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Marine Surveyors & Consultants

181 Bellevue Avenue
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Tel: 401.965.2594

May 13, 2024

To: Aladin Marine Corporation
c/o Forrest Shropshire
337 Old Harbor Rd.
Westport, MA 02790

**S/Y Melinka
1981 Swan 80**

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 Forrest Shropshire did attend the S/Y Melinka while in and out of the water at New England Boatworks, in Portsmouth, RI, USA on April 17, May 6 and May 8, 2024 to conduct an evaluation of the vessel's condition and value. Reported as follows:

This report is for the exclusive use of Aladin Marine Corporation and is 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 S/Y Melinka. 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: Forrest Shropshire, Captain, S/Y Melinka
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 inspected this vessel previously for Pantaenius GmbH previously as part of an insurance claim regarding a lightning strike. Please see the complete and separate report dated 06/24/2022.

Contents

DESCRIPTIONS	6
HULL, DECK AND STRUCTURE	7
INTERIOR.....	9
PAINT COATINGS	10
WINCHES	10
MAST and RIGGING.....	11
SAILS	11
HULL VALVES AND PLUMBING.....	12
CATHODIC and LIGHTNING PROTECTION SYSTEM	12
STEERING SYSTEMS	13
GENERATOR	15
FUEL SYSTEMS	17
BILGE PUMPS	18
POTABLE/FRESH WATER.....	19
GREY WATER	19
BLACK WATER.....	20
SALT WATER	20
ELECTRICAL SYSTEMS	24
ELECTRONICS AND COMMUNICATIONS	26
GROUND TACKLE AND DECK GEAR.....	27
SAFETY	27
COMPASS.....	29
ADDITIONAL	29
TENDER	29
REMARKS	31
SURVEYORS CERTIFICATION.....	31
VALUATION.....	32

VESSEL DETAILS:

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Name: S/Y Melinka
Hailing Port: Cowes, UK (on the transom)
Road Town BVI (on the documentation)
HID# Not seen
Flag: USA
Official #: British Virgin Islands registry 723083, Date of
expiry:04/26/2024
Tons: 68.25 net, gross not assigned under 24m
Builder: Nautors Swan
Designer: Sparkman and Stephens
Model: Swan 76 customized to 80'
Built: 1981
LOA: 76.31 ft / 23.26 m (prior to 1995 refit-reported 80' no)
Beam: 19.03 ft / 5.80 m
Draft: 8'6" ft / 2.6 m board up
13'6" ft / 4.1 m board down
Policy Holder: Aladin Marine Corporation
Craigmuir Chambers
PO Box 71
Road Town
Tortola
British Virgin Islands



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DESCRIPTIONS

SY Melinka was refit at Little Harbor Marine in Portsmouth Rhode Island in 1995 including extending the length of the hull to 80'. Engineering for modifications to the vessel was reported as having been done by the Ted Hood Design Group.

Exterior

The sailing yacht Melinka was designed by Sparkman and Stephens and built by Nautors Swan in Finland in 1981. The hull is painted blue with a double white boot top and a gold cove stripe. The bottom is painted with a red anti foul system.

The decks have a teak overlay. The toe rail is varnished. There is a large cockpit. The deck house is slightly raised. The cockpit has single station steering. The main companionway is forward in the cockpit.

The hull has a bow thruster forward with a keel and centerboard arrangement. The single skeg hung rudder is aft.

The masts and booms are constructed of aluminum and painted white.

Interior

The interior can be accessed through the main companionway forward in the cockpit. The cockpit leads down to the main salon. There is a U shaped settee to port with a table. There is an L shaped settee with table to starboard. The upholstery is red leather.

Aft on the starboard side of the main salon is a hall that leads aft. The navigation desk is outboard. Aft are three cabins.

The starboard cabin has two over and under berths. Storage and a hanging locker are available. The ensuite head has a toilet, vanity with sink and a separate shower.

Access to the engine space is available in between the port and starboard cabins in the hall.

The port cabin has two over and under berths. Storage and a hanging locker are available. The ensuite head has a toilet, vanity with sink and a separate shower.

The aft cabin is the full width of the vessel with a port and starboard single berth with a desk in between.

Forward of the main salon is the galley on the port side. The cooker, refrigeration and storage are outboard. The double stainless sink is aft. Opposite the galley on the starboard side is the captain's cabin. There is a double berth outboard. Storage and a hanging locker is available. The ensuite head is forward with toilet, vanity with sink and stand in place shower.

