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**Pre-Purchase Survey Inspection**



**Vessel Name**  
“SEA CLASS”

**Prepared For:**  
Sea Class, LTD.

**Conducted By:**  
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ACMS. (CMS) ABYC. USCG. (1600 TON MASTER).

&

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The above represents the opinion of the undersigned based on the facts presented and the discoveries made while surveying subject vessel with no warranty either specific or implied being made. While not limiting the generality of the above, this survey specifically does not cover certain latent defects that could not be discovered without the removal of decking, sheathing, tankage, joinery work or other fixed materials, disassembly of machinery, plumbing, wiring or other fixed parts. This report represents the opinion of the undersigned and is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or any employee thereof is not under any circumstances what-so-ever to be held responsible in any way for any error in judgement, omission, nor for any inaccuracy or mis-statement in this report, and that the request and use of this report shall be construed as acceptance of the foregoing.

## **SECTION 1:** **INTRODUCTION**

### ***SCOPE OF SURVEY***

Acting at the request of Sea Class, LTD., the above-mentioned surveyor conducted an in-water survey aboard "SEA CLASS" on April 29 & 30, 2024. Captain Josh O'Hara, a representative of Sea Class, LTD., was aboard during the survey. The ship's papers WERE onboard. The Hull Identification Number (HIN) WAS NOT verified from the transom. A trial run was performed on May 8<sup>th</sup>, 2024. An out of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was also performed whilst the vessel was hauled ashore on February 21<sup>st</sup>, 2024. The reason for the survey, was to ascertain the physical condition and value of the vessel. AC and DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only unless otherwise noted.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed, or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. Onboard tankage is visually inspected where accessible however no pressure testing is performed, and tanks should be completely filled and proven leak free. No determination of tank integrity has been made by this surveyor. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

**NOTE:** It is recommended and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, generator combustion engine, heat exchangers, coolers, etc.

**NOTE:** Air conditioning and refrigeration systems were inspected visually, units were tested to ensure cooling, but no in-depth inspection occurs. It is always recommended that a qualified HVAC technician is contracted to inspect system air conditioning and refrigeration systems to determine if there are any inherent issues and to attest to the working condition and remaining service life of the system. Heating functionality was not tested at time of inspection.

**NOTE:** Although electrical components and equipment are visually inspected by this surveyor where possible, it is suggested that a qualified marine electrician be contracted to inspect vessels electrical system and components to determine condition and adherence to relevant standards and regulations.

#### **STANDARDS AND REFERENCES USED:**

**THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USCG); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.**

**Use of asterisks \* in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.**

**NOTE:** An engine surveyor was on board during the hull survey and performed a separate survey on the vessel's propulsion system and auxiliary power systems. Refer to that survey.

**SECTION 2:**  
**VESSEL SPECIFICATIONS & GENERAL INFORMATION**

<b>Name of Vessel:</b>	SEA CLASS
<b>Hailing Port/Registered Port:</b>	GEORGE TOWN, CAYMAN ISLANDS
<b>Build Number:</b>	6395
<b>Official #:</b>	746648 (BRITISH REGISTRY)
<b>Builder:</b>	ABEKING & RASMUSSEN
<b>Designer:</b>	IN HOUSE
<b>Build Year/ Refit:</b>	1985 / 2008 (COMPREHENSIVE REFIT)
<b>Model Specifics:</b>	139' RAISED PILOTHOUSE MOTORYACHT
<b>Gross Registered Tons:</b>	279, AS PER OFFICIAL DOCUMENT
<b>Net Tons:</b>	83, AS PER OFFICIAL DOCUMENT
<b>Depth:</b>	9.94', AS PER OFFICIAL DOCUMENT
<b>Displacement:</b>	NOT SIGHTED OR REPORTED
<b>LOA (Length Overall):</b>	139' 0", AS PER ONLINE SPECIFICATIONS
<b>Beam:</b>	23' 0", AS PER ONLINE SPECIFICATIONS
<b>Draft:</b>	7' 2", AS PER ONLINE SPECIFICATIONS
<b>Propulsion Means:</b>	TWIN DIESEL WITH DIRECT DRIVES
<b>Hull Construction:</b>	CUSTOM BUILT – ALUMINUM
<b>Location of Survey:</b>	POMPANO BEACH, FL
<b>Location of Haul Out:</b>	LAUDERDALE MARINE CENTER, FORT LAUDERDALE, FL
<b>Purpose of Survey:</b>	PRE-PURCHASE INSPECTION
<b>Date of Survey:</b>	APRIL 29 <sup>th</sup> & 30 <sup>th</sup> , 2024 (HAUL OUT ON FEBRUARY 24, 2024)
<b>Estimated Market Value:</b>	\$4,700,000 U.S. DOLLARS
<b>Estimated Replacement Cost:</b>	\$32,000,000 U.S. DOLLARS
<b>Navigational Limits</b>	AS PER UNDERWRITERS' REQUIREMENTS
<b>Cruise Speed/ Max Speed</b>	12 KNOTS / 19.8 KNOTS*** AS PER TRIAL RUN

All specifications above were obtained using owner's manual, listing material or online information unless otherwise stated.

**Survey Prepared For:**

<b>Name of Owner/Buyer:</b>	SEA CLASS LTD.
<b>Phone #:</b>	754-308-9607
<b>Email:</b>	<a href="mailto:JOSH_OHARA@HOTMAIL.COM">JOSH_OHARA@HOTMAIL.COM</a>

## **SECTION 3:**

### **TRIAL RUN DATA**

<b>Date of Trial Run:</b>	MAY 8 <sup>th</sup> , 2024
<b>Location of Trial Run:</b>	OFF PORT EVERGLADES, FL
<b>Vessel Loading Conditions:</b>	15% FULL OF FUEL & 50% FULL OF WATER
<b>Weather &amp; Sea Conditions:</b>	LIGHT SEAS & WINDS
<b>Persons on Board:</b>	CAPTAIN, CREW & SURVEYORS (7 P.O.B)
<b>Engine Surveyor Present:</b>	ROB GIBSON, FROM RPM DIESEL
<b>Captain's Name:</b>	JOSH O'HARA

### **Engine Performance Details**

Port Engine RPM	Engine Coolant Temp. F°	Engine Oil Pressure psi	Gear Oil Pressure psi	Starboard Engine RPM	Engine Coolant Temp. F°	Engine Oil Pressure psi	Gear Oil Pressure psi	Engine Load %	Fuel Burn GPH per Engine	GPS Speed in Knots
600	158	44	215	600	157	44	215	14/15	2	4.7
983	160	80	220	984	158	81	220	18/20	5.6	8.4
1206	163	96	223	1207	163	96	223	18/19	8.8	10.6
1611	166	109	230	1618	168	108	229	33/35	23.5	13.7
1820	166	113	233	1806	166	112	233	46/47	34.5	14.7
2019	169	114	236	2021	170	112	236	63/62	57	16.2
2208	169	115	239	2209	173	113	239	80/78	77.2	17.5
2423	174	114	242	2350	174	113	243	100/100	96.0	19.8***

\*\*\* AVERAGE SPEED FROM TWO RUNS IN OPPOSITE DIRECTIONS\*\*\*

During the trial run, all relevant electronics, controls, stabilizers, steering systems, cooling systems and other related equipment were tested and proven functional unless otherwise noted in "Findings and Recommendations" section.

Condition of underwater areas: The vessel was taken for trial run at a later date than inspection of underwater areas at time of haul out, and the bottom was found to be "clean" with no significant marine growth on antifouling, running gear or propulsion equipment.

The main engines DID NOT achieve manufacturer's specified maximum RPMs; however, trial run occurred with no excessive vibration, overheating or active leaks of any major concern.

