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Limited Pre-Purchase Survey Inspection

Vessel Name
"CUPCAKE"

Prepared For:
Worth Avenue Yachts

Conducted By:
Duncan Fong & Associates
NAMS (CMS) 109-1158
SAMS (SA). ACMS (CMS # 0375). ABYC (STANDARDS ADVISOR). MCA. NFPA. SNAME.

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SECTION 1:
INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Shannon McCoy, the above-mentioned surveyor conducted an in-water survey aboard *"CUPCAKE"* on February 20th, 2026. A representative for Worth Avenue Yachts was not aboard during the survey. The ship's papers were onboard & were sighted digitally online. The Hull Identification Number **(HIN)** was verified from the transom. A trial run was performed on March 9th, 2026. An out of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed whilst the vessel was hauled ashore on March 9th, 2026. 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: An engine surveyor was onboard during the hull survey and performed a separate survey on the vessel's propulsion system and auxiliary power systems to determine the condition of the engines, gears and pumps, generator combustion engine, heat exchangers, coolers, etc. Refer to that survey.

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, overall functionality 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. "Findings" have been designated either A, B or C depending on priority. (A) High priority, (B) Secondary priority, and (C) General observations, normal wear & tear and cosmetic items.

SECTION 2:
VESSEL SPECIFICATIONS & GENERAL INFORMATION

Name of Vessel:	CUPCAKE
Hailing Port/Registered Port:	MONTEGO BAY, JAMAICA
Hull Identification Number:	WYTM132J001
Official #:	JMP24052 (JAMAICA REGISTRY – EXPIRES 06/05/2026)
Builder:	WESTSHIP WORLD YACHTS, TAMPA, FL, USA
Designer:	JACK SARIN / CARR DESIGN / TRIDENT
Build Classification / Standard:	A1 ✠ PRIVATE YACHT: UNRESTRICTED
Model Year:	2001 – AS PER HULL IDENTIFICATION NUMBER
Build Year/Keel Laid:	2000 – AS PER HULL IDENTIFICATION NUMBER
Model Specifics:	132' TRI-DECK MOTOR YACHT ("TRIDENT 132")
Gross Registered Tons:	422, AS PER OFFICIAL DOCUMENT
Net Tons:	126, AS PER OFFICIAL DOCUMENT
Depth:	4.2 m, AS PER OFFICIAL DOCUMENT
Displacement:	215 METRIC TONS, AS PER ONLINE SPECIFICATIONS
LOA (Length Overall):	132' 0", AS PER ONLINE SPECIFICATIONS
Beam:	28' 0", AS PER ONLINE SPECIFICATIONS
Draft:	7' 5", AS PER ONLINE SPECIFICATIONS
Propulsion Means:	TWIN DIESEL WITH DIRECT DRIVES
Hull Construction:	SEMI-CUSTOM BUILT – FIBERGLASS
Location of Survey:	SEAHAVEN MARINA, DANIA BEACH, FL
Location of Haul Out:	BRADFORD'S MARINE, DAVIE, FL
Purpose of Survey:	LIMITED PRE-PURCHASE INSPECTION
Date of Survey:	FEBRUARY 20TH & MARCH 9TH, 2026
Estimated Market Value:	$5,500,000 U.S. DOLLARS
Estimated Replacement Cost:	$30,000,000 U.S. DOLLARS
Navigational Limits:	AS PER UNDERWRITERS' REQUIREMENTS
Cruise Speed / Max Speed:	13 KNOTS / 16.3 KNOTS – AS PER TRIAL RUN
Owner's Manual:	NOT SIGHTED ONBOARD
Listing Brokerage:	WORTH AVENUE YACHTS
Selling Brokerage:	WORTH AVENUE YACHTS
Selling Broker:	SHANNON McCOY
Other Surveyors Present:	LUCAS BYRNE (SAMS-SA), RICH DARGENTO (SAMS-SA)
Other Surveyors Present:	CARIG O'HARA (SAMS SA)
Registered Owner:(As Per Official Doc.)	YACHTSMIN LLC.
Registered Address:(As Per Official Doc.)	10126 ENCHANTED OAK DRIVE, GOLDEN OAK, FL 32836

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

Survey Prepared For:

Name of Party Requesting Survey:	WORTH AVENUE YACHTS / SHANNON McCOY
Address:	866 NE 20TH AVENUE
Address:	FORT LAUDERDALE
Address:	FL 33304
Phone #:	954 444 4598
Email:	CAPTAIN@CUPCAKECHARTERS.COM

SECTION 3:
TRIAL RUN DATA

Date of Trial Run:	MARCH 9TH, 2026
Location of Trial Run:	3NM OFFSHORE, HEADING (E)&(W) OFF PORT EVERGLADES INLET
Time of Trial Run:	DEPARTED DOCK AT 1:30 PM & RETURNED AT 3:30 PM
Vessel Loading Conditions:	20% FULL OF FUEL & 55% FULL OF WATER
Weather & Sea Conditions:	SOUTHERLY WINDS ~15 MPH, 2-3 FT. CHOPPY SEAS
Persons on Board:	THREE CREW MEMBERS
Persons on Board:	BROKER: SHANNON McCOY
Engine Surveyor Present:	ERIC SCHADE, MARINE DIESEL SPECIALISTS
Hull Surveyors Present:	DUNCAN FONG & CARIG O'HARA, ELITE MARINE SURVEYORS
Captain's Name:	MICHAEL PARKS – USCG 1600 TON LICENSE

Engine Performance Details

Port Engine RPM	Engine Coolant Temp. C°	Engine Oil Pressure Bar	Gear Oil Pressure Bar	Stbd. Engine RPM	Engine Coolant Temp. C°	Engine Oil Pressure Bar	Gear Oil Pressure Bar	Engine Load %	Total Fuel Burn GPH	GPS Speed in Knots
600	71.4	2.54	17.3	600	72.3	2.61	17.9	N/A	N/A	6.5
1000	71.6	4.74	18.0	1000	73.8	4.76	18.5	N/A	N/A	10.2
1400	71.7	5.24	17.9	1400	75.0	5.28	18.5	N/A	N/A	13.0
1600	74.5	5.24	18.2	1600	76.3	5.31	18.6	N/A	N/A	14.7
1800	76.2	5.26	18.1	1800	78.1	5.34	18.6	N/A	N/A	15.7
2100	78.1	5.28	18.3	2011	80.5	5.35	18.8	N/A	N/A	16.3

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 after inspection of underwater areas at time of haul out, and the bottom was found to be "mostly clean" with only minor marine growth on antifouling, running gear or propulsion equipment.

The main engines DID achieve manufacturer's specified maximum RPMs with no excessive vibration or active leaks of any major concern detected.

Note: Please see the engine surveyor's report for further details on propulsion systems.

SECTION 4:

