

MARINE SURVEY INSPECTION ABOARD THE VESSEL

1999 Little Harbor WhisperJet 44 Vesper



MARINE SURVEY INSPECTION & REPORT CONDUCTED BY

CHS Marine Survey, LLC | Nick Lombardi
 Associate Marine Surveyor® | The National Association of Marine Surveyors, Inc.®
 chsmarinesurvey.com | charlestonmarinesurvey@gmail.com | 978.479.3864
 ABYC®, ACMS®, BBB®, IAMI®, NAMS® & NFPA® Member
 Charleston | South Carolina | USA

MARINE SURVEY GENERAL INFORMATION

| | |
|---|--|
| FILE NUMBER & STATUS | No. 1056, Complete As Of 10/31/2022 |
| MARINE SURVEY INSPECTION TYPE | Condition & Valuation Survey |
| MARINE SURVEY INSPECTION REPORT PREPARED FOR | Jeff Nickol 404.580.4996 jnickol@ncpcap.com |
| DATE(S) OF MARINE SURVEY INSPECTION | 01/12/2022 & 10/26/2022 |
| YEAR, MAKE & MODEL OF INSPECTED VESSEL | 1999 Little Harbor WhisperJet 44 |
| VESSEL HULL IDENTIFICATION NUMBER | LHB44J05H999 |
| VESSEL NAME & HAILING PORT | Vesper Jamestown, RI |
| US COAST GUARD DOCUMENTATION & REGISTRATION NUMBERS | No. 1095681 |
| OVERALL VESSEL RATING | ABOVE AVERAGE CONDITION |
| FAIR MARKET VALUE OF VESSEL | \$475,000.00 USD |
| ESTIMATED REPLACEMENT COST OF VESSEL | \$1,750,000.00 USD |
| MARINE SURVEY INSPECTION LOCATION(S) | High & Dry Boatworks, 2728 Spruill Avenue, North Charleston, South Carolina 29405, USA & The Harborage At Ashley Marina, 33 Lockwood Drive, Charleston, South Carolina 29401, USA |
| WEATHER & SEA STATE ON DAY OF SURVEY | 71° F, mostly sunny, dry, wind NW @ 5 MPH, calm sea state, flood tide, 69° F seawater and excellent visibility |
| SEA TRIAL LOCATION | Charleston Harbor, Charleston, South Carolina, USA |
| VESSEL DESIGNER, BUILDER & HULL NUMBER | Ted Hood, Little Harbor Custom Yachts, Portsmouth, Rhode Island, USA |
| HULL MATERIAL, VESSEL TYPE, RIG TYPE & SAIL AREA | Fiber-reinforced plastic (FRP) & Kevlar monohull deep-V express cruiser powerboat |
| VESSEL INTENDED SERVICE & CRUISING AREA | Recreational cruising in coastal and offshore waters (As per the underwriter's requirements) |
| VESSEL SERVICE HISTORY | Comprehensive hull, engine and system service histories were not seen |
| PROPULSION SYSTEMS | 2x 1999 Yanmar 6LY2H-STE 5.8L 440HP inline 6-cylinder turbocharged inboard diesel engines, 2x ZF Hurth marine transmissions & 2x HamiltonJet 291 marine jets |
| ENGINE SERIAL NUMBERS & RUN HOURS | Port: M50241 (27.0 hours) Starboard: 50584 (23.8 hours) |
| VESSEL LENGTH OVERALL & LENGTH OF WATERLINE | 44' N/A |
| VESSEL BEAM & MAXIMUM DRAFT | 9'1" 2'7" |
| DISPLACEMENT & BALLAST | 28,000 pounds dry weight N/A |
| GROSS & NET TONNAGE | 22 GRT 17 NRT |
| AIR DRAFT & DEADRISE AFT | N/A |

TABLE OF CONTENTS

I. Marine Survey Introduction

A. Vessel Description

B. Scope of Survey

C. Definition of Terms

D. Valuation of Vessel

D. Electrical Systems & Appliances

E. Marine Sanitation Device, Fresh & Raw-Water Systems

F. Ground Tackle, Rigging & Additional Gear

G. Steering & Stabilization Systems

H. Safety & Navigation Systems

II. Vessel Photographs

IV. Vessel Findings & Recommendations

III. Vessel Systems

A. Vessel Hull, Deck, Interior & Superstructure

B. Propulsion & Fuel Systems

C. Sea Trial Results & Observations

I. MARINE SURVEY INTRODUCTION

A. VESSEL DESCRIPTION



B. SCOPE OF SURVEY

The reason for the marine survey inspection and report was to ascertain the physical condition and value of the vessel for insurance purposes. Acting at the request of Jeff Nickol, the marine surveyor did attend onboard the 1999 Little Harbor WhisperJet 44 Vesper (44) FRP powerboat beginning on 01/12/2022 between the hours of 8:45 AM and 11:00 AM EST where a comprehensive out-of-the-water, hull bottom and running gear inspection was completed while the vessel was secured on jackstands in the service yard at High & Dry Boatworks, 2728 Spruill Avenue, North Charleston, South Carolina 29405, USA. The surveyor returned to the 44 on 10/26/2022 for an in-the-water inspection and nearly 45x minute sea trial in Charleston Harbor. A pair of comprehensive engine surveys were executed on the 2x Yanmar 440HP diesel engines, 2x ZF Hurth marine transmissions, 2x HamiltonJet marine jet units and 1x 6.0kW Northern Lights diesel marine generator by Anthony Black with Marine Propulsion (843.559.1025). The inspection was attended by the surveyor, engine surveyor and current owner of the vessel. Weather on the original day of inspection was 71° F, mostly sunny, dry, wind NW @ 5 MPH, calm sea state, flood tide, 69° F seawater and excellent visibility. The purpose of the inspection is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition. This marine survey report is a record of the condition of the inspected 44 on 10/26/2022.

The 44 is currently named Vesper and a hailing port of Jamestown, RI. The hull identification number was photographed on the transom (HIN: LHB44J05H999), the US Coast Guard Documentation and ships papers were reported in the interior (No. 1095681). Photographic images supplied within this survey report were produced with an iPhone 13 12.0-megapixel digital camera and represent a true and accurate representation of the subject at the time the image was taken. Readings taken and referenced throughout the body of the report were taken with a FLIR C5 thermal imaging camera and a Tramex Skipper Plus moisture meter. Engine temperature readings were taken with a Ryobi Infrared IR002 Thermometer, sound levels were taken with a Rise Pro Meter and a Teslong LED borescope was used for examination of inaccessible spaces.

The marine surveyor cold-checked and visually inspected 2x Yanmar 440HP diesel engines and all propulsion systems before, during and after the sea trial. Comprehensive Little Harbor hull and Yanmar engine service histories were not observed and warranty statuses are unverified. It is recommended that the hull, all propulsion and electrical systems be inspected, evaluated and serviced by an authorized Little Harbor dealer, Yanmar engine, ZF Hurth marine transmission, Hamilton WaterJet and Northern Lights marine generator certified service centers, indorsed marine technician, electrician, engine surveyor and/or boatyard to determine the condition and operability of all systems. As part of routine and preventative maintenance, all electrical and propulsion systems require repetitive inspection, consistent service every 100x run hours or annually (whichever comes first) and according to the manufacturer's recommendations.

Certain parts of the hull structure, propulsion systems, electrical systems and other equipment may be inaccessible without removal of decks, tanks, bulkheads, headliners, etc. and the vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed boards, anchor, chain, fixed partitions, instruments, clothing, spare parts and miscellaneous material fixed or semi-fixed items in the bilges. Locked compartments or otherwise inaccessible areas also precluded inspection. The surveyor did not perform drilling of core samples within the hull and marine audio gauging (ultrasonic thickness testing) was not completed and is recommended. FRP and/or metallic structures were evaluated using non-destructive testing methods only; including, but not limited to visual inspection, percussion hammer soundings, moisture readings and thermal imaging. Destructive testing was not executed on any system or the hull. Definitive conclusions cannot be made based solely on non-destructive testing methods. Significant cosmetic, structural and safety issues will be addressed where there is an effect on the value and integrity of the vessel. Structural and system deficiencies noted in the report are observations that may require further scrutiny using destructive testing techniques in order to properly diagnose and repair. Undetectable deficiencies may exist in inaccessible locations.

Thru-hull fittings, seacocks, valves and sea-strainers were visually inspected, activated and tested by hand pressure only, where accessible. Any reference to stainless-steel, FRP, bronze or aluminum metals is a color reference as the true metallurgy cannot be determined without laboratory testing. The surveyor is not a certified marine mechanic, electrician or naval architect. A comprehensive analysis of the vessel's propulsion, electrical and structural systems require the services of a qualified marine mechanic, electrician and naval architect. Propulsion, electrical, mechanical and tankage systems were visually inspected, evaluated, photographed, tested for power-up capability, not disassembled and destructive testing was not performed on the vessel. AC and DC power were used to check operation of the electrical systems specified in this marine survey report. No reference or information should be construed to indicate evaluation of the internal condition of the electrical system's operating capacities. Deficiencies noted in the report are reflections that may require follow-up evaluation. Internal engine deficiencies may be undetectable during the marine survey process and sea trial.