**Note: Please see the engine surveyor's report for cause of missing RPM and further details on propulsion systems.**

**SECTION 4:**  
**ONBOARD SYSTEMS**  
**SAFETY EQUIPMENT, SECURITY & FIRE SUPPRESSION SYSTEMS**

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
LIFEJACKETS: TYPE I	TWELVE x ADULT	
LIFEJACKETS: TYPE II	N/A	
LIFEJACKETS: TYPE III	N/A	
TYPE IV FLOATATION DEVICE	THREE x LIFE RINGS W/ THROW LINE	
LIFELINES/RAILING ETC.	STAINLESS STEEL BOW RAILS	*
LIFE RAFTS / SERVICE DATE	TWO x GIVENS BUOY, TEN PERSON, SERVICE DUE	*
VISUAL DISTRESS SIGNAL	TEN x RED HANDHELD, EXPIRED	*
VISUAL DISTRESS SIGNAL	FIVE x ORANGE HANDHELD, EXPIRED	*
VISUAL DISTRESS SIGNAL	ONE x ORANGE SMOKE, EXPIRY DATE: 4/2025	
FIRST AID KIT	YES	
EPIRB / EXPIRATION	MCMURDO, SMARTFIND 406 / BATTERY EXPIRES: 07/2024	
COLREGS / RULES OF THE ROAD	YES (REQUIRED ON VESSELS OVER 39.4' / 12m)	
SHIPS BELL	YES (REQUIRED ON VESSELS OVER 65.6' / 20m)	
SHIPS HORN	THREE x KAHLENBERG, AIR HORNS	
FIRE EXTINGUISHERS	NINE x TYPE B:C SIZE I & THREE x TYPE B:C SIZE II, THREE x CO2	
INSPECTION DATE	SEP. 2023	
SMOKE HOODS	EIGHT x PURIFY AIR	
FIXED FIRE SUPPRESSION	KIDDIE HALON 1301	
FIRE SUPPRESSION LOCATION	ENGINE ROOM	
INSPECTION DATE	SEP. 2023	
MANUAL/AUTOMATIC RELEASE	MANUAL RELEASE AFT OF ENGINE ROOM & AUTO. RELEASE	
FIRE ALARMS/REMOTE	IN NIGHTWATCH SYSTEM	*
FIRE PUMP	ONE x CENTURY, 208- 230 VOLT	
FIRE SUPPRESSION VENTILATION	FOUR x DELTA-T, 208 VOLT, POWERED FANS	
VENTILATION DAMPERS	REPORTED - NOT SIGHTED OR TESTED	
FIRE / SMOKE DETECTORS	DETECTOR(S) IN ACCOMMODATION SPACES	
CO DETECTORS	NO CO DETECTORS INSTALLED IN ACCOMMODATION SPACES	*
DEWATERING ARRANGEMENT	ONE x WEG, 208- 230 VOLT	
DEWATERING ARRANGEMENT	WEG, 208/230 VOLT	
DEWATERING ARRANGEMENT	ONE x SEALAND, 24 VOLT	
DEWATERING ARRANGEMENT	CRASH VALVES ON BOTH MAIN ENGINE RAW WATER INTAKES	
BILGE ALARMS / MONITORING	YES, AUDIBLE AND VISUAL ALARMS AS PER ABYC	
NAVIGATION & ANCHOR LIGHTS	DID NOT MEET "72 COLREGS"	*
ANTI-POLLUTION PLACARDS	OIL DISCHARGE PLACARD SIGHTED (REQUIRED OVER 26')	
ANTI-POLLUTION PLACARDS	GARBAGE DISPOSAL / WASTE MANAGEMENT PLAN SIGHTED	
SEARCHLIGHTS	TWO x ACR WITH PAN/TILT FUNCTIONS	*
AUXILIARY LIGHTING	ONE x AFT FACING HALOGEN SPREADER LIGHT AT MAST	
CCTV / CAMERA SYSTEM	FIVE CCTV CAMERAS NETWORKED THROUGH MONITORS	*
SECURITY SAFE	IN FWD. CREW, CAPT. & MASTER (OBTAIN KEYS/CODE)	

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**PROPULSION – ENGINES & TRANSMISSIONS**

**The vessel is powered by two MTU diesel engines coupled with ZF transmissions.**

Engines were visually inspected at time of survey and any obvious leaks or deficiencies identified on the engines and associated equipment are listed in the “Findings & Recommendations” section.

Note: A separate mechanical inspection was performed by Rob Gibson, of RPM Diesel, please see their report for further information.

**ENGINES**

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
ENGINE MANUFACTURER	MTU	
ENGINE YEAR	2006	
EMISSIONS INFO:	NOT SIGHTED	
PORT ENGINE MODEL	12V 2000 M92	
STBD. ENGINE MODEL	12V 2000 M92	
RATED ENGINE POWER	1635 HP EACH	
MAX. RATED RPM	2450	
CYLINDERS	TWELVE	
PORT SERIAL NUMBER	535 105 760	
STBD. SERIAL NUMBER	535 105 759	
PORT ENGINE HOURS	2158 – AS PER DIGITAL ENGINE DISPLAY	
STBD. ENGINE HOURS	2206 – AS PER DIGITAL ENGINE DISPLAY	
COOLING SYSTEM	FRESHWATER CIRCULATING SYSTEM	
ALARM SYSTEMS	YES	
ENGINE BED	ALUMINUM STRINGERS W/FLEXIBLE MOUNTS	
VENTILATION	FOUR x DELTA-T, 208 VOLT, POWERED FANS	
FUEL FILTERS	TWO x RACOR 751000FGX BOWLS INLINE + BOWLS ON ENGINES	*
FUEL HOSES	GOOD CONDITION & CLAMPED AS REQUIRED	
EXHAUST LINE	STAINLESS STEEL TUBE W/ BLANKETS	
BLOCK HEATERS	YES – HOTSTART, 120 / 240 VOLT – TESTED & FUNCTIONAL	
STUFFING BOX	TIDES, DRIPLESS SEAL TYPE	
ENGINE CONTROLS	ZF, SINGLE LEVER, ELECTRONIC	
ENGINE SYNCHRONIZER	ELECTRONIC – TESTED & FUNCTIONAL	

**TRANSMISSIONS**

Transmissions were visually inspected, and any obvious deficiencies noted in “Findings and Recommendations” section. During the trial run, the transmissions were tested for in/out of gear operation, and pressures recorded where possible.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
TRANSMISSION MAKE	ZF	
TRANSMISSION MODEL	ZF 2560	
REDUCTION RATIO	3.306:1A	
PORT SERIAL NUMBER	50023642	
STARBOARD SERIAL NUMBER	50023641	

**THRUSTERS – STABILIZERS – STEERING – HYDRAULICS**

All systems listed below were powered on and tested for functionality unless otherwise noted, and any deficiencies will be noted in “Findings and Recommendation” section. During the trial run, a steering test was conducted under load to ensure proper operation of all components where accessible.

Hydraulic power take-offs (PTO), reservoirs and the pumps, hoses, plumbing/fittings were visually inspected for condition where they were readily accessible. The related hydraulic systems were proven functional where possible unless otherwise noted in the “Findings & Recommendations” section. Note: A complete/separate hydraulic survey was not conducted by the attending hull surveyor.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>BOW THRUSTER</b>	QUANTUM, ELECTRO-HYDRAULIC	*
<b>STERN THRUSTER</b>	N/A	
<b>STABILIZATION</b>	KOOPNAUTIC, QUANTUM, ZERO SPEED, HYDRAULIC ACTUATED FINS	*
<b>STABILIZER MODEL</b>	3050	
<b>AT REST FUNCTION</b>	YES	
<b>STEERING SYSTEM</b>	HYDRO-CONTROL, HYDRAULIC, WITH A SINGLE RAM - SERVICEABLE	
<b>STEERING LINES</b>	STAINLESS STEEL W/METAL FITTINGS, SERVICEABLE	
<b>STEERING STATIONS</b>	TWO – UPPER & LOWER HELMS	
<b>RUDDER LOG</b>	ALUMINUM STANDPIPES – SERVICEABLE	
<b>BEARING SUPPORT</b>	ALUMINUM TABLE – SERVICEABLE	
<b>HYDRAULIC RESERVOIR</b>	QUANTUM ~ 40 GALLONS, IN CREW BILGE	
<b>HYDRAULIC PUMPS</b>	TWO x WEG, 208/230 VOLT FOR THRUSTER/ STABILIZERS	

**ELECTRICAL SYSTEMS****GENERATORS**

Generators were run under load and visually examined for any obvious oil, water, fuel or exhaust leaks. Units were found in mostly good operating condition unless otherwise mentioned in “Findings and Recommendations” section.