Forward of the galley are the crew quarters. A dinette is to starboard. A sail storage and worktable are to port. The crew head is to starboard with a toilet, vanity with sink and a stand in place shower. Forward are the port and starboard crew cabins. The symmetrical cabins each have a single over and under berth. There are hanging lockers and storage available.

HULL, DECK AND STRUCTURE

Bottom

Transducers: 2x Depth and 2x speed in good condition.
Rudder: 1x rudders in good condition
Bottom: Good condition, acoustical testing was done
Keel: Keel with centerboard arrangement

Deck

Deck house: Good condition
Decks: Good condition, teak overlay-see notes
Portlights/Hatches: No leaks seen, good condition, no hose tests were done

Out of the water inspection notes:

Acoustical testing of the bottom was done and was unremarkable.

There is no evidence of any hard grounding to the vessels keel.

Moisture Meter testing of the hull using a Trimax capacitance type meter and a GE Protimeter using radio waves was done. The hull exhibited acceptable low readings on both meters. The following areas had high moisture readings:

- a. The lower section of the rudder skeg at a visual cracking between the sheathing and the skeg at the trailing edge of the skeg.
- b. The bottom 100cm of the rudder has high readings. Visually moisture is weeping from the lower rudder near the lower attachment to the skeg.

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The topsides were inspected both in and out of the water. The topsides have average wear and tear with minor abrasions and light scratches noted.

The center board was inspected in the low position prior to the vessel being launched while the vessel was over the travel lift pit. The pennant is visually in good condition. There are no signs of any groundings to the centerboard. The centerboard was acoustically tested and was unremarkable. Moisture meter testing was not done as the centerboard was wet from being in the water prior to inspection. There is minor play side to side with the rudder in the centerboard box. This may be removed by adding shims as needed. The captain reports the centerboard was last out of the vessel for repairs to a crack in 2011. The pennant is reported as having been replaced last in 2011.

The captain reports that the rudder was last out of the vessel for maintenance in 2016. The bearings for the rudder were overhauled at that time.

The captain reports that the bow thruster was out of the vessel in 2014 for maintenance.

Minor hairline cracking was seen in the bottom forward of the keel on the port and starboard sides. There are approximately 9 hairline cracks ranging from 10 cm to 40 cm. With the captain's verbal permission 1 crack was sanded back. A 4cm diameter spot was sanded back located 5m aft at the waterline and 110cm down. The crack was seen only in the gelcoat and did not exist in the fiberglass bottom. I surmise the other cracks are likely only in the gelcoat. Based on the sanding of the vessel at the location it has a layer of bottom paint, a layer of primer and a layer of gelcoat over the fiberglass hull.

The teak overlay is thinning and is separating from the fiberglass deck. The teak deck is near the end of its useful life. The captain reports that he has made local repairs over the years as preventative maintenance. The teak deck is 29 years old.

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Official # 723083

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

INTERIOR

Bilge: Reported as cleaned following this inspection
Brightwork: Varnished woodwork in good condition.
Leaks: None seen. There was hard rain on 05/08 of this inspection

There is below average wear and tear to this 43 year old vessel.

The interior cushions are in good condition. There are crew covers for the cushions. There are exterior cushions in storage that are visually in near new condition.

The cabin sole is in good condition. There are floor covers for the varnished cabin sole. A set of plywood floorboards are available for work periods. The varnished floorboards have the imprint of the underside of the floor covers. The captain reports this is easy to remove.

The bilges are without an odor.

The headliners are in good condition.

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

PAINT COATINGS

Exterior Paint Coatings

Deck:	White comings, Good condition
Bottom:	Copper antifoul paint system, good condition
Topsides:	White gelcoat, Good condition, new 2018
Boot Stripe:	Double Blue, Good condition
Cove stripe:	Blue, good condition

Interior

Bilges:	Grey/ white, painted gelcoat
Interior:	Varnished woodwork, good condition

Paint coatings and varnish are noted to be in good condition inside of the vessel.

The topsides were inspected while the vessel was in and out of the water and noted in good condition with average wear and tear.

The bottom paint is in good condition however the anti foul properties of the paint have diminished as the vessel has been stored out of the water.

The main and mizzen boom were reported to have been painted in 2023.

Please see notes and recommendations under the heading Paint Coatings.

