

**PATTON MARINE SURVEYORS
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Our Time and Experience
is our Stock in Trades

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June 12, 2026
File No.: 13993-26
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**RE: "ESCAPE of LONDON", 1997,
36.46 Meter TRIDENT Motor Yacht**

RECOMMENDATIONS

Notes:

- A. The items marked with a star (★) should be taken care of for safe operation and/or insurability.
- B. Many of the following items describe systems that are either not operational or not functioning properly.
- C. Most of the other items are considered to be issues of general maintenance.
- D. In addition to this recommendation list, there are 31 pages of survey text which is an integral part of the report and should be read in conjunction with these recommendations.

GENERAL:

- 1. It is recommended that the buyer or buyer's agent be provided with a written affidavit from the seller stating that the yacht "ESCAPE OF LONDON" is free and clear of any liens, fines or debts.
- 2. The starboard transom HIN is worn and some of the HIN is not legible. The HIN should be re-marked.

SAFETY EQUIPMENT:

- 1. ★Provide a throwline on two of the life rings.
- 2. ★File a waste management plan onboard as per US Coastguard regulation.
- 3. ★No safety plan was seen onboard; create and post a safety plan showing the location and quantity of the various safety equipment.
- 4. ★The life rafts were manufactured in 1998 and may need to be replaced in the near future.

5. ★No portable emergency diesel bilge/fire pump was sighted aboard as typically seen on yachts of this size a new owner should consider adding one as part of the yacht safety equipment.

ELECTRONICS:

1. Generally, the electronics onboard are outdated and a new owner may consider replacing them.
2. Port radar is not picking up targets. Anticipate replacing.
3. The Furuno SSB is old and did not power up.
4. It is not known when the Gyro Compass was last serviced. A new owner may consider replacing the Gyro Compass.
5. The magnetic compass card is faded and the fluid is milky. The adjustment balls are missing. Service or replace the compass.
6. No current compass correction card was sighted onboard. If the compass deviation exceeds 5° after dry docking or after 1 year, swing the compass and provide an up dated deviation card.
7. The Carlisle & Finch search lights did not power up. The movement of the lights is manual. A new owner may consider replacing the searchlights with newer models.

TANKS:

1. Comment Only: 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 hydrottested.
2. The forward freshwater tank was opened and flaking tank coating and light sediment was sighted on the tank sides and bottom. The tank should be cleaned and recoated.
3. The main engine and generator Racor fuel filters need to be replaced very frequently and bore scope was lowered into the starboard fuel tank and sediment sighted in the bottom of the tank. The tanks should be opened and cleaned.

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BOTTOM ANTI-FOULING COATINGS:

1. The antifouling coatings are worn with some detached paint coatings and the bottom is ready for recoating.
2. Comment Only: The propellers, shafts and bow thruster are not painted with PropSpeed as typically seen on yachts.

THROUGH-HULLS:

1. As an annual maintenance project, it is recommended that all of the seacocks and sea strainers be disassembled, cleaned, inspected, and lubricated.

BILGE SYSTEM:

1. ★The emergency bilge pump has been rebuilt but has not been completely installed, install and prove operational.
2. ★The bilge high water alarm system is intermittently operational. Make and prove operational.
3. The engine room bilge and ECR bilge have been cleaned but are in need of painting.

FUEL SYSTEM:

1. Comment Only: The Alpha Laval has now been serviced and should be used to clean the remaining fuel in the tanks.

WATERMAKER:

1. The water maker has not been running with this crew. The unit did power-up but was not tested. Freshwater rinse did occur when powered up. This unit looks like it is in good condition. Anticipate replacement at a minimum of the reverse osmosis membrane. The high-pressure pump may need rebuilding with 1921 hours.
2. Quite a bit of saltwater deposit was seen under the water maker unit. Assumption is that the water maker is leaking. Prove operational.
3. The feed raw water lines in some instances are not double clamped.

ENGINE:

1. The wheelhouse is not provided with a set of Main Engine RPM (shaft RPM only) or main engine monitoring gauges; this is very unusual for a vessel of most any type. A new owner should consider installing main engine gauges.

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ELECTRICAL SYSTEMS:

Shore Power:

1. The shore power input protection breakers are not E.L.C.I. (Equipment leakage Circuit Interrupter) or G.F.C.I. (Ground Fault Circuit Interrupter) to aid in preventing E.S.D. (Electrical Shock Drowning).

(If AC current leaks into water, it creates an electric field that can paralyze swimmers and cause drowning, even at low voltages that might not trigger a breaker.)

Install G.F.C.I shore power input breaker.

2. The shore power input ground connections are not fitted with galvanic isolators; Galvanic isolators can eliminate corrosion problems caused by the difference between the potential of the yacht and the shore ground, preventing corrosion currents traveling between other yachts connected to the same ground and the reduce the risk of shock hazards, unnecessary zinc and propulsion component deterioration when connected to "Hot" marinas. Install a galvanic isolators.
3. The shore power system is arranged with 3 X 25 Kva isolation transformers, the transformers appear to be original.

Megger test each transformers internal windings, anticipate transformer replacement. Consideration should be made to update the system by incorporating a shore power frequency converter.

Main Switchboard

It is this surveyor's opinion that the main switchboard is in poor condition, the majority of the components are original and have reached the end of their usable life, in addition modifications have been made to the original system without any electrical drawings supporting the changes made. It is this surveyor's opinion that the cost to benefit ratio to re-configure the system back to the original arrangement would not be cost effective, replacing the main switchboard should be considered. Recommendations supporting this statement are listed below.

1. This item is a work in progress and is due for completion in June. All main switchboard terminations and connections should be checked for torque, support, and chafe protection. Recommend this procedure be performed annually within the main switchboard and all distribution boards to eliminate excessive heat caused by loose connections.

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2. ★Evidence of water intrusion was observed in the main switchboard, reportedly originating from the above overhead perforated sheeting. Water damage is visible on the load center selector switch connections, resulting in corrosion at these points. Additionally, water stains are present on the interior surfaces of the switchboard doors. Trace source of water intrusion and replace all water damaged electrical components.



3. The main switchboard Merlin Gerin multi 9 series consumer breakers have been ordered and reportedly due to arrive in June 2026 for replacement.
4. ★The main switchboard internal condition is considered poor, the internal wiring lacks chafe protection and support, conductors are resting on permanently energized connections. Rectify these conditions.



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5. ★The 32-amp three phase protection breaker for the starboard aft warping capstan has overheated. Further review cause of the overheating, ensure the breaker and associated conductors are correctly sized for the loads expected.



6. ★Permanently energized buss bars and connections within the main switchboard are exposed. Provide suitable protection covers.



7. The main switchboard was originally designed to be able to synchronize and load share between the two generators utilizing Woodward load sharing and parallel modules, this system is no longer operational. Further review this condition, re-configure the main switchboard to operate as designed.
8. The main switchboard analog meter energized connections are exposed. Install meters rear protection covers.
9. ★The main switchboard 120-volt ground fault test system is not operational. Rectify this condition.
10. ★The main switchboard doors are not grounded. Ground all switchboard doors.

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11. The main switchboard doors are not fitted with door hold open devices. Install door hold open devices.
12. Finder relays mounted in the main switchboard are not fitted with relay retaining clips to aid in preventing the relays from working loose. Install relay retaining clips.
13. Several consumer breaker supply buss combs are missing end caps. Install buss comb end caps.
14. The voltmeter for the shore power transformers meter on the main switchboard is not working. Rectify this condition.
15. The voltmeter for the port generator meter on the main switchboard is only reading L-1 – L-3. Rectify this condition.
16. The Amp meter for the Starboard generator meter on the main switchboard is only reading L-3 amps. Rectify this condition.
17. The selector switch for the shore power voltmeter on the main switchboard is frozen. Replace this switch.
18. The Amp meter for the shore power meter on the main switchboard is only reading L-3 amps. Rectify this condition.
19. No mean to split the main buss was sighted. Provide means to split the main buss.
20. No electrical drawings were available. Provide updated electrical drawings

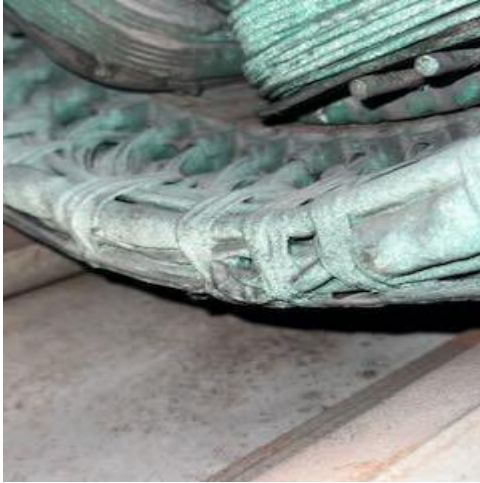
Generators

1. The generators sea water supply hoses are single hose clamped. Install back-up hose clamps.
2. ★No neutral conductor is provided by the generators for 120-volt consumers. The vessel's ground must not be used as a neutral, as the neutral is intended to carry current back to the source and complete the circuit. Using the ground as a neutral allows the ground conductor to carry current, creating a significant shock hazard. Conduct a thorough review of this arrangement and make any necessary corrections.

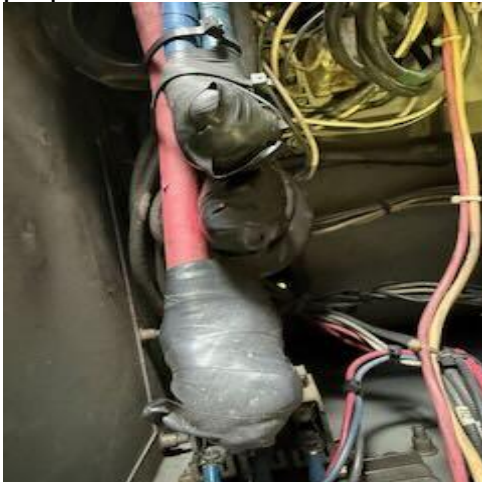
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3. The generator alternator ends have been cleaned, but both generators have exceeded 12,000 operating hours. Inspection of the electrical system reveals that the rotating rectifier diodes are contaminated and the stator plates show significant corrosion. Additionally, both the front and rear bearings require replacement. Based on the cost-benefit analysis, this surveyor recommends replacing both generator electrical ends.



4. Both generator electrical ends were reviewed, the phase connections are connected using nuts and bolts then wrapped with electrical tape which is not rated for the expected currents. Re-connect both generators phase connections to purpose made connection blocks.



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5. The current transformers in both generator electrical ends are unsecured and wearing on the end casings; one in the port generator has worn through to the windings, creating a hazardous condition. Replace damaged current transformers and ensure all are secured.



VDC

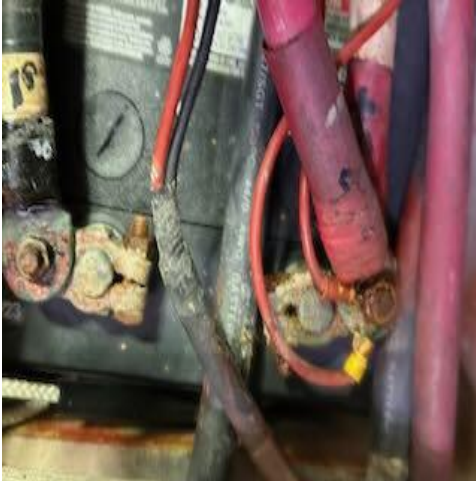
1. The vessels battery banks are not identified. Label all battery banks
2. The vessels battery banks were not load tested. Load tests all of the onboard batteries.
3. The vessels battery banks are not secured against vertical and horizontal movement. Strap down all batteries.
4. The starting battery banks permanently energized connection posts are exposed; no protection boots have been provided. Install battery post protection covers.
5. ★The starboard starting bank outermost battery is of a different manufacture to the rest of the bank, this battery appears to have been gassing, electrolyte can be readily seen on top of the battery. Further review this condition and rectify.



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6. Multiple starting bank battery posts are contaminated. Chemically clean all battery post connections.



7. Multiple starting bank battery posts are not secured using lock or spring washers to aid in preventing the connections from working loose. Ensure all battery posts are secured using spring or lock washers.



8. The port battery bank supplies power to the port main engine, port generator, and domestic service bank #1, while the starboard starting banks and domestic service bank #2 are configured in the same manner. Disconnecting a bank's isolation switch disconnects power from the associated generator, main engine, and domestic service bank. This configuration presents challenges, as it does not allow generators and main engines to be isolated independently, and isolating the start banks also interrupts power to domestic services.

Reconfigure this arrangement to allow for independent generator and main engine isolation, it is also recommended to install independent service banks.

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9. The generator starter connections are exposed. Install boot type protection covers.
10. The 24 VDC steering pump is fitted with toggle switch connected at the motor connection housing, the purpose of this switch is not known. Identify this switch.
11. The 12 VDC cables from the battery bank located under the wheelhouse console is not protected from impact damage, items are stored on top of these cables. Rectify this condition.
12. The 12 VDC associated breaker enclosures power on lamp is not illuminating. Rectify this condition.

Grounding / Bonding

1. ★No bonding straps have been fitted to the fuel pipe works. Bond the fuel systems pipe works in its entirety.
2. The vessels cable trays are not grounded. Ground all cable trays including lone sections.
3. The control room motor control center (MCC) cabinet doors are not grounded. Ground these doors.
4. No ground conductor was sighted for both of the gear boxes. Ground both gear boxes.
5. Both propeller shafts are fitted with homemade type grounding brush gear, resistance from the port shaft to ground was captured at 2.9 Ω Ohms and the starboard at 3.1 Ω Ohms. Clean both brushes to ensure resistance of less than 1.0 Ω Ohms, suggestion is made to replace with a purpose made propeller grounding system.



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6. The port and starboard rudder housings are grounded; the rudder stocks are not. Ground both rudder stocks, suggestion is to use the stock lifting eye female threaded shaft.



7. The hull mounted ground dyna plates and lightening plate are contaminated. Wire brush the plates.
8. The majority of the hull mounted sacrificial zinc are passivated which occurs when the anode becomes coated with a barrier of oxide or corrosion that prevents it from working. Wire brush all zincs.



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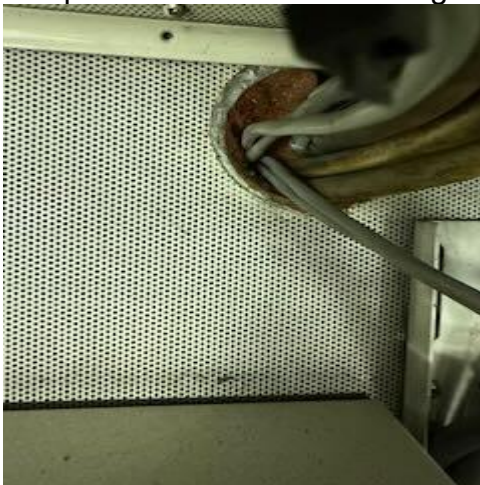
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9. Multiple underwater zincs are either missing or have reached the end of their usable life; it was noted that many were replaced during haul out but many were not. Complete replacement of hull mounted sacrificial zincs.



General

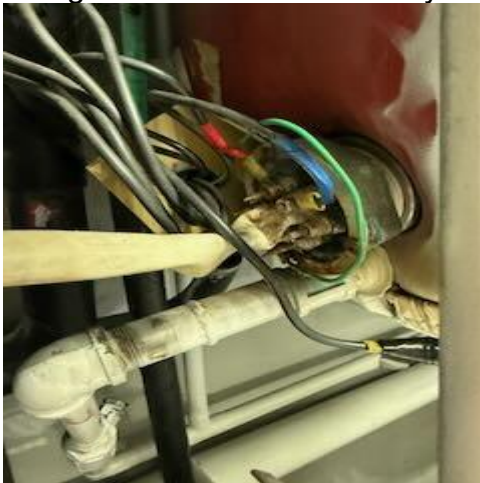
1. ★The engine room 120-volt 60 Hz receptacles are not ground fault protected. Ensure all receptacles located in machinery spaces, laundry, galleys, heads, weather decks and any other areas susceptible to water intrusion are ground fault protected.
2. The generator fuel filters are not fitted with catch bowls. Provide fuel catch bowls.
3. No compressor drive belt covers have been fitted to the engine room air compressors. Install drive belt covers.
4. The cable gland port forward engine room running into the control room has been compromised. Seal this cable gland.



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5. ★The port engine room water heater element connection cover is adrift exposing energized connections. Rectify this condition.



6. The aft capstans are fitted with a toggle switch to each contactor enclosure in the lazarette, the switches turn off or on the supply to the deck switches. Label these switches.
7. The air conditioning sea water pumps three phase breakers running temperature was captured at 46.2°C. Further review this condition and ensure the connections are clean and tight and that the breaker and associated conductors are correctly sized for the expected load.



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8. The air conditioning chilled water pumps vibration mounts are corroding. Further review this condition, anticipate vibration mount replacement.



9. The fan above the chiller plant has been replaced.
10. Port and starboard main engine mounted Tachometer modules connections are exposed. Provide suitable protection covers.



11. Connections are made within the lazarette connection boxes without the use of pins or ferrules. Label these boxes and re-connect the connections using pins, ferrules or similar.

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12. An unidentified Allen Bradley contactor is mounted in the lazarette. Identify this contactor.



13. ★The vessels distribution panels were opened for review; it was noted that in all the 120/240 distributions the phase connection posts are exposed. Provide suitable protection covers.



14. ★Single jacketed conductors within the galley distribution panel are resting on the phase connection hardware. Rectify this condition.



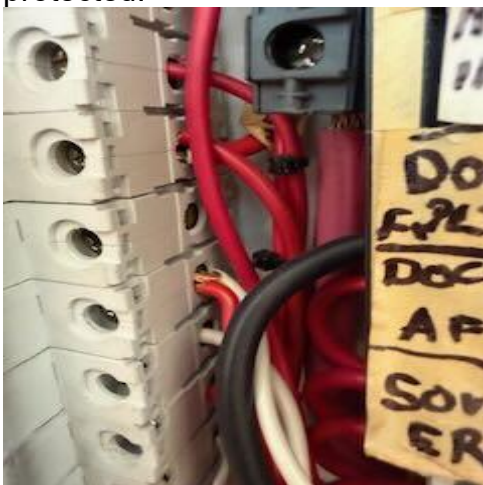
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15. The wheelhouse 24VDC distribution panel supply cables has been line spliced and wrapped with electrical tape. Re-connect these cables to an approved connection buss.



16. Multiple circuit breakers in the wheelhouse 12 and 24 VDC distribution panels are doubled up. Identify all circuits and ensure each circuit is individually over current protected.



17. During blackout conditions no emergency lights are activated, this is not acceptable. Further review this condition and rectify as soon as possible.

Navigation Lights

1. ★The navigation lights show the above-mentioned faults when using either 24 VDC or 120 Volt VAC supplies.
- Port running light
 - Starboard running light
 - Anchor light

Rectify these conditions.

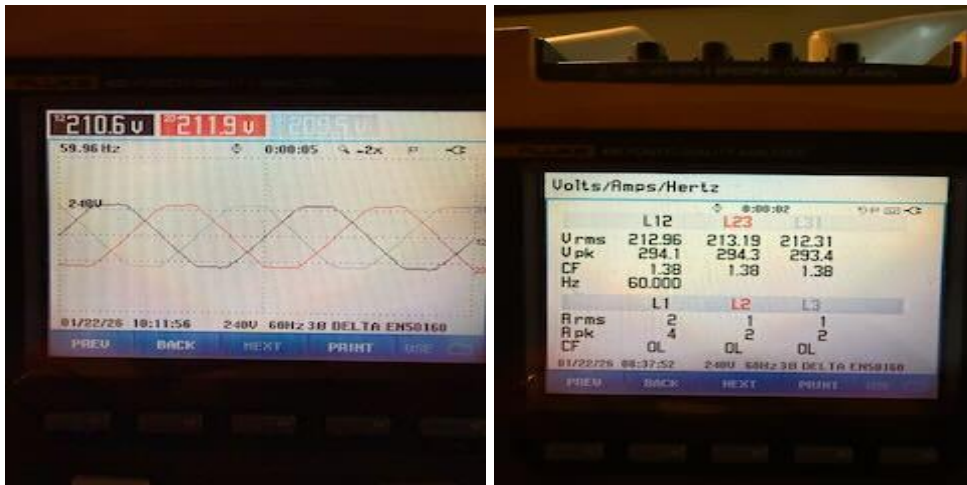
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Harmonics.

1. The vessels power quality was reviewed, the system has corruption caused by harmonic distortion, the corruption was found to be coming from the air conditioning compressors and air conditioning frequency drives.

The harmonic distortion is distorting the sinusoidal voltage wave form into a flat topping wave form; the voltage crest factor was low at 1.38. A flat topping wave form will not allow electrical systems capacitors to fully recharge risking premature failure.



Perform a harmonics analysis, anticipate installing passive line reactors, failure to address the harmonic distortion issues could lead to premature equipment and electronics failures, and a multitude of related issues.

Before any onboard systems failures can be correctly diagnosed, the vessels power system is to be a “clean system,” failure to address the vessels THD, the likelihood of experiencing problems will continue to increase.

AIR CONDITIONING/HVAC:

1. There are no labels fitted to the chiller plant compressors of what refrigerant and oil is used. Although the type of refrigerant is inside of the panel it must now be displayed on the chiller plant. Install labels for refrigerant and oil type.
2. R-22 is the refrigerant used onboard the yacht for the HVAC system. R-22 is a phased-out hydrochlorofluorocarbon refrigerant formerly standard in AC units, banned from production and import in the U.S. as of January 2020. Replacement with modern, eco-friendly systems is more economical.

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3. There were multiple areas found within the yacht where mold spores are growing. Some of these will be identified in the following recommendations, however a professional should be engaged to carry out testing for mold spores and to determine what types they are and to advise on a method of removing the mold spores. Should mold spores be evident, ducting should be further examined and cleaned or replaced as needed.
4. Further recommend that a company such as "Blue Star" be employed. These services include HVAC cleaning and sanitization, air duct system cleaning, galley exhaust cleaning, dryer vent cleaning, mold cleanup and remediation, odor removal, air quality testing and surface disinfection.
5. Steel valve handles are mounted to the chilled water isolation valves by the three compressors. These valve bodies are weeping condensate due to temperature differentials. Recommend the valve handles be removed and the valve bodies insulated with neoprene ArmaFlex type material. Keep the valve handles close by.
6. There is a permanent freshwater connection to the chilled water system and a possibility of contaminating the freshwater system with glycol. Separate connection and only connect when system top up is required. Further recommend a quick connect fitting be installed in-line with a 90° isolation valve, back flow preventer and pressure regulator.
7. Seven-fan coil units per Elite Marine are not repairable and will need replacement due to being obsolete (J.D. Nalls)
8. Most fan coil units have steel valve handles mounted on the feed and return chilled water main loop. The valve bodies and handles show signs of heavy corrosion. Recommend the valve handles be removed and the valve bodies insulated with neoprene ArmaFlex type material. Keep the valve handles close by.
9. The HVAC system is only fitted with one raw water-cooling pump. Most yachts typically have two operating one as a back up pump.
10. The chilled water Baldor pump is leaking condensate which is dripping onto the oil tanks and into the bilges. Insulate pump housing and install adequate drain lines on pan. A separate condensate sump tank is recommended.
11. Long sections of rubber hose coming off the chilled water pump are not insulated and freely dripping condensate into the floor and bilge area.
12. The mounting feet/pads on the chilled water pump are severely corroded. Anticipate replacement.

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13. Pins and/or ferules are not being used on main terminations within the Cruisair control enclosure. Same deficiency applies to the raw water switch which is not labeled. Install pins and/or ferrules as needed and label switch.
14. Compressor #1 wiring is resting on Compressor #2. Secure wiring.
15. Excessive condensate is leaking down into the bilge by the compressors. The void area below the compressor exhibiting signs of mold and rust. Neoprene insulation is failing.
16. Water (most likely condensate) is leaking from the overhead of the ECR onto the main panelboard and further inboard by the engine room entry door. Pull down overhead and eliminate leaks. It is prudent to pull all overheads and check the integrity of neoprene insulation on the chilled water piping loop. Multiple leaks seen throughout the yacht.
17. Most of the fan coil units throughout the yacht are missing air intake filters. Evaporator fins are fouled. Clean fins and install air intake screens.
18. The aft starboard crew air-handler unit fan does not work. Make or prove operational.
19. The digital thermostat display in the crew galley is intermittent and display is distorted. Anticipate replacement.
20. Fan speed is not working on the utility room air-handler unit. Make or prove operational.
21. Both the port and starboard air-handler units have been removed and chilled water ring capped off. Install two new air-handler units.
22. The owner's starboard fan coil unit is not getting up to full speed. Anticipate replacement.
23. The 3-way valve, fan speed not working on the owner's port fan coil unit. Mold is present. Take corrective actions as needed.
24. The starboard guest stateroom has an old-style thermostat. Anticipate replacement.
25. The dining room fan on the port fan coil unit is not working. Anticipate replacement.
26. The fan coil unit in the starboard dining room works but leaks condensate into the engineer's cabin.

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27. The pantry fan coil unit is not operational. Make or prove operational.
28. The port galley fan coil units have several wire connections made with residential wire joints. Use marine grade terminals and connectors. Mold is present.
29. The forward saloon fan coil unit fan speed is not working. Anticipate renewal.
30. The thermostat in the captain's cabin is not working. The bearing on the fan is noisy. Anticipate renewal.
31. A hose is severely crimped within the aft condensate box/bilge discharge hose (Guest foyer). Make or prove functional.
32. Heating of the yacht is primarily provided by a Burnham oil fired boiler (Model PV-74-WB) rated at 136Kbtu. The main Cruisair chiller plant is reverse cycle and was tested in heat mode on all three chillers. A third auxiliary heating system consisting of three each 6kw electric heater elements can be used in lieu of the boiler. Refer to Drawing # 1175 48-2. The Burnham oil fired burner along with resistance heating system was not tested.
33. The chilled water ring main is void of glycol. Glycol is used in chilled water systems to slow the rate of freezing and maintain temperature consistency. It is mixed with water and pumped through the pipes of the system. Some glycol products also inhibit corrosion and bacterial growth within the pipes. A mixture of 12 to 19% glycol is recommended in this application.

VENTILATION

1. The port and starboard engine room fans located on top of each engine are meant to exhaust air as per the documentation (air flow and blade rotation) on the Hartzwell housings. Presently the starboard fan is blowing air into the machinery space. This may be a concern for fire related problems and proper fire containment procedures. Recommend a thorough understanding of what the fire prevention system does and in what order. Does the system stop the engine room blowers, engage the dampers, shut down the fuel transfer pump & Alfa Lavel.
2. A plaque should be posted at the fire pull station (galley) stating proper procedure to contain a fire (whether in the ECR or E/R).
3. A means to be able to test the proper activation of the engine room dampers should be posted. This should be tested quarterly to prove operation of the four dampers and safety shut down systems.

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4. A placard should be posted outside the galley indicating that in case of a fire in the galley personnel should be evacuated, the entry door closed and galley electrical circuits turned off. The distribution board is behind the wall hanging (picture) left of the galley door. Note: An external fire prevention system is not installed in the Vent-A-Hood range hood system.
5. The galley Vent-A-Hood assembly and duct work is greasy. Anticipate deep cleaning and sanitization.
6. The lazarette fan (Peerles Windsmith) is installed without a protective cage over the rotating squirrel cage assembly. Install protective guard.
7. The lazarette fan is showing signs of corrosion. Chemical etch, prime and paint.
8. The engine room duct work port and starboard up the stack needs attention. Sound insulation is deteriorating, oxidation is evident, protective screens not mounted over rotating fan assemblies and plenums are heavily soiled.

REFRIGERATION RECOMMENDATIONS

1. The raw water valve for the water-cooled refrigeration system forward is seized in the open position. Prove valve operational.
2. The Emjac Industries refrigeration unit has not been run by this crew. When power was applied to the unit the compressor ran for 15 seconds and then shut down. Overall, the system looks in good condition. Make or prove operational.
3. The kill box accumulator tank is severely corroded. The compressor for the kill box was not proven. Replace accumulator tank and prove compressor is operational.

RUNNING GEAR:

1. ★The starboard V strut bearings is adrift in the strut with approximately 50thousands clearance between the strut barrel and bearing OD.
2. Two of the blades on the starboard propeller have small nicks in the edges, the props will need to be reconditioned.

BLACKWATER SYSTEM:

1. The Headhunter Tidal Wave MSD system has not been in use for an extended period of time the system will need to be fully serviced.

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2. The Toilet System is a very old Microphore system and does not provide adequate water flow to discharge waste. A new owner should consider replacing the toilet system with a Jet or Vacuum system. Suggest installing Headhunter System.

GROUND TACKLE:

1. The Galley Maid windlass backing plate is distorted from corrosion and is wasted, remove the backing plates and inspect. Lift the windlass and re-bed with marine sealant.
2. The chain ends are pinned to the chain bin sides. The bitter ends should fit with a length of nylon line long enough to be cut from on deck in an emergency.

APPLIANCES:

1. The Dumb waiter is not operational make and prove operational.
2. The trash compactor is not operational anticipate replacement.
3. Due to the age the galley equipment should be pulled out and the area around the equipment should be cleaned and detailed.

INTERIOR:

1. The aft main deck bar cabinet door is missing for the icemaker compartment.
2. The interior is dated and a new owner may consider updating the interior.

EXTERIOR FINISH:

1. There is a stress crack in the paint along the width of the transom to swimplatform make repair.
2. There is a crack and epoxy cold patch repair in the starboard midship bulwark that is leaking water reportedly there is a scupper drain in the bulwark, grind out, laminate and paint.
3. Comment Only: After the sea trial the hull sides were aft of the main engines are coated with black exhaust.

TEAK DECKS:

1. There are numerous teak fastener plugs missing from the foredeck fastener heads. Countersink the screws and install new plugs.

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2. The aft cockpit teak is worn very thin a new owner may consider replacing or removing the teak and non-skidding the deck.

HATCHES:

1. The swim platform deck hatch latches are frozen and need service.

SUGGESTIONS ONLY:

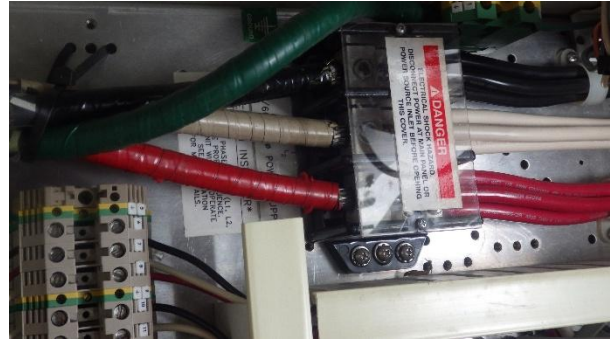
Note: All of the following items are considered to be improvements and upgrades that an owner and/or his captain and crew may want to consider. The yacht has run fine without any of the following.

1. Affix a proper size emergency wooden plug near each through-hull.
2. The vessel is not fitted means to monitor the hull potential. Suggestion is made to install a "Capac" hull potential meter or similar.
3. No Generator electrical end condensation heaters were sighted. Suggestion is to install electrical end condensation heaters to aid in reducing the effects of condensation, especially on the rotating rectifiers.
4. The main switchboard is not fitted with internal lights. Suggestion is made to provide main switchboard internal lighting.
5. The vessel is fitted with opening port lights which are not fitted with port light open alarms. Suggestion is made to install port light alarms.

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ADDITIONAL PHOTO DOCUMENTATION:



**PINS OR FERRULES ARE NOT INSTALLED ON WIRING WITHIN HVAC ENCLOSURE
COLOR CODING IS TO NO RECOGNIZED STANDARD. RAW WATER SWITCH NOT LABELED**



CORRODED FEET ON CHILL WATER PUMP



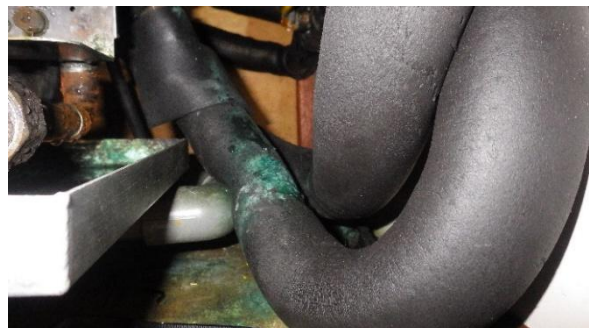
RAW WATER SUCTION HOSE COLAPSED



WHITE MOLD IN GALLEY



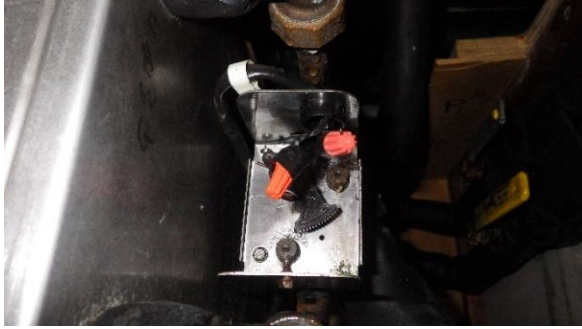
RESIDENTIAL WIRE JOINTS ON WIRING



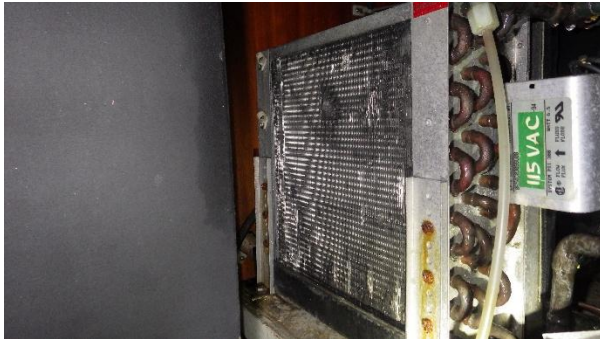
MOLD OBSERVED THROUGHOUT THE YACHT WITHIN MULTIPLE FAN COIL UNITS

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WIRE JOINTS AND MOLDY WATER VALVES THROUGHOUT FAN COIL



NO AIR INTAKE SCREEN ON MISC. FCU'S



**HEAVY CORROSION ON ISOLATION
VALVES AT EACH FAN COIL UNIT**



**NEOPRENE INSULATION FAILING
THROUGHOUT THE VESSEL. MULTIPLE
OVERHEAD LEAKS NOTICED.**



**NEOPRENE INSULATION FAILING
THROUGHOUT THE VESSEL. MULTIPLE
OVERHEAD LEAKS NOTICED.**



**LOOSE 120VAC OUTLETS HANGING OUT
CENTERLINE BILGE ENGINE ROOM**

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MAIN ENGINE ROOM EXHAUST FANS INSTALLED WITHOUT PROTECTIVE GUARD/SCREENS



STARBOARD BOW PROFILE



PORT BOW PROFILE



PORT STABILIZER



PORT RUDDER AND PROP



PORT AFT QUARTER



PORT PROP

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STARBOARD PROPELLOR



PORT AFT QUARTER PROFILE



PORT ABOVE WATER M/E EXHAUST



STARBOARD ABOVE WATER M/E EXHAUST



STARBOARD STABILIZER



WATER LEAKING FROM DISPENSER



WATER LEAK PORT M/E EXHAUST



WATER LEAKING FROM PORT FIN

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**HYDRAULIC OIL LEAKING STARBOARD
STABILIZER**

Note: In addition to this recommendation list, there are 31 pages of survey text which is an integral part of the report and should be read in conjunction with these recommendations.

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