
The "FAIR MARKET VALUE" is the most probable price in terms of money which a yacht 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.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under condition whereby:

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- A reasonable time is allowed for exposure in the open market.
- Payment is made in terms of cash in US dollars or equivalent thereof; and
- The price represents a normal consideration for the yacht sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the undersigned surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel, as seen and equipped, is in the region of:

$3,800,000.00 US TO $4,000,000.00 US
Three Million Eight Hundred Million US Dollars to Four Million US Dollars

Reproduction (Replacement) Cost
The replacement cost of the "ARIADNE", completed, duly certificated and ready for use in the intended service (large pleasure yacht) is approximately

$18,000,000.00 US
Eighteen Million US Dollars

Note: The values appearing in this report are subjective and are based on comparable yachts and the yacht resale market at the time of the survey. The values are based on an average selling price of a yacht of this type and size similarly equipped, considering all extras and accessories onboard. The values are intended for insurance and financial evaluation only but are not intended to influence the purchase or non-purchase of the yacht.

SURVEYOR'S CERTIFICATION:

The undersigned surveyors certify that to the best of their 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 personal, unbiased professional analyses, opinions, and conclusions.
- The undersigned surveyors have no present or prospective interest in the vessel that is the subject of this report, and no personal interest or bias with respect to the parties involved.

- Our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the instructing client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
- We have made a personal examination of the yacht/vessel that is the subject of this report.

SUMMARY:
"ARIADNE" is a good yacht 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 the East Coast of the United States, coastwise waters and inland waters, the Gulf Coast of Mexico, U.S. waters coastwise and inland waterways, and the Bahamas in fair weather cruising. Any extended limits and extensions would have to be set by an arrangement with the underwriters.

GENERAL NOTES: Note: This survey report is issued by the undersigned, who has exercised reasonable care in conducting a visual inspection of the accessible areas, in connection with the examination, of the subject vessel. All details and particulars in this report are believed to be true, but are not guaranteed accurate. All judgements, conclusions, and recommendations are expression of opinion of the undersigned, based on his skill, training, and experience, after a routine visual examination of the vessel's systems, and after discussions with owners, crew, and others familiar with the vessel.

Unless otherwise stated, no actual measurements or calculations were made by the surveyor at the time of this examination. Reported measurements and capacities were obtained from the vessel's/yacht's papers/documentation and/or from other published sources.

No part of this report is issued as an expressed or implied warranty of the condition, life expectancy, seaworthiness, or value of the vessel/yacht or its systems, machinery, or equipment.

The undersigned has conducted his visual examinations and issued this report for the sole use of the specified requesting party for an agreed fee based upon the intended use of the report and legal liability of the undersigned. Accordingly, others are not to use this report, and not to rely upon the contents of this report, without payment to the undersigned of an additional agreed fee, based upon re-evaluation and examination of the same factors.

Further, the undersigned shall have no liability for consequential, no liability for personal injury damages, no liability for property loss damages, and no liability for punitive damages, all of which shall be deemed to have knowingly and voluntarily waived upon receipt and use of this report.

Further, in no event shall the legal liability for the undersigned of this report, or Patton Marine, Inc. ever exceed the fee, less expenses, paid by the requesting party for the issuance of this report, regardless of the number of claims, or suits, and regardless of whether under theory of tort, contract, warranty, outrage, or otherwise.

This survey is prepared for Mr. Robert Goodrich, and as aforesaid does not expressly or impliedly warrant or any way guarantee the condition, seaworthiness, or value of the vessel. It is further agreed by the aforesaid Mr. Robert Goodrich that Patton Marine Surveyors and Consultants, Inc. and Mr. Walter Richardson of Cutter Marine Inc., Mr. Michael Schneider of Custom Offshore Systems, Inc., Mr. Steve Marshall of Marshall Marine, Inc., Mr. Guy Clifford of GC Marine, Inc. and Mr. Clint Keato of MIH Marine Surveys LLC shall not be held liable under any circumstances whatsoever or responsible in any way for any error in judgment, default or negligence nor for any inaccuracy, omissions, oversights, misrepresentation or misstatement in this report and that the use of this report shall be construed to be an acceptance of the foregoing conditions.

The above report has been prepared and submitted without prejudice to the rights or obligations of any party.

PATTON MARINE SURVEYORS
And CONSULTANTS, INC.

Walter Richardson
Marine Surveyor

Michael Schneider
Mike Schneider
Electrical Surveyor

Steve Marshall
Steve Marshall
Marine Surveyor

Guy Clifford
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Clint Keato
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Marine Surveyor

WR:MS:SM:GC:CK:isa:ms

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