ONBOARD SYSTEMS

SAFETY EQUIPMENT & SECURITY SYSTEMS

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
LIFEJACKETS: TYPE I	(66) x ADULT + (3) x CHILD & (3) x TODDLER	
LIFEJACKETS: TYPE II	NOT SIGHTED ONBOARD	
LIFEJACKETS: OTHER	(4) x ADULT, INFLATABLE TYPE III	
TYPE IV FLOATATION DEVICE	ONE x THROW CUSHION + FOUR x LIFE RINGS W/LIGHTS & LINES	
IMMERSION SUITS	(10) x ADULT, INSPECTION DATE: 11/2025	
LIFELINES/RAILING ETC.	RAISED FRP BULWARKS	
LIFE RAFTS / SERVICE DATE	(2) x SURVITEC ZODIAC, TEN PERSON, SERVICE DUE: 11/2026	
LIFE RAFTS / SERVICE DATE	(2) x EUROVINIL, TEN PERSON, SERVICE DUE: 12/2027	
LINE THROWERS	(2) x PAINS WESSEX, 250m, EXPIRES: 12/2027	
VISUAL DISTRESS SIGNAL	(16) x RED HANDHELD, EXPIRES: 08/2026 +03/2028 & 12/2027	
VISUAL DISTRESS SIGNAL	(6) x ORANGE HANDHELD & SMOKE CANISTER, EXPIRE: 06/2027 & 05/2027	
VISUAL DISTRESS SIGNAL	(8) x CARTRIDGES + ONE GUN, EXPIRES: 06/2026 & 06/2027	
FIRST AID KIT	MSOS, CATEGORY B-10 MEDICAL KIT	
EMERGENCY OXYGEN BOTTLE	BROWNIES, INSPECTION DUE: 12/2027	
AED	ZOLL AED PLUS / BATTERY EXPIRES: 11/2027	
EPIRB / EXPIRATION	(2) x ACR GLOBAL FIX / BATTERY EXPIRES: 04/2035 & 02/2034	
SART / EXPIRATION	ACR PATHFINDER / BATTERY EXPIRES: 11/2027	
COLREGS / RULES OF THE ROAD	SIGHTED ONBOARD (REQUIRED ON VESSELS OVER 39.4' / 12m)	
SHIP'S BELL	SIGHTED ONBOARD (REQUIRED ON VESSELS OVER 65.6' / 20m)	
SHIP'S HORN	(3) x KAHLENBERG, AIR HORNS	
BILGE ALARMS / MONITORING	YES, AUDIBLE AND VISUAL ALARMS AS PER ABYC STANDARDS	
NAVIGATION & ANCHOR LIGHTS	NOT COMPLIANT WITH "72 COLREGS" AS INSTALLED	***A**
ANTI-POLLUTION PLACARDS	OIL DISCHARGE PLACARD SIGHTED (REQUIRED OVER 26')	
ANTI-POLLUTION PLACARDS	GARBAGE DISPOSAL / WASTE MANAGEMENT PLAN SIGHTED	
SEARCHLIGHTS	(2) x ACR & (1) x CARLISLE & FINCH W/ PAN/TILT FUNCTIONS	***C**
AUXILIARY LIGHTING	(2) x FORWARD FACING SPREADER LIGHTS	
AUXILIARY LIGHTING	(2) x AFT FACING SPREADER LIGHTS	
AUXILIARY LIGHTING	(2) x SIDE FACING SPREADER LIGHTS	
SECURITY SYSTEM	OEM DOOR SENSORS W/ ALARM PANELS THROUGHOUT VESSEL	
CCTV / CAMERA SYSTEM	(9) x ALHUA CCTV CAMERAS NETWORKED THROUGH MONITORS	***B**
NIGHT VISION CAMERA	NONE INSTALLED	
SECURITY SAFE	IN PILOTHOUSE (OBTAIN KEYS/CODE)	

DEWATERING & FIRE DETECTION / SUPPRESSION SYSTEMS

The systems listed below were visually inspected, powered on and tested for functionality unless otherwise noted, and any deficiencies will be noted in "Findings and Recommendation" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
FIRE EXTINGUISHERS	(40) x PORTABLE (A:B:C) TYPE	
FIRE EXTINGUISHERS	(5) x PORTABLE (HALOTRON) TYPE	
FIRE EXTINGUISHERS	(1) x PORTABLE (FE-36) TYPE,	
FIRE EXTINGUISHERS	(6) x PORTABLE (K) TYPE	
INSPECTION DATE	11/2025	
FIXED FIRE SUPPRESSION	KIDDE FM200 W/PILOT BOTTLE, CLEAN AGENT SYSTEM	
FIRE SUPPRESSION LOCATION	LAZARETTE W/ENGINE ROOM DISCHARGE OUTLETS	
INSPECTION DATE	11/2025	
MANUAL/AUTOMATIC RELEASE	MANUAL RELEASE AT ENG. ROOM ENTRY & AUTOMATIC RELEASE	
FIRE ALARMS/REMOTE	AT PILOTHOUSE STATION	
FIRE PUMP	BALDOR / MP PUMPS, 230 VOLT ON MANIFOLD W/BILGE PUMP	
FIRE PUMP	PREDATOR, GASOLINE CRASH PUMP IN STBD. LAZARETTE	
FIRE SUPPRESSION VENTILATION	FOUR x DELTA-T, 240 VOLT, POWERED FANS	
VENTILATION DAMPERS	DELTA-T, PNEUMATICALLY ACTUATED FLAPS – NOT TESTED	
FIRE / SMOKE DETECTORS	SMOKE DETECTORS IN ACCOMMODATION SPACES	
CO DETECTORS	NO CO DETECTORS INSTALLED IN ACCOMMODATION SPACES	***A**
FUME DETECTORS	XINTEX, GASOLINE DETECTOR IN LAZARETTE COMPANIONWAY	
DEWATERING ARRANGEMENT	(9) x RULE, 24 VOLT SUBM. W/AUTO & REMOTE SWITCHES	***A**
DEWATERING ARRANGEMENT	GIANNESCHI, 230 VOLT W/SUCTION MANIFOLD	
DEWATERING ARRANGEMENT	EMERGENCY BILGE PUMP ON STBD. MAIN ENGINE W/MANIFOLD	

PROPULSION – ENGINES, TRANSMISSIONS, THRUSTERS & STABILIZATION

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

Engines and auxiliary equipment listed in table below 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, however Elite Marine Surveyors are not qualified engine surveyors or technicians, and any observations should not be construed as a full engine inspection.

A separate mechanical inspection was performed by Eric Schade, of Marine Diesel Specialists, please see his report for further information.

ENGINES

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ENGINE MANUFACTURER	MTU	
ENGINE YEAR	1997 – AS PER ENGINE DATA TAGS	
EMISSIONS INFO	NOT SIGHTED	
PORT ENGINE MODEL	12 V 396	
STBD. ENGINE MODEL	12 V 396	
RATED ENGINE POWER	1680 KW EACH	
MAX. RATED RPM	2000 RPM	
CYLINDERS	TWELVE – IN V-CONFIGURATION	
PORT SERIAL NUMBER	558 3368	
STBD. SERIAL NUMBER	558 3369	
PORT ENGINE HOURS	6133 – AS PER DIGITAL ENGINE DISPLAY IN PILOTHOUSE	
STBD. ENGINE HOURS	6132 – AS PER DIGITAL ENGINE DISPLAY IN PILOTHOUSE	
COOLING SYSTEM	FRESHWATER CIRCULATING SYSTEM	
COOLING SYSTEM	RAW WATER-COOLED HEAT EXCHANGERS & EXHAUST LINE	
ALARM SYSTEMS	YES – NOT TESTED, SEE ENGINE SURVEY FOR DETAILS	
ENGINE BED	FIBERGLASS STRINGERS W/FLEXIBLE MOUNTS	
VENTILATION	FOUR x DELTA-T, 240 VOLT, POWERED FANS	
VENTILATION	ADEQUATE, NATURAL VENTILATION – W/HULL SIDE VENTS	
FUEL FILTERS	TWO x SEPAR 2000/40 UMK PRIMARY BOWLS INLINE	
FUEL FILTERS	TWO x MTU SECONDARY BOWLS ON ENGINE	
FUEL HOSES	MOSTLY SERVICEABLE CONDITION & CLAMPED AS REQUIRED	
EXHAUST LINE	STAINLESS STEEL & FIBERGLASS TUBE W/HOSE & CLAMPS	
EXHAUST MUFFLER	FIBERGLASS STANDPIPES W/UNDERWATER OUTLETS	
EXHAUST MUFFLER	FIBERGLASS EXHAUST GAS BYPASS MUFFLERS	
BLOCK HEATERS	120 / 240 VOLT – TESTED & NOT FUNCTIONAL	***B**
STUFFING BOX	TIDES, DRIPLESS SEAL TYPE W/SPARE SEAL CARRIERS	
ENGINE CONTROLS	ZF, SINGLE LEVER, ELECTRONIC	
ENGINE SYNCHRONIZER	ELECTRONIC – TESTED & FUNCTIONAL	
AUXILIARY CONTROLS	PORT & STBD. WING STATIONS W/JOG STEERING & THRUSTER CONTROLS	