WINCHES

Primary:	2x Lewmar 111
Secondary:	2x Lewmar 77
Main:	1x Lewmar 66
Traveler:	2x Lewmar 58
Main Mast:	2x Lewmar 55 2x Lewmar 66 2x Lewmar 65 2x Lewmar 54 1x Lewmar 65 3 speed
Mizzen Mast:	2x Lewmar 48 2x Lewmar 44 1x Lewmar 16

The winches were inspected visibly for mechanical issues. There are no corrosion issues noted with the winches. The winches are maintained and in good condition. The sails were not used during seatrials and the winches were not tested under a load.

Most of the winches are self tailing. Some of the winches are hydraulic powered including the mainsheet, secondary and mast winch.

Please see recommendations under the heading winches.

MAST and RIGGING

Main Mast: Aluminum, painted creme,
Boom: Aluminum, painted creme, 2023
Spreaders: 2x Aluminum
Mizzen Mast: Aluminum, painted creme,
Boom: Aluminum, painted creme, 2023
Spreaders: 1x Aluminum
Spin. pole: 2x aluminum, painted white
Rigging: Stainless Steel rod, reported as replaced in 2011
Headstay: Reckman furler, hydraulic
Inner forestay:

The masts were not inspected aloft and are not part of this survey. The mast and rigging section of this report are my notes made during this inspection. Please see Newport Rigging Group's complete and separate inspection report.

The captain reports the Rod rigging was replaced in 2011 and the masts and rigging were last out of the vessel for maintenance in 2023 and serviced by Newport Rigging Group.

Please see notes and recommendations under the heading Mast and Rigging.

SAILS

The following is the inventory of sails reported by the captain:

- Main sail, North
- Genoa, North
- Mizzen, North
- Staysail, North
- Storm Jib, North

The captain reports that the sails are stored at North Sails in Portsmouth RI and have seen little use and are in good condition.

HULL VALVES AND PLUMBING

Clamps: good condition, below the waterline most are double clamped, stainless steel
Strainers: bronze, good condition
Through hulls: bronze, good condition

The through hulls on board are in good condition.

There are 16 through hulls on the port side of the vessel and 18 through hulls on the starboard side of the vessel.

The hoses aboard the vessel are in good condition.

Please see notes and recommendations under the heading priority.

CATHODIC and LIGHTNING PROTECTION SYSTEM

Zinc Anodes

Keel: None
Rudder: None
Shaft: 2x Collar type, 80%
Bow thruster: 1x block 90%
1x 6" round, 80%
Hull: None
Prop: None

Silver/Silver/Chloride cell corrosion testing was done as part of this inspection. The vessel engine and generators measure in at 625-650 millivolts and are under protected. The bow thruster measures in at 900-925 millivolts and is protected. Consider installing another anode on the engine shaft.

The aluminum masts are installed keel stepped on a metal keel grid for lightning protection.

Please see notes and recommendations under the heading cathodic and lightning protection system.

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STEERING SYSTEMS

System: Single station steering station with single rudder. Edson Pedestal using stainless steel wire to the quadrant.
Steering Wheel: Leather covered stainless destroyer type
Autopilot: B&G, 24VDC, Hydraulic using two rams and two pumps
Rudder: Single, composite, stainless steel post
Rudder bearings: Good condition

The steering system is noted in good working condition. It was tested during seatrials and while hauled out of the water.

There is an emergency steering tiller that fits through the deck to the rudder stock top. The tiller is stored in the lazarette. The tiller was not fit and tested during this inspection.

The autopilot system has two pumps and two rams installed. The autopilot has a back up/second autopilot hydraulic pump. The electrical connections in the lazarette must be switched from the primary pump to use it.

The autopilot and rudder angle indicator were tested during sea trials and are operational.

Please see notes and recommendations under the heading steering.

ENGINE

Make: Mercedes
Model #: WM 240W
Auftrags/Order # 892 27558
Serial# 402,900,000-177797
Hours: 11835 total
Fuel: Diesel
Power: 188kw @2500 RPM, 252hp
Manufactured: reported as rebuilt 1995
Controls: Steering station
Instrumentation: Analog
Alarms: temperature, oil pressure
Transmission: Twin Disc

	Model: MG 507
Prop:	3 blade, 34" Hundested
Shaft:	3" Hundested, Traditional seal, no shaft cutter
Machinery space	
Ventilation:	natural/forced ventilation, 24VDC
Access:	engine room door
Alternator:	24VDC, Service batteries, Mastervolt, large frame high output 24 VDC, start batteries
Insulation:	yes, good condition
Oil pan/ bilge:	dirty
Oil change pump:	mobile pump used to connect to oil sump hose
Coolant leaks:	none seen visually
Oil leaks:	none
Mounts:	good condition, minor corrosion
Exhaust:	exhaust separator, good condition visually
Belts:	good condition
Hoses:	good condition with no visual leaks
Paintwork:	fair condition, minor corrosion noted

The Huderstad drivetrain was operated while the vessel was hauled out. The prop fully adjusted with no issues.

