

Mark Ashton  
Marine Surveyor, SAMS AMS  
Marine Thermographer, L3  
Email:ims.ashton@gmail.com  
Web: inspectboat.com  
infraredboat.com  
ultrasonicboat.com

# Independent Marine Systems

Marine Surveyors & Consultants

181 Bellevue Avenue  
Newport, RI 02840  
USA

Tel: 401.965.2594

September 3, 2024

To: MR54 LLC  
101 Washington Street  
Newport, RI 02840  
USA

**M/Y Pretti Rose**

**Custom Downeast 54'**

**Condition and Valuation Report**

**In addition to this survey text there is a separate list of recommendations and notes and a document including pictures of the vessel which are an integral part of the report and should be read in conjunction with this text.**

This is to certify that the undersigned surveyor at the request of Bill Titus of Northrop and Johnson did attend the M/Y Pretti Rose in and out of the water at Newport Shipyard in Newport RI, USA on July 18, 2024 and August 28, 2024 to conduct an evaluation of the vessel's condition and value. Reported as follows:

This report is for the exclusive use of MR54 LLC presented in good faith and represents the condition as then found. The undersigned assumes no responsibility for any defects and is to be held harmless for conditions subsequently arising. This report does not warrant, expressly or implied, or guarantee the condition of the M/Y Pretti Rose. The undersigned is not responsible for any incidental, special or consequential damage of any kind in reliance on, arising from or in connection with third party use of this report.

Attending: Bill Titus, Northrop and Johnson  
Mark Ashton, Independent Marine Systems

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### **INSPECTION PROCEDURE:**

The vessel was visually inspected externally and internally. The interior and machinery spaces were visually inspected. The inspection was made without the opening or removal of tankage or interior structure. Pressure testing of the tanks was not conducted. Naval architecture and engineering analysis were not part of this survey. It is not the intent of this report to fully inventory miscellaneous items including spare parts.

No warranty is made regarding the classification or regulatory status of this vessel. All details reported or believed to be correct regarding the regulatory status of the vessel can only be confirmed directly by the certifying authorities.

The information contained in this report concerning sizes, accuracy of construction, ratings capacities and speeds was ascertained from marker plates, logs, documents, plans, and certificates on board. 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.

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

Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonics, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report acknowledges the client's understanding that no determination of stability or structural strength has been made and no opinion is expressed.

Acceptance and use of this report acknowledges the client's understanding that Independent Marine Systems LLC does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

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Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

I have previously inspected the M/Y Pretti Rose. Please see the complete and separate report dated December 6, 2022.

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### VESSEL DETAILS

**Name:** M/Y Pretti Rose  
**Hailing Port:** Newport RI  
**HID#** HKU-54001HD20  
**Documentation:** 1312944  
**Designer:** Interior: Newport Yacht Builders, Newport RI  
Hull: Hutchinson Composites, Cushing Maine  
**Builder:** Hull: Hutchinson Composites, Cushing Maine  
Interior: Newport Yacht Builders, Newport RI  
**Custom Engineering:** Matt Smith  
Ezra Smith  
**Model:** Custom Mussel Ridge 54  
**Built:** 2021 by USA Documentation  
**LOA:** 54'11"  
**Draft:** 6'  
**Beam:** 17'4"  
**Tons:** gross: 39 net: 31  
**Certificates:** USA Recreational Documentation  
**Owner:** MR54 LLC  
101 Washington Street  
Newport, RI 02840 USA



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## DESCRIPTIONS

### Exterior

The motor yacht Pretti Rose is a Downeast style custom motor yacht that the hull was designed and built by Hutchinson Composites and the interior designed and built by Newport Yacht Builders. Engineering for custom work on the vessel was done by Matt Smith and Ezra Smith. The vessel's topsides are painted off white with a single red boot stripe. The bottom is painted black with antifoul paint. The decks are a crème colored nonskid. The deck house and comings are white.

The vessel's hull, decks and pilot house are constructed of fiberglass with a foam core. There is a full length keel with a bow thruster forward and stern thruster aft. The single rudder is aft. The transom and aft seating are track mounted and can move forward to create an open transom for swimming. The vessel has a single engine.