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.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TRANSMISSION MAKE	ZF	
TRANSMISSION MODEL	BW465	
REDUCTION RATIO	2.529:1A	
PORT SERIAL NUMBER	59701664	
STARBOARD SERIAL NUMBER	59701665	

THRUSTERS – STABILIZERS – STEERING – TRIM TABS – 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), hydraulic pump units (HPU), 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.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
BOW THRUSTER	AMERICAN BOW THRUSTER, HYDRAULIC	
STERN THRUSTER	NOT EQUIPPED	
STABILIZER MODEL	ABT TRAC DIGITAL 540, HYDRAULICALLY ACTUATED FINS	***B**
AT REST FUNCTION	NOT PROVEN FUNCTIONAL	***B**
STEERING SYSTEM	WAGNER, ELECTRO-HYDRAULIC, WITH DUAL RAMS	***C**
STEERING PUMPS	BALDOR, 240 VOLT & LEESON, 24 VOLT	***C**
STEERING RESERVOIR	20 GALLONS, OUTBOARD TO STBD. IN LAZARETTE	
STEERING LINES	METALLIC TUBE & FLEXIBLE HOSE W/METALLIC FITTINGS	
STEERING STATIONS	TWO – UPPER & LOWER HELMS + EMERGENCY BACK-UP IN LAZARETTE	
UPPER BEARING	TIDES, COMPOSITE BEARING CASING	
RUDDER LOG	GUSSETED FIBERGLASS TUBE W/TIDES COMPOSITE SEAL	***B**
BEARING SUPPORT	STEEL TABLE	***C**
TRIM TABS	NOT EQUIPPED	
HYDRAULIC PUMP (PTO)	OFF BOTH TRANSMISSIONS – FOR STABILIZER & DECK EQUIPMENT	
HYDRAULIC PUMP (PTO)	OFF BOTH GENERATORS – FOR STABILIZER & DECK EQUIPMENT	
HPU & RESERVOIR	BALDOR, 230 VOLT / 10 GALLON RECEIVER, FOR BOAT DECK DAVIT	

ELECTRICAL SYSTEMS

GENERATORS

Generators were run under load and visually examined for any obvious oil, water, fuel or exhaust leaks. Units were found in operating condition unless otherwise mentioned in "Findings and Recommendations" section. Elite Marine Surveyors are not qualified engine surveyors or technicians, and any observations should not be construed as a full engine inspection.

GENERATOR (#1 PORT)

ITEM	DESCRIPTION		*DEFICIENCY PRESENT
MANUFACTURER	NORTHERN LIGHTS & MAGNAPLUS		
ENG. MODEL #	6068TF001	**SERIAL #:** TQ6068T580002	
GEN. MODEL #	362PSL3126-1E	**SERIAL #:** MT-0120069 04/2022	
GENERATOR HOURS	4410 – AS PER REMOTE HOUR METER IN PILOTHOUSE – VERIFY DETAILS		***B**
KILOWATTS	80 KW		
VOLTAGE & AMPS	120/208 VOLTS & 181/278 AMPS		
NO. OF CYLINDERS	SIX – INLINE CONFIGURATION		
RPM/FREQUENCY	1800 @ 60 HERTZ		
FUEL PUMP	ELECTRIC		
FUEL FILTERS	TWO x SEPAR 2000 PRIMARY BOWLS INLINE		
FUEL FILTERS	SINGLE OEM SECONDARY BOWL ON ENGINE		
EXHAUST LINE	PAINTED STEEL ELBOW & FRP TUBE W/HOSE & CLAMPS		
EXHAUST MUFFLER	SOUNDOWN – FIBERGLASS, GAS/WATER LIFT & SEPARATOR TYPE		
VENTILATION	FOUR x DELTA-T, 230 VOLT POWERED FANS		
VENTILATION	24 VOLT, AUXILIARY COOLING FAN		

GENERATOR (#2 STARBOARD)

ITEM	DESCRIPTION		*DEFICIENCY PRESENT
MANUFACTURER	NORTHERN LIGHTS & MAGNAPLUS		
ENG. MODEL #	6068TF001	**SERIAL #:** TQ6068T580001	
GEN. MODEL #	362PSL3126-1E	**SERIAL #:** MT-0120070 04/2022	
GENERATOR HOURS	3899 – AS PER REMOTE HOUR METER IN PILOTHOUSE – VERIFY DETAILS		***B**
KILOWATTS	80 KW		
VOLTAGE & AMPS	120/208 VOLTS & 181/278 AMPS		
NO. OF CYLINDERS	SIX – INLINE CONFIGURATION		
RPM/FREQUENCY	1800 @ 60 HERTZ		
FUEL PUMP	ELECTRIC		
FUEL FILTERS	TWO x SEPAR 2000 PRIMARY BOWLS INLINE		
FUEL FILTERS	SINGLE OEM SECONDARY BOWL ON ENGINE		
EXHAUST LINE	PAINTED STEEL ELBOW & FRP TUBE W/HOSE & CLAMPS		
EXHAUST MUFFLER	SOUNDOWN – FIBERGLASS, GAS/WATER LIFT & SEPARATOR TYPE		
VENTILATION	FOUR x DELTA-T, 230 VOLT POWERED FANS		
VENTILATION	24 VOLT, AUXILIARY COOLING FAN		

ELECTRICAL SYSTEMS

AC POWER

The vessel's AC power system can either be run via the various shore power receptacles around the exterior of the vessel or the generators. There was a breaker panel in the aft crew companionway with sub-panels throughout the interior of the vessel. It is recommended that functionality of shore power converters & associated power management systems are verified by a qualified marine electrician.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SHORE POWER RECEPTACLES	SIX x 480 VOLT, 100 AMP	*A
SHORE POWER CABLES	TWO x 75 FT. CORDS ON POWERED REELS (APPROX. LENGTHS)	
SHORE POWER CABLES	TWO x 75 FT. CORDS – LOOSE (APPROX. LENGTHS)	
POWERED CABLE REELS	TWO x GLENDINNING – IN ENGINE ROOM	*B
CABLE CONDITION	SERVICEABLE WHERE ACCESSIBLE	
WIRING	STRANDED COPPER W/THERMOPLASTIC SHEATHING	
CIRCUIT BREAKERS	YES, APPROVED TYPE	
MAIN SHORE POWER BREAKERS	(2) IN ENGINE ROOM, (2) IN PORT TECH. SPACE, (2) AT BOW	
ELCI INSTALLED	NOT INSTALLED – HIGHLY RECOMMENDED	
SPLITTERS/ADAPTORS ETC.	VARIOUS PIG TAIL ADAPTORS & PLUG ENDS	
SHORE POWER TRANSFORMERS	ATLAS SHORPOWER SPCL75KX6X3-XL-SB-MD-TP	*B
GALVANIC ISOLATORS	TWO x DAIRYLAND, GI-100A-FSM – NOT TESTED	
GALVANIC ISOLATORS	DAIRYLAND, GI-50/60A-FSP – NOT TESTED	
INVERTER SYSTEM (EMG. BATT.)	AIMS POWER, 12 – 120 VOLT (WATTAGE RATING NOT SIGHTED)	
TENDER CHARGING RECEPTACLES	THREE x 125 VOLT, 30 AMP (TENDER CHARGING ONLY)	*A