Maintenance Logbooks were not viewed at this time for the engine. The captain reports that the hobbs gauge in the engine room was installed when the engine had 10000 hours at the reported rebuilding in 1995. The engine room indicates 872. The captain reports that the meter was not working for 964 hours making the total engine hours 11835.

Sea trials were conducted. The engine started easily with no smoke at start up or wide open throttle (WOT). The engine stalled out while in the travel lift pit due to air in the system from changing filters. This was corrected and the engine ran normally during sea trials. The Hundested gauge measuring pitch and the tachometer were not operating and limited sea trials. RPM was measured using a remote tachometer. The following was noted while operating the engine at its current pitch.

RPM remote	Temp gauge	Temp remote F	Speed kts.	Gear	Voltage start	GPH
3409	155	153	8.4	70	25	2
10297	170	167	8.9	75	75	
10995	175	180	9.1	90	25	

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The Hundested drive was not tested during sea trials and while fully operational as seen out of the water the gauge is inoperable. The parts are reported as on hand and a new connection is reported to be inline for using the new B&G system to monitor the drive.

The captain reports the engine normally cruises at 1300 RPM at 8.5 knots in normal operation.

Oil samples were not taken as part of this inspection. The engine oil had minimal hours on it since last changed. The captain provided previous oil sample reports. The last report from Gregory Poole CAT reports that all tests appear normal.

There is an engine exhaust temperature gauge on the front port side of the steering station that was observed following seatrials so it was not evaluated. This pyrometer gauge is used to monitor the exhaust so as to not overload the engine. The captain reports that it is usually steady at 800F.

The traditional bronze seal for the shaft was reported as last repacked 4 years ago by the captain. No evidence of excess leakage was seen during seatrials. The captain replaced the 4x T clamps on the seal during this inspection.

Please see notes and recommendations under the heading engine.

GENERATOR 1

Make:	Northern Lights
Gen Set Serial#	8442-330995C (8442-12935 in vessels manual)
Gen Set Model #:	M844-LK-20KW (M843N in vessels manual)
AC Gen Model#	PX-320K1(PX-3G307 in vessels manual)
AC Gen Serial#	K20988 (GS4018 in vessels manual)
Delivery date:	06/17/2004
Power:	20 KW, 20 KVA single phase, 60 hrz, 83.3/187 amps 240/120VAC
Hours:	10869
Controls:	Remote
Hydraulic PTO:	Bow thruster
Instrumentation:	Analog gauges at electrical panel
Alarms:	Oil pressure, high coolant temperature, auto shut down
Machinery space	
Ventilation:	natural / forced ventilation
Access:	Below main salon floorboards, bilges
Insulation:	Insulated soft panel box
Oil change pump:	Portable pump

Oil pan:	no sign of oil or coolant leaks
Coolant leaks:	none seen visually
Oil leaks:	none seen visually
Mounts:	good condition
Exhaust:	good condition
Belts:	good condition
Hoses:	good condition with no visual leaks
Paintwork:	good condition

Maintenance logbooks were not viewed at this time for the 20KW generator.

The generator was tested at the dock. The generator has a remote panel at the main electrical panel. The generator ran at 238VAC at 60.5hrz. A maximum average amperage draw was noted at 15 amps on load A and 12 amps on load B. The temperature was noted at 180F on the gauge and oil pressure gauge was inoperable.

The captain reports that the generator was removed from the vessel and reinstalled in 2015 for service.

Oil samples were not taken as part of this inspection. The 20kw generator had minimal hours on it since last changed. The captain provided previous oil sample reports. The last report from Gregory Poole CAT reports that all tests appear normal.

Please see notes and recommendations under the heading generator 20kw.