**GENERATOR (#1 PORT)**

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>MANUFACTURER</b>	NORTHERN LIGHTS	
<b>MODEL NUMBER</b>	363PSL1607	
<b>SERIAL NUMBER</b>	LM-380467-0703	
<b>GENERATOR HOURS</b>	10964.3 – AS PER LOCAL HOUR-METER	
<b>KILOWATTS</b>	99	
<b>VOLTAGE</b>	120/208 VOLTS	
<b>NO. OF CYLINDERS</b>	SIX	
<b>RPM/FREQUENCY</b>	1800 @ 60 HERTZ	
<b>FUEL PUMP</b>	ELECTRIC	
<b>FUEL FILTERS</b>	SINGLE RACOR 500MA BOWL INLINE	
<b>EXHAUST LINE</b>	CAST IRON ELBOW & HOSE	
<b>EXHAUST MUFFLER</b>	DEANGELO – FIBERGLASS, GAS/WATER LIFT & SEPARATOR TYPE	
<b>VENTILATION</b>	FOUR x DELTA-T, 208 VOLT, POWERED FANS	



**ELECTRICAL SYSTEMS****GENERATOR (#2 STARBOARD)**

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
MANUFACTURER	NORTHERN LIGHTS	*
MODEL NUMBER	363PSL1607	
SERIAL NUMBER	LM-379323-0303	
GENERATOR HOURS	10017.7 – AS PER LOCAL HOUR-METER	
KILOWATTS	13.5	
VOLTAGE	120/208 VOLTS	
NO. OF CYLINDERS	SIX	
RPM/FREQUENCY	1800 @ 60 HERTZ	
FUEL PUMP	ELECTRIC	
FUEL FILTERS	SINGLE RACOR 500MA BOWL INLINE	
EXHAUST LINE	CAST IRON ELBOW & HOSE	*
EXHAUST MUFFLER	FIBERGLASS, GAS/WATER LIFT & SEPARATOR TYPE	
VENTILATION	FOUR x DELTA-T, 208 VOLT, POWERED FANS	

**AC POWER**

The vessels' AC power system can either be run via the four shore power receptacles, inverter system, or the generators. There was a breaker panel in the engine room and at lower helm.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
SHORE POWER RECEPTACLES	FOUR x 208-230 VOLT, 100 AMP	
SHORE POWER CABLES	TWO x 75 FT. CORDS (APPROXIMATE LENGTH)	
POWERED CABLE REELS	TWO x GLENDINNINGS	
CABLE CONDITION	SERVICEABLE WHERE ACCESSIBLE	
WIRING	STRANDED COPPER W/THERMOPLASTIC SHEATHING	
CIRCUIT BREAKERS	YES, APPROVED TYPE	
MAIN SHORE POWER BREAKERS	TWO IN ENGINE ROOM	
SPLITTERS/ADAPTORS ETC.	NONE SIGHTED	
SHORE POWER TRANSFORMERS	TWO x ASEA AC36V-3, INPUT: 170-520VAC, FREQ: 50-70Hz OUTPUT: 120/208VAC @ 36kVA 60Hz	
GALVANIC ISOLATORS	NONE SIGHTED	
AC SWITCHBOARD	PILOTHOUSE & ENGINE ROOM	

**BONDING SYSTEM****MAIN BONDING CONDUCTOR:**

The bonding system was mostly well established where sighted. A separate bonding system survey was not performed, and a corrosion meter was not employed to establish the level of protection. However, the bonding system is comprised of individual, green insulated (appropriately gauged) wire and appeared to be serviceable where sighted. Zincs appeared to be securely connected to main bonding circuit and should be monitored periodically for signs of excessive decay.

**ZINC ANODES (HULL ZINCS):**

Recommend anode replacement once the anodes reach 50% depletion. The use of Zinc as an anode is only recommended for saltwater applications. If the vessel is to be kept primarily in brackish water the anodes should be changed to Aluminum or Magnesium if the vessel is kept in fresh water. Monitor anodes frequently.

**DC POWER**

The vessels’ DC power system consists of battery banks and battery chargers controlled via DC breakers and battery isolation switches. Batteries were visually inspected only, and no load testing was performed. There was a breaker panel in the engine room and at lower helm.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>BATTERIES</b>	ONE x 12 VOLT, AGM, NO DATE OR MANUFACTURER TAG	
<b>BATTERY LOCATION</b>	DOGHOUSE	
<b>BATTERIES</b>	TWO x NORTHSTAR, 12 VOLT, AGM, GROUP 31, NO DATE TAGS	
<b>BATTERY LOCATION</b>	ABOVE STBD. GENERATOR	
<b>BATTERIES</b>	TWO x LIFELINE, 12 VOLT, AGM, 8D, NO DATE TAGS	
<b>BATTERY LOCATION</b>	AFT GUEST COMPANIONWAY	
<b>BATTERIES</b>	TWO x ODYSSEY, 12 VOLT, AGM, GROUP 31, NO DATE TAGS	
<b>BATTERY LOCATION</b>	ABOVE PORT GENERATOR	
<b>BATTERIES</b>	FOUR x ODYSSEY, 12 VOLT, AGM, PC2250, 12/2014	
<b>BATTERY LOCATION</b>	INBOARD OF STARBOARD GENERATOR BILGE	
<b>BATTERIES – INVERTER</b>	TWENTY x ROLLS, 12 VOLT, AGM, GROUP 31, NO DATE TAGS	*
<b>BATTERY LOCATION</b>	BELOW STARBOARD AFT DECK SEAT	
<b>BATTERIES</b>	TWENTY x ROLLS, 12 VOLT, AGM, GROUP 31, NO DATE TAGS	
<b>BATTERY LOCATION</b>	BELOW PORT AFT DECK SEAT	
<b>BATTERIES</b>	FIVE x LIFELINE, 12 VOLT, LEAD ACID, GROUP 8D, NO DATE TAGS	
<b>BATTERY LOCATION</b>	BELOW HELM DECK SOLE	
<b>BATTERY CONDITION</b>	POOR TO GOOD	*
<b>CABLE CONNECTIONS</b>	SOUND & SECURED WHERE SIGHTED	
<b>WIRING</b>	STRANDED COPPER W/THERMOPLASTIC INSULATION WHERE SIGHTED	
<b>TERMINAL PROTECTION</b>	CLOSED BATTERY BOXES	
<b>BATTERY BOXES</b>	FIBERGLASS BOXES W/LIDS	
<b>BATTERY VENTILATION</b>	VENTILATION ARRANGEMENT MEETS ABYC STANDARDS	
<b>DC CONVERTERS</b>	NEWMAR, 48 AMP	
<b>BATTERY CHARGERS</b>	MASTERVOLT, 24 VOLT / 100 AMP	
<b>BATTERY CHARGERS</b>	MASTERVOLT, 12 VOLT / 60 AMP	
<b>INVERTER SYSTEM</b>	THREE x VICTRON ENERGY, 24 – 120 VOLT, 5000 WATT	*
<b>INVERTER CHARGER</b>	24 VOLT 120 AMP (PART OF INVERTER SYSTEM ABOVE)	
<b>BATTERY SWITCHES</b>	FOUR x BEP, ROTARY TYPE + ONE x KEY SWITCH TYPE	
<b>DC SWITCHBOARD</b>	ENGINE ROOM	

**HVAC SYSTEM**

The vessel’s air conditioning system consisted of a “Emerson” tempered water system with an AC seawater pump supplying water to two chiller units in the engine room, with a circulating pump supplying chilled water to each of the air handlers around the vessel. Overall, the system was found in good condition with no leaks or significant corrosion on chillers, seawater plumbing or loop, unless otherwise mentioned in the “Findings & Recommendations” section.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>SYSTEM MAKE</b>	EMERSON	
<b>CHILLER/COMPRESSOR LOCATION</b>	TWO CHILLERS IN ENGINE ROOM	*
<b>AIR HANDLERS/BLOWERS</b>	UNITS INSTALLED THROUGHOUT VESSEL	
<b>COOLING CAPACITY</b>	218,000 BTU	
<b>REFRIGERANT</b>	NOT SIGHTED	
<b>SEAWATER PUMPS</b>	U.S. MOTORS, 208-230 VOLT & BALDOR 208-230 VOLT	
<b>CIRCULATING PUMP</b>	TWO x TAGS NOT SIGHTED	

The above represents the opinion of the undersigned based on the facts presented and the discoveries made while surveying subject vessel with no warranty either specific or implied being made. While not limiting the generality of the above, this survey specifically does not cover certain latent defects that could not be discovered without the removal of decking, sheathing, tankage, joinery work or other fixed materials, disassembly of machinery, plumbing, wiring or other fixed parts. This report represents the opinion of the undersigned and is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or any employee thereof is not under any circumstances what-so-ever to be held responsible in any way for any error in judgement, omission, nor for any inaccuracy or mis-statement in this report, and that the request and use of this report shall be construed as acceptance of the foregoing.