DC POWER

The vessel's 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 aft crew companionway with sub-panels throughout the interior of the vessel.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
BATTERIES – START	FOUR x ODYSSEY, 12 VOLT, AGM, 68 AH, 06/2023 OR 06/2025	*C
BATTERY LOCATION	AFT TO PORT IN CENTERLINE BILGE IN ENGINE ROOM	
BATTERIES – START	FOUR x ODYSSEY, 12 VOLT, AGM, 68 AH, 06/2023 OR 06/2025	*C
BATTERY LOCATION	AFT TO PORT IN CENTERLINE BILGE IN ENGINE ROOM	
BATTERIES – EMG.	SIX x EAST COAST BATTERIES, 12 VOLT, AGM, NO DATE TAG	
BATTERY LOCATION	BELOW PILOTHOUSE HELM CONSOLE	
BATTERIES – HOUSE	(4) x ODYSSEY & SOLAR TEC, 12 VOLT, AGM & LEAD CARBON, 214/200 AH	*B
BATTERY LOCATION	BELOW ENGINEER'S CABIN SOLE	
BATTERY CONDITION	NO OBVIOUS DEFECTS	
CABLE CONNECTIONS	SOUND & SECURED WHERE SIGHTED	
WIRING	STRANDED COPPER W/THERMOPLASTIC INSULATION WHERE SIGHTED	
TERMINAL PROTECTION	COVERED BATTERY LOCKERS & RUBBER BOOTS ON TERMINALS	
BATTERY BOXES	ALUMINUM SHELVES & STAINLESS-STEEL TRAYS W/NYLON STRAPS	
BATTERY VENTILATION	VENTILATION ARRANGEMENT MEETS ABYC STANDARDS	
DC CONVERTERS	NOT SIGHTED	
BATTERY CHARGERS	THREE x MASTERVOLT, 24 VOLT / 80 AMP	*C
INVERTER CHARGER	AIMS POWER, 12 VOLT (AMPERAGE RATING NOT SIGHTED)	
BATTERY SWITCHES	THREE x PERKO & BLUE SEA SYSTEMS ROTARY TYPE	
BATTERY SWITCHES	TWO x BLADE CUT-OFF TYPE	

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 wire and appeared to be serviceable were sighted. Zincs appeared to be securely connected to main bonding circuit and should be monitored periodically for signs of excessive decay.

THROUGH-HULL FITTINGS & SEA STRAINERS:

The through-hull fittings as well as all sighted underwater fittings and strainers were bonded where sighted and showed no excessive corrosion unless otherwise mentioned in the "Findings and Recommendations" section. Continuity of bonding system was not tested as part of this survey.

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.

HVAC / AIR CONDITIONING SYSTEM:

The vessel's air conditioning system consisted of a "Dometic" tempered water system with two 240 volt AC seawater pump supplying water to four chiller units in the engine room, with a 240 volt AC circulating pump supplying chilled water to each of the air handlers around the vessel. Overall, the system was found in serviceable condition with no leaks or significant corrosion on chillers, seawater plumbing or loop, unless otherwise mentioned in the "Findings & Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SYSTEM MAKE	DOMETIC	
CHILLER/COMPRESSOR LOCATION	FOUR CHILLERS IN ENGINE ROOM	
AIR HANDLERS/BLOWERS	UNITS INSTALLED THROUGHOUT VESSEL	
COOLING CAPACITY	360,000 BTU AS PER DATA TAGS	
REFRIGERANT	R410A	
SEAWATER PUMP(S)	TWO x BALDOR / SCOT PUMPS, 230 VOLT	
CIRCULATING PUMP	BALDOR / SCOT PUMPS, 230 VOLT	
ACTIVE ANTI-FOULING SYSTEM	NOT EQUIPPED	

POTABLE WATER SYSTEM

The vessel's potable water system comprises of two fiberglass tanks that are located in the forward and aft centerline bilge areas. 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 two 115 volt AC and one 24 volt DC powered pumps with accumulator tanks and directed to the freshwater manifold. Water is filled from dockside supply via freshwater fill cap or water makers when possible.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FRESHWATER	3000 GALLONS, AS PER VESSEL DRAWINGS	
TANK LOCATION	1000 GALLONS, IN FORWARD CREW AREA BILGE	
TANK LOCATION	2000 GALLONS, BELOW AFT CREW AREA SOLE	
DECK FILL LOCATION	TO STARBOARD ON SIDE DECK & STARBOARD AFT HULL SIDE	
FRESHWATER PUMP (AC)	TWO x HEADHUNTER MACH5, 230 VOLT	
FRESHWATER PUMP (DC)	HEADHUNTER, 24 VOLT	***B**
ACCUMULATOR TANKS	TWO x HEADHUNTER – SERVICEABLE	
HOSE CONDITION	GOOD WHERE ACCESSIBLE	
FRESHWATER FILTERS	3M SS4 EPE-316L INLINE FILTERS	
WATER HEATER (FWD.)	RHEEM, 55 GALLON, 240 VOLT, PORT IN ENGINE ROOM	***C**
WATER HEATER (AFT)	RHEEM, 40 GALLON, 240 VOLT, PORT IN ENGINE ROOM	***C**
HOT WATER CIRCULATING	TWO x BELL & GOSSETT, 115 VOLT	
WATER MAKER	FCI, NM4146-3-SS, 4100 GPD, 7305 HOURS	***C**
WATER MAKER	WATERMAKERS INC, ISL7001STARNY10, 700 GPD	***C**
WATER SOFTENER	SPOT ZERO, 230 VOLT, IN CREW AREA BILGE	
WATER TREATMENT	VIQUA, UV STERILIZER	***C**
FRESHWATER WASH DOWNS	SPIGOTS THROUGHOUT EXTERIOR	
DECK SHOWER	PORT SIDE OF TRANSOM	
JACUZZI/HOT TUB	SIX PERSON W/LIGHTS, JETS & BUBBLES (MAKE NOT SIGHTED)	***B**
WHIRLPOOL/SOAKING TUB	KOHLER WHIRLPOOL, IN MASTER STATEROOM HEAD	

BLACK WATER SYSTEM

The vessels' black water system was comprised of twelve "HeadHunter Royal Flush" & "Tecma" freshwater heads with two holding tanks, located in the bilges below the forward and aft stateroom soles. 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.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
NUMBER OF TANKS	TWO	
TANK CAPACITY	700 GALLONS, AS PER VESSEL DRAWINGS	
TANK LOCATION	350 GALLONS EACH, BELOW FWD. & AFT GUEST STATEROOMS	
NUMBER OF HEADS	SIX x GUEST + TWO DAY HEAD & FOUR x CREW	
PUMP-OUT CAP LOCATION	TO PORT ON SIDE DECK	
MSD SYSTEM	TYPE III / HOLDING TANK	
DISCHARGE PUMP(s)	NOT SIGHTED OR TESTED	***C**
TRANSFER PUMPS	LEESON, 115 VOLT	
DISCHARGE VALVE LOCATION	AFT TO PORT IN ENGINE ROOM	

GREY WATER SYSTEM

The vessel's grey water system comprises of two main holding tanks located in bilge areas. The tanks were equipped with a 115-volt AC pump allowing for manual discharge when required. The tanks were found clear, and pumps worked when tested, unless otherwise mentioned in the "Findings & Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
NUMBER OF TANKS / SUMPS	TWO TANKS + ONE SUMP SIGHTED	
TANK CAPACITY/LOCATION	200 GALLONS EACH, BELOW FWD. & AFT GUEST STATEROOMS	
SUMP LOCATION	BELOW ENGINEER'S CABIN	
DISCHARGE PUMP (TANK)	LEESON, 115 VOLT	
DISCHARGE PUMP (SUMPS)	HEADHUNTER, 115 VOLT	