GENERATOR 2

Make:	Northern Lights
Gen Set Serial#	GS 1787
Gen Set Model #:	PX-G 302
AC Gen Model#	M843N
AC Gen Serial#	GS787
Power:	12 KW, 12 KVA single phase, 60 hrz, 82.6/41.3 amps 240/1200VAC
Hours:	11099.7
Controls:	Remote at electrical panel
Hydraulic PTO:	none
Instrumentation:	Analog
Alarms:	Oil pressure, high coolant temperature, auto shut down
Machinery space	
Ventilation:	natural / forced ventilation
Access:	below crew cabin floorboards, bilges

Insulation:	Insulated box
Oil change pump:	Portable pump
Oil pan:	no sign of oil or coolant leaks
Coolant leaks:	none seen visually
Oil leaks:	Minor leak potentially at the front of the engine
Mounts:	good condition
Exhaust:	good condition
Belts:	good condition
Hoses:	good condition with no visual leaks
Paintwork:	good condition

Maintenance Logbooks were viewed at this time for the engine. The logbook begins in 1997 at 1826 hours and extends to 2023 at 11099 hours. Currently the generator has 11099.7 hours on it.

The generator was run at the dock. The generator is noted in good condition.

The generator was tested at the dock. The generator has a remote panel at the main electrical panel. The generator ran at 236VAC at 60.1hrz. A maximum average amperage draw was noted at 9 amps on load A and 10 amps on load B. The temperature was noted at 200F on the gauge but measured 178F remotely. The oil pressure gauge was maxed out and reading incorrectly.

Oil samples were not taken as part of this inspection. The 12kw generator had minimal hours on it since last changed. The captain provided previous oil sample reports. The last report from Gregory Poole CAT reports that all tests appear normal.

Please see notes and recommendations under the heading generator 12kw.

FUEL SYSTEMS

Fuel:	Diesel
Fuel lines:	Hose
Monitor:	Analog gauge
Primary filters:	Engine: 2x Racor 500 Generator: 1x Racor 500 Generator 2: 1x Racor 500
Fuel tanks:	8x stainless steel tanks 1. Group 1, Port side a. F7- 398lit / 105.1 gal b. F5- 438lit / 115.7 gal c. F3- 433lit /114.4 gal

2. Group 2, Starboard side
 - a. Day Tank, F1 425lit / 112 gal
 - b. F6 519lit / 137.1 gal
 - c. F8 546 lit / 144.2 gal
3. Group 3, Forward
 - a. F2 378.5lit / 100 gal
 - b. F4 281 lit / 74.23 gal

Fuel Transfer: Groco 24VDC, manual pump, 2x Racor 1000

The fuel system is noted in good condition.

The diesel tanks were not opened out for inspection as part of this survey. The diesel tanks were installed in 1995 by Little Harbor.

The day tank uses the twin Racor 1000 filters and a 24VDC groco pump or a manual pump and can be filled by any tank on the vessel. The day tank has a high and low level alarm. The day tank is filled manually and is not an autofill type system.

Fuel polishing for all tanks is not available. The fuel is filtered when transferred to the day tank.

The fuel tanks are filled using the 3 deck fills incorporating fuel manifolds. The tanks vent to a common location in the engine space.

BILGE PUMPS

Bilge pump 1:	Rule 3600 24VDC
Bilge pump 2:	Par Jabsco 34600-0010, 24VDC
Bilge pump 3:	Par Jabsco 34600-0010, 24VDC
Bilge Pump 2:	Whale manual pump, dual action

Bilge alarm: high water alarm installed

The bilge pumps were tested and are in working order.

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

The captain reports that following this inspection he reconnected the hose for the auto switch on the aft Par Jabsco 24VDC bilge pump.

The captain reports that they no longer make parts for the Par Jabsco 24VDC pumps.

Please see notes and recommendations under the heading bilge pumps.

POTABLE/FRESH WATER

Tank:	4x Stainless steel
	1. Port Forward, 837l / 221 gal
	2. Stb, forward, 503lit / 133 gal
	3. Port aft, 475lit / 125.5 gal
	4. Stb aft 280 lit / 74.2 gal
Water Heaters:	Aft, Torrid 15 gal, 240VAC 1500 watt
	Forward, Isotemp 240 VAC
Monitor:	none
Potable Pumps	Headhunter accumulator tank
Water Purification:	Filter
Watermaker:	Sea Recovery Model: H708A 240VAC, 60hrz, single phase

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

The freshwater system is noted in good condition. No leaks were seen. The freshwater system was in use during this inspection.

The aft hot water heater utilizes the engine cooling system to create hot water in addition to AC power.

The water maker was not run at this time as the membranes are off the vessel and in storage at Ocean Options.

The captain reports that following this inspection he has repaired the lower hose fitting on the aft water heater and reconnected the unit. It had been bypassed as part of winterizing the vessel.

Please see notes and recommendations under potable /freshwater system.