**POTABLE WATER SYSTEM**

The vessels' potable water system comprises of an aluminum tank that is located midships below the sole. The freshwater plumbing/hoses were all found in good condition and all valves were easily accessible and functional where tested unless otherwise noted in "Findings & Recommendations" section. Water pressure is provided by three pumps and directed to the freshwater manifold. Water is filled from dockside supply via freshwater fill cap or via water maker when possible.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>TOTAL FRESHWATER</b>	2304 GALLONS, AS PER ONBOARD SPECIFICATIONS	
<b>TANK LOCATION</b>	1152 GALLONS, TO PORT MIDSHIPS	
<b>TANK LOCATION</b>	1152 GALLONS, TO STARBOARD MIDSHIPS	
<b>DECK FILL LOCATION</b>	PORT TRANSOM	
<b>FRESHWATER PUMP (AC)</b>	TWO x EMERSON, 230 VOLT	*
<b>FRESHWATER PUMP (AC)</b>	HEADHUNTER MACH 5, 115 VOLT	
<b>HOSE CONDITION</b>	GOOD WHERE ACCESSIBLE	
<b>FRESHWATER FILTERS</b>	INLINE	
<b>WATER HEATER</b>	TORRID, 66 GALLON, 208 VOLT, ENGINE ROOM	*
<b>WATER HEATER</b>	TWO x ALLCRAFT, 20 GALLON, 208 VOLT, FWD. TUNNEL	
<b>WATER MAKER</b>	HEM, 230 VOLT, 105 GPH, RUN HOURS: 3979	
<b>WATER PURIFIER</b>	TITAN, 230 VOLT	*
<b>FRESHWATER WASH DOWNS</b>	YES	
<b>DECK SHOWER</b>	STARBOARD TRANSOM	
<b>JACUZZI/HOT TUB</b>	DR. WELLNESS, AT FLYBRIDGE	
<b>WHIRLPOOL/SOAKING TUB</b>	IN PORT FORWARD STATEROOM	

**BLACK WATER SYSTEM**

The vessels' black water system was comprised of nine freshwater heads with a main holding tank located below the companionway sole. There was an overboard discharge pump to evacuate the holding tank when permitted, and a deck fitting for dockside pump-out option when required. Heads were found in good condition when operated, the macerator pump worked with no apparent leaks, all sanitation hoses were found in good condition & the overboard discharge valve was found accessible and functional, unless otherwise mentioned in the "Findings and Recommendations" section.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>NUMBER OF TANKS</b>	ONE	
<b>TANK CAPACITY</b>	142 GALLONS, AS PER ONBOARD SPECIFICATIONS	
<b>TANK LOCATION</b>	CENTERLINE FORWARD OF MIDSHIPS	
<b>NUMBER OF HEADS</b>	SIX GUEST, TWO CREW + ONE DAY HEAD	
<b>PUMPOUT CAP LOCATION</b>	STARBOARD ON SIDE DECK	
<b>DISCHARGE PUMP(S)</b>	EDSON, 208-230 VOLT DIAPHRAM PUMP	
<b>MSD SYSTEM</b>	TYPE II - TIDEWATER MSD TREATMENT PLANT	*
<b>VACUUM PUMPS</b>	JETVAC, 208 VOLT	
<b>ODOR CONTROL</b>	DELTA MARINE INTERNATIONAL, CHEMICAL FREE	

**GREY WATER SYSTEM**

The vessels' grey water system comprises of two main holding tanks located in bilge areas and a condensate sump. The sump was equipped with a 24-volt DC pump connected to a float switch allowing automatic discharge when required. All sumps/tanks were found clear, and pumps worked when tested, unless otherwise mentioned in the "Findings & Recommendations" section.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>NUMBER OF TANKS / SUMPS</b>	TWO TANKS	
<b>TANK CAPACITY/LOCATION</b>	1302 GALLONS, FWD GUEST COMPANIONWAY BILGE	
<b>TANK CAPACITY/LOCATION</b>	~100 GALLONS, AFT BILGE	
<b>SUMP LOCATION</b>	CONDENSATE SUMP IN ENGINE ROOM BELOW AIR-CONDITIONING	
<b>DISCHARGE PUMP (TANK)</b>	LEESON, 115 VOLT	
<b>DISCHARGE PUMP (SUMPS)</b>	RULE, 24 VOLT	

**FUEL SYSTEM**

The vessels' fuel system comprises of five aluminum tanks that are secured to the hull. The fuel plumbing/hoses were found mostly serviceable where sighted unless otherwise noted and all valves were easily accessible and functional where tested unless otherwise mentioned in the "Findings and Recommendations" section. The fuel tanks were inspected visually only where accessible and not opened for internal inspections. Recommend pressing the fuel tanks with fuel or pressure testing to accepted marine pressure testing guidelines to attest to the integrity of the tanks. No leaking fuel was noted in the bilges during survey. Fuel transfer pumps and priming pumps, were tested for power up and functionality however no significant volume of fuel was transferred.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>TOTAL FUEL CAPACITY</b>	9,609 GALLONS, REPORTED	
<b>TANK LOCATION</b>	2,510 GALLONS EACH, FWD TO PORT & STARBOARD	
<b>TANK LOCATION</b>	1,822 GALLONS EACH, AFT TO PORT & STARBOARD	
<b>TANK LOCATION</b>	1,000 GALLONS, AFT OF ENGINE ROOM	
<b>TANK FILL LOCATION</b>	PORT & STARBOARD ON SIDE DECKS	
<b>VALVE MATERIAL</b>	BRONZE	
<b>FILLING LINES</b>	PIPE	
<b>TANKS SECURED</b>	YES	
<b>TANKS/COMPONENTS BONDED</b>	NOT ALL COMPONENTS ACCESSIBLE TO CONFIRM	
<b>TRANSFER PUMPS</b>	WEG, 208-230 VOLT	
<b>PRIMING PUMPS</b>	FOUR x REVERSO, 24 VOLT	
<b>HOSE CONDITION</b>	GOOD WHERE SIGHTED	
<b>POLISHING SYSTEM</b>	ALPHA-LAVAL, MODEL: 881176-06-01	
<b>ACCESS TO TANK FILLS</b>	POOR – TOOLS REQUIRED (DOES NOT MEET ABYC STANDARDS)	*

**OIL TANKS**

Tanks, pumps, hoses/plumbing fittings were visually inspected for obvious signs of leaks or degradation and oil transfer pumps were tested for power up function only. No significant amount of oil was transferred during survey.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>CLEAN/DIRTY ENGINE OIL</b>	CLEAN: 80 GALLONS & DIRTY: 100 GALLONS, ENGINE ROOM	
<b>OIL TRANSFER PUMP(S)</b>	LEESON 208/230 VOLT	

**NAVIGATION ELECTRONICS**

All navigation electronics were powered up and tested for functionality as far as practicable, unless otherwise noted in the "Findings and Recommendations" section.

**UPPER STATION (FLYBRIDGE)**

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
COMPASS	5" ANSCHUTZ DIGITAL COMPASS	
AUTOPILOT	ANSCHUTZ, PILOTSTAR D	
MONITORS	ONE x HATTLELAND	
CHART PLOTTER	IN MONITORS VIA NAVIGATION COMPUTER	
RADAR	TWO x FURUNO, 96 MILE	
DEPTH FINDER	FURUNO RD-30	
SPEED LOG	IN AUTOPILOT UNIT & B&G HYDRA 2000	
SEAWATER TEMP.	N/A	
WIND GAUGE	N/A	
VHF RADIO	STANDARD HORIZON, MATRIX	

**LOWER STATION (PILOTHOUSE)**

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
COMPASS	5" ANSCHUTZ DIGITAL COMPASS	
AUTOPILOT	ANSCHUTZ, PILOTSTAR D	
MULTI-FUNCTION DISPLAYS	TWO x NORTHSTAR 941X	*
MONITORS	THREE x HATTLELAND	
CHART PLOTTER	IN MONITORS VIA NAVIGATION COMPUTER	
RADAR	TWO x FURUNO, 96 MILE	
DEPTH FINDER	NOT SIGHTED	*
SPEED LOG	IN AUTOPILOT UNIT & B&G HYDRA 2000	
VHF RADIO	STANDARD HORIZON, MATRIX	
VHF RADIO	SEA, SEA 7157	
SSB RADIO	SEA, SEA 235	

**ADDITIONAL ELECTRONICS & COMMUNICATION EQUIPMENT**

It should be noted that all systems listed below were tested as far as practicable.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
AIS SYSTEM	FURUNO FA-150	
NAVIGATION COMPUTER	TWO x HP	
NAVIGATION SOFTWARE	NOBLTEC	
SHIPS COMPUTER	TWO x HP	
SAT PHONE	KVH TRACPHONE F77	
NAVTEX	JRC, NCR-300A - NOT TESTED	
VESSEL MONITORING SYSTEM	NIGHTWATCH	*
ENGINE MONITORS/GAUGES	MTU DIGITAL DISPLAYS AT EACH HELM STATION & ENGINE ROOM	