FUEL SYSTEM

The vessels' fuel system comprises of one fiberglass gasoline and four fiberglass diesel tanks that are integral 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 to attest to the integrity of the tanks. No leaking fuel was noted in the bilges during survey. Fuel transfer & priming pumps and polishing systems, were tested for power up and functionality however no significant volume of fuel was transferred or run through polishing system. Note: the gasoline fuel transfer pump was not tested.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL DIESEL CAPACITY	8550 GALLONS, AS PER VESSEL'S DRAWINGS	
DIESEL TANK LOCATION	2400 GALLONS EACH, BELOW PORT & STBD. GUEST STATEROOMS	
DIESEL TANK LOCATION	1400 GALLONS, CENTERLINE FWD. GUEST COMPANIONWAY BILGE	
DIESEL TANK LOCATION	2350 GALLONS, CENTERLINE AFT GUEST COMPANIONWAY BILGE	
DIESEL TANK FILL LOCATION	PORT & STARBOARD ON SIDE DECKS	
TOTAL GASOLINE CAPACITY	100 GALLONS, AS PER VESSEL DRAWINGS	***B**
GASOLINE TANK LOCATION	STARBOARD AFT ENGINEERING COMPARTMENT	***B**
GASOLINE FILL LOCATION	REMOVED FROM VESSEL	***B**
VALVE MATERIAL	BRONZE – APPEARED TO BE IN SERVICEABLE CONDITION	
FILLING LINES	FIBERGLASS TUBE + TYPE "A2" (USCG APPROVED)	
TANKS SECURING METHOD	INTEGRAL TO HULL	
TANKS/COMPONENTS BONDED	NOT ALL COMPONENTS ACCESSIBLE TO CONFIRM	
TRANSFER PUMP	BALDOR / OBERDORFER, 115/230 VOLT	
PIPE / HOSE CONDITION	SERVICEABLE WHERE SIGHTED	
POLISHING SYSTEM	ALFA LAVAL – MODEL NOT SIGHTED	
ACCESS TO TANK FILLS	POOR – TOOLS REQUIRED (DOES NOT MEET ABYC STANDARDS)	

OIL TANKS & ASSOCIATED PUMPS

The tanks, pumps, hoses/plumbing fittings & oily water separator 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.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
CLEAN/DIRTY OIL TANKS	127 GALLONS EACH, FWD. TO PORT & STBD. IN ENGINE ROOM	
OIL TRANSFER PUMP(S)	BALDOR / OBERDORFER, 115 VOLT W/MANIFOLD	
OILY WATER SEPARATOR	BOSS SEPARATORS W/WEG 115/230 VOLT PUMP & BILGMON 488 OCM	

NAVIGATION ELECTRONICS

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

UPPER STATION (FLYBRIDGE)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
COMPASS	NONE INSTALLED	
AUTOPILOT	ANSCHUTZ, INTEGRATED W/JOG STEERING LEVER	
GPS	NONE INSTALLED	
MONITORS	NONE INSTALLED	
MULTIFUNCTION DISPLAY	RAYTHEON ST80	***B**
RADAR	NOT EQUIPPED	
DEPTH FINDER	NETWORKED THROUGH RAYTHEON ST80	***B**
SPEED LOG	NETWORKED THROUGH RAYTHEON ST80	
SEAWATER TEMP.	NETWORKED THROUGH RAYTHEON ST80	***B**
WIND GAUGE	NETWORKED THROUGH RAYTHEON ST80	***B**
VHF RADIO	NONE INSTALLED	

LOWER STATION (PILOTHOUSE)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
COMPASS	6" CASSENS & PLATH, MAGNETIC	
AUTOPILOT	ANSCHUTZ PILOTSTAR D	***B**
GPS	GARMIN GPSMAP 8530	
GPS	GARMIN GPSMAP 1243	
GPS	FURUNO GP-170	
MONITORS	FIVE x HATTELAND, 19" DISPLAYS	
MULTIFUNCTION DISPLAY	THREE x RAYTHEON ST80	***B**
CHART PLOTTER	NETWORKED THROUGH GARMIN GPS & TIMEZERO NAVIGATION	
RADAR	FURUNO S-BAND, 96 NM & FURUNO X-BAND, 96 MILE	***C**
DEPTH FINDER	IN ABOVE GPS'S + TWO x RAYMARINE ST60	
SPEED LOG	IN ABOVE GPS'S + RAYTHEON ST80	
SEAWATER TEMP.	IN ABOVE GPS'S + RAYTHEON ST80	
WIND GAUGE	IN ABOVE GPS'S + RAYTHEON ST80	
VHF RADIO	FURUNO FM-8900S & ICOM IC-M424G	
VHF RADIO	FURUNO FM-8500, AT CHART TABLE	
GPS	FURUNO GP-33, AT CHART TABLE	
GPS	SAILOR 6004, AT CHART TABLE	
HF/SSB RADIO	SEA235, AT CHART TABLE	

ADDITIONAL ELECTRONICS & COMMUNICATION EQUIPMENT

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

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
AIS SYSTEM	FURUNO FA-150	
COMPUTER	APPLE COMPUTER	***B**
NAVIGATION SOFTWARE	TIMEZERO PROFESSIONAL	
MULTIFUNCTION DISPLAY	RAYTHEON ST60, AT BOTH WING STATIONS	***C**
SAT. PHONE	THRANE & THRANE, IN PILOTHOUSE	
VESSEL MONITORING SYSTEM	LED INDICATOR LIGHTS AT PILOTHOUSE (BILGES & LIGHTS)	
ENGINE MONITORS/GAUGES	DUAL MTU DIGITAL DISPLAYS AT PILOTHOUSE HELM STATION	
ENGINE MONITORS/GAUGES	MTU ELEKTRONIK DIGITAL DISPLAYS IN ENGINE ROOM	

ENTERTAINMENT ELECTRONICS

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

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SATELLITE TV SYSTEM	SEATEL W/DIRECTV RECEIVERS	***C**
TV/DVD/MEDIA PLAYER	RCA TV W/TOSHIBA BLU-RAY PLAYER, IN SKY LOUNGE	
TV/DVD/MEDIA PLAYER	SAMSUNG TV W/SAMSUNG BLU-RAY PLAYER, IN MASTER STATEROOM	
TV/DVD/MEDIA PLAYER	SAMSUNG TV'S W/APPLE TV'S, IN GUEST STATEROOMS	
TV/DVD/MEDIA PLAYER	SAMSUNG TV, IN SALON	
TV/DVD/MEDIA PLAYER	LG TV, IN GALLEY	
TV/DVD/MEDIA PLAYER	SAMSUNG TV W/FAHRENHEIT DVD PLAYER, IN CREW GALLEY	
TV/DVD/MEDIA PLAYER	VIZIO TV'S, IN PORT & STARBOARD CREW CABINS	
TV/DVD/MEDIA PLAYER	HISENSE TV, IN OFFICER'S CABIN (FWD.)	
TV/DVD/MEDIA PLAYER	SAMSUNG TV, IN CAPTAIN'S CABIN (AFT)	
TV/DVD/MEDIA PLAYER	LG TV, IN ENGINEER'S CABIN (AFT)	
SOUND SYSTEMS	MARANTZ, A/V RECEIVERS IN SKY LOUNGE, FOYER & CREW GALLEY	
SOUND SYSTEMS	MARANTZ, A/V RECEIVERS IN GUEST STATEROOMS	
SOUND SYSTEMS	SONY, CD/TUNER HEAD UNIT IN ENGINEER'S CABIN	***C**
MEDIA CENTER	KALEIDESCAPE, MULTI-MEDIA SERVERS THROUGHOUT GUEST AREAS	***B**
CONTROL SYSTEM	RTI SYSTEM IN IPADS THROUGHOUT THE GUEST AREAS	
ONBOARD INTERNET	STARLINK, SATELLITE INTERNET SYSTEM	***C**
ONBOARD INTERNET	SAILOR V-SAT	***C**

GALLEY & DOMESTIC EQUIPMENT

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

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
STOVETOP	BOSCH, FIVE BURNER, ELECTRIC INDUCTION	
OVEN	TWO x WOLF	
MICROWAVE	KENMORE	
MICROWAVE	PERFECT AIRE, IN CREW GALLEY	
VENTILATION	THERMADOR, EXTRACTION FAN W/LIGHTS ABOVE STOVE TOP	
DISHWASHER	KITCHENAID	
GALLEY REFRIGERATION	TRUE REFRIGERATOR, COMMERCIAL STAINLESS STEEL STAND UP	
GALLEY FREEZER	TWO x KITCHENAID DRAWERS	
ICEMAKER	SUMMIT, AT SALON WET BAR	***B**
ICEMAKER	ITV ICEMAKERS, IN LAZARETTE	
OTHER REFRIGERATION	VISSANI, REFRIGERATOR AT SUN DECK WET BAR	
OTHER REFRIGERATION	INSIGNIA, REFRIGERATOR IN MASTER STATEROOM	
OTHER REFRIGERATION	WINE CHILLER AT SALON WET BAR (MAKE NOT SIGHTED)	***B**
OTHER REFRIGERATION	SUMMIT, REFRIGERATOR AT COUNTRY KITCHEN	
OTHER REFRIGERATION	SMITH & HAWKS, WINE CHILLER IN SKY LOUNGE	
OTHER REFRIGERATION	KITCHENAID, STAND-UP REFRIGERATOR IN CREW LAUNDRY	
OTHER REFRIGERATION	KITCHENAID, STAND-UP FREEZER IN CREW LAUNDRY	
OTHER REFRIGERATION	KENMORE, STAND-UP FREEZER, IN LAZARETTE	***C**
GARBAGE DISPOSAL	INSINKERATOR, AT GALLEY SINK	
FOOD WARMER	APW WYOTT	
WASHER/DRYER	MIELE, INDIVIDUAL UNITS IN CREW AREA	
WASHER/DRYER	GENERAL ELECTRIC, WASHER / DRYER SET IN LAZARETTE	
BBQ	FIRE MAGIC, TWO BURNER, PROPANE AT SUN DECK WET BAR	***C**

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 davits & passarelle were tested as far as reasonably practicable. The air compressor was powered up and run to check that working pressures could be achieved for a short period of time.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
GANGWAY	THREE x ALUMINUM	
PASSARELLE	MARQUIPT (REPORTED), ALUMINUM W/ NON-SKID, HYDRAULIC	
DINGHY DAVIT	MARQUIPT, HYDRAULIC, 4000 LB S.W.L	***B**
DINGHY DAVIT	UMT, MANUAL BOOM W/ELECTRIC WINCH (S.W.L. NOT SIGHTED)	***B**
SWIM PLATFORM	MOLDED FIBERGLASS W/ LAID TEAK, INTEGRAL TO TRANSOM	
SWIM LADDER	NOT SIGHTED	
SERVICE AIR COMPRESSOR	SPEEDAIRE, 165 PSI W/20 GALLON RECEIVER	***C**
SERVICE AIR COMPRESSOR	MAKITA, 125 PSI / 5 GALLON RECEIVER, PORTABLE TYPE	

DINGHIES, TENDERS & WATER-SPORTS EQUIPMENT

No additional watercraft convey with sale of the subject vessel.

GROUND TACKLE & MOORING EQUIPMENT

The windlass and deck capstans were powered up and tested unless otherwise noted in "Findings and Recommendations" section. Anchor were 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.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ANCHOR WINDLASS	(2) x VERTICAL, HYDRAULIC W/LOCAL CONTROLS (MAKE NOT SIGHTED)	***C**
ANCHORS	(2) x GALVANIZED STEEL, POOLE TYPE (MAKE & SIZE NOT SIGHTED)	
ANCHOR RODE	(2) x 400' OF G4 GALVANIZED STEEL CHAIN (APPROX. LENGTHS)	
CUTAWAY BITTER END	INSTALLED CORRECTLY	
DOCKING LINES	(12) x BRAIDED NYLON	
FENDERS	SIX x LARGE	
DECK CAPSTANS	(2) x MAXWELL, ELECTRIC, ON SWIM PLATFORM	***B**

FISHING EQUIPMENT

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

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.

AREA	DESCRIPTION	*DEFICIENCY PRESENT
STEM	RAKED & FLARED	
STERN	FIBERGLASS – FLAT	
FRAMES	FIBERGLASS GRID SYSTEM	
STRINGERS	FIBERGLASS GRID SYSTEM	
BULKHEADS	FIBERGLASS / PLYWOOD, TABBED TO HULL AND DECK	
BILGE CONDITION	MOSTLY CLEAN & DRY WHERE SIGHTED	
SEACOCK/VALVE TYPE	INSULATED BRONZE BALL & BUTTERFLY VALVES	
DECKS	CORED FIBERGLASS W/NON-SKID FINISH & LAID TEAK PLANKS	
HULL-DECK JOINT	DECK OVERLAP W/MECHANICAL FASTENERS & ELASTOMERIC BEDDING	
DECK FITTINGS	STAINLESS STEEL	
TOPSIDES	MOLDED FIBERGLASS – WHITE W/BLACK BOOT STRIPE	***C**
SUPERSTRUCTURE	MOLDED FIBERGLASS – WHITE	
BOW ARRANGEMENT	FRP W/DUAL STAINLESS STEEL HAWSE PIPES & ROLLER BRACKETS	***C**
RUB RAILS	MOLDED FIBERGLASS WITH STAINLESS STEEL INSERTS	
HARD TOP	MOLDED FIBERGLASS W/STAINLESS-STEEL ARCH SUPPORTS	
BIMINI / SUNSHADE	NONE SIGHTED	

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 also recommended the owner/captain is familiar with the locations of all through-hull fittings.

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.

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.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
HULL	MOLDED FIBERGLASS – BLACK ANTIFOULING	
UNDERWATER LIGHTS	FOUR x SEA VISION, AFT FACING AT TRANSOM	***B**
KEEL / HULL TYPE	MODIFIED V – PLANING HULL W/HARD CHINES	
ZINCS / ANODES	ONE PER SEA CHEST INTAKE, FOUR HULL BARS, ONE PER SHAFT	
ZINCS / ANODES	ONE PER LINE CUTTER & FOUR DYNAPLATES	
SHAFTS	STAINLESS STEEL, 4.5" DIAMETER	
PROPELLERS	FIVE BLADE, NIBRAL, SIZE NOT SIGHTED	
STRUTS	BRONZE "I" TYPE, 34" x 19"	
BEARINGS	CUTLESS	
TRIM TAB SIZE	NOT EQUIPPED	
RUDDERS	STAINLESS STEEL SPADES, 52" x 32"	
BOW THRUSTER SIZE	SINGLE FIVE BLADE PROPELLERS IN 20" TUBE	
STERN THRUSTER SIZE	NOT EQUIPPED	
STABILIZER FINS	FIBERGLASS FINS W/WINGLETS, 110" x 54"	
THROUGH-HULLS	BRONZE BELOW WATERLINE	

SECTION 5:

VESSEL DESCRIPTION

2001, 132' WESTSHIP YACHTS, TRIDENT 132, TRI-DECK MOTOR YACHT

"CUPCAKE boasts a contemporary interior adorned with soothing neutral shades of crème and turquoise, complemented by mother-of-pearl accents. This U.S.-built yacht has recently received updates, including new artwork, exterior cushions, plush soft goods, and enhanced AV equipment throughout. The impressive full-beam primary suite on the main deck features a king-size bed positioned aft, along with his-and-her ensuite bathrooms equipped with a shower and a spacious separate tub. Below deck, all four guest staterooms are equally elegant and well-appointed, each with its own ensuite bathroom.

The main salon is flooded with natural light thanks to expansive windows and is thoughtfully separated from the open dining area by an entertainment center. The dining space can comfortably accommodate up to ten guests at a stunning glass table. An inviting marble bar inside provides the ideal setting for afternoon cocktails, while large doors open to an alfresco dining area.

CUPCAKE is designed for cruising pleasure, family bonding, and serves as an excellent charter option. The generous sundeck features a Jacuzzi, a dining area, and ample sun pads, making it the perfect spot for relaxation and enjoyment.

Key Features

- Zero speed stabilizers
- Sundeck Jacuzzi and excellent space for entertaining
- US build
- Captain and crew maintained"

Vessel description courtesy of online listing: https://www.denisonyachtsales.com/yachts-for-sale/cupcake-132-westship?srsltid=AfmBOoowZZVV0xfHarK6UHp6WzlAueg6bGBvbnu3-sYPw6NQNik1tb-J – a third-party source, and as such, accuracy cannot be attested to.