GREY WATER

System: Sump tanks and pumps
Tanks: Aft: 234 lit / 62 gal
Forward, Captain head, 68 lit/ 18 gal
Forward, Crew head, 57 lit / 15 gal
Monitor: none
Pumps: 3x TW Sealand pumps 24 VDC
3x whale manual pumps, back up

The grey water system uses two sump tanks forward and a single tank aft. The whale gulper pumps use manual/auto switches to discharge the grey water. Manual pumps are provided for back up use. The grey water system is noted in working condition.

BLACK WATER

System: 5 x heads using 2x stainless steel storage tanks and discharge pumps
Heads: 3x Mobiflush, macerator type
1x Tecma, captains head
1x Groco, crew head
Tanks: Stainless Steel
Forward, 151 lit / 40 gal
Aft, 220 lit / 58 gal
Monitor: none
Discharge: deck pump out
2x TW Sealand 24VDC
2x manual whale pumps, back up
Plumbing: Sanitation hose

The black water system is a storage type system and is not a treatment type system. The heads can discharge to tanks or overboard and utilize a pump out discharge or a deck pump out. The crew head only discharges to the holding tank.

The heads use fresh water to flush.

The black water system is in good condition.

Please see notes and recommendations under the heading black water.

SALTWATER

Pump: Groco, 24 VDC

The saltwater system is primarily used as an anchor wash system.

The system was winterized and not tested.

REFRIGERATION

Refrigerators: Galley Aft refrigerator: Dometic 240VAC system
Galley mid freezer: Dometic 240VAC system
Galley fwd. freezer: Dometic 240VAC system
Main salon, drinks fridge Dometic 240VAC system
Ice maker: Raritan 120VAC 60hrz

System: 240VAC 60hrz Dometic, 240VAC March water pump

The refrigeration systems are in working condition. The 4 units use the same 240VAC Dometic compressor.

The ice maker was tested for electrical function only. The captain reports the filter has to be changed prior to making ice.

Please see notes and recommendations under the heading refrigeration.

DOMESTIC

Microwave: Kitchen Aid 120VAC 60hrz

Dryer: Miele T1302 Touchtronic

Washer: Miele W3048 Touchtronic

The domestic equipment is noted in good working condition.

The washer was tested for electrical function only and not run through the complete cycles.

HVAC

Water pumps: 1x 1/3HP 50/60hrz AC pump,

Air Handlers: 7x Hynautic / Marine Air Systems units with digital controls

Chillers: 2x chiller compressors 240VAC 60hrz, not operational

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Pumps: 1x raw water, 240 VAC, fwd
1x circulation, 240VAC, aft

Fresh air make-up: none

Air handlers were inspected without the removal of interior and noted in working condition. The HVAC system was tested and the air handlers worked electrically but did not produce hot or cold air as the chiller was not operational. The system is reverse cycle.

The vessel used to have a diesel fired Espar heat system. The heater has been removed. The ducting, fuel pump and vents remain. Remove the rest of the Espar system.

The interior of the vessel was not disassembled to inspect the air handlers. The air handlers were inspected in situ.

Please see notes and recommendations under the heading HVAC.

HYDRAULIC SYSTEMS

System: Sailing functions
Make: Navtec
Distribution: selector switch
Power: manual
Backstay: 2x Ram
Boom Vang: 1x Ram

System: Sailing functions 24 VDC
Make: Lewmar Commander forward unit
Distribution: Valve block
Power: 2x 24 VDC motors
Drives: Winches, Furler, Windlass

System: Sailing functions 24 VDC
Make: Lewmar Commander aft unit
Distribution: Valve block
Power: 2x 24 VDC motors
Drives: Winches, Furler, Windlass

The hydraulic system was seen in working condition.

The Lewmar power packs were reported to have been serviced 4 years ago by New England Boatworks.

The hydraulic systems were not tested under any load.

The autopilot hydraulic system is listed under steering and the bow thruster hydraulic system is listed under bow thruster in this report.

Please see recommendations under the heading hydraulic systems.

BOW THRUSTER

Make: Hundersted
Model: F12R, 18.4kw
Prop: 14" 4 blade, aluminum

The bow thruster was tested during maneuvering and noted in good condition.

The bow thruster was inspected out of the water and observed retracting into the hull and coming out.

The captain reports the bow thruster was last out of the vessel for service in 2015.

Please see notes and recommendations under the heading thrusters.