The marine surveyor is unable to comment on the condition of inaccessible areas of tankage systems, including tank interiors for the fuel, freshwater and marine sanitation device systems. The marine survey report of a sailing vessel should not be considered a comprehensive rigging inspection and the surveyor did not go aloft. All rigging system equipment and sails were visually inspected at deck-level only. Contact a qualified rigging surveyor, skilled rigger and sailmaker concerning the overall condition of standing and running rigging systems, inspect, tune and service regularly. This marine survey report represents the condition of the inspected vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied. The marine surveyor makes no determination and expresses no opinion of the vessel's stability.

The vessel's findings and recommendations have been separated into 3x sections. Discoveries noted under section A. CRITICAL SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS should be addressed before the vessel is next underway. These findings represent an endangerment and/or effect the vessel's safe and proper operating condition. Deficiencies noted under sections B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION and C. MARINE SURVEYOR'S NOTES & OBSERVATIONS are secondary findings that should be addressed quickly in order to maintain standards and help the vessel retain its value. Undetected deficiencies aboard the 1999 Little Harbor WhisperJet 44 Vesper not included in this marine survey report may exist, which the marine surveyor is not responsible for.

C. DEFINITION OF TERMS

AC POWER Alternating Current is an electric current, which periodically reverses direction produced by shorepower, marine generators & inverters. **AMERICAN BOAT & YACHT COUNCIL** standards were developed to complement the mandatory standards declared by the US Coast Guard under the authority of the Federal Boat Safety Act of 1971. ABYC Standards & Recommendations are considered to be voluntary but are highly suggested. **CREVICE CORROSION** A localized attack on a metal surface at or immediately adjacent to the gap or crevice between 2x joining surfaces. **DC POWER** Direct Current is the unidirectional flow of electrical charge produced by batteries. **FRP DELAMINATION** The separation of layers of fiberglass cloth and resin from each other or from the core sandwiched between the layers. This ruptures the surface skin and allows water to enter the laminate, migrate into the core & cause structural defects. **DETERIORATING** Without timely service, the system or component will worsen or degrade to a point where the equipment is unusable. **GALVANIC CORROSION** Occurs when 2x or more dissimilar metals are brought into electrical contact underwater. **NORMAL WEAR AND TEAR** Minor cosmetic deficiencies that are the result of normal vessel usage and exposure to normal weather conditions. **SERVICEABLE CONDITION** Vessel system, component or structure is fulfilling its function adequately; usable. **STRAY CURRENT CORROSION** Metal corrosion that results from an electrical source causing a metal in contact with an electrolyte. **STRUCTURALLY SOUND** Non-destructive testing techniques indicate that the structure or component is capable of serving its intended purpose. **US COAST GUARD CODE OF FEDERAL REGULATIONS** is a published codification of the general and permanent rules.

CONDUCT OF SURVEY

The mandatory standards promulgated by the US Coast Guard, under the authority of Title 46 United States Code: Title 33 and Title 46, Code of Federal Regulations and the voluntary standards and recommended practice of the ABYC have been used as guidelines in the conduct of this survey but, complete compliance with such standards varies with the intended service of the vessel and is not guaranteed. This report is issued for the exclusive use of the individual(s), financial institution(s) and/or insurance company(ies) as may be specifically identified (named) upon this surveyor's report and may contain information that is privileged and/or confidential and the document is nontransferable. In the event that this surveyor is called upon, after rendering this marine survey report, to explain, modify, or supplement the report, or its contents or should the surveyor be called upon to render expert advice, testimony or to provide survey expertise in any dispute in litigation, the surveyor will be compensated by the owner/insured accordingly.

LIMITED LIABILITY

The inspection, which is the subject of this marine survey report, was conducted in accordance with generally accepted marine standards and criteria utilized in the marine surveying industry. Persons or entities entitled to rely upon this report are advised that this surveyor is not a structural/electrical engineer, laminate technician, shipwright, naval architect, engine mechanic, plumber, marine electrician or electrical engineer and nor does he possess any specialized knowledge beyond the degree of skill commonly possessed by others in the same employment. In no event shall the legal liability of the undersigned exceed half the fee paid for the inspection and survey report, regardless of claims or suits and regardless of whether under theory of tort, contract, products liability, admiralty or otherwise. Hidden flaws and latent defects which could not be determined given the limitations set forth herein are not covered by this marine survey report. Further evaluation by qualified specialists for in-depth analysis is recommended on the hull and all systems. The marine surveyor should not be held liable or accept any responsibility for any subsequent failures to the vessel, engine(s), rigging, electrical and all onboard systems that might occur on or beyond the survey day. The marine surveyor shall have no liability for consequential damages, no liability for personal injury damages, no liability for property loss damages, no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this marine survey report. Hidden and undetected deficiencies aboard the examined vessel not included in this marine survey report may exist, which the marine surveyor is not responsible for.

MARINE SURVEYOR CERTIFICATION

I certify that, to the best of my knowledge and belief: 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 client, the amount of the value estimate, the attainment of a stipulate result or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this marine survey report. The marine survey report is valid only for the benefit of whom it may concern and is submitted without prejudice.



CHS Marine Survey, LLC | Nick Lombardi
Associate Marine Surveyor® | The National Association of Marine Surveyors, Inc.®

D. VALUATION OF VESSEL

STATEMENT OF OVERALL VESSEL RATING OF CONDITION ABOARD THE 1999 LITTLE HARBOR WHISPERJET 44 VESPER

It is the marine surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING** after the inspection has been completed and the findings have been organized in a logical manner. All observations and data obtained throughout the ins and out-of-the-water hull inspection, onboard systems tests and sea trial results contribute to the appraisal of the vessel.

The fair market valuation of the vessel is determined using recent and historical sales data, researching soldboats.com, bucuvalu.com, nadaguides.com/boats, currently available comparable listings, the marine surveyor's personal experience, consultation with other marine surveyors, boat brokers, captains, marine technicians, boat manufacturers, dealers, boatyards and other maritime industry professionals. The following grading system has been used as a standard for determining the vessel's condition:

EXCELLENT CONDITION New or like new condition and equipped with significant extras and upgraded equipment. The vessel has been maintained in mint or bristol fashion and is loaded with extra upgrades and options – a rarity.

ABOVE AVERAGE CONDITION The vessel has had exceptional care, regular maintenance is up to date, minor cosmetic or insignificant deficiencies may exist and the vessel is equipped with various upgraded systems.

AVERAGE CONDITION The vessel has had average care, requiring some additional work and is normally equipped for her size and intended use.

FAIR CONDITION The vessel requires significant maintenance to ensure reliability. Structural deficiencies that require boatyard service may exist.

POOR CONDITION The vessel is devoid of extras, requires substantial yard work and improvements to restore to a usable condition.

RESTORABLE CONDITION Enough of hull and engine exists to restore to usable condition.

OVERALL VESSEL RATING ABOVE AVERAGE CONDITION

STATEMENT OF VALUATION The fair market value is the most probable price which a vessel should bring in a competitive and open market under all condition's requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

CONCLUSION After consideration of the reliability of the date, the extent of the necessary adjustments and condition of the vessel, it is this marine surveyor's opinion that the approximate fair market value of the subject vessel is:

FAIR MARKET VALUE OF VESSEL \$475,000.00 USD

Four Hundred & Seventy-Five Thousand Dollars & Zero Cents

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:

ESTIMATED REPLACEMENT COST OF VESSEL \$1,750,000.00 USD

One Million Seven Hundred & Fifty Thousand Dollars & Zero Cents

BUCVALU PROFESSIONAL ESTIMATED FAIR MARKET VALUE The current estimated fair market value aboard a 1999 Little Harbor WhisperJet 44 with 2x Yanmar 44HP diesel engines in similar condition with comparable options is between roughly \$270,500.00 USD and \$246,500.00 USD; however, this particular 44 has recently undergone an extensive refit and repower.

NADA GUIDES ESTIMATED FAIR MARKET VALUE The current estimated fair market value average retail price for a used 1999 Little Harbor WhisperJet 44 with 2x Yanmar 440HP diesel engines in similar condition with comparable options is unlisted due to lack of recent sales data.

ACTIVE COMPARABLES FOR SALE At the time of inspection, there are zero other known 1999 Little Harbor WhisperJet 44s for sale internationally.