**ENTERTAINMENT ELECTRONICS**

It should be noted that all systems listed below were tested as far as practicable. All satellite TV systems and internet communications systems need an active subscription (and WiFi passwords) to fully test system. As such, all systems were powered on and satellite antenna control units were sighted "Tracking" satellites unless otherwise noted.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>SATELLITE TV SYSTEM</b>	INTELLIAN W/DIRECTV RECEIVERS	
<b>TV/DVD/MEDIA PLAYER</b>	SAMSUNG TV ON POWERED LIFT IN OFFICE	
<b>TV/DVD/MEDIA PLAYER</b>	SAMSUNG TV IN CREW MESS, GUEST STATEROOMS,	
<b>TV/DVD/MEDIA PLAYER</b>	SAMSUNG TV WITH POWERED COVER IN MASTER	
<b>TV/DVD/MEDIA PLAYER</b>	SAMSUNG TV WITH POWERED COVER IN SALON W/ SAMSUNG BLURAY	
<b>TV/DVD/MEDIA PLAYER</b>	SAMSUNG TV WITH KENWOOD DVD IN AFT STATEROOMS	
<b>SOUND SYSTEMS</b>	SONY TUNER AT FLY BRIDGE	
<b>SOUND SYSTEMS</b>	MARANTZ AV RECEIVERS IN SALON, OFFICE & MASTER STATEROOM	
<b>SOUND SYSTEMS</b>	SONOS THROUGHOUT VESSEL INTERIOR	
<b>SOUND SYSTEMS</b>	SONY TUNER IN PILOTHOUSE & LAUNDRY ROOM	
<b>SOUND SYSTEMS</b>	TWO x MARANTZ, AV RECEIVER AFT STATEROOMS	
<b>CONTROL SYSTEM</b>	CONTROL 4	
<b>ONBOARD INTERNET</b>	CRADLEPOINT 4G CELLULAR RECEIVER/ROUTER	
<b>ONBOARD INTERNET</b>	INTELLIAN V-SAT W/LINKSYS ROUTER & NETGEAR SWITCH	

**GALLEY & DOMESTIC EQUIPMENT**

All galley equipment was powered on and tested within reason and proved to be in good working condition unless otherwise noted in the "Findings & Recommendations" section.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>STOVETOP</b>	GARLAND, ELECTRIC RANGE, SIX BURNER	
<b>OVEN</b>	IN ABOVE	
<b>GRIDDLE</b>	MIELE, TWO BURNER, ELECTRIC, IN GALLEY	
<b>MICROWAVE</b>	PANASONIC IN GALLEY & CREW	
<b>CONVECTION OVEN</b>	WOLF, ELECTRIC	
<b>VENTILATION</b>	CUSTOM VENTILATION FAN OVER STOVETOP	
<b>BROILER</b>	SOCIETE INDUSTRIELLE DE LACANCHE - SALAMANDER	
<b>DISHWASHER</b>	MIELE IN STEW PANTRY & GALLEY	
<b>GALLEY REFRIGERATION</b>	ONE x AQUAE	
<b>GALLEY FREEZER</b>	ONE x AQUAE	
<b>ICEMAKER</b>	PREMIER ICE MAKER AT FLYBRIDGE	
<b>ICEMAKER</b>	HOSHIZAKI IN STEW PANTRY	
<b>ICEMAKER</b>	SCOTSMAN AT SALON WET BAR	
<b>OTHER REFRIGERATION</b>	U-LINE REFRIGERATOR AT FLYBRIDGE	
<b>OTHER REFRIGERATION</b>	SUB-ZERO REFRIGERATOR + TWO FREEZER DRAWERS STEW PANTRY	
<b>OTHER REFRIGERATION</b>	MARVEL WINE COOLER AT SALON WET BAR	
<b>OTHER REFRIGERATION</b>	TWO x AQUAE COOLERS IN CREW PASSAGEWAY	*
<b>OTHER REFRIGERATION</b>	U-LINE REFRIGERATOR IN CREW & LAUNDRY	
<b>OTHER REFRIGERATION</b>	SCOTSMAN REFRIGERATOR IN MASTER	
<b>GARBAGE DISPOSAL</b>	LEESON AT ONE GALLEY SINK	
<b>WASHER/DRYER</b>	TWO x MIELE WASHERS + TWO x MIELE DRYERS IN AFT LAUNDRY	*
<b>WASHER/DRYER</b>	MAYTAG STACKING UNITS IN COMPANIONWAY	
<b>BBQ</b>	NEXGRILL, PROPANE, FOUR BURNER AT FLYBRIDGE	

**DECK EQUIPMENT - DAVITS, CRANES, PASSARELLE, GANGWAY ETC.**

All systems were tested for power up and general functionality unless otherwise noted in “Findings & Recommendations” section below. The davit and passarelles were tested as far as practicable. The air compressor was powered up and run to check that working pressures could be achieved for a short period of time.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>GANGWAY</b>	ALUMINUM	
<b>PASSARELLE - AFT</b>	NAUTICAL STRUCTURES, STAINLESS STEEL & TEAK, HYDRAULIC	
<b>PASSARELLE - STARBOARD</b>	MARQUIPT, STAINLESS STEEL & TEAK, HYDRAULIC	*
<b>DINGHY DAVIT</b>	HYDRAULIC (S.W.L & MAKE NOT SIGHTED)	*
<b>SWIM PLATFORM</b>	INTEGRAL ALUMINUM W/TEAK OVER	
<b>SWIM LADDER</b>	DROP-IN STAINLESS STEEL AT SWIM PLATFORM	
<b>SERVICE AIR COMPRESSOR</b>	FOR HORN & SERVICE	

**DINGHIES, TENDERS & WATER-SPORTS EQUIPMENT**

Watercraft were started to check engine turns over, but no trial run was performed, and no in-depth inspection occurs unless otherwise requested or noted in survey.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>WAVERUNNER</b>	YAMAHA EX SPORT, HIN #: YAMA3227B717	
<b>WAVERUNNER</b>	YAMAHA EX SPORT, HIN #: YAMA3356E717 – NOT SIGHTED ON VESSEL	
<b>MISC. WATER TOYS</b>	TWO x OCEAN KAYAKS, SCRAMBLER 11	

**GROUND TACKLE & MOORING EQUIPMENT**

The windlass and deck capstans were powered up and tested unless otherwise noted in “Findings and Recommendations” section. Anchor was run to waterline and retrieved and although capstans were tested, they were tested without load. Anchor rode was not fully run out and measured. It is recommended that rode be run out, fully inspected, and measured to attest to condition and length.

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>*DEFICIENCY PRESENT</u></b>
<b>ANCHOR WINDLASS</b>	IDEAL WINDLASS Co., VERTICAL, ELECTRIC W/ LOCAL CONTROL	
<b>ANCHORS</b>	STAINLESS STEEL BRUCE TYPE (WEIGHT NOT SIGHTED)	
<b>ANCHOR RODE</b>	550’ OF G4 GALVANIZED STEEL CHAIN (APPROX. LENGTHS)	
<b>CUTAWAY BITTER END</b>	INSTALLED CORRECTLY	
<b>DOCKING LINES</b>	TEN x BRAIDED NYLON	
<b>FENDERS</b>	TEN x LARGE POLYFORM	
<b>DECK CAPSTANS</b>	TWO x ELECTRIC, ON AFT DECK (MAKE NOT SIGHTED)	*

**FISHING EQUIPMENT**

Vessel was not equipped with any permanently installed equipment for commercial or recreational fishing.

**DECK DRAINAGE**

The vessels’ deck drainage system comprises of self-bailing decks, freeing ports, in-sole scuppers and overboard drainage hose. The system is inspected where accessible, but system is not tested with active waterflow. It is suggested that all deck scuppers are flooded to ensure proper drainage.

**DECKS, BILGES & SUPERSTRUCTURE**

All areas below were visually inspected where accessible, and percussion tested and/or tested with moisture meters if deemed appropriate. Any notable deficiencies will be recorded in “Findings and Recommendations” section.

<u>AREA</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
STEM	RAKED & FLARED	
STERN	7mm WELDED ALUMINUM PLATE- FLAT	
FRAMES	ALUMINUM 70mm x 10mm FLATBAR - PARTITIONS AND BULKHEADS	
STRINGERS	ALUMINUM “T” BAR 672 mm x 324 mm x 7.6mm, LONGITUDINAL & TRANSVERSE	
BULKHEADS	WELDED 7mm ALUMINUM PLATE	
BILGE CONDITION	MOSTLY CLEAN & DRY WITH EPOXY COATINGS IN ACCESSIBLE AREAS	
SEA VALVE TYPE	ALUMINUM STANDPIPES WITH INSUALTED VALVES	
DECKS	ALUMINUM PLATE WITH TEAK OVER	
HULL-DECK JOINT	WELDED ALUMINUM FLANGE	
DECK FITTINGS	STAINLESS STEEL & ALUMINUM	
TOPSIDES	6mm & 7mm WELDED ALUMINUM PLATE-WHITE WITH BLUE BOOT STRIPE	
SUPERSTRUCTURE	6mm WELDED ALUMINUM PLATE-WHITE	
BOW ARRANGEMENT	STAINLESS STEEL HAWSEPIPE	
BOW PULPIT	STAINLESS STEEL TUBE/RAIL	
RUB RAILS	STAINLESS STEEL	
BIMINI / SUNSHADE	BLUE CANVAS BIMINI OVER FLYBRIDGE, W/STAINLESS STEEL FRAME	

It is the surveyor's opinion and a recognized prudent practice, that all seacocks be operated and serviced regularly to ensure correct function and operation. Periodic disassembly and internal inspection of through-hull fittings and seacocks should be performed on a rotating basis each time the vessel is hauled. It is recommended this inspection includes a static test conducted on each through-hull fitting to determine the degree of deterioration/degradation for both metal and composite fittings in compliance with ABYC H-27 standards. It is also recommended the owner/captain is familiar with the locations of all through-hull fittings.