LPG

System: Propane stored in the forepeak supplies a cooker in galley
Bottles: 2x aluminum bottles
Cooker: Force 10 4 burner stove, broiler
Storage: Stored in the forepeak
Detection: An LPG detection system is installed in the vessel

The LPG system is noted in good condition.

Consider the installation of a dedicated propane locker. Currently propane is stored in the forepeak. The propane storage system was noted as having passed the MECAL inspection by using a protective box over the top of the electric windlass. US documentation of the vessel will likely require a dedicated propane locker be installed. The forepeak has a drain overboard and is separated from the vessel with a watertight bulkhead.

Please see notes and recommendations under the heading LPG system.

ELECTRICAL SYSTEMS

The AC and DC systems were inspected. The installation of the wiring and electrical components were examined. The main 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: **12 kw Gen.:** 2x 4D 12 kw
20 kw Gen.: 2x 4D, installed 2023
Eng.: 2x 4D, installed 2023
Radio/emerg.: 2x 4D
Service: 2 banks of 8x 8D, installed 2023
Note: batteries were reported and the interior disassembled for inspection due to the amount of labor to inspect
Monitor: digital at main panel
Battery Ventilation: natural
Main Panel/ Distribution: Custom
Sub panels: Custom, Nav satation
Chargers: 2x Mastervolt 24/100/3, 24VDC 100 amp, chargemaster
Inverters: Service, Heart Interface 2500, 65 amp (not used for charging)
A/V, computer, Mastervolt 1000
Converters: Newar 12/24 car stereo inverters
DC Switch gear: breakers and switches
Overcurrent Protection: Individual fuses, breakers

AC System:

Shore Power: 240VAC 60hrz single phase, 50 amp, 4 wire, 2 connections

Onboard: 240VAC 60hrz single phase, 4 wire
120VAC 60 hrz, single phase, 3 wire
Generator Power: single phase 240VAC, 60 hrz, single phase, 4 wire
Monitor: Analog
AC Switch gear: Circuit breakers
Sub Panels: breakers
Overcurrent Protection: breakers

Transformer: none

General Electrical and wiring notes:

The electrical panels were opened out for inspection. The wiring is professionally done.

The service batteries were replaced last year and were noted with 25.1VDC in bank 1 and 25.4VDC in bank 2. The service batteries are charged with the main engine alternator or the two battery chargers. The forward battery charger was replaced last year as part of the lightning incident. The service batteries are monitored at the main electrical panel using digital gauges. The main disconnects and the main overcurrent protection is located at the port settee inboard and aft.

There are 3x separate start banks aboard the vessel. The engine was noted at 28.3VDC while the engine alternator was being used charge the batteries. The 12kw generator was noted at 24.5VDC and the 20kw generator was noted at 27.9VDC. The batteries can be monitored at the engine and generator panels or using a rotary dial at the main electrical panel.

The radio batteries are located under the starboard settee forward and outboard. They use the main battery charger to be charged, however this has to be done manually. There is no monitor for the radio batteries and they were found to be flat.

Other than the radio batteries the service and start batteries were not inspected. A great deal of the interior has to be disassembled to get to the batteries.

The DC main panel is divided into 4 sections using the top breakers.

The AC power aboard the vessel is supplied by the generator or shore power. Shore power was noted at 215VAC 59.9hrz with an average of 7amps on group A and 6 amps on group B. The main panel is divided into 3 groups A and B can be load shared between the second shore power plug of the two generators if needed. 38 amps was a maximum load seen on shore power while testing the inoperable air conditioning chiller.

The service inverter powers the outlets, microwave, icemaker, 12kw blowers. The inverter ran at 120VAC. The inverter works but is slightly undersized for the potential load. The shore power does not pass through the inverter when in use. The service inverter also can be used as a battery charger but is not set up to do so. The computer /AV inverter is 1000 watt and dedicated for the A/V and computer.

The captain reports that following this inspection wiring in the main bilge was tidied and that wood strips on the conduit in the main salon were reinstalled.

Please see recommendations for our notes under the heading electrical.

ELECTRONICS AND COMMUNICATIONS

The following is a list of the current electronics aboard.

Navigation station

VHF: B&G V60
Computer: HP tower style
Samsung 30" monitor
HP multi printer
GPS: Furuno 0560
GPS/Plotter: B&G 15" H5000
Radar: B&G
AIS: transmit and receive
Satellite: none
Electronics: 2x M&G Multi unit
Autopilot: B&G

Cockpit

GPS/Plotter: B&G 12" H5000
Monitor 15" for computer using Time Zero for nav.
Electronics: B&G analog wind
2x B&G Multi unit
Autopilot: B&G
VHF: B&G 460

Captains cabin

Electronics: B&G multi unit
Stereo: x

Aft cabin

Electronics: B&G multi display

Mast

Electronics: B&G multi display

Entertainment A/V

TV: Main salon, Samsung TV 30", Sony DVD

Audio: Aft cabin, Sharp 15"
6x Car stereos in the cabins and main salon
Main salon, Yamaha Receiver, Belkin blue tooth,

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

Most of the electronics were replaced last year as part of an insurance claim when the vessel incurred a lightning related claim while hauled out of the water.

Please see notes and recommendations under the heading electronics.

GROUND TACKLE AND DECK GEAR

Windlass: Lewmar 3500, 24 VDC, vertical capstan
Lewmar 3500, hydraulic, vertical capstan
Anchor/rode: 105 lb CQR anchor, 300ft of 12mm galvanized chain
140 lb CQR anchor, 300ft of 12mm galvanized chain
Danforth anchor with 10ft of chain and 200' estimated of line

The windlasses were tested for function and are in working condition.

The windlasses were reported as rebuilt/serviced 5 years ago by the captain.

Davit: Simpson Davits, M#300, stainless steel, 3000 lb., 24VDC

The davits are not working and have been disconnected.

Crane: Marquip 24VDC

The crane was tested and is in good condition. The crane is used to hoist the tender onto the aft deck.

Please see notes and recommendations under the heading ground tackle and deck gear.

SAFETY

Flares: 1x orange, exp 11/26
3x red hand, exp 11/26
1x red smoke, exp 10/22, out of date

First Aid: 4 red, exp 08/24
Offshore subscription kit, Medair Yachtline

Defibrillator: yes

Oxygen: yes

Fire Extinguishers: Portable: 4x 2.5lb/ 2kg ABC, inspected 06/23
4x 5lb ABC, inspected 06/23
1x 2.5lb ABC, on tender, no inspection
Fixed: 12kw gen. Seafire Auto, inspected 06/22
20kw gen. Seafire Auto, inspected 06/23
Engine. Seafire, inspected 06/23

PFDs 10x Mustang, no inspection, inflatable
10x Adult type 1
2x Child type 1

MOB: Lifesling
2x MOM Inspection due 06/21
2x Horseshoe buoy with light and line

Liferaft: 1. Ocean Compact Liferaft
8 Person, Solas Pack A, Manufactured 03/19
Inspection due 05/23
Hydro release: not seen

2. Ocean Compact Liferaft
8 Person, Solas Pack A, Manufactured 03/19
Inspection due 05/23
Hydro release: not seen

EPIRB: ACR Global Fix IV
#2DDA DAA636BFDF
Battery expires: 02/31
Hydro release: 09/25

SART: none

Grab bag: yes

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

Most of the storage equipment is in the storage locker.

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Please see notes and recommendations under the heading safety.

COMPASS

Helm: Ritchie 6"
Autopilot: Precision 9, electronic

Compass deviation cards were seen aboard the vessel for the compass.

ADDITIONAL

- Cockpit dodger, bimini, full tent for the entire deck
- Carbon fiber Passarelle
- Spares. The vessel has the entire spares inventory
- Bow seat and name board
- Ships Bell
- 2x safes, captain cabin and aft cabin

TENDER

Make: Novurania
Model: 430 DL
Length: 4.3m

Outboard: Yamaha 60hp 4 stroke
M# F60TLR
Serial# 6C5 L 1030097 H

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Tender HID# PKD16964C8

The tender was not tested during this inspection. The tender has an electric start engine and is reported to be in good condition. The tender is in good visual condition. The following are installed on the tender:

1. Standard Horizon VHF
2. 2x Yamaha Digital gauges
3. 12VDC Battery
4. Depth gauge
5. 2x Rule 500 gph bilge pumps
6. Canvas cover

The tender is stored on a trailer that is reported as not included with the sale of the vessel.

Please see notes and recommendations under the heading tender.

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REMARKS

Sailing Yacht Melinka was found to be in good condition. The design is for easy handling and style while long distance cruising. The vessel was found to have been maintained well aesthetically and mechanically.

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.

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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, as seen, and equipped is \$500,000 USD. The builder has indicated that the cost to replace the vessel would be in the region of \$7,500,000 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.

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



electronic signature

Mark D. Ashton

Marine Surveyor
Society of Accredited Marine Surveyors #859