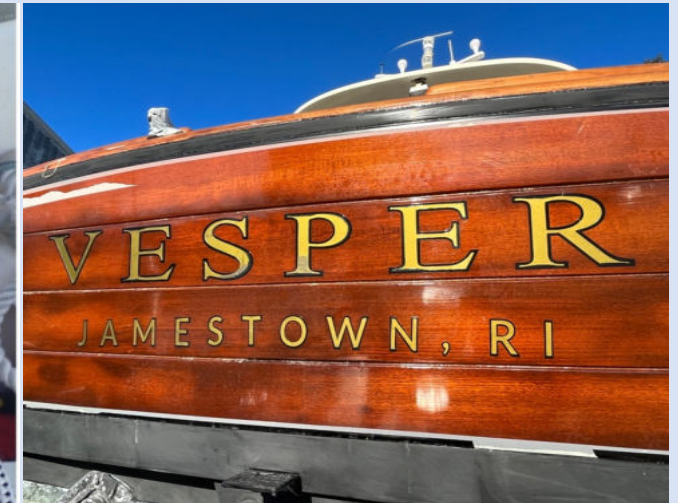
RECENT SALES DATA N/A

OBSERVATIONS & CONCLUSION It is the marine surveyor's opinion that the inspected 44 be considered in **ABOVE AVERAGE CONDITION** because the vessel has had exceptional care, regular maintenance is up to date, minor cosmetic or insignificant deficiencies may exist and the vessel is equipped with various upgraded systems. Recently sold comparable boats, local, national and international yacht markets were also considered to determine the estimated fair market value. The 1999 Little Harbor WhisperJet 44 in average condition and above are rare and highly sought-after in the cruising community. **As of 10/26/2022, the 1999 Little Harbor WhisperJet 44 Vesper is ready for its intended service.**

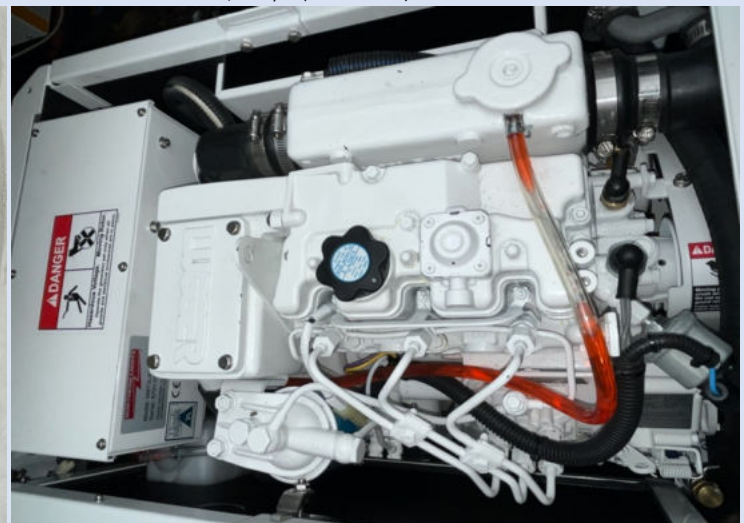
II. VESSEL PHOTOGRAPHS



Hull identification number shown on the transom aboard the 1999 Little Harbor WhisperJet 44 Vesper (HIN: LHB44J05H999) and starboard bow profile of the 44



US Coast Guard Documentation Number shown in the interior aboard the M/V Vesper (No. 1095681)



The 44 was surveyed in North Charleston, South Carolina, USA on 01/12/2022 and 1x 6.0kW Northern Lights diesel marine generator is new and recently installed



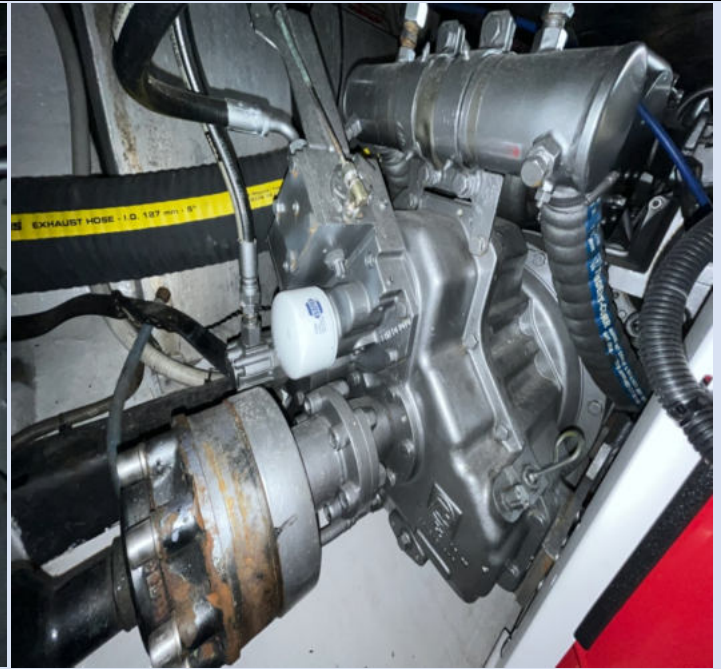
Northern Lights marine generator serial number plate and hour meter shown on 01/12/2022 (0.4 hours)



Portside Yanmar serial number plate and engine hour meters shown on 10/26/2022



Starboard and portside HamiltonJet waterjet serial number plates



2x Yanmar 440HP diesel engines, 2x ZF Hurth marine transmissions and heat exchangers appear in serviceable condition without corrosion or critical wear



2x Yanmar 440HP diesel engine turbochargers and 8x motor mounts appear in functional condition without widespread surface rust or raw-water corrosion



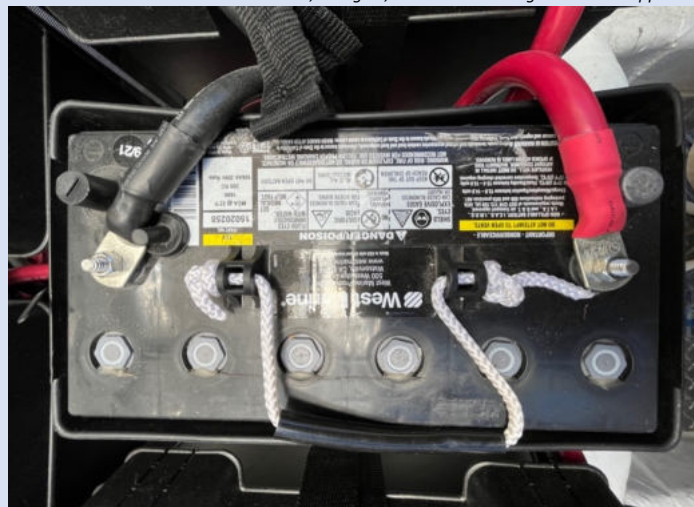
Rubber raw-water hoses, thru-hulls, seacocks, valves, sea-strainers, grounding wires, Racor diesel fuel-water separating filters & Fireboy suppression system is new



1x 12V DC Xantrex Freedom SW 3012 battery charger and inverter and new sea-strainer appears in bristol condition aboard the 44



Jet room, stringers, bulkheads and bilges are well-supported and 2x HamiltonJet waterjets appear in serviceable condition



7x 12V DC West Marine Little Harbor house bank, Yanmar engine and Northern Lights marine generator starting batteries and 2x climate control units power up



Aft cockpit is well-supported, structurally sound, teak and pilothouse helm station appears in serviceable shape with new Garmin GPS



Looking forward in the main salon interior, AC and DC power distribution panel appears in serviceable shape and powers up



30A 125V shorepower dockside inlet and radar mast with Garmin radar antenna appears in serviceable condition



2x Dometic Marine Air Systems reverse cycle climate control units appear in serviceable shape and looking forward in the pilothouse



Teak foredeck, cabinhouse, deck hatches, handrails, lifelines, handrails, windshield, pilothouse and Maxwell anchor windlass appears in serviceable condition



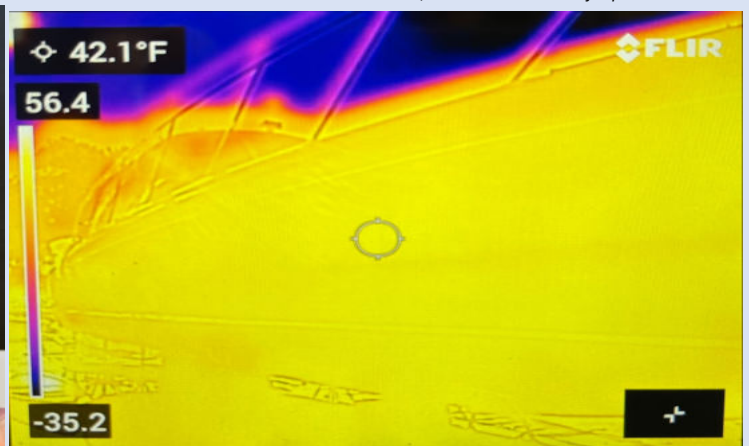
Portside head with Vacuflush toilet, MSD system, freshwater system, midship bilge pump, thru-hulls and sump pump appears in serviceable shape