The deck house has windows and a canvas enclosure. The steering station is inside the deck house on the starboard side. The forward cabins have a companionway forward in the deck house. The aft cabin has a companionway at the aft deck.

### Interior

The interior is open to the aft deck. The area has a canvas enclosure that may be used to close off the aft part of the deck house. The aft deck also has a companionway down to the aft cabin.

The deck house has windows surrounding it. Steering is available forward and to starboard. The galley is available to port and aft. The galley has a sink and cook top with refrigeration and counter space available. An L-shaped settee with a table is to starboard. A settee is forward of the galley on the port side facing forward.

Forward in the deck house are steps down to a hallway and cabins. The forward cabin has a centerline double berth with storage and lockers available. Aft in the hall and to starboard is the forward head with a toilet, vanity with a sink and a shower.

The port cabin has an outboard single berth and an aft single berth. Storage is available in lockers. There is a hatch that can connect the aft cabin to the port cabin.

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Access aft from the deck and steps down leads to the aft head and the aft cabin. There is a head with a toilet and a vanity with a sink. The cabin has a single berth inboard with storage lockers available.

## HULL, DECK AND STRUCTURE

### Bottom

**Transducers:** Airmar  
**Rudder:** Single rudder, good condition

### Deck

**Deck house:** Good/new condition  
**Decks:** Nonskid in new condition  
**Portlights:** No leaks seen. New condition

The vessel's hull was constructed in Maine by Hutchinson Composites and the vessel was completed in Newport RI by Newport Yacht Builders and various local contractors. Engineering was reported as having been done for the vessel by Matt Smith and Ezra Smith. No engineering drawings were observed during this inspection.

The decks and hulls use a sandwich construction of fiberglass laminates and foam core. The cored hull is monolithic at the centerline of the vessel. Eli Dana reports that the through hulls have core termination surrounding them by way of back fill in the cored areas where through hulls are located.

The topsides are noted in good condition. Some minor aesthetic repairs were underway on the port side topsides when the vessel was hauled out. The repaired area was 20cm x 7cm and located 30 cm up from the boot stripe and 4m forward of the stern.

The vessel was inspected out of the water on July 18, 2024 at Newport Shipyard while hauled out for maintenance.

Acoustical testing was done of the bottom. No findings were noted. Acoustical testing inside the vessel was done where accessible with no findings noted.

Moisture Meter testing of the hull using a Trimax capacitance type meter and a GE Protimeter using radio waves was done. The antifoul paint can cause false readings with both moisture meters. The readings were generally low with a section on the starboard side amidships in the vicinity of the machinery space reading slightly higher. The hull was measured inside the vessel in the machinery space in the same location and was found with acceptable low readings.

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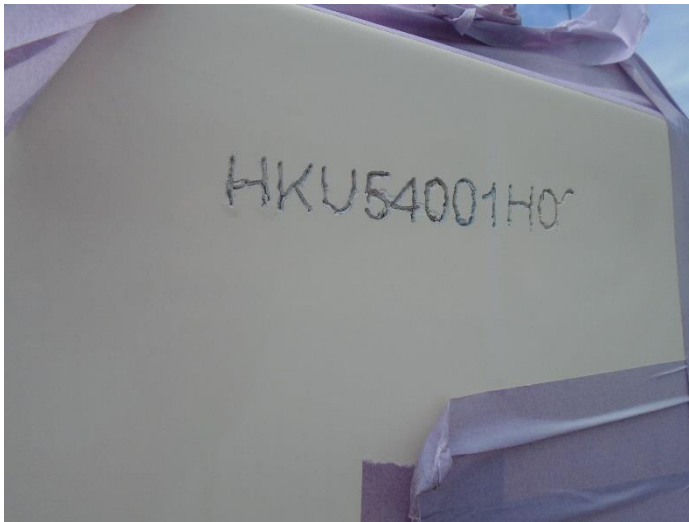
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Moisture meter testing was done in the deck areas. Readings were acceptable. The same was found during our inspection of the vessel in December 2022.

No evidence of any hard grounding of the vessel was seen while the vessel was out of the water.

There is a panel on the starboard side hull of the vessel that is reported to be access to an intermediate cutlass style bearing to support the vessel's engine shaft. The panel was not opened out for inspection.

The vessel was reported as having been built from a Mussel Ridge 48' model mold and extended to 54'. This was reported to be the first 54 model constructed.



**HID#** HKU-54001HD20 (The last two digits are missing in the photo)

Please see recommendations under the heading of hull, deck and structure.

### **INTERIOR**

<b>Bilge:</b>	Good condition, clean, some mold seen
<b>Leaks:</b>	No hose tests were done. No visible evidence of leaks
<b>Cabin sole:</b>	woven marine grade material, good condition

The interior is in above average condition inside the vessel and is in near new condition.



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The interior cushions and soft goods are in new condition with some minor stains on the cushions for the berths in the cabins.

Access for inspection of the interior was limited only to the areas that were available without disassembly.

Please see recommendations under the heading interior.

### PAINT COATINGS

#### Exterior Paint Coatings

<b>Deck:</b>	Tan nonskid, new condition
<b>Bottom:</b>	Black antifoul paint, clean
<b>Shaft and Prop:</b>	Prop speed
<b>Rudder:</b>	Prop Speed
<b>Topsides:</b>	Painted, good condition
<b>Boot Stripe:</b>	Painted red, good condition
<b>Cove stripe:</b>	none

#### Interior

<b>Bilges:</b>	White, new condition
<b>Interior:</b>	White with varnished trim, new condition

Paint coatings and varnish are noted with below average wear and tear inside of the vessel.

While hauled out of the water the vessel was painted at the waterline with new antifoul paint. Some minor aesthetic paint repairs were done to the topsides.

Please see notes and recommendations under the heading paint coatings.

### HULL VALVES AND PLUMBING

<b>Clamps:</b>	good condition, below the waterline most are double clamped, stainless steel
<b>Strainers:</b>	good condition
<b>Through hulls:</b>	good condition, Bronze

The through hulls were tested and found to be in good condition.

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### **CATHODIC and LIGHTNING PROTECTION SYSTEM**

**Zinc Anodes:** 1x shaft collar/ missing at time of inspection  
2x 6" round rudder anodes  
2x 3" x 6" hull anodes at the stern  
2x thruster anodes  
2x bow thruster anodes

**Galvanic Isolator:** Pro Safe FS60

Silver/Silver/Chloride cell corrosion testing was done. The engine and generator measure between 750-800 millivolts and is slightly under protected. The rudder was found at 900 millivolts.

The through hulls are not part of the cathodic protection system. The rudder is protected with its own zinc anodes and is part of the vessel's cathodic bonding system.

The zinc anodes were not replaced at the time of inspection with approximately 80% left of being useful.

There is no lightning protection system installed in the vessel

Please see notes and recommendations under the heading cathodic and bonding system.

### **STEERING SYSTEMS**

**System:** Jastram. HFU 360, H58 Helm pump. Hydraulic steering using a Hydraulic follow up Unit/Controller, header tank, cooler and a manual helm pump to control the two Rams at the rudder post.

**Steering Wheel:** Hydraulic manual pump

**Autopilot:** Simrad control, Jog lever control

**Monitor:** Jastram analog rudder gauge

**Rudders:** Single

The steering system is noted in good working condition. The steering uses a Hydraulic follow up unit that provides manual steering automatically using the helm pump if power steering is lost.

The autopilot was tested during seatrials and is in good condition.

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### ENGINE

**Make:** MAN  
**Model #:** V12 1550CR  
D 2662 LE 426  
**Serial#** 710 5203 805 5185  
**Hours:** 121  
**Fuel:** Diesel  
**Power:** 1550 HP @2300 RPM  
**Controls:** Quick shift, Twin disc  
Joystick control, Twin disc express  
**Instrumentation:** Digital  
**Alarms:** temperature, oil pressure  
**Transmission:** Twin Disc  
Model: MGX 5146-RV  
S/N: 735  
**Prop:** 40" 5 blade  
**Shaft:** 3.5" Stainless steel  
**Machinery space**  
**Ventilation:** natural/forced 24 VDC  
**Access:** engine space, below sun bed engine cover on deck  
  
**Alternator:** 1x service 24 VDC- not connected, 1 x start 24VDC  
**Insulation:** yes, good condition, foil faced  
**Oil pan/ bilge:** clean  
**Oil change pump:** Reverso, 24VDC  
**Coolant leaks:** none  
**Oil leaks:** none  
**Exhaust:** good condition  
**Belts:** good condition  
**Hoses:** good condition  
**Paintwork:** good condition

### ENGINE NOTES

Maintenance logbooks were not observed for the engine.

Sea trials were conducted on Narragansett Bay off Newport RI. The following are my notes:

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	RPM	Temp. F Eng	PSI oil	GPH fuel	VDC, service	Speed kts	Load
Idle	600	124	50	1	27.4		
1200	1165	154	91	14	27.8	11	
1400	1414	163	95	31	27.8	16.3	
1600	1608	185	99	32	27.8	16.4	60
1800	1803	186	105	45	27.8	20.4	72
2000	2025	187	111	60	25.3	22.3	82
WOT (2300)	2289	185	118	81	25.2	24.7	99

The engine started easily and was operated during seatrials. No smoke was seen at start up or wide open throttle. The conditions were an average of 5 knots with a light sea state on Narragansett Bay between Newport and Jamestown. The engine reached temperature at 185F. Oil pressure remained constant. The engine reached wide open throttle (WOT) RPM of 2289 and reached 99% load.

I last inspected the engine in December of 2022. 32 hours have elapsed for the engine since that time.

Both the port and starboard control stations were tested. The joystick control was tested.

Oil samples and analysis were not requested or done.

Please see notes and recommendations under the heading engines.

### **GENERATOR**

**Make:** Northern Lights  
**Model #:** Set: M843 NW3-12KW  
Gen: FX-312K2  
**Serial#** Set# 8432-55502  
Gen# KT2234  
**Hours:** 39  
**Fuel:** Diesel  
**Power:** 12kw, 12kva, 60hrz, 240/120 VAC. 50/100 amps, 4 wire  
**Controls:** Panel  
**Instrumentation:** Analog  
**Alarms:** temperature, oil pressure, auto shut down  
**Machinery space**

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<b>Ventilation:</b>	natural/forced
<b>Access:</b>	engine space Port side deck hatch
<b>Alternator:</b>	Northern Lights
<b>Insulation:</b>	yes, good condition
<b>Oil pan/ bilge:</b>	clean, some residue
<b>Oil change pump:</b>	Reverso, 24VDC
<b>Coolant leaks:</b>	none
<b>Oil leaks:</b>	none
<b>Exhaust:</b>	new condition
<b>Belts:</b>	new condition
<b>Hoses:</b>	new condition
<b>Paintwork:</b>	new condition

The generator started easily and ran well. No smoke was seen at start up or under load. The generator ran at 240 VAC. Oil pressure was steady at 55 PS and temperature was noted at a steady 180F on a hot day and a sea temperature in the low 70's. Load testing was done using the onboard systems. With all the air conditioners on the average load was 27 amps. The batteries were noted at 27.5VDC.

The outboard side of the generator is not easily accessed and was not inspected. The enclosure may have to be disassembled to inspect the outboard side. The top outboard corner of the box is cut specifically to fit the generator in its current location. The batteries are secured outboard of the generator.

17 hours have elapsed on the generator since our December 2022 inspection.

Oil samples and analysis were not requested or done.

Please see notes and recommendations under the heading generators.

### **FUEL SYSTEMS**

<b>Fuel:</b>	Diesel
<b>Fuel lines:</b>	Hose
<b>Monitor:</b>	C zone
<b>Primary filters:</b>	Port Engine: 2 x Racor 1000 Prime pump: Reverso, 24 VDC Generator: 1x Racor 500
<b>Fuel tanks:</b>	Starboard tank: aluminum 2082lit

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Port tank: aluminum 2082lit  
**Fuel polishing:** none  
**Fuel transfer:** none

The fuel system is noted in good condition. No leaks were seen.

The diesel tanks were not opened out for inspection as part of this survey.

Please see notes and recommendations under the heading fuel systems.

### **BILGE / FIRE PUMPS**

1. Port Forward: Rule 2000GPH, 24 VDC, Ultra switch
2. Starboard forward: Rule 2000GPH, 24 VDC, Ultra switch
3. Machinery Space: Whale Gulper, 24 VDC, Ultra switch
4. Engine Space: Jabsco 3600, 24 VDC, Ultra switch
5. Port aft: Rule 2000GPH, 24 VDC, Ultra switch, labeled aft bilge
6. Starboard aft: Rule 2000GPH, 24 VDC, Ultra switch, labeled crash pump

The bilge pumps are not part of a fire pump system.

The bilge pumps were tested and are in good condition.

There are no high water alarms installed in the vessel.

Please see notes and recommendations under Bilge /Fire pumps.

### **POTABLE/FRESH WATER**

**Tank:** Integral fiberglass  
**Port:** 984 lit  
**Aft:** 908 lit

**Water Heaters:** Not seen, installed behind panels  
Insinkerator, 120VAC, galley hot water

**Monitor:** C zone

**Potable Pumps**  
1x X Caliber/ Head hunter, 10 GPM, 24VDC  
1x Shur Flo Blaster, 5GPM, 24VDC

**Accumulator tank:** Puffer, Head hunter

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**Water Purification:** none  
**Watermaker:** None

The freshwater system is noted to be in good condition. The system was in use during this inspection.

There is wiring available at the breaker for a water maker that could be installed in the future. There is neatly coiled unused wiring on the starboard side of the engine that is not labeled but may be for the future water maker.

### **SALTWATER**

**Pump:** Par Max, 4.0GPM, 24VDC

The saltwater system is noted in good visual condition. The system is plumbed directly to the anchor chain tubes to wash the chain. The system was tested and is in good condition.

Please see notes and recommendations under the heading saltwater system.

### **GREY WATER**

**System:** 1x Whale gulper IC, 24VDC, galley  
1x Whale gulper 240, 24VDC, tank discharge  
**Tanks:** integral fiberglass tank  
Capacity: 340lit  
**Monitor:** C-zone

The grey water system was in use during this inspection and is in good condition.

### **BLACK WATER**

**Heads:** 2x Tecma, 24VDC  
**Tanks:** Integral fiberglass tank: 416 lit  
**Discharge:** Pump out from deck or discharge overboard  
Discharge pump: 1x Gulper Toilet pump, 24VDC  
**Monitor:** C zone  
**Plumbing:** Sanitation hose

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The black water system is a storage type system and is not a treatment type system. The heads are macerator type heads that use fresh water to flush.

The black water system is noted in good condition. The black water pump is in good visual condition but was not tested as the vessel was located in a no discharge zone.

Please see notes and recommendations under the heading black water.

### **REFRIGERATION**

1. Galley, Ventrifrigo, drawer style, freezer, 24VDC
2. Galley, Ventrifrigo, drawer style, refrigerator, 24VDC
3. Aft deck, Ventrifrigo, drawer style, refrigerator, 24VDC

The refrigeration was tested and is in good condition The refrigeration units are AC/DC powered air cooled units. They are only connected to 24VDC currently and do not use the AC power.

### **DOMESTIC**

**Cooker:** Microwave/ Convection oven, Miele 120/240VAC, 2900 watt  
**Washer/Dryer:** Not installed  
**Cook top:** Miele induction cook top. 240VAC

The cooking equipment is in very good condition. The cooker was tested and is in good condition. The induction cook top lights up when turned on but was not tested completely as there were no induction pans aboard the vessel to use.

The washing machine is not installed and was not seen. The wiring has been run and is wired to the location but does not yet have an outlet. The plumbing has been run and is temporarily capped off at the location.

Please see notes and recommendations under the heading domestic equipment.

### **HVAC**

**Air conditioning:** Dometic  
Power: 240VAC 60 hrz single phase



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- Chillers:**
1. Forward, 12000 BTU, 208/230VAC 60hrz
  2. Port, 12000 BTU, 208/230VAC 60hrz
  3. Aft, 30000 BTU, 208/230VAC 60hrz
- Water pumps:** Dometic 240VAC 50/60hrzpumps
- Air Handlers:**
1. Forward, 12000 BTU, 208/230VAC 60hrz
  2. Port, 12000 BTU, 208/230VAC 60hrz
  3. Aft, 12000 BTU, 208/230VAC 60hrz
  4. Aft, 12000 BTU, 208/230VAC 60hrz
- Heating:** Reverse cycle

Air handlers were inspected as possible without the major removal of interior.

Air conditioners utilize a soft start system.

The air conditioning system was in use during this inspection on a hot day and is in good condition.

### **THRUSTERS**

#### Stern

**Make:** Side Power  
**Model:** Hydraulic, 24 VDC  
Twin 8" 5 blade props

#### Bow

**Make:** Side Power  
**Model:** Hydraulic, 24 VDC  
Twin 9" 5 blade props

The thrusters were tested during sea trials and maneuvers and are in good condition.

The thrusters use a 24VDC hydraulic power pack located to starboard of the engine. The power pack utilizes its own seawater cooling system.

### **LPG**

The vessel does not have an LPG system

### **STABILIZER**

Mark Ashton  
Marine Surveyor, SAMS AMS  
Marine Thermographer, L3  
Email:ims.ashton@gmail.com  
Web: inspectboat.com  
infraredboat.com  
ultrasonicboat.com

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181 Bellevue Avenue  
Newport, RI 02840  
USA

Tel: 401.965.2594

**Make:** Sea Keeper  
**Type:** Gyro  
**Model#** 9000  
**Serial#** 194-2730  
**Voltage:** 24VDC, 208-230 VAC 50/60hrz 3kw  
**Hours:** Sea: 24 / Runtime:50

The stabilizer was tested and is in good condition.

The stabilizer cooling line hose between the strainer and the through hull was found to not have the hose clamps on it. I installed the 4x hose clamps on the hose.

### ELECTRICAL SYSTEMS

The AC and DC systems were inspected. The installation of the wiring and electrical components were examined. The main electrical panels were opened and terminal connections checked for tightness. The general electrical arrangement was examined. The AC and DC switch gear were inspected.

#### DC System:

**System:** 12 VDC 2-wire negative ground  
24 VDC 2 wire negative ground  
**Batteries:** Engine: 2x Lifeline 8DL-GPL, 24VDC  
Generator: 2x Grp. 27, AGM 900 MCA, 24VDC  
Service: 12x Lifeline 8DL-GPL, 24VDC  
**Monitor:** C zone  
**Battery Ventilation:** natural  
**Main Panel/ Distribution:** Custom  
**Inverter/ charger:** 2x Mastervolt 24VAC, 3500,100amp  
**Converters:** 24/12VDC  
**DC Switch gear:** breakers, switches, remote switches  
**Sub Panels:** C zone  
**Overcurrent Protection:** Individual fuses, breakers  
**Solar:** 2x Mastervolt Chargemaster 60 controllers  
14x Solbian solar panels

#### AC System:

**Shore Power:** 240VAC 50 amp, 60hrz, 4 wire, single phase, Aft  
**Transformer:** none

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**Onboard:** 240VAC 60hrz single phase, 4 wire  
120 VAC, 60hrz, 3 wire, single phase

**Monitor:** C zone

**AC Switch gear:** Circuit breakers  
Victron Auto transformer 12/240/32

**Sub Panels:** Breakers

**Overcurrent Protection:** Breakers, ELCI breaker at shore power connection  
Reverse Polarity indicator

**Galvanic Isolator:** Pro Safe FS60, 60 amp, Pro Mariner

General Electrical and wiring notes:

The 240 VAC system onboard uses an auto transformer. The 240 VAC 50 amp shore power and the generator were tested. The system was noted in good condition.

The Inverter was noted at 120.4 VAC 60hrz at the outlets. The inverter charger allows shore power to pass through when shore power is connected. The inverters will run the cabin air conditioning for the cabins. It is noted they draw a lot of power. They were not run for a long length of time.

The service batteries were seen at 25.58VDC and charged at 28.53VDC with an average draw of 8-10 amps. The engine batteries were noted at 28.04VDC and the generator batteries noted at 28.3VDC. DC over current protection is done using the Mastervolt distribution modules.

The electrical systems onboard are professional, modern, and in new condition as seen.

Please see recommendations for our notes under the heading electrical and priority.

### **ELECTRONICS AND COMMUNICATIONS**

The following is a list of the current electronics aboard.

#### Deckhouse/Steering

**VHF:** 2x Simrad HS90  
**Display:** 2x Simrad 12"  
1x Simrad 9"  
**Radar:** Simrad, closed array  
**Auto pilot:** Simrad  
**Cameras:** Flir Thermal Infrared imaging  
**AIS:** Send and receive

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### Entertainment Audio / Visual

**TV:** none  
**Stereo:** Fusion, Fusion speakers aft deck and deck house

The navigation electronics onboard are all new and modern systems that are in working condition as tested.

The integration of all the electronics was not tested as part of this inspection.

Please see notes and recommendations under the heading electronics.

### GROUND TACKLE AND DECK GEAR

**Windlass:** 2x Muir, vertical windlass/Gypsy, 24VDC  
**Anchor/rode:** 2x 200' lengths of 12mm chain reported  
2x HHP-Pool anchors

The anchor system is noted in good working condition.

### SAFETY

**Flares:** none seen  
**First Aid:** near coastal  
**Fire Extinguishers:** Portable: 2x 2.5lb ABC, insp. 04/23, loose in deck house  
2x 5lb ABC, 3A 40BC, insp 04/23, port and fwd cabins  
1x 2.5 ABC, insp. 2021, loose port cabin berth  
1x 5 ABC, insp. 2021, loose port cabin berth

Engine space: Sea fire WO209892  
Inspected 9/2021

**Fire alarm:** none  
**PFDs** 9x type II  
**MOB:** 1x lifering, stored port locker  
**Liferaft:** none  
**EPIRB:** none

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The safety equipment onboard should be evaluated and additional procured based on the type of cruising anticipated.

### COMPASS

1 x Ritchie 5"

Compass deviation cards were not seen aboard the vessel.

The autopilot has a separate electronic Precision 9 compass.

Please see notes and recommendations under the heading compass.

### ADDITIONAL

- Davit with Harken manual winch
- 4x Roca Windshield wipers
- Zip wake trim tabs:  
Model# CP-E  
Part# 2011149
- 2x underwater lights at transom

### TENDER

**Make:** AB, aluminum hull  
**Length** 11'  
**Model:** 11AL  
**HID:** XMO52044H122



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**Engine:** Suzuki, 4 stroke  
**Engine M#** DE9.9B  
**Engine S#** 00995F-240418

The Tender was stored on deck and was not tested as part of this inspection. The Tender is visually in very good condition

### REMARKS

Motor yacht Pretti Rose was completed in 2021 and is in very good condition. The overall attention to detail, finish, quality and investment by the current owner is very high. Aesthetically the vessel is in very good condition. Mechanically all systems that have been installed are near new.

Engineering analysis was not done as part of this inspection. No verification of stability, measurements or displacement was seen. I am not able to make any statement regarding the engineering of the vessel and am reporting the facts as presented to me as part of this inspection. Please contact an engineering professional for an engineering evaluation of the vessel.

### VALUATION

The fair market value is the probable price that the vessel would sell for in terms of money in an open market. Implicit in this definition is the consummation of a sale on a specified date and the passing of the title from seller to buyer, each acting prudently, knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is that the Buyer and Seller are typically motivated. A reasonable time is allowed for exposure on the open market. The price represents a normal consideration for the vessel unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

It is the opinion of the undersigned Surveyor, considering the vessels age and condition and considering the equipment inventory, current service and maintenance of the vessel and its systems as noted in the previous notes with the comparison of like vessels that the fair market value of the subject vessel with the recommendations completed, as seen, and equipped is in the region of \$1,800,000 to \$2,200,000USD. A similar builder has indicated that the cost to replace the vessel would be in the region of \$3,000,000 USD.

Note that the valuation of the vessel is intended for insurance and financial evaluation only and is not intended to influence the purchase or non- purchase of the vessel.

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## SURVEYORS CERTIFICATION

The undersigned surveyor certifies that, to the best of his knowledge and belief, the statements of fact contained in this report are true and correct. The report analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are personal unbiased professional analysis, opinions and conclusions. The undersigned surveyor has 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. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the instructing clients, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I have made a personal examination of the vessel that is subject of this report.

This report is to be adjudged as an opinion and does not in any way guarantee or warrant the condition of the vessel or its parts.

If you have any questions, or we may be of any further assistance please call.

Respectfully submitted without prejudice,

INDEPENDENT MARINE SYSTEMS LLC



Mark D. Ashton

Marine Surveyor  
Society of Accredited Marine Surveyors #859