**HULL, THROUGH-HULLS & UNDERWATER AREAS**

The underwater hull areas were inspected visually, and percussion sounded with a hard plastic hammer in various locations where accessible. When percussion sounded, the underwater hull areas had normal tones and pitch indicating no distinctive anomalies or deficiencies unless otherwise mentioned in the “Findings and Recommendations” section of this report.

All through-hull valves and fittings checked for signs of electrolytic & galvanic corrosion and running gear checked for bearing clearance or any obvious signs of damage.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
HULL	6mm, 7mm, 8mm & 12.5mm WELDED ALUMINUM-BLACK ANTIFOULING	
UNDERWATER LIGHTS	FOUR x SEAVISION, AFT FACING AT TRANSOM	*
KEEL / HULL TYPE	SEMI-DISPLACEMENT	
ZINCS / ANODES	THREE TRANSOM HULL BARS, EIGHT HULL BARS PER SIDE	
ZINCS / ANODES	ONE PER SHAFT	
SHAFTS	STAINLESS STEEL, 127mm DIAMETER	
PROPELLERS	BRUNTONS, FIVE BLADE, NIBRAL, 1200MM x 1207MM	
STRUTS	ALUMINUM “V” TYPE, 36” x 19”	
BEARINGS	CUTLESS	*
RUDDERS	ALUMINUM SPADES, 47” x 27”	
BOW THRUSTER SIZE	TWIN FOUR BLADE PROPELLERS IN 21” TUBE	
STABILIZER FINS	ALUMINUM FINS, 86” x 37”	
THROUGH-HULLS	ALUMINUM STANDPIPES	

The above represents the opinion of the undersigned based on the facts presented and the discoveries made while surveying subject vessel with no warranty either specific or implied being made. While not limiting the generality of the above, this survey specifically does not cover certain latent defects that could not be discovered without the removal of decking, sheathing, tankage, joinery work or other fixed materials, disassembly of machinery, plumbing, wiring or other fixed parts. This report represents the opinion of the undersigned and is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or any employee thereof is not under any circumstances what-so-ever to be held responsible in any way for any error in judgement, omission, nor for any inaccuracy or mis-statement in this report, and that the request and use of this report shall be construed as acceptance of the foregoing.



## **SECTION 5:**

### **VESSEL DESCRIPTION**

“A superb display of European and American design and engineering. SEA CLASS was built by the renowned Abeking & Rasmussen shipyard of Germany and later completed a massive refit and hull extension by the finest American shipyard, Delta Marine, at a reported over \$13,000,000 with no expenses spared on equipment and interior detail. The boat was almost never cruised from 2010 until the winter of 2015 when the previous owners took delivery.

SEA CLASS offers 6 comfortable Owner's and Guests Staterooms and a spacious forward crew area for 6. She has excellent charter potential with low initial investment. The efficient hull design by the legendary Tom Fexas can easily achieve Expedition Yacht cruising range of 5,000+ nm range at 10 knots.”

Description courtesy of <https://www.yachtworld.com/yacht/2008-abeking-5-rasmussen-rph-9149084/>

**NOTE:** A detailed description of the vessel's design/layout will not be covered in this report, as it is assumed that the prospective buyers or their representatives; have been aboard the vessel, or have been well informed by the brokers or sellers regarding the vessel's layout, appointments, cosmetic condition. Overall, the exterior of the vessel was found in ABOVE AVERAGE condition, and the interior of the vessel was found in ABOVE AVERAGE condition, compared to vessels of similar age, type and use.

## **SECTION 6:**

### **DEFINITION OF TERMS**

**FRP/GRP:**

Fiberglass or Fiber Reinforced Plastic / Glass Reinforced Plastic.

**APPEARS:**

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g., no power available, inability to remove panels, or requirements not to conduct destructive tests). The use of the word "appears" is intended to indicate that a close or complete inspection was not possible, or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

**FIT FOR INTENDED USE:**

Use which is intended by Survey Purchaser (present or prospective owner).

**SERVICEABLE: ADEQUATE:**

Sufficient for a specific requirement.

**POWERS UP:**

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

**EXCELLENT CONDITION:**

New or like new.

**GOOD CONDITION:**

Nearly new, with only minor cosmetic issues noted.

**FAIR CONDITION:**

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

**POOR CONDITION:**

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

**USE OF \*:**

Use of \* in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the \* item.

## **SECTION 7:** **FINDINGS & RECOMMENDATIONS:**

Items listed in “*Bold Italic*” with \*\* in the table below, should be considered priority items related to safety or non-conformity with generally accepted prudent marine practices, ABYC, NFPA, and applicable U.S. Coast Guard regulations and should be addressed as soon as practicable.

<b>** CO Detectors, install in enclosed accommodation spaces as per ABYC 24.6 and NFPA 302 13.1. Detectors should be installed on boats with an enclosed accommodation space and in each sleeping space separated by a bulkhead or structure.</b>
<b>** Flares /Visual Distress Signals, purchase, and store onboard. Vessels over 16 feet are required to have 3 daytime and 3 nighttime visual distress signals according to USCG 33 CFR 175.110 and must meet requirements of USCG 46 CFR, Chapter 1, Subchapter C.</b>
<b>** HIN (Hull Identification Number), should be displayed in accordance with 33 CFR 181.23-181.29.</b>
<b>** Life-Raft, service and date tag in accordance with 46 CFR 160.151-57</b>
<b>** Navigation Lights, service &amp; prove functional, and that lights meet requirements as set out in USCG 33 CFR 83 Subpart C &amp; 72 COLREGS. The stern light and not-under-command lights did not work when tested.</b>
<b>** Propane System &amp; Locker, ensure the system and locker meet the standards as set out in ABYC A-1.</b>

Items in bold below should be considered important items that may be costly to repair or restrict comfortable enjoyment of vessel and should be addressed in a timely manner.

### Underwater Hull Areas:

1. Port underwater light did not illuminate at time of survey. Replace bulb and prove.

### EXTERIOR

#### Flybridge:

1. Extensive oil residue noted below the helm hydraulic steering line fittings. Contract hydraulic technicians to service system and prove leak free.

#### Aft Deck & Swim Platform:

1. Most aft deck battery casings were visibly swollen, and several had cracked and leaked. Replace all compromised batteries.

#### Sides and Foredeck:

1. Starboard aft deck railings were extremely loose with cracked teak mounting boards. Replace damaged teak to better support handrail.

### INTERIOR

#### Companionway & Bilge:

1. Some heavy corrosion and leak stains on and around the port stabilizer seal and collar. Port side fin may need to be dropped to service seal and ensure system is leak free.

**Crew Area:**

1. The crew bilge had one sea water pump that was unsecured, several hoses and fittings unsupported, most hose clamps were corroded, and corrosion noted on numerous fittings likely caused by sea water leaks. Additionally, two compressor units (for the companionway refrigerator units) were reportedly non-functional. Service all compromised fittings, replace compressors, and secure hoses/pumps where necessary. Area would benefit from a general clean-up.
2. The centerline aft standpipe (seawater pickup) did not have an installed shut off valve. Remove and replace with valved standpipe.

**Aft Staterooms, Companionway Bilges & Laundry Room:**

1. Light corrosion, salt deposits and unknown black pellet-like deposits were sighted in the forward companionway bilge around areas where bilge coatings have been removed for previous repairs. It would be prudent to clean up all “black residue” and repaint areas of bilge where coatings have been removed.
2. Inboard inverter labeled 'Master' was not operational. Replace unit.
3. The inboard clothes dryer was not operational. Unit was scheduled for service.

**Machinery Space:**

1. Pitting with epoxy repairs were sighted throughout the starboard generator exhaust system. Recommend having marine professional service and repair/replace sections of compromised exhaust.
2. The starboard main engine transmission raw water supply connection was corroded with salt deposits. Recommend repair connection prior to any ocean voyages.

**Trial Run:**

1. The manual tiller control to starboard at the flybridge would stick and send the vessel to port periodically. Service or replace unit.
2. Port shaft seal had a leak; however, no exact source of leak could be found. Replace shaft seal and ensure leak free.
3. Starboard generator ran with a load for approximately ten minutes; however, the captain reported that they had been experiencing RPM fluctuations and did not want to keep load on this unit for longer than necessary. Please see engine surveyors report for further information.
4. The bow thruster stopped working while attempting to dock after the trial. The system had to be reset in order to operate properly. Contact qualified technician to inspect and troubleshoot as necessary.

**General Comments and Maintenance:**

1. Exterior teak had wear, cracks and some areas throughout the exterior were slightly “soft” underfoot. The upper step at the flybridge stairs from the aft deck was cracked and should be replaced. Overall, teak was in “fair” condition.

**NOTE:** Please see engine surveyor’s report for further details.

## **COSMETIC ITEMS AND NORMAL WEAR & TEAR**

All items listed below can be considered cosmetic in nature, part of regular ongoing maintenance, or “normal wear and tear” for a vessel of her type, age & use, and can be **addressed as desired** by vessel owner. Items below do not affect the safe operation of vessel or individually have any adverse effect on vessel valuation. It is understood that the vessel is a “used” vessel and the presence of cosmetic deficiencies is to be expected on any used vessel.

### **Underwater Hull Areas:**

1. Cutless bearings were found worn beyond acceptable tolerance. It would be prudent to replace bearings at next scheduled haul out.

### **Hull-Sides (Waterline to Sheer):**

1. Blisters in the hull-side finish were found noted in a few areas around topsides, concentrated below the upper railings, below the rub-rail on the starboard side and adjacent to anchor hawse. Blisters should be ground down to good substrate, faired and topcoats applied as desired. It should be noted that this type of blistering is typical on aluminum vessels and can be addressed as desired.

## **EXTERIOR**

### **Flybridge & Mast:**

1. The davit operated very slowly, and the cable caught when lowering the hook. Also, several hydraulic fittings had corrosion. Contract qualified technician to inspect and service as necessary.
2. Venturi windshield was heavily crazed. Replace acrylic panels as desired.
3. Only one bulb on the port side (lower helm controlled) searchlight illuminated and the unit did not pan/tilt as designed. Service or replace.
4. Insulation in the locker below the helm seat had peeled and should be replaced.
5. Two aft facing mast speakers did not power on or play sound.
6. There was an electrical junction box in the starboard locker with 'up' and 'down' arrows likely for high/low tables that were not functional.
7. The Simrad IS15 unit (multifunction display) adjacent to the grill was damaged and would not power on.
8. Some water damage was noted at the base of the helm console, to port below the Furuno RD-30 (multifunction display).
9. The upper Northstar multifunction display had a damaged screen, rendering the unit unusable. Replace as desired.
10. The starboard VHF antenna was not properly secured in place and was temporarily being held together by painter's tape. Properly secure to prevent damage to system.

### **Sides and Foredeck:**

1. The port windshield wiper was missing, and the starboard was damaged. As such, the wipers were not tested. Replace compromised units and prove.
2. It would be prudent to ensure that the anchor and chain shackles are safety wired.
3. The fire hose in the port side locker below the step was partially submerged and had mildew growth. Replace hose and ensure proper drainage in the locker.

### **Aft Deck & Swim Platform:**

1. The passarelle squeaked when operated. Unit requires lubrication and service.

**INTERIOR****Office:**

1. Several small dings to port at the desktop, likely caused by the above air-handler cover panel not properly securing and falling onto desk. Secure panel to prevent further damage.
2. The powered TV lift did not work when tested.

**Pilothouse:**

1. Some minor sun damage noted on the forward helm console, visible through the windshield.
2. The vessel monitoring screen aft in the pilot house did not show anything on display when tested. The unit in the engine room did work. Replace screen and prove.
3. The deck cameras worked but the image displayed was poor quality and all camera housings were crazed. Replace camera housings and prove.
4. Minor wear on seat and wall/overhead upholstery.
5. The SIMRAD IS15 multifunction display unit would not power on.
6. Starboard stair handrail was loose. Tighten hardware.
7. Some damaged varnish and cabinetry noted outboard and aft to port, and the overhead panel was sagging. Remove panel and inspect for possible source of water entry and repair as necessary.
8. Both Radars needed calibration but were functioned when tested.
9. The B&G multifunction displays did not show depth and speed data.

**Doghouse:**

1. The ComSwitch unit housing was cracked and damaged with exposed circuitry.

**Salon & Dinette:**

1. Some water damage/discoloration was noted at the wood cabinetry, outboard of the wet bar ice maker. No active leaks were sighted.
2. Water leak stains at the overhead panels above the aft guest stairway. Remove panels and inspect for leaks.
3. Rear guest stairway handrail was loose.

**Master Stateroom & Head:**

1. Several overhead panels had minor leak staining and some panels sagged slightly. Remove panels and inspect for leaks.
2. Scotsman refrigerator cabinet door was not properly connected.
3. Water pressure from the center forward fixed shower jet was poor.
4. Small crack in the flooring at the starboard side, inboard of the head.

**Port Forward Stateroom & Head:**

1. Cracked tile behind the head.

**Starboard Stateroom & Head:**

1. Hole from removed equipment was noted at the foot of the outboard berth.
2. Center overhead light did not work. Replace bulb.
3. The toilet would not flush when tested. Service and prove.

**Companionway & Bilge:**

1. Two of the tank level sensors on the starboard side of the centerline forward tank had extensive leak stains and residue. Replace seals to ensure leak free.
2. There was some residue below both water heaters however no active leaks were sighted. Also, the aft water heater had corrosion on the electrical circuitry, and the cover was uninstalled. Clean connections and secure cover.
3. Several black water tank top fittings and hoses had epoxy repairs, likely to prevent old leaks. Leak stains were present throughout the tank top, but no active leaks were sighted.
4. All tank access hatches aft in the tunnel had stained oil pads below the seals, indicating possible leaking gaskets. Clean and monitor.
5. Most plumbing insulation throughout the bilges was in fair to poor condition. Replace where necessary.

**Crew Area:**

1. Various bonding wires were broken or not installed in the bilge area. It would be prudent to connect and repair binding system to protect against galvanic corrosion.
2. Bow thruster hydraulic fittings were covered in oil and residue. Source could not be determined. Clean thoroughly and inspect further.
3. Forward crew cabin Nightwatch panel powered on but the screen was unusable.
4. Standing water noted below the forward head sink. No source was sighted. Dry thoroughly to avoid wood damage and monitor for leaks.
5. Leak stains noted at the forward shower drain, viewed from the bilge. Clean and properly seal all faulty drain fittings.
6. Microwave did not power on or function.
7. Wall upholstery in the starboard aft cabin was peeled off and missing above the air-handler control.
8. The CCTV camera display was nonfunctional.

**Machinery Space:**

1. All main engine air intake filters were dirty. Replace.
2. Corrosion and salt deposits noted adjacent to the porthole forward of the starboard generator.
3. Leak stains, crazing and corrosion sighted below the forward outboard portholes.
4. The ball valve for starboard shaft seal raw water supply was corroded. Recommend replacing valve. Also, corrosion was sighted at the fittings for shaft seal cooling.
5. The port generator riser rubber hose was cracked with some dry-rot. Recommend replacing hose.
6. Temperature sensors for air conditioning freshwater loop were not connected at either compressor.
7. Small leaks were sighted throughout plumbing at both air-conditioning chiller plants. Service plumbing fittings to ensure system is leak free.
8. Corrosion due to poor insulation was sighted throughout the electrical connections for both air conditioning compressors and associated equipment. Refresh where necessary.
9. The outboard freshwater pump was not operational. Repair or replace pump.
10. Salt deposits and compressor oil were sighted below the watermaker high pressure pump.
11. Corrosion and salt deposits were sighted at the port generator heat exchanger end caps.
12. Broken ground wires sighted at both air conditioning seawater pumps. Repair ground wires.

**Machinery Space:**

13. The cover for forward AC meter at the electrical control panel was missing and buttons did not function on several Voltmeters and Ammeters. Recommend replacing meters.
14. Two abandoned green wires sighted in the forward bilge.
15. The potable water "silver ion purifier" was not operational. Service and prove functionality.
16. Cover missing from the AC electrical box for the air conditioning "seawater pump #1".
17. Areas of the bilges were dirty throughout machinery space. Clean bilges as part of good maintenance.
18. The plumbing to the starboard forward water heater was damaged and heater was not operational. Repair plumbing to water heater and prove water heater functionality.
19. Small leaks sighted below both raw-water and freshwater pumps at the port main engine.
20. Machinery space air handler was not operational. Service or replace if desired.
21. Several batteries in the engine room were tagged 2014 and the others had no date tags. Recommend replacing all the batteries in the engine room.
22. The Alpha Laval fuel purifier did not operate when tested. Service and prove.

**General Comments and Maintenance:**

1. Exterior surface finish around several windows, radii, and hatches had some minor cracks and damage.
2. Several exterior hatch hinges had loose hardware and some hardware penetrations were damaged/loosened.
3. Several small nicks, dings and scratches, in addition to peeling varnish and veneer, were sighted throughout interior wood finish and trim. This can be considered normal wear and tear for a vessel of her type and age.
4. The caulking was found in fair condition with stained and perished sections at various areas around the exterior. Renew as necessary to prevent water intrusion.
5. Numerous filter screens were found dirty at the air handler units throughout the interior of the vessel. These filters should be cleaned on a regular basis.
6. Dry leak stains and salt deposits were noted below several of the port holes, throughout the interior. Ensure the gasket seals are cleaned and lubricated to prevent water intrusion.
7. There was perished silvering at various mirrors throughout the interior of the vessel.
8. Most exterior hatch gaskets were found in poor condition with many nicks and cuts in the gaskets. Replace gaskets as needed.
9. Several cabinet hinges and drawer latches were not properly aligned and would not secure as intended. Adjust as necessary.
10. Some areas of water staining and minor damage noted in interior cabinetry; most notably at the port aft window in the galley and the port forward window in the salon. No active leaks sighted.
11. Some courtesy and overhead lights throughout the vessel were not functional. Replace bulbs and prove.



## **SECTION 8:** **SUMMARY & VALUATION**

### **STATEMENT OF VALUATION:**

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions' requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

The FAIR MARKET VALUE stated in this report was recorded from BUC Book Value Pro, NADA, Sold Boats and similar vessels this surveyor has recently surveyed, using the same or similar make, model, year and vessel builder. The following conditions are assumed;

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

**\$4,700,000**

*Four Million, Seven Hundred Thousand U.S. Dollars*

The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer.

"**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

**\$32,000,000**

*Thirty-Two Million U.S. Dollars*

### **SUMMARY:**

In accordance with the request for a marine survey of "SEA CLASS", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was inspected on February 24<sup>th</sup>, April 29<sup>th</sup> & 30<sup>th</sup> & May 8<sup>th</sup>, 2024 and was found to be a well-constructed, appointed and comfortable vessel.

Subject to correction of deficiencies listed in Findings & Recommendations (\*\*), the vessel is considered to be suitable for its intended use. Other deficiencies listed should be attended to in a timely fashion.

### Statement of Overall Rating of Condition:

After the survey of the vessel has been completed and findings have been organized in a logical manner, the surveyor develops and opinion of the **OVERALL VESSEL RATING OF CONDITION**.

The rating of condition, developed by BUC® RESEARCH, and accepted in the marine industry, for a vessel at the time of the survey, determines the adjustment to the range of base values in the BUC® USED BOAT PRICE GUIDE.

The following guide is the accepted Marine Grading System of Condition and Equipment Scale described in the BUC® USED BOAT PRICE GUIDE:

- **“EXCELLENT (Bristol)”** Maintained in mint or Bristol fashion-usually better than factory new and loaded with extras - a rarity.
- **“ABOVE AVERAGE CONDITION”** Has had above average care and equipped with extra electrical or electronic gear.
- **“AVERAGE CONDITION”** Ready for sale requiring no unexpected work and normally equipped for her intended use.
- **“FAIR”** Requires maintenance to prepare for sale.
- **“POOR”** Substantial yard work required and devoid of extras.
- **“RESTORABLE”** Enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, the items presented in the VESSEL and FINDINGS AND RECOMMENDATIONS sections of this survey, and by the virtue of my experience, it is my opinion that this vessel warrants an OVERALL VESSEL RATING of:

**“ABOVE AVERAGE CONDITION”** compared to similar vessels of age, type and usage.

## **SECTION 9:**

### **SURVEYOR'S CERTIFICATION**

I have made a personal inspection of the vessel that is the subject of this report.

I certify that, to the best of my knowledge and belief:

The market value appearing on the first page of the "VESSEL SPECIFICATIONS" section and in "SUMMARY & VALUATIONS" is based on the average selling price of a vessel of this type and size according to materials at hand, considering all extras and accessories fairly depreciated, and is intended for insurance and financial evaluation, but is not intended to influence the purchase or non-purchase of the vessel. If there is insufficient comparable sales data, valuation may be based on the "Cost" approach method.

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have 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 client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

The survey is based on my opinion of the facts presented and discovered with no warranty either specified or implied. Latent defects not to be found without opening or removal of sheathing, joinery work, or other parts of this vessel, are not intended to be covered by this report. Unless otherwise stated, the surveyor made no actual measurements or calculations at the time of this inspection unless otherwise specified. Reported measurements and capacities were obtained from published sources including listing materials, Powerboat guide or online resources.

Neither the surveyor nor the Corporation guarantees the accuracy of this survey, or the condition of the vessel. Neither the Corporation, nor its officers, directors, surveyors, employees, representatives, or agents, under any circumstances whatsoever, are to be held responsible for any error of judgment, default or negligence of the Corporation's agents. Neither shall the Corporation nor its officers or directors, under any circumstances whatsoever, be held responsible for any unintentional omission, misrepresentation, or misstatement in any certificate or report.

This survey is issued without prejudice to the rights of whomever it may concern.

Respectfully submitted,



A handwritten signature in blue ink.

**Zachary Blake**  
SAMS (SA). ACMS (#0535)  
Attending Surveyor  
May 8, 2024

A handwritten signature in blue ink.



**Kevin Quinn**  
ACMS (#0537)  
Attending Surveyor  
May 8, 2024

A handwritten signature in blue ink.



**Simon Bridgwood**  
NAMS-CMS 109-1087. SAMS (SA)  
Attending Surveyor  
May 8, 2024

**SECTION 10:**  
**PHOTOGRAPHS**



PROFILE



BOW



MAST



BROW



FLYBRIDGE



FLYBRIDGE

The above represents the opinion of the undersigned based on the facts presented and the discoveries made while surveying subject vessel with no warranty either specific or implied being made. While not limiting the generality of the above, this survey specifically does not cover certain latent defects that could not be discovered without the removal of decking, sheathing, tankage, joinery work or other fixed materials, disassembly of machinery, plumbing, wiring or other fixed parts. This report represents the opinion of the undersigned and is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or any employee thereof is not under any circumstances what-so-ever to be held responsible in any way for any error in judgement, omission, nor for any inaccuracy or mis-statement in this report, and that the request and use of this report shall be construed as acceptance of the foregoing.



AFT DECK



AFT DECK



PORT SIDE DECK



STBD. SIDE DECK



FOREDECK



BOW & WINDLASS



SALON



SALON



GALLEY



DINING AREA



PILOTHOUSE



PILOTHOUSE



MASTER STATEROOM



MASTER STATEROOM



GUEST STATEROOM



GUEST STATEROOM



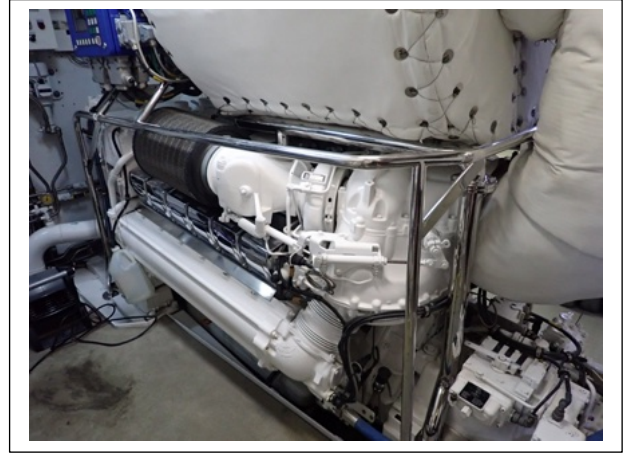
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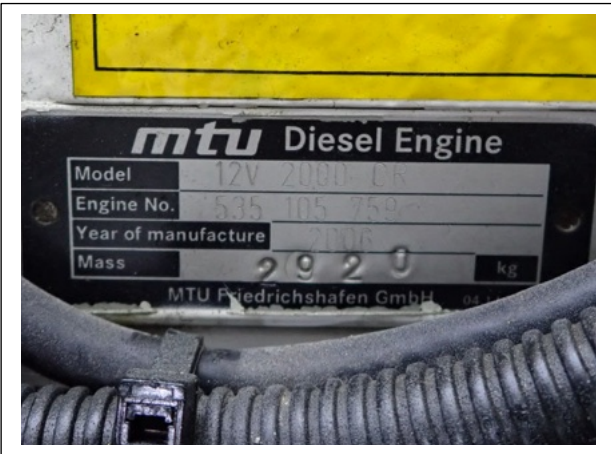
GUEST STATEROOM



MACHINERY SPACE



MACHINERY SPACE



PORT ENGINE SERIAL #



STBD. ENGINE SERIAL #



HAUL OUT



HAUL OUT