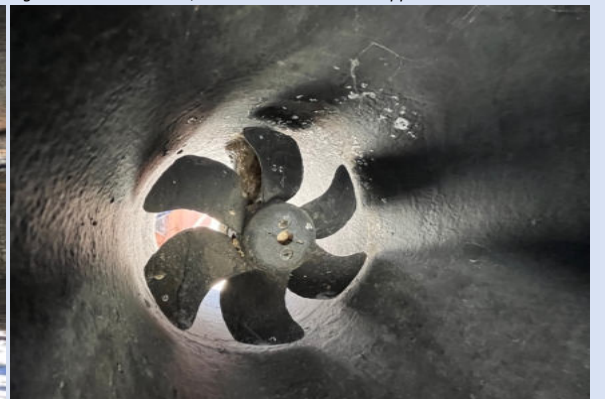
All systems appear in serviceable shape in the galley and wiring is well-supported beneath the dash and throughout the 44



Port and starboard FRP topsides, hull bottom and keel appear in serviceable structural and cosmetic condition without delamination, water intrusion or soft-spots



Normal, dry and acceptable Tramex moisture readings and FLIR thermal readings were taken throughout the hull exterior, on deck and structural support members



No grounding damage was reported to the hull bottom without osmotic blistering, FRP thruster tube and bow thruster appears in serviceable shape

III. VESSEL SYSTEMS

A. HULL, DECK, SUPERSTRUCTURE & INTERIOR

VESSEL HULL EXTERIOR, TOPSIDES & HULL-TO-DECK JOINT Aboard the 1999 Little Harbor WhisperJet 44 *Vesper* powerboat, the port and starboard fiber-reinforced plastic (FRP) and Kevlar dark green gelcoat finished hull exterior, topsides, white bootstripe and gold covestripe appears in serviceable visual, cosmetic and structural condition, well-supported and operationally sound without significant defects for a vessel of this age, size and use. Zero noticeable evidence of active water intrusion, saturation, FRP delamination, soft-spots, voids, excessive wear and tear, UV oxidation, grounding damage, marine growth, acute physical impacts, stress-cracking, fractures, osmotic and paint blistering, fractures, decay, rot, pitting, haloing, saltwater corrosion or surface rust is detected during the visual inspection and percussion tests on the hull exterior and topsides. Using a phenolic hammer every 2-4 inches, percussive soundings were manually performed from stem to stern above and below the waterline throughout the hull exterior, in the interior and on structural support members, where accessible. Dry and acceptable percussion, Tramex moisture readings and FLIR thermal images were verified, where seen. The hull-to-deck joint and all corresponding hardware appears in operative condition, well-supported and bonded without separation or water intrusion around the vessel. The hull was repainted in Spring 2022.

HULLS WETTED SURFACE AREA, KEEL, BOLTS & BOTTOM PAINT Port and starboard FRP finished hulls wetted surface areas and the FRP keel appears in functional cosmetic and material condition, well-supported and structurally sound without glaring imperfections. Zero obvious evidence of active water intrusion, saturation, FRP delamination, soft-spots, voids, excessive wear and tear, grounding damage, acute physical impacts, fractures, osmotic and paint blistering, fractures, decay, rot, pitting, haloing, saltwater corrosion, marine growth or surface rust is detected during the visual inspection and percussion tests on the hulls wetted surface area and keel. Black marine grade antifouling bottom paint appears in serviceable shape without widespread bare spots, thinly coated areas or marine growth.

BOW AREA & STEM Port and starboard FRP bow area and stem appears in serviceable cosmetic and physical condition, well-supported and structurally sound without widespread blemishes. Zero noticeable indications of active water intrusion, saturation, FRP delamination, soft-spots, voids, excessive wear and tear, UV oxidation, grounding damage, acute physical impacts, stress-cracking, fractures, osmotic and paint blistering, decay, rot, pitting, haloing, saltwater corrosion, surface rust, marine growth or barnacles are detected during the visual inspection and percussion tests on the bow area and stem above and below the waterline.

STERN AREA & TRANSOM Port and starboard FRP stern area and the transom appears in functional cosmetic and physical condition, well-supported and structurally sound without imperfections. Zero noticeable evidence of active water intrusion, saturation, FRP delamination, soft-spots, voids, excessive wear and tear, UV oxidation, grounding damage, acute physical impacts, stress-cracking, fractures, osmotic blistering, decay, rot, pitting, haloing, saltwater corrosion, surface rust, marine growth and barnacles were seen during the visual review and percussion tests on the stern area and transom above and below the waterline.

STRINGERS, FRAMING, TABBING & BULKHEADS Hull stiffness is provided by FRP longitudinal stringers and transverse frames on various centers that appear in serviceable, functional, cosmetic and physical condition, well-supported and structurally sound without deficiencies. Zero noticeable critical evidence of active water intrusion, saturation, FRP delamination, soft-spots, voids, excessive wear and tear, acute physical impacts, stress-cracking, fractures, decay, rot, pitting, haloing, saltwater corrosion, blue/green oxidation or surface rust is detected during the visual inspection and percussion tests on the stringers, framing, tabbing and bulkheads. All structural members were scrutinized for structural loss, deterioration and detached bonding without discovery, where accessible. *Due to limited access caused by vessel construction, a comprehensive inspection of the hull interior, stringers, framing, tabbing, bulkheads and all structural support systems were not accomplished, core samples and destructive testing were not performed on the hull.**

BILGE COMPARTMENTS & LIMBER HOLES FRP bilges from stem to stern appear in functional cosmetic and physical condition, mostly dry, clean, well-supported and physically sound without significant deficiencies, where accessible. Zero noticeable critical evidence of active water intrusion, saturation, FRP delamination, soft-spots, voids, excessive wear and tear, grounding damage, acute physical impacts, stress-cracking, fractures, decay, rot, pitting, haloing, saltwater corrosion, surface rust and marine growth is detected during the visual inspection and percussion tests in bilge compartments. Limber holes are suitably sized, well-supported and unobstructed. Bilge compartments and limber holes were scrutinized for structural loss, deterioration and detached bonding without discovery.

THRU-HULL FITTINGS, SEACOCKS, SEA-STRAINERS & SEA-CHESTS 5x bronze thru-hull ball valve fittings, 5x seacock valves and 5x sea-strainers in the bilge for the 2x Yanmar 440HP diesel engines, 1x 6.0kW Northern Lights diesel marine generator, 2x Dometic Marine Air Systems 20,000 BTU climate control intake raw-water cooling systems, 1x raw-water washdown intake thru-hull, climate control overboard discharge, 2x 12V DC Rule-Mate 1,500 and 900 gallon-per-hour bilge pumps overboard discharges, 1x MSD system overboard discharge, 2x aft cockpit drain overboard discharges, rubber raw-water hoses, fittings, hoseclamps and backing plates appear in serviceable repair, well-supported and bonded without noticeable active raw-water leaks, acute surface rust, saltwater corrosion, blue/green oxidation, fractures, obstructions by marine growth, pitting or pinking to the metals or other fatigue and all seacock valves are able to be opened and closed easily without difficulty on the day of survey. No sea-chests are installed. Ages, internal conditions and service histories of all thru-hull fittings, seacocks, valves, sea-chest and sea-strainers are unverified.

HELM STATIONS 1x partially enclosed pilothouse FRP helm station to starboard appears in serviceable overall esthetic and structural condition, well-supported and visibility is exceptional for the operator in each direction. 1x 15" Little Harbor 8-spoke stainless-steel and teak steering wheel, hydraulic steering system, steering actuator, ram, gaskets, connections and hardware appear in serviceable condition, well-supported without dire wear and operated smoothly from port to starboard without hydraulic fluid leaks, hesitation, interruption or resistance during the out-of-the-water inspection. 1x set of binnacle mounted Morse control box with Yanmar engine throttle lever control appears in serviceable shape, power up and operate smoothly. On top of the pilothouse dash is 1x Azimuth digital compass that appears in serviceable condition and operates normally. Below the compass on the face of the dash directly in front of the operator is 1x 16" touchscreen Garmin GPSmap 8616XSV GPS chartplotter, sonar depthfinder and radar display, port and starboard analog Yanmar engine gauge cluster, Vetus bow thruster control, 2x Yanmar engine ignition and kill switches, navigation light controls, 3x windshield wipers controls, courtesy light controls, engine hatch control, 2x bilge pump controls, engine alarm systems, hardtop courtesy lights, spot/floodlight control, engine room fire suppression system control and Bennett trim tab controls that appear in serviceable shape and power up routinely during the onboard systems tests.