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 FAIR to AVERAGE condition, and the interior of the vessel was found in AVERAGE condition.

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:

(*A). FINDINGS:

Items listed in the table below, should be considered *high 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.

**** Bilge Pumps, the chain locker bilge pump did not power up when tested from the toggle switch at the aft bulkhead. Service and prove fully functional, as per ABYC H-22.**
**** CO Detectors, install in enclosed accommodation spaces as per ABYC 24.6 and NFPA 302 12.2 13.1. Detectors should be installed on all boats with an enclosed accommodation space and in each sleeping space separated by a bulkhead or structure.**
**** EPIRB, register in new owner's name.**
**** Navigation Lights, the mast head steaming light did not power on when tested. Service & prove functional, and that lights meet requirements as set out in USCG 33 CFR 83 Subpart C & 72 COLREGS.**
**** Raw Water Hoses, there were several hoses found in poor condition throughout the engine room bilges. It would be prudent remove and replace perished and compromised raw water hoses.**

(*B). FINDINGS:

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.

EXTERIOR

Underwater Hull Areas:

1. **The underwater lights were not proven functional at time of inspection. Service and prove as desired.**

Hull-Sides (Waterline to Sheer):

1. **The onboard crew reported that the starboard hull side shore power receptacles were not used. It is recommended to hire a qualified marine technician to inspect and service the shore power electrical system before operation.**
2. **There was notable damage through the surface finish into the fairing where the anchor flukes have made impact to the bow. Repair to good marine standards.**
3. **The fasteners were corroded, damaged or missing at several of the stainless steel chafe protection bars at the bow. Additionally, one of the bars was missing from the port side of the bow. Repair to good marine standards as desired.**

Sun Deck:

1. **The flybridge helm station was not tested. The captain reported that the station was inoperable. Service as necessary.**
2. **The hot tub heater did not appear to be functional. Additionally, the tubs bubble functions and light were inoperable. Service as desired.**

Sun Deck continued:

3. **Elevated moisture levels were noted in the deck at the top of the stairs, below the starboard side table, and around the forward port side deck drain when tested with an "Aquant Protimeter" moisture meter. These areas were subsequently percussively sounded with a phenolic hammer and produced sounds consistent with delamination. Grind down to unaffected substrate and repair to good marine standards as necessary.**

Aft Deck & Swim Platform:

1. **The port side deck capstan was not functional when tested. Service as desired**

Boat Deck:

1. **The davit was erratic when testing from the wired remote. The rotation and vertical functions were operating when switches were not engaged. There was an audible cracking sound coming from the deck adjacent to base of the davit when engineer was operating the davit and davit cable retracted when still connected to the deck. No visible damage was sighted on the deck. Additionally, oil was leaking at hydraulic fittings below the davit boom. Hire a qualified Marquipt technician to service as desired.**

Sides and Foredeck:

1. **The ducting hose was found disconnected from the blower in the foredeck storage locker. Additionally, the refrigerant and blower insulation were deteriorating. Resecure ducting and service or replace insulation as desired.**
2. **The shore power #2 panel was found disassembled with the receptacle removed/cut wires. Additionally, there was rusting hardware and scorch marks inside both shore power receptacle boxes. It would be prudent to hire a certified electrician to attest to the condition and safety of the electrical components.**
3. **The cable motor inside the manual crane on the foredeck was notably corroded. Crane should be serviced by a qualified technician before use.**

INTERIOR

Pilothouse:

1. **One of the Raytheon ST80 multifunction displays had a damaged screen and was not working when tested. Service or repair and prove functional as desired.**
2. **There were no Camera 2 or Boat Deck CCTV camera feeds to the helm display at the time of inspection. Also, there was camera video distortion sighted on all camera inputs. It was reported by the engineer that the CCTV camera system was password protected, and as such, could not be adjusted at time of inspection. Recommend having a qualified marine electronics technician further inspect and service as necessary to reset admin logins and prove fully functional.**
3. **The Apple computer at the chart table was not working when tested. Service or replace and prove functional as desired.**

Sky Lounge & Day Head:

1. **The port forward and port aft overhead panels were removed, and overhead space had several disconnected wiring connectors. It appeared service/repair work was in progress. Reinstall overhead panels upon completion of work and verify lighting.**
2. **The overhead fiber optic star lighting was not working when tested. Service by experienced technicians and prove functional as desired.**

Salon, Galley & Dinette:

1. **The wine chiller below the salon wet bar did not power up when tested. Service as desired.**
2. **It was reported by the onboard crew that when the salon ice maker is running water leaks at the starboard aft overhead corner of the salon where some water damage was observed. As such, the ice maker was not tested. Remove overhead panels in the area of reported water intrusion to better assess the source of reported leak as necessary.**

Forward Crew Area:

1. **The ship's alarm panel in the forward crew cabin was damaged and inoperable. Repair as necessary.**
2. **The overhead panel in the starboard crew cabin was removed at the time of inspection. It was reported that a leaking pipe in the overhead compartment caused the panels to deteriorate and the cabin lighting to malfunction. The leaking pipe was repaired. Service cabin overhead panels and lighting to good marine standards.**
3. **The HeadHunter 24-volt freshwater pump was actively leaking at the PVC fitting, just forward of the 115-volt water pump to port, in the aft crew companionway bilge. Service as needed and ensure leak-free operation.**
4. **The manual override bilge pump switch was not functional during testing. However, the pump was functional with the float switch during testing. Investigate further and service the manual override switch as needed.**

Aft Crew Area & Companionway:

1. **The house batteries were poorly secured in the bilge below the engineer's cabin. Note: there were dissimilar battery types in this bank – lead carbon & AGM. It would be prudent to verify that this arrangement can be safely charged with the Mastervolt charger. Additionally, the batteries should be properly secured, prior to vessel making way.**
2. **The overhead light in the shower enclosure did not power on, and was half-filled with water. Service as necessary.**
3. **Note: the engineer reported that previous crew and engineers had told him that the only shore power connection that was a known, safe inlet, was in the port aft technical locker, aft of the engineer's cabin. It would be prudent to have a qualified marine electrician inspect the shore power receptacles and verify if they are in serviceable condition.**
4. **The companionway sole was cracked with two ~ 2' x 8" rectangular areas that were cut out from the deck and covered with steel deck plates. Repair to good marine standards as necessary.**
5. **The ship's alarm & security panel was not fully operational in the companionway. Service as necessary.**

Lazarette/Steering Compartment & Port Technical Space:

1. **Note: the gasoline tank in the starboard lazarette was decommissioned at the time of inspection. The empty tank was still installed but all fuel and plumbing has been removed from the vessel. The deck fill cap was still installed on the starboard transom. It would be prudent to remove deck fill cap and fill in cap fitting to prevent accidental onboard of gasoline fuel which will leak directly into the lazarette bilge.**
2. **There was a 110 volt extension cord that had been spliced to various cut and exposed cables, in the port technical space. Properly terminate and insulate cables as necessary.**
3. **There were numerous loose fasteners at the covers for the Atlas shore power converters. Owing to the age of the units, it would be prudent to have a qualified marine electrician perform an inspection and clean/service as necessary.**
4. **Exposed battery cable terminals at the capstan motors in the port technical space and starboard lazarette, along with was corrosion on cables. Clean corrosion, apply dielectric grease and install covers as necessary.**
5. **There was a portable gasoline tank stored in the starboard lazarette. Move to a safe, appropriate storage area.**
6. **Elevated moisture levels at underside of stair frames, and at various shelf areas – in port technical space. Repair to good marine standards as desired.**
7. **There was water actively leaking at multiple areas at the underside of the swim platform at the handrail backing plates and hardware aft of the steering compartment. Repair leaks as necessary to prevent further water intrusion.**

Machinery Space:

1. **The main engines were reported as overdue for the W5/W6 overhaul, as per MTU recommendations. See engine surveyor's report for more information.**
2. **There was a large accumulation of brown, salt crystals and residue, adjacent to the starboard main engine underwater exhaust outlet. No obvious source identified. Recommend further investigation as necessary to determine source of leak and repair as necessary.**
3. **The pre-lube pump was missing from the starboard main engine. Note: the engineer reported that it was in storage, and due to lack of funds, it had not been installed.**
4. **The engine pre-heaters were heavily painted over, and as such, the data tags were illegible, however they did appear to be the "Hilzinger" type. When tested, the starboard side did not produce any heat and the circulation pump was not working, and the port side did not appear to have a working circulation pump. Service as necessary to prove functional.**
5. **There was notable corrosion and porosity with heavy salt crystal build up and active leaks at the flanged union fittings from strainers to the PVC manifolds for the hydraulic cooling and air conditioning raw water pumps, in the centerline bilge between the main engines. Repair/replace corroded fittings as necessary to ensure leak free operation.**
6. **The air conditioning VFDs (variable frequency drives) for compressor s #2, 3 & 4 were found with "FUF", "NST" & "FAF" alarms, respectively. It would be prudent to have a qualified marine air conditioning technician to further inspect, diagnose and service the air conditioning system as necessary to prove fully functional.**

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

Trial Run:

1. **The vessel's heading was approximately 75º offset to port in the Garmin GPSMAP displays. Recommend having a qualified marine electronics technician further inspect and service as necessary to prove fully functional.**
2. **The starboard trolling valve did not work when tested. Service as necessary to prove fully functional.**
3. **There were several alarms at the stabilizer control panel in the pilothouse. After restarting the system, and clearing the alarms, the stabilizer actuators were erratic when operating, with "Excessive difference in engine RPM detected. Problem with port shaft speed sensor" alarm at the control panel. The fins eventually stopped working at all, and there was a "Constant Touch Error. System has been disabled" Hire a qualified ABT TRAC technician to further inspect and service as necessary to prove fully functional.**
4. **The port and starboard rudder stocks were oscillating when under load during the steering test indicating wear to the rudder bearings or rudder log. Service as necessary at the next scheduled maintenance period.**
5. **There were notable oil leaks at the steering pumps in the starboard lazarette area. Service as necessary to mitigate leaks.**
6. **Note: there was a high exhaust temperature alarm on the port main engine during the wide open throttle run and at that time, the port engine speed got to 2100 RPM, and during subsequent WOT runs, the port engine did not achieve the maximum rated RPMs again. Recommend having a qualified marine diesel technician further inspect and service as necessary.**
7. **The Anschutz autopilot only worked in heading hold, and could not be proven to navigate to a waypoint. This could be operator error. Prove functional.**

General Comments and Maintenance:

1. **There were numerous disconnected/cut and poorly terminated electrical cables and wires throughout the vessel. Due to the various electrical issues noted around the vessel, it would be prudent to contract a qualified marine electrician to fully inspect the vessel's electrical system and components to determine condition, overall functionality & adherence to relevant standards and regulations, then service as necessary.**
2. **Numerous live termites & their waste was sighted at various areas around the vessel. It was also reported by the engineer that they have been dealing with rodent & cockroach infestations. Hire a pest control company to address these issues.**
3. **The exterior & interior sound systems were not proven functional. The onboard crew was unfamiliar with its operation & system did not respond when testing the control app in iPads throughout the guest areas. Hire a qualified A/V electronics technician to service as desired.**
4. **The Kaleidescape multi-media entertainment system was inoperable when testing A/V systems throughout the guest areas. It appeared system was previously decommissioned. If system is desired by the new owner, it would be prudent to have a qualified marine A/V electronics technician re-commission & update the system to the new owner's preferences.**
5. **Numerous interior & exterior lights failed to illuminate when tested. Additionally, several light housings and lenses were found in poor condition. Service/replace as desired.**

General Comments and Maintenance continued:

6. **The exterior surface finishes were found in poor condition, with numerous cracks, blisters, imperfections & previous repairs throughout. Properly repair or renew the surface finishes as desired.**

COSMETIC ITEMS AND NORMAL WEAR & TEAR

(*C). FINDINGS:

General observations; 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.

EXTERIOR

Underwater Hull Areas:

1. Bottom paint was found worn with several flaking areas and numerous blisters noted at isolated areas throughout the underwater hull areas. Most notably above the hard chines, on the rudder, and keel. Renew anti-fouling coatings at the next scheduled maintenance period.
2. Loose fairing was noted at fiberglass tabbing around the port and starboard side struts. Additionally, there was minor crevice corrosion noted at the seams of fairing at the top of each strut. Corrosion and minor pitting was also noted at the struts, more so at the starboard side. Treat corrosion and repair fairing as necessary at the next scheduled maintenance period.
3. Moderate marine growth was noted at the port and starboard seawater intakes outboard of the keel. Underwater hull areas, running gear & through-hull fittings should be cleaned on a regular basis as part of ongoing vessel maintenance.
4. Corrosion and metal diminution was noted at the port and starboard bow thruster grates.
5. Rusted fasteners were noted at the clam shell fittings for the chain locker drains, above the bow thruster tube on the port side.
6. There was a crack noted at the aft edge of the outboard winglet for the starboard side stabilizer fin. Monitor and repair as deemed necessary.
7. The port and starboard side stabilizer fin winglets produced sounds consistent with delamination when sounded with a phenolic hammer. This can be considered normal wear and tear and can be addressed as desired.
8. There was unidentified hardware missing with exposed threaded holes and cut cable at the center of the transom.
9. Elevated moisture and anomalous sounds were noted throughout the keel when tested with an "Aquant Protimeter" moisture meter and phenolic hammer. Further testing such as thermographic imaging or destructive testing (core samples) would be prudent to determine the extent, if any, of moisture ingress.

Hull-Sides (Waterline to Sheer):

1. There was a circular gouge below the aft boarding door, likely caused by the gangway support arm.
2. There was a ~3" gouge just aft of the gangway stow locker, below the starboard forward boarding door. Additionally, there were gouges, chips, and large cracks around the interior trim inside the locker.
3. There was an uneven sheen in the surface finish at various locations around the hull sides, with notably worse areas around the hull-side windows and fairleads.
4. Several rusting fasteners with leak staining around the starboard-side anchor pocket. Additionally, there were nicks, dings, and scratches on the anchor strike plate.
5. There were several minor chafes, scratches, finish repairs and blemishes at various areas around the vessel's hull-sides and rub rails. This "dock rash" can be considered normal wear and tear for a vessel of this age, type and usage.
6. There were several rusting/missing fasteners, with rust leak staining, dents and scratches throughout the vessel rub rail. The rub rail was still found in serviceable condition. Reinspect during the next scheduled maintenance period and service as necessary.
7. Several gouges were noted adjacent to the port side aft fair lead above the swim platform.
8. A large ~ 15' x 6' repair evidenced by discoloration in the white surface finish was noted below the aft port side porthole and extending forward. Additionally, there were numerous small blisters throughout the repaired area.
9. There was an unsightly ~ 3'x 2' repair between the boot stripe and rub rail ~ 10' aft of the forward boarding gate on the port side.
10. Notable corrosion was present around the anchor strike plates and stainless-steel cut water at the bow. Treat corrosion and re-bed hardware to prevent water intrusion as necessary.
11. Several small unsightly repairs were noted midship on the starboard side above the water line.

Sun Deck:

1. Alarm indicator at the port side engine ignition controls at the control station was illuminated.
2. The helm station controls and navigation electronics were found in worn condition.
3. Raytheon multi-function display at the helm station was damaged and did not power up when tested. Replace as desired.
4. Several blisters were noted it in the deck with an adjacent unsightly repair to port of the control station around the deck drain.
5. Several cracks were noted in the wet bar countertop. Repair as desired.
6. The Venturi wind screen panels around the sun deck were loose. Secure as necessary.
7. The hot tub cover panels were damaged in several areas.
8. The bezel and lens were not installed at the port side overhead light above the hard top.
9. An unsightly repair was noted to starboard at the underside of the hardtop.
10. