

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

VESSEL: LADY PICOSA
HULL #: BZH01003J001
FILE #: 25199
DATE: October 7 & 8, 2026

REPORT OF SURVEY

The above captioned vessel was surveyed on October 7 & 8, 2026, at the request of Brian Colton, representing RK Group, for the purpose of pre-purchase hull condition and marine risk.

The vessel was inspected while afloat in its berth at Slip E02, Harbor Towne Marina, Dania Beach, Florida, and while in dry dock at Rolly Marine, West State Road 84, Fort Lauderdale, Florida.

DRY DOCK

The bottom was sounded with a phenolic hammer and found to be basically sound, however, a suspect area of isolated delamination which requires further inspection was noted starboard forward. See report.

The propellers were dialed and found to turn true.

The cutlass bearings were found to be within acceptable limits of wear.

The shaft and bow truster zincs were noted to be in need or renewal.

The antifouling paint is approaching its limits of effectiveness.

The hull is constructed utilizing closed cell foam coring. No moisture readings were taken during this haul out. To obtain accurate moisture readings the vessel must be hauled out, pressure washed and dried out for a period of 26-48 hours prior to taking moisture level readings.

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 Fort Lauderdale, Florida.

The sea conditions were less than 2 feet and the wind was out of the South direction at 15 knots.

Fuel and water loads were approximately 1,500 gallons of fuel and approximately 300 gallons of water.

A diesel engineer, Jack DiBella, was aboard the vessel; therefore, a detailed report as to the condition of the engines and transmissions will be covered in his survey. A backdown test was conducted during which the engines were found to hold firm on their motor mounts. No excessive smoking was noted at the exhausts. The engines were noted to turn to within 50 RPM of their maximum rating. The shafts were found to turn true at the flex section of the shaftlogs.

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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 dockside and deck level only 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 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.

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, several circuits were found to have unsecured wires, uncovered terminal connections and open junction boxes.

The automatic shorepower transfer system did not operate properly. See report.

The batteries are of sealed AGM type. Load test to determine condition.

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.

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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.

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. Peeling antifouling paint was noted starboard side forward. The antifouling paint was found to be adhering well in the remaining areas of the wetted hull surface. The area of concern There was sounded with a phenolic hammer and some deamination in the fiberglass laminate was noted. Moisture readings could not be taken at this time, as the vessel should be in dry dock for a minimum of 36 hours to allow the antifouling paint to dry. Removal and replacement of deteriorated / saturated coring will be required, if further testing indicates the presence of elevated moisture levels.
2. There is no record of stabilizer shaft seal renewal. Stabilizer shaft seals should be renewed on a biennial basis.

FLYBRIDGE

3. The television is inoperable.
4. The navigation monitor is inoperable. Service or renew.
5. * The signal horn is inoperable.
6. The starboard forward Strataglass enclosure panel is in need of re-stitching.

AFT DECK

7. The vessel was originally equipped with a gasoline transfer pump in the starboard bulwark locker. The gasoline transfer system has been decommissioned. Re-commission the gasoline transfer system as desired.
8. The television is inoperable. Service or renew.

BOAT DECK

9. * Corrosion was noted at the base of the MarQuipt davit hydraulic actuator. Operator was not comfortable with operating the davit under load. Davit was fully tested under no load conditions. Refurbish the Marquipt davit.
10. The Yamaha outboard motor to the tender was started in place. Service Yamaha outboard as deemed necessary.
11. Alarms to both Frigobar freezers engaged. Each unit cooled down sufficiently. Inspect Frigobar alarm issue further.

NOTE: The vessel was previously equipped with a hot tub. The hot tub has been removed and the void is utilized for storage at this time.

12. * Renew the EPIRB., battery.

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DECKS AND SUPERSTRUCTURE

13. * The signal horn is inoperable.
14. The rollers to the starboard side deck sliding door are in need of renewal.
15. The topcoat finish exhibits a blotchy oxidized appearance. Polishing and waxing will to bring back the topcoating luster. Apply fresh topcoat as desired,
16. Areas of recalking of the window frames was noted. Signs of previous leakage was noted on the interior window frames. It is recommended to remove the port forward window, inspect the window for delamination, renew the window as deemed necessary and rebed in accordance with good marine practices.
17. Port anchor windlass down mode is inoperable. Service and prove.

LAZARETTE

18. Corrosion noted on hydraulic hose fittings. Service as necessary.

ENGINE ROOM

19. The forward Frigomar air conditioning chiller is inoperable. Service and prove.
20. Several gaps in the air conditioning chilled water insulation noted. Apply new chilled water loop insulation as deemed necessary.
21. Secure the electrical junction box below the aft watermaker.
22. *Recertify the FM200 fire suppression system.
23. * Renew rusted hose clamps to both watermaker boost pumps.
24. * Double clamp all flex hose connections to the watermaker boost pump as necessary.
25. * The port generator raw water cooling strainer sight glass is crazed. Renew sight glass.
26. * Neutralize rust and corrosion to D.C. terminals in the bilge, centerline aft.
27. * The starboard engine raw water intake hose is partially kinked. Renew the hose.
28. * Double clamp all flex hose connections to the black water overboard discharge as necessary.
29. * Corrosion and signs or leakage were noted at the black water discharge pipe fitting, starboard outboard. Renew pipe fitting.
30. * Double clamp all flex hose connections to the starboard generator exhaust as necessary.
31. * Renew rusty clamp to the port generator exhaust.
32. * Double clamp all flex hose connections to the port generator exhaust as necessary.

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33. The fuel transfer pump has been decommissioned. Currently all fuel tank cross-over valves are open. Recommission the fuel transfer pump..
34. * The fire pump has been out of service for a prolonged period of time. Service and prove.

WHEELHOUSE

35. The Samsung displays are inoperable. Currently, there is no operational radar or navigational plotting equipment at the helm. Install new displays and navigation computer software. Prove radar function at the helm location.
36. No response was received to the radio check on the Sea 710 SSB. Prove in good working order.
37. * The vessel's systems alarm panel is muted, therefore no audible alarms were noted when the system was tested. Currently, there are 3 active alarms illuminated on the display, however, each alarm point of origin was inspected and was found to be clear. Inspect, service and prove the vessel's alarm and monitoring system. Repair, calibrate and prove. Note, alarm system is original and may need significant updating or renewal.

GALLEY

38. Renew broken cabinet door and drawer latches.
39. The headliner is loose fitting, exhibiting wrinkles. Renew headliner as desired.

MASTER STATEROOM

40. The hinges to the port aft locker are in need of adjustment and securement.

INTERIOR

41. The forward bilge hold light is inoperable.
42. * The bow stateroom is not equipped with an escape hatch.
43. Headliner is loose in the galley dinette area. It appears that the headliner has been renewed throughout the vessel with the exception of the galley area. Renew the headliner.
44. Crew area has a distinct odor, primarily when underway. Clean tanks, clean the bilge and trace out source of odor.

ELECTRICAL

45. The automatic / seamless shorepower transfer system failed to engage properly. This is a common issue with Westbay yachts. It is recommended to engage a qualified marine electrician to inspect the shorepower / generator transfer system and conduct proper updating of the automatic / seamless transfer system.

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TRIAL RUN

- 46. Both watermakers failed to operate and produce potable water. Engage a qualified Sea Recovery technician to service the watermakers as necessary and prove.
 - 47. Water leakage was noted at both dripless shaft seals. Renew seals at next scheduled haulout.
- NOTE: Spare seals were noted on the shafts for installation in the event of an emergency.

UNITED STATES COAST GUARD / SAFETY

- 48. * Recertify FM200 fire suppression system.
- 49. * Recertify all fire extinguishers.
- 50. * Renew the EPIRB battery.
- 51. * Renew the EPIRB hydrostatic release.
- 52. * Renew the life ring.
- 53. * Install smoke detectors throughout the interior of the vessel.
- 54. * Install carbon monoxide alarms in the owner, guest and crew accommodation areas.
- 55. * Add fresh flares (visual distress signals) for day and night use to the marine signal kit onboard the vessel; the present flares have exceeded their expiration date.
- 56. * Vessel alarm system muted.
- 57. * The forward navigation light is inoperable. Renew and prove the forward navigation light.
- 58. * Identify and label the A.C. and D.C. voltages on the circuit breaker panel access doors.

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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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