MAIN DECK, SOLE & COCKPIT FRP and teak foredeck sole, port and starboard sidedecks, aft cockpit sole, aft cockpit space and caulking appears in usable cosmetic and physical condition, well-supported and structurally sound without active concerns. Zero noticeable evidence of dry rot, water intrusion, saturation, FRP delamination, voids, excessive wear and tear, oxidation, acute physical impacts, stress-cracking, fractures, osmotic and paint blistering, decay, rot, pitting, haloing, saltwater corrosion or surface rust is detected during the visual inspection and percussion tests on the main deck, sole and cockpit.

CABINHOUSE, VESSEL INTERIOR, HEADLINER & STORAGE FRP cabinhouse interior with 1x forward master stateroom berth, 1x main salon, 1x portside galley, 1x portside head, 1x engine room, 1x lazarette and jet room, headliner and interior storage appears in functional condition, clean, well-supported, watertight without mold, mildew damage or an odor reported and the interior is remarkably clean.

SUPERSTRUCTURE, WINDSHIELD, WIPERS & ELECTRONICS BOX FRP pilothouse, 3x glass windshield panels, framing, tracks and gaskets are well-supported and structurally sound without moisture damage. 3x windshield wipers and washer fluid systems appears in serviceable shape and power up.

COMPANIONWAY, DOORS, PORTLIGHTS, HATCHES & VESSEL VENTILATION 1x main salon companionway, 3x interior and head doors, 6x portlights, 4x Bomar deck hatches, 4x pilothouse bay windows, gaskets, framing, latches and 2x engine room hatch covers appear in serviceable shape, well-supported, opened/ closed routinely without water damage and ventilation was unobstructed throughout the vessel on the day of survey.

UPHOLSTERY & BOLSTERS Pilothouse and interior cushions, stitching and upholstery appears in serviceable condition without critical wear or damage.

HARDTOP, BIMINI, DODGER & SUNSHADE FRP hardtop appears in serviceable condition and well-supported without noticeable water damage or other wear.

ISINGLASS, CARPET & BRIGHTWORK Interior and exterior brightwork appears in serviceable condition without critical UV or saltwater damage reported.

PULPIT & SWIM PLATFORM FRP anchor pulpit and swim platform appears in serviceable structural shape and well-supported without critical wear and tear.

GUNWALES & COAMING Port and starboard gunwales and cockpit coaming appear in serviceable overall condition, well-supported and structurally sound.

RUB & TOERAILS Rub and toerails appears in serviceable overall condition, well-supported, bonded and watertight without critical deficiencies around the vessel.

ANCHOR CHAINLOCKER, DECKBOXES & LAZARETTE FRP anchor chainlocker and lazarette spaces appear in serviceable shape, well-supported, clean and dry.

SCUPPERS & DRAINS Port and starboard aft cockpit drains and hoses appear in functional repair, operated normally and unobstructed on the day of survey.

NOTES & COMMENTS The hull, interior and exterior aboard the Little Harbor is uncorrupted, well-supported in functional structural and cosmetic condition and FRP molding was hand-laid up to their laminating system. Hull and deck are built of FRP vinylester, biaxial, triaxial fiberglass vacuum-bagged with vinylester resin and Kevlar. Deck construction is single hand-laminated mat with sandwich construction and high performance vinylester with polyethylene framing and reinforcement and balsa-core material. Heavily stressed areas are additionally reinforced with uni-directional FRP reinforcement and vinylester resin. The deck is bonded and mechanically fixed to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit. Alternate layers are hand laid up with isophthalic gelcoat and skinning resin on the hull exterior. The hull exterior has a vinylester epoxy resin barrier coat to fight osmosis that appears in functional condition for the age and use of the powerboat. The vessel was mostly empty of the current owner's belongings. Zero evidence of FRP delamination, soft-spots, water intrusion, critical marine growth, osmotic or paint blistering to the layup of the hull were found and percussion soundings were normal. Hull, framing and vessel interior appears to have been well maintained and the structural integrity of the vessel was demonstrated upon completion of this marine survey inspection. The use of a FLIR

C5 thermal imaging camera and Tramex Skipper Plus moisture meter, a visual inspection and percussion tests on the vessel interior and exterior were successfully performed, where accessible. No precarious insufficiencies were seen throughout the stringers, framing, liners, bulkheads, tabbing, channels, sealants, bonding agents, decks, cockpit and all structures are well-supported without acute wear, unless otherwise noted aboard the 44.

B. PROPULSION & FUEL SYSTEMS

PROPULSION SYSTEMS 2x 1999 Yanmar 6LY2H-STE 5.8L 440HP inline 6-cylinder turbocharged inboard diesel engines, 2x ZF Hurth marine transmissions & 2x HamiltonJet 291 marine jets

ENGINE MANUFACTURER Yanmar Diesel Company, Limited, Osaka, Japan

ENGINE SERIAL NUMBER(S) & RUN HOURS Port: M50241 (27.0 hours) | Starboard: 50584 (23.8 hours) as of 10/26/2022

NUMBER OF CYLINDERS & WIDE-OPEN THROTTLE RANGE 6x cylinders each and wide-open throttle range is reported at 3,300 RPM

ENGINE DRY WEIGHT, COMPRESSION & GEAR RATIOS 1,179 pounds dry weight, (9.0:1, 1.85:1)

ENGINE CONDITION, ENGINE ROOM SPACE, SOUND INSULATION & BILGE BLOWER SYSTEMS 2x Yanmar 440HP diesel engines, 2x ZF Hurth marine transmissions, 2x HamiltonJet waterjets and all propulsion systems appear in serviceable condition for the age and use of the vessel without noticeable grounding damage, widespread pitting, metal wear or fatigue, pinking to the metals, galvanic or stray current corrosion, active raw-water, oil, coolant, freshwater, transmission fluid or noticeable diesel fuel leaks reported throughout the visual inspection and cold-check. The powerheads and blocks, valve covers, Yanmar engine Racor diesel fuel-water separating filters, sightbowls, inline fuel filters, oil filters, timing belts, all pulleys, belt tensioners, air filters, air inlets, water pumps, fuel pumps, raw-water cooling system hoses, US Coast Guard approved type-A2 fuel lines, gaskets, dipsticks, returns, shut-off valves, hoseclamps, seals, alternators, starters, electrical conductors, main engine harnesses, engine motor mounts and grounding wires appear in serviceable shape without critical corrosion throughout the visual inspection and all systems appear to operate normally. The Yanmar engine oil and transmission fluid appeared at appropriate levels and were not milky, watery, burnt or contaminated by noticeable metal wear, raw-water or fuel intrusion. Zero active alarms were reported underway. 1x full-beam engine room appears in serviceable structural and cosmetic condition, exceptionally clean without spare parts, fluids or leaks observed, freshly painted and blower system powers up. 2x Yanmar 440HP diesel engines were recently rebuilt and the hour meters are reflective since the rebuild.

ENGINE OIL ANALYSIS, COMPRESSION & DIAGNOSTIC TESTS A pair of comprehensive engine surveys including oil samples for independent analysis, compression and diagnostic testing was not performed on the 2x Yanmar 440HP diesel engines by the surveyor.

MARINE TRANSMISSION, STERN, POD, WATERJET & SAILDRIVES 2x ZF Hurth marine transmissions, couplers, 2x stainless-steel jackshafts, 2x HamiltonJet 291 marine jet units, buckets, 2x raw-water intakes on the hull bottom, buckets, hydraulic fluid and hardware appears in serviceable condition.

PROPELLER SHAFT, PROPELLER SHAFT SEAL, DRIPLESS STUFFING BOX & PACKING GLAND SYSTEMS 2x stainless-steel jackshafts between the 2x ZF Hurth marine transmissions and 2x HamiltonJet 291 marine jet units appears in serviceable condition without noticeable corrosion or wear reported.

PROPELLER SHAFT LOG, STRUT, CUTLASS BEARING & SKEGS N/A

PROPELLER QUANTITY, SIZE, MATERIAL & CONDITION N/A

MIDSECTIONS & LOWER UNITS N/A

ENGINE ROOM HATCH COVER & COWLING 2x Yanmar 440HP diesel engine hatches and latches appears in serviceable shape and power up normally.

ENGINE PROTECTION WARNING SYSTEM 2x Yanmar 440HP diesel engine protection warning and alarm system appears in serviceable shape, powered up and all features operated normally. Zero critical stored or active engine faults were recorded throughout the day of inspection.

ENGINE GAUGE CLUSTER Port and starboard Yanmar engine analog gauge cluster on the helm station dash appears in serviceable shape and powers up.

CATHODIC PROTECTION Sacrificial zinc anodes on the bow thruster, hull, engines, marine generator and running gear appears in serviceable condition. Ages, internal conditions and service histories of all sacrificial zinc anodes are unverified.

ENGINE IGNITION/KILL SWITCHES, KEYS & SPARK PLUGS 2x Yanmar 440HP diesel engines manual ignitions, kill switches, starters and keys appear in fair shape.

TRIM/TILT MOTOR, FRESHWATER FLUSH PORTS & RIGGING TUBES N/A

SERPENTINE/TIMING BELTS & PULLEYS 2x Yanmar 440HP diesel engines rubber timing belts, all pulleys and belt tensioners appear in serviceable condition, tight and operated normally without noticeable run issues, corrosion, widespread belt dust, cracks or audible squeaking. Ages, internal conditions and service histories of the timing belts and pulleys are unverified.

RAW-WATER COOLING & HEAT EXCHANGER SYSTEMS 2x Yanmar 440HP diesel engine raw-water circulation pumps, housings, impellers, thermostats, heat exchangers, hoses and all cooling systems appear in serviceable shape, well-supported without noticeable leaks. Ages, internal conditions and service histories of 2x Yanmar 440HP diesel engine and 1x 6.0kW Northern Lights diesel marine generator water pump housings, impellers, thermostats, heat exchangers, all cooling, turbocharger and exhaust systems are unverified.

AIR INDUCTION, EXHAUST & TURBO/SUPERCHARGER SYSTEMS 2x Yanmar 440HP diesel engines air filters and exhaust lagged aft through the engine room and engine room appears in serviceable shape and well-supported without active exhaust leaks, overheating issues or noticeable wear.

COOLANT RESERVOIR & OIL CHANGE SYSTEMS 2x Yanmar 440HP diesel engine coolant reservoirs and fluids appear in serviceable condition and topped off.

ENGINE BED, MOUNTING BRACKET & MOTOR MOUNTS FRP engine beds in the engine room, 8x mounting brackets, 12x Yanmar engine and Northern Lights marine generator motor mounts with hardware appears in serviceable condition and did not move noticeably underway.

ENGINE CONTROL BOX, THROTTLE & JOYSTICK 1x set of binnacle mounted Morse control box with Yanmar engine throttle lever control appears in serviceable shape, power up and operate smoothly through the gears without hesitation, interruption or resistance.

BOW & STERN THRUSTERS 1x 12V DC Vetus bow thruster, propeller blades, rocker switch control on pilothouse dash and FRP thruster tube appear in fair shape and power up.

TROLLING & KICKER MOTORS N/A

FUEL SYSTEM, TANK QUANTITY, CAPACITY, MATERIAL, POLISHING SYSTEMS & OIL ABSORBANT PADS 2x Yanmar 440HP diesel engine common rail fuel systems with high-pressure fuel pumps with centrifugal governors, 1x 520-gallon aluminum alloy fuel tank in the engine room bilge, 2x diesel fuel fills on the sidedecks, US Coast Guard approved type-A2 fuel lines and hoses, 3x Yanmar engine/Northern Lights generator Parker Racor diesel fuel-water separating filters, sightbowls, fittings, returns, manifold, valves and fuel lines appear in working shape without widespread deterioration. An LED borescope was used on all tankage without fuel spills, active leaks and odors reported, where accessible. *The age and condition of the fuel and all fuel filters are unverified. Comprehensive inspection of all fuel, freshwater and waste tanks was not completed due to vessel construction and lack of accessibility. Fuel, freshwater and waste tanks were not pressure tested and the state of all tank interiors are undetermined. Zero fuel polishing systems and oil absorbent pads are installed.**

FUEL VENTILATION & SHUT OFF VALVES Fuel tank ventilation and shut-off valves appears in serviceable shape, unobstructed and without leaks or corrosion.

FUEL TANK LEVEL & CONSUMPTION GAUGES 1x analog fuel tank level gauge powers up on the helm station dash. Zero fuel consumption gauges are installed.

NOTES & COMMENTS Comprehensive maintenance and service records were not seen on the 1999 Little Harbor WhisperJet 44 hull, 2x Yanmar 440HP diesel engines, 2x ZF Hurth marine transmissions, 1x 6.0kW Northern Lights diesel marine generator, 2x HamiltonJet marine jet units and all onboard electrical systems.*

C. SEA TRIAL RESULTS & OBSERVATIONS

WEATHER CONDITIONS & DETAILS 71° F, mostly sunny, dry, wind NW @ 5 MPH, calm sea state, flood tide, 69° F seawater and excellent visibility for the nearly 45x minute sea trial in Charleston Harbor with a light, normal load of equipment and 3x adult passengers onboard in near perfect conditions for a boat ride aboard the 44.

2x YANMAR 440HP DIESEL ENGINES The 2x engines were cold-checked prior to the sea trial without notable deficiencies or wear, both engines started on the first attempt without difficulty, extra vibrations, smoking, audible alarms or other run issues and each engine idled around 700 RPM at the dock.

LOW CRUISE SPEED Approximately 2,500 RPM, 11.5 MPH (9.9 knots) for 5x minutes and the vessel got up on plane without difficulty with the tide.

HIGH CRUISE SPEED Roughly 3,000 RPM, 24.1 MPH (21.0 knots) for 15x minutes in a calm sea state uninterrupted.

WIDE-OPEN THROTTLE TEST Around 3,300 RPM, 26.4 MPH (23.0 knots) for 5x minutes without active audible alarms, codes or faults underway.

BACK-DOWN & ACOUSTIC TESTS 2x engines backed-down smoothly without noticeable run issues and normal acoustic readings were taken underway at wide-open throttle (~84 dB).

NOTES & COMMENTS Zero critical run issues were reported on survey day.

D. ELECTRICAL SYSTEMS & APPLIANCES

DC SYSTEM VOLTAGE, BATTERY QUANTITY, AGE, TYPE & COVERS 9x 2021 12V DC West Marine Group Size 31 AGM 105Ah 1,000MCA 800CCA Little Harbor house bank, 2x Yanmar engine and 1x Northern Lights marine generator starting batteries installed in the lazarette jet compartment, battery cables, terminal posts and hardware appear in serviceable shape stored in watertight bins without noticeable burn marks, wing nuts, corrosion, surface rust, blue/green oxidation and voltage was within an acceptable range (nearly 13.6V) on the 44.

BATTERY SWITCH, CHARGER & POWER INVERTING SYSTEMS 4x 12V DC manual battery switches on engine room bulkhead, 1x 12V DC Xantrex Freedom SW 3012 3,000W 150A 3-bank onboard battery charger and power inverter installed forward of the starboard Yanmar engine appears in serviceable shape and powers up.

| |
|---|
| AC & DC POWER DISTRIBUTION PANEL 1x AC and DC power distribution panel installed to port in the companionway, switches and conductors appear in serviceable condition, well-supported and powers up routinely during the onboard systems tests. |
| DC BREAKER PANEL & CIRCUIT LOAD MONITOR DC breaker panel, AC and DC analog circuit load monitors powers up on AC and DC power distribution panel. |
| GALVANIC ISOLATOR & ISOLATION TRANSFORMER SYSTEMS Zero galvanic isolator and isolation transformer systems are installed. |
| CONDUCTOR ROUTING 600V marine grade 16-gauge multi-strand copper electrical conductors, wiring, looming and all other conductors appear in serviceable shape and well-supported without burn marks, fire/water damage, worn looming, damaged butt connectors, widespread deficiencies or other loss, where seen. Ages, internal conditions and service histories of all AC and DC electrical conductors are unverified. |
| ALTERNATOR, POWER OUTLETS, SOLAR PANELS & WIND GENERATING SYSTEMS 2x 12V DC 80A alternators appears in operative order on the 2x Yanmar 440HP diesel engines, 5x 110V AC power outlets in the interior appear in fair shape without burn marks, power up and polarity was strong without interruption during the onboard AC systems tests. Zero solar panels and wind generator systems are installed. |
| COURTESY, SPREADER & UNDERWATER LIGHTS Interior and pilothouse courtesy lights appear in serviceable condition and power up. Zero spreader and underwater lights are installed. |
| AC SYSTEM VOLTAGE, DOCKSIDE INLET & SHOREPOWER CABLE 1x 30A 125V AC shorepower dockside inlet installed to port in the aft cockpit, 1x 40' shorepower cable, connections and hardware appears in serviceable shape and powered up without faulting out via the pedestal at The Harborage at Ashley Marina. |
| MARINE GENERATOR QUANTITY, YEAR, MAKE, MODEL & CONDITION 1x 2021 6.0kW Northern Lights M673L3G.3 60HZ diesel marine generator system, sound shield, components and hardware appear in bristol condition and was recently installed as part of the refit. |
| MARINE GENERATOR SERIAL NUMBER & RUN HOURS 6732-59120 (0.4 hours) as of 01/12/2022. |
| CLIMATE CONTROL & THERMOSTAT SYSTEMS 2x Dometic Marine Air Systems 20,000-total BTU reverse cycle climate control units, thru-hulls, seacocks, sea-strainers, compressors, returns, ductwork, 2x water pressure pump, vents and 2x Cruisair digital thermostats appears in serviceable condition without wear. |
| BONDING/GROUNDING SYSTEMS & GFCI PROTECTION The purpose of the bonding system is to equalize the electric potential of dissimilar underwater metals by tying them all together using a wiring system to dissipate stray current leaks that can reduce the corrosion potential of all onboard metals. The bonding system appears in serviceable condition and well-supported throughout the hull, propulsion and electrical systems, where seen. Vessel grounding system including green insulated wires appears in fair shape without critical wear, where seen. 3x GFCI outlets appear in serviceable condition in the galley and head. |
| CIRCUIT & OVERCURRENT PROTECTION Circuit protection appears in serviceable condition throughout the 12V DC electrical systems. Overcurrent protection appears in serviceable condition throughout the vessel without deficiencies, where accessible. |
| STRAY-CURRENT, GALVANIC, RAW-WATER & CREVICE CORROSION Zero noticeable or critical stray-current, galvanic, raw-water, crevice corrosion, electrolysis, pitting, gouges, pinking or discoloration to the underwater and onboard metals were reported throughout the Little Harbor hull, fittings, electrical and propulsion systems during the visual inspection, where seen. |
| STOVE, PROPANE, CNG, MICROWAVE & GRILL SYSTEMS 1x Force-10 3-burner stove with oven, LPG system, tank, vented locker and 1x Panasonic microwave in the 1x galley appears in serviceable shape, clean and powers up routinely. |
| REFRIGERATION/FREEZER & COOLERS 1x Marine Air Systems Grunert refrigerator and freezer in the galley, compressor and condenser appears in serviceable shape, clean and power ups routinely (nearly 46.5° F in the refrigerator and 8.2° F in the freezer unit on the day of survey). |
| WASHER/DRYER, DISHWASHER, WATER & ICEMAKING SYSTEMS N/A |
| AUXILIARY HEATING, VENT FAN & VACUUM SYSTEMS N/A |
| STEREO, TELEVISION & WIRELESS INTERNET 1x Sony stereo head unit in the main salon, all audio speakers appear in serviceable condition and power up. |
| NOTES & COMMENTS All AC and DC electrical systems were able to be visually inspected and tested for power up capability using the onboard batteries and shorepower capabilities. <i>An extensive, independent AC and DC electrical systems survey was not executed by a qualified marine electrician.*</i> |
| E. MARINE SANITATION DEVICE, FRESH & RAW-WATER SYSTEMS |
| MARINE SANITATION DEVICE QUANTITY & TYPE 1x Vacuflush US Coast Guard type-III raw-water manual marine sanitation device (MSD) system, 1x toilet, vents, rubber raw-water and blackwater hoses, hoseclamps, 1x plastic waste holding tank, waste pump out fill and hardware appear in functional shape, clean without blackwater leaks or noticeable odors and flushed normally aboard the 44. Ages, internal conditions and service histories of the MSD systems are unverified. |
| WASTE HOLDING TANK QUANTITY, CAPACITY & MATERIAL 1x 40-gallon crosslink polyethylene waste holding tank in the bilge appears in fair shape without blackwater leaks, wear or any odors reported on the day of inspection. |
| MSD DISCHARGE, Y-VALVE, MACERATING & SUMP PUMPS Holding tank/overboard discharge. 1x macerating pump and 1x sump pump appear in fair shape. |
| FRESHWATER TANK QUANTITY, CAPACITY & MATERIA 2x 160-total gallon crosslink polyethylene and aluminum alloy freshwater tanks in the bilge, rubber hoses, hoseclamps and hardware appears in serviceable condition without active freshwater leaks or critical wear, where seen. |
| WATER PRESSURE PUMP & FILTERS 2x Pentair Shurflo II water pressure pumps and filters in the bilge appear in serviceable shape and water pressure is strong. |
| HOT-WATER HEATER, SINKS & SHOWERS 1x Seaward 6-gallon hot-water heater, 2x head and galley sinks, freshwater hoses and fittings appears in serviceable shape and powers up. |
| FRESH & RAW-WATER WASHDOWNS 1x freshwater nozzle, hose and freshwater pump in the aft cockpit appears in serviceable shape and powers up. |
| FRESHWATER & MSD TANK LEVEL INDICATORS Zero freshwater and MSD blackwater tank level indicators are installed. |
| NOTES & COMMENTS Zero evidence of widespread corrosion or wear was reported to the marine sanitation device, fresh and raw-water systems. |
| F. GROUND TACKLE, RIGGING & ADDITIONAL GEAR |
| ANCHOR WINDLASS, ANCHOR, CHAIN, RODE & PLATFORM 1x 12V DC Maxwell 1,000W anchor windlass, gypsy and hardware appears in useable condition, powers up via helm station rocker switch and bow-mounted foot pedal controls, 1x Lewmar 28 lb. manganese-aluminum anchor, safety chain, approximately 75' of 3/8" galvanized steel anchor chain, nylon braided rode and platform appeared in serviceable shape without critical wear and tear aboard the 44. |
| DECK CLEATS & CHOCKS 6x stainless-steel deck cleats, chocks and hardware appear in functional repair, well-fastened to the deck and without detached bonding. |
| SHALLOW WATER ANCHOR & JACK-PLATE SYSTEMS N/A |
| MAST, BOOM, SPEADERS, SAILS & COVERS N/A |
| STANDING RIGGING, RUNNING RIGGING & CHAINPLATES N/A |
| WINCHES, CLUTCHES & WIND INSTRUMENTS N/A |
| DAVIT, TENDER, CRANE & TRAILER N/A |
| BOAT COVER & FISHING GEAR N/A |
| NOTES & COMMENTS Zero critical findings or safety deficiencies were seen throughout the ground tackle and additional gear. |
| G. STEERING & STABILIZATION SYSTEMS |
| STEERING SYSTEM MAKE & TYPE 1x 15" Little Harbor 8-spoke stainless-steel and teak steering wheel, hydraulic steering system, 2x HamiltonJet waterjet buckets, steering actuator, ram, gaskets, seals, connections and hardware appear in serviceable condition, well-supported without dire wear, pitting or noticeable corrosion and operated smoothly from port to starboard without hydraulic fluid leaks, hesitation, interruption or resistance aboard the 44. |
| RUDDER TYPE, POST, SEALS, AUTOPILOT & RUDDER ANGLE INDICATOR Zero autopilot and rudder angle indicator system displays are installed. |
| EMERGENCY TILLER & WIND VANE STEERING SYSTEMS N/A |
| TRIM TAB & AUTOMATIC STABILIZATION SYSTEMS 2x Bennett trim tab fins, actuators, motor and helm station controls appear in fair shape and power up. |
| NOTES & COMMENTS Zero dangerous deficiencies are reported during the visual inspection and tests of the steering and stabilization systems. |
| H. SAFETY & NAVIGATION EQUIPMENT |
| DEWATERING & HIGH-WATER BILGE ALARM SYSTEMS 2x 12V DC Rule-Mate 1,500 and 900 gallon-per-hour bilge pumps with float switches in midship and lazarette centerline bilge compartments, rubber hoses, hoseclamps and overboard discharge fittings on the hull appears in serviceable order, powers up via helm station rocker switch controls and float switches aboard the 44. <i>Zero spare handheld manual bilge pump and high-water bilge alarm systems are installed.*</i> |
| PERSONAL/THROWABLE FLOATATION DEVICES, MAN OVERBOARD RESCUE SYSTEMS, LIFERAFTS & SURVIVAL SUITS 4x US Coast Guard approved type-II adult lifejackets and 1x type-IV throwable device appear in serviceable condition in main salon interior storage. <i>Zero spare man overboard rescue systems, liferafts and survival/submersion suits are installed.*</i> |

| |
|---|
| PORTABLE/FIXED FIREFIGHTING EQUIPMENT & FIRE BLANKETS 1x Fireboy automatic/manual fixed mount fire suppression system installed between the 2x Yanmar engines was recently installed that appears in bristol condition and fully charged. <i>Zero fire blankets are kept onboard. 3x Kidde multipurpose dry chemical portable fire extinguishers permanently mounted in the interior and pilothouse appear in serviceable condition, fully charged and missing annual inspection tags.*</i> |
| CARBON MONOXIDE DETECTORS & SMOKE ALARMS 1x Xintex audible carbon monoxide detector and smoke alarm in the interior appears in fair shape and powers up. |
| SOUND SIGNALING EQUIPMENT, LOUD HAILER & VISUAL DISTRESS SIGNALS 1x fixed mount horn appears in serviceable condition and powers up. 4x Orion red visual distress signals (flares) in main salon storage appear in fair shape and unexpired. <i>Zero loud hailer systems, ships bells, spare handheld horns, whistles, flare guns, flare gun shells, emergency LED beacons, SOS flags, mirrors, florescent dye markers and glowsticks are kept onboard.*</i> |
| NAVIGATION, ANCHOR & DOCKING LIGHTS Portside and starboard navigation lights and white anchor light appears in serviceable condition and powers up via helm station toggle switch controls. Zero docking lights are currently installed. |
| MAGNETIC COMPASS & NAVIGATION CHARTS 1x Ritchie Powerdamp and 1x Azimuth magnetic compass power up and navigation charts were found in pilothouse storage. |
| GLOBAL POSITIONING SYSTEM CHARTPLOTTER, SONAR DEPTHFINDER & RADAR SYSTEM DISPLAYS 1x 16" touchscreen Garmin GPSmap 8616XSV GPS chartplotter, sonar depthfinder and radar display installed in the center of the helm station dash, 1x sonar transducer in the bilge and 1x radar antenna on the radar mast appears in serviceable condition, powers up and all features operated normally. |
| AUTOMATIC IDENTIFICATION SYSTEMS, VHF MARINE & SINGLE SIDEBAND RADIOS 1x AIS system appears in serviceable shape and powers up. <i>Zero fixed mount/handheld VHF marine radios and SSB radio systems are installed.*</i> |
| EMERGENCY POSITION INDICATING RADIO BEACON & PERSONAL LOCATOR BEACONS <i>Zero EPIRB and PLB systems are installed.*</i> |
| THERMAL IMAGING, VIDEO & SATELLITE PHONE SYSTEMS Zero thermal imaging, video and satellite phone systems are installed. |
| LIFELINES & HANDRAILS All stainless-steel lifelines, handrails and stanchions are well-supported, soundly bedded and did not move when pressure tested. |
| FIRST AID KITS, TOOL KITS & DITCH BAGS 1x first aid kit and 1x tool kit appears in fair shape. Zero emergency waterproof ditch bags with supplies are installed. |
| BINOCULARS, FLASHLIGHTS & SPOTLIGHTS 1x ACR fixed mount spot/floodlight on the pilothouse hardtop and 2x flashlights in the main salon interior storage appear in serviceable shape and power up. Zero pairs of binoculars, spare handheld spot and floodlights are installed. |
| REBOARDING LADDER, BOAT HOOK & KNIVES 2x knives appear in fair shape in the interior. <i>Zero reboarding ladders and telescoping boat hooks are installed.*</i> |
| DOCKLINES, FENDERS & TOW LINES 8x nylon braided docklines and 4x large fenders appear in serviceable shape on deck. Zero tow lines are kept onboard. |
| EMERGENCY BUNGS, PARTS & FLUIDS Emergency bungs/plugs, various routine Little Harbor hull, Yanmar engine and Northern Lights marine generator maintenance parts and fluids appear in serviceable condition throughout the vessel. |
| EMERGENCY WATER SUPPLIES & FOOD RATIONS Zero emergency water supplies and food rations are kept onboard. |
| BAROMETER, SHIPS & TIDE CLOCKS 1x Newport barometer and 1x Newport ships clock appear in fair shape in the main salon. Zero tide clocks are installed. |
| DISCHARGE OF OIL, GARBAGE & WASTE MANAGEMENT PLACARDS Discharge of oil, garbage and waste management placards are installed in plain sight. |
| US COAST GUARD NAVIGATION RULES & REGULATIONS <i>Zero copies of the US Coast Guard Navigation Rules & Regulations handbook are kept onboard.*</i> |
| OWNERS MANUALS, DEPARTURE CHECKLISTS & LOGBOOKS Little Harbor hull owner's manual, Yanmar engine, various onboard system service manuals, schematics, diagrams, 1x departure checklist and logbook were found in pilothouse and main salon interior storage. |
| NOTES & COMMENTS Experienced mariners respect local, state, federal, international boating and safety laws and always file a float plan. The existing safety equipment needs to be routinely inspected, maintained and replaced as needed for the life of the 44. |
| ADDITIONAL MARINE SAFETY RESOURCES, BOATER EDUCATION & US COAST GUARD FLOAT PLAN |
| American Boat & Yacht Council National Fire Protection Association South Carolina DNR Boater Education US Coast Guard Boater Safety & Float Plan |
| IV. VESSEL FINDINGS & RECOMMENDATIONS |
| STATEMENT OF VESSEL FINDINGS & RECOMMENDATIONS ABOARD THE 1999 LITTLE HARBOR WHISPERJET 44 VESPER |
| The vessel's findings, recommendations and observations have been separated into three sections. Deficiencies noted under section A. CRITICAL SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS should be addressed before the vessel is next underway. These findings represent an endangerment and/or effect the vessel's safe and proper operating condition. Deficiencies noted under sections B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION and C. MARINE SURVEYOR'S NOTES & OBSERVATIONS are secondary findings that should be addressed quickly in order to maintain standards and help the vessel retain its value. <i>Undetected deficiencies aboard the 1999 Little Harbor Whisperjet 44 Vesper not included in this marine survey report may exist, which the marine surveyor is not responsible for.</i> |
| A. CRITICAL SAFETY DEFICIENCIES & FEDERAL REQUIREMENTS |
| N/A |
| B. ADDITIONAL DEFICIENCIES NEEDING ATTENTION |
| 1. <i>3x Kidde multipurpose dry chemical portable fire extinguishers permanently mounted in the interior and pilothouse appear in serviceable condition, fully charged and missing annual inspection tags.</i> Annually inspect and tag each unit. |
| C. MARINE SURVEYOR'S NOTES & OBSERVATIONS |
| 2. <i>Comprehensive maintenance and service records were not seen on the 1999 Little Harbor WhisperJet 44 hull, 2x Yanmar 440HP diesel engines, 2x ZF Hurth marine transmissions, 1x 6.0kW Northern Lights diesel marine generator, 2x HamiltonJet marine jet units and all onboard electrical systems.</i> Confirm service histories and complete preventative maintenance on the hull, propulsion and all critical onboard systems aboard the 44. |
| 3. <i>Due to limited access caused by vessel construction, a comprehensive inspection of the hull interior, stringers, framing, tabbing, bulkheads and all structural support systems were not accomplished, core samples and destructive testing was not performed on the hull.</i> Monitor the structural integrity of the hull. |
| 4. <i>The age and condition of the fuel and all fuel filters are unverified. Comprehensive inspection of all fuel, freshwater and waste tanks was not completed due to vessel construction and lack of accessibility. Fuel, freshwater and waste tanks were not pressure tested and the state of all tank interiors are undetermined. Zero fuel polishing systems and oil absorbent pads are installed.</i> Routinely inspect and service the fuel system and all tanks as needed. Consider installation of fuel polishing systems and oil absorbent pads as needed. |
| 5. <i>Zero spare man overboard rescue systems, liferafts and survival/submersion suits are installed.</i> Install as many lifejackets as there are passengers in a dry, easily accessible and well-labeled space. Consider installation of a spare man overboard rescue system, a liferaft and survival suits as needed. |
| 6. <i>Zero fire blankets are kept onboard.</i> Consider installation of safety equipment. |
| 7. <i>An extensive, independent AC and DC electrical systems survey was not executed by a qualified marine electrician.</i> Complete an electrical survey as needed. |
| 8. <i>Zero loud hailer systems, ships bells, spare handheld horns, whistles, flare guns, flare gun shells, emergency LED beacons, SOS flags, mirrors, florescent dye markers and glowsticks are kept onboard.</i> Consider installation of safety equipment. |
| 9. <i>Zero spare handheld manual bilge pump and high-water bilge alarm systems are installed.</i> Consider installation of safety equipment. |
| 10. <i>Zero fixed mount/handheld VHF marine radios and SSB radio systems are installed.</i> Consider installation of safety equipment. |
| 11. <i>Zero emergency waterproof ditch bags with supplies are installed.</i> Consider installation of safety equipment. |
| 12. <i>Zero EPIRB and PLB systems are installed.</i> Consider installation of safety equipment. |
| 13. <i>Zero reboarding ladders and telescoping boat hooks are installed.</i> Consider installation of safety equipment. |
| 14. <i>Zero pairs of binoculars, spare handheld spot and floodlights are installed.</i> Consider installation of safety equipment. |
| 15. <i>Zero copies of the US Coast Guard Navigation Rules & Regulations handbook are kept onboard.</i> Install at least 1x copy near the helm station. |