

Marine Surveyor Group
1005 West State Road 84, # 511
Fort Lauderdale, Florida 33315
Phone: 954-306-9660

VESSEL: MAGIC
HULL #: HATGF618I405
FILE #: 25175
DATE: August 18, 2026

REPORT OF SURVEY

The above captioned vessel was surveyed on August 18, 2026 for the purpose of pre-purchase hull condition and marine risk.

The vessel was inspected while afloat in its berth at Admirals Cove Marina, 200 Admiral's Cove Blvd. Jupiter, Florida, and while in dry dock on November 5, 2025 at Port 32 Marina 1915 SW 21st Avenue, Fort Lauderdale, Florida.

DRY DOCK

The bottom was sounded with a phenolic hammer and found to be sound.

The propellers were sent out for reconditioning.

The cutlass bearings were renewed during this dry dock service period.

The all zincs were renewed at this haulout, as was the antifouling paint.

All underwater appendages showed no excessive signs of deterioration due to galvanic or electrolytic corrosion. There were no major scars or gouges.

TRIAL RUN

No trial run was conducted at this time, therefore condition of machinery, equipment and electronics while underway cannot be attested to in this report. If a trial run is conducted at a later date, an addendum to this report will be issued.

Jack DiBella from Marine Diesel and Engineering conducted an engine survey on August 26, 2026. See Marine Diesel and Engineering report for condition of the engines, transmissions and generators.

ELECTRONICS

All electronics were found to be operational with the exception of those noted in this report.

HULL AND DECKS

The hullsides were inspected from ground level only while in dry dock and appear to be sound.

The decks and superstructure were sounded with a phenolic hammer and found to be sound, showing no signs of hard or abusive use.

The overall condition of the vessel was found to be in above average condition. A descriptive narrative as to the layout and specific cosmetic condition of this vessel will not be covered in this report since it is assumed that the prospective purchaser has personally inspected the vessel.

This report is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor nor any employee is, under any circumstance whatsoever, to be held responsible in any way for any error in judgment, default or negligence nor for any inaccuracy, omission, misrepresentation or misstatement in this report, and that the use of this report shall be construed to be an acceptance of the foregoing conditions.

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All partitions and bulkheads were inspected where accessible without major removals and were found to show no excessive signs of weakness due to separations or weakness of their fiberglass fastenings.

ELECTRICAL

The electrical wiring on the vessel was inspected where accessible and found to be sound. However, a few circuits were found to have unsecured wires and uncovered terminal connections.

The batteries were tested with a voltmeter and found to indicate a charged condition.

Due to the concealed wiring looms and conduits, which transit areas which would require dismantling and removals for their inspection, a significant amount of wiring could not be observed.

If a detailed report to the condition and capacities of the wiring is desired, it is recommended that a qualified marine electrical engineer be engaged to ascertain the condition of the vessel's electrical system.

MACHINERY

All machinery and equipment were inspected during this inspection. Machinery and/or equipment, which could not be tested or found to be inoperable or in need of repair, will be noted in this report.

All machinery was installed according to National Fire Protection Agency [NFPA] and/or American Boat and Yacht Council [ABYC] standards, as can be determined without major removals, opening of electrical boxes, or enclosed electrical equipment, unless otherwise noted in the Remarks section of this report.

TANKAGE

The fuel, water, and waste tanks were inspected where accessible and found to be sound. No obvious leakage was noted; however, the tanks were not full at the time of this inspection. The tanks should be filled with their appropriate liquid and checked under full tank status or pressure-tested to attest to their condition.

NOTE: This hull condition and marine risk survey is conducted on an intensive basis with an effort to uncover as many deficiencies as possible. Many of the recommendations contained in this report will be in the realm of normal and preventive maintenance. These will not affect the structural integrity or seaworthiness of the vessel but will serve as a guide for attaining a vessel in yacht condition. All items listed under the Remarks and Recommendations section of this report which are preceded by an asterisk [*] are to be considered primary recommendations which should receive first priority attention.

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This vessel is found to be a good marine risk in its present condition and upon compliance with the recommendations preceded with an asterisk [*]. The majority of the recommendations fall under normal, cosmetic, and preventive maintenance.

Remarks and Recommendations pertaining to this report are as follows:

BOTTOM

The bottom was inspected while in dry dock on November 5, 2025 at Port 32 Marina, Fort Lauderdale, Florida.

The antifouling paint was renewed.

All zinc anodes were renewed.

The propellers were sent out for reconditioning.

The cutlass bearings were renewed.

The dripless shaft seals were renewed.

FLYBRIDGE

1. The center and starboard aft windscreen panels are crazed.
2. The Scotsman icemaker is inoperable.
3. There are no readings on either B & G 20/20 displays.

AFT DECK

4. The ice chipper has been disconnected. Re-connect and prove.
5. The starboard gangway boarding gate does not close properly and the securement latch does not align. Adjust or modify as deemed necessary.

PORT CREW STATEROOM

6. A failing blower bearing was noted in the overhead. Service or renew.
7. The upper berth mattress is missing.

PORT CREW HEAD

8. No hot water dispensed from the faucet. Service as necessary.

CREW LOUNGE

9. An upholstered panel is missing on the forward bulkhead.

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CREW GALLEY

10. No hot water dispensed from the faucet. Service and prove.

ENGINE ROOM

11. * Renew the batteries to the smoke alarm.
12. Air conditioning chilled water loop insulation is torn and / or missing, starboard forward. Renew chilled water loop insulation as deemed necessary.
13. Remove standing water and hydraulic oil residue from the bilge, starboard forward.
14. * Connect the air conditioning raw water cooling pump to the central bonding system.
15. Identify and label the raw water intake seacocks.
16. Free-up the port and starboard main engine raw water intake seacocks.
17. * Double clamp the watermaker boost pump hose connections.
18. Secure the high pressure watermaker hoses in accordance with good marine practices.
19. None of the batteries had service date stamps. Attest to the age of the batteries. [expected service life is 48-60 months. Load test to ascertain condition and remaining service life. Renew the batteries as deemed necessary.
20. The port ventilation fan is inoperative. Service and prove.
21. The Alfa Laval fuel centrifuge is inoperable. The unit was refurbished in January 2023. Since then the unit has seen limited use. Prove Alfa Laval.

PILOTHOUSE

22. Secure the Naiad stabilizer control pad.

HOLD BELOW PILOTHOUSE

23. The transformer to the galley perimeter lighting circuit makes an abnormal buzzing sound. Service or renew.

BOW THRUSTER HOLD

24. A 12" section of the air conditioning chilled water loop insulation has deteriorated. Renew deteriorated air conditioning chilled water loop insulation.

GALLEY

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25. The overhead lighting circuit is inoperable.
26. The #3 window shade does not lower. Service and prove.

HOLD BELOW VIP HEAD

27. Secure the air conditioning control.
28. * Recertify the fire extinguisher.
29. Renew burned out hold light bulb.
30. The Headhunter ozone generator is inoperable. Service and prove.
31. Connect the bronze thru-hull transducer to the central bonding system.
32. Secure the Rule electric automatic bilge pump float switch.
33. Rubber boots to the blower and A.C. light switches are torn. Renew rubber boots.
34. The D.C. hold lights are inoperable.

PORT GUEST STATEROOM

35. Remove oily residue from the stabilizer actuator compartment.
36. The starboard aft overhead LED element is different than the remaining lights.

STARBOARD GUEST STATEROOM

37. Remove oily residue from the stabilizer compartment.

MASTER STATEROOM

38. Air conditioning chilled water loop insulation accessed in the starboard aft walk-in closet has deteriorated and is in need of renewal.

HVAC SYSTEM

39. #3 chiller did not engage. Service and prove.
40. Chilled water loop insulation is in need of renewal in the following areas:
 - Port and starboard forward in the engine room
 - Starboard master stateroom closet
41. The air conditioning does not blow cold in the starboard guest stateroom (suspect faulty valve at the air handler). Service and prove.

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- 42. Clean the air handler compartments and clean / renew the return filters.
- 43. Clean and disinfect air conditioning discharge vents in the owner, guest and crew quarter accommodations.

UNITED STATES COAST GUARD / SAFETY

- 44. * Inscribe the USCG documentation number.
- 45. * Renew the EPIRB., battery.
- 46. * Recertify the Superior 6-man life raft.
- 47. * Provide fresh signal flares.

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, joiner 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. Reported measurements and capacities were obtained from published sources.

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 omission, misrepresentation, or misstatement in any certificate or report.

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

Rollie Gordon, CMS

Association of Certified Marine Surveyors #543

Marine Surveyor and Consultant

Marine Surveyor Group

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