

Marine Surveyor Group
1005 W. State Road 84 #511
Fort Lauderdale, Florida 33315
Phone: 954-612-6834

VESSEL: RISK & REWARD
HULL #: QEO11923A404
FILE #: 25189
DATE: August 26-28, 2026

REPORT OF SURVEY

The above captioned vessel was surveyed on August 26-28, 2026 for the purpose of pre-purchase hull condition and marine risk.

The vessel was inspected while afloat in its berth at Safe Harbor Rybovich 4200 Flagler Drive, West Palm Beach, Florida and while in dry dock at Safe Harbor Rybovich 2010 Avenue B, Riviera Beach, Florida.

DRY DOCK

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

The propellers were dialed and found to turn true at their leading edges.

The port main cutlass bearing was found to exhibit slightly uneven wear. The propeller shafts were not removed for this inspection.

The zincs were noted to be within limits of acceptability with the exception of one thruster zinc which was found to be missing.. The antifouling paint was found to be acceptable.

The vessel's bottom has Airex core construction. No delamination was noted at this inspection. It is recommended that the vessel's bottom be sounded on an annual basis at dry-docking. If delamination is detected, core samples should be taken. Moisture meter readings on the bottom can only be taken after the vessel has been in dry-dock for at least 48 to 72 hours.

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

TRIAL RUN

A trial run was conducted in the Atlantic Ocean offshore Palm Beach, Florida.

The sea conditions were less than 2' and the wind was out of the Easterly direction at 10 knots.

Fuel and water loads were approximately 50 % full of fuel and approximately 75 % full of water.

A diesel engineer, RPM Diesel aboard the vessel; therefore, a detailed report as to the condition of the engines and transmissions will be covered in his survey. No excessive smoking was noted at the exhaust. The engines were noted to turn to their maximum rating. The port shaft was found to exhibit lateral motion at the flex section of the shaftlog. See report.

ELECTRONICS

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

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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 vessel's exterior paint coatings were found to fair, exhibiting a dull appearance.

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 basically sound. However, a few circuits were found to have uncovered terminal connections.

None of the house service batteries had date stamp marks. Attest to age of batteries. Isolate and load test for available service life. Mark "in-service" date stamps for future reference. Replace as needed as part of the vessel's normal maintenance program.

The engine batteries exhibit 2022 service date stamps. Load test annually to ascertain condition and remaining service life.

The generators were operated for an extended period of time during which they developed their normal rated voltage under load. An in-depth report as to the condition of the generators will be covered by the diesel engineer's survey.

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.

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TANKAGE

The fuel, water, and waste tanks were inspected externally where accessible and found to be basically 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 and accuracy of their respective gauges. The tanks were not inspected internally during this inspection.

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.

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.

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Remarks and Recommendations pertaining to this report are as follows:

BOTTOM

1. The port bow thruster zinc is missing.
2. The starboard transom underwater light is inoperative. Service and prove.
3. The port main cutlass bearing exhibits uneven wear. Lateral motion at the flex section of the shaft log was noted while underway. Check engine alignment. Balance the propellers and check trueness of the shaft as deemed necessary.
4. The underside of the port fiberglass stabilizer fin exhibits fractured fiberglass over a 18 inch area. Repair in accordance with good marine practices.



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BOAT DECK

5. The hot tub pump failed to engage. Service and prove.
6. * The engine room ventilation flaps are secured open and can only be released manually. Automatic flap deployment components are on order.
7. Adjust the latches to the wet bar cabinet doors.

DECKS AND SUPERSTRUCTURE

8. The port anchor chain wash is inoperative. Service and prove.
9. The port windshield wiper is inoperative. Service and prove.
10. The watertight chain locker hatch seals are deteriorated. Renew hatch seals.
11. The port and starboard stern line warping winches are inoperative. Service and prove.
12. The Bosun's locker hold lights are inoperative. Service and prove.
13. The port Bosun's locker light switch is broken. Renew light switch.
14. The swim platform teak decking is in need of sanding.

AFT DECK

15. The vessel is equipped with a gasoline storage tank and transfer system. The tank and transfer pump have been decommissioned.

CREW QUARTERS

16. The LED stairwell lights flicker. Service as necessary.

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ENGINE ROOM

17. None of the House service batteries had date stamp marks. Attest to age of batteries. Isolate and load test for available service life. Mark "in-service" date stamps for future reference. Replace as needed as part of the vessel's normal maintenance program.
18. Neutralize heavy corrosion on the house battery terminals.
19. * Double clamp air conditioning raw water pump hose connection.
20. * the overboard discharge valves are inaccessible port aft. Removal of the port engine exhaust system will be necessary to access the valves for servicing.
21. The engine start batteries exhibit 2022 service date stamps. Expected service life is 48-60 months for marine starting batteries. It would be prudent to renew the starting batteries in the near future.
22. The A/SEA shorepower converter produces significant heat when connected to shorepower. Keep the engine room well-ventilated while connected to shorepower.
23. * The forward 24 volt electric/ automatic bilge pump did not engage. Service and prove.
24. Salt residue and signs of leakage were noted at the 220 volt bilge pump inlet pipe fitting. Service as necessary.
25. Remove residual hydraulic oil from the bilge, starboard forward.
26. The LED display to the Watermakers INC watermaker is inoperative. Repair or renew the display.
27. Signs of leakage were noted at the Tidal Wave pump fitting, starboard aft. Service as necessary.

PILOTHOUSE

28. The original Crescent alarm system panel is inoperative. A temporary back up monitoring system has been installed. It is recommended to install a permanent system for alarm and ships monitoring.
29. The tank levels to the centerline fuel tanks are inaccurate on the systems monitor. Calibrate fuel level monitoring system.
30. * The emergency back up engine control system is inoperative. Service and prove.

GALLEY

31. The overhead exhaust hood is inoperable. Repair or renew.

VIP STATEROOM

32. * Remove stowed gear away from the Master stateroom escape route located in the walk in closet.

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VIP HEAD

- 33. Adjust and secure the starboard upper locker door hinge.
- 34. Tighten the handles to the linen locker door.

STARBOARD GUEST STATEROOM

- 35. The lower edge of the hanging locker door binds on the door frame. Modify/adjust as necessary.

TRIAN RUN

- 36. Lateral motion was noted at the port shaft log. Check engine alignment.
- 37. Salt water leakage was noted at the port shaft seal while underway. Renew shaft seal when leakage becomes excessive. [spare seal was noted on the shaft]

USCG / SAFETY

- 38. Emergency lighting failed to illuminate in the crew quarters during dead ship emergency lighting test. Service and prove.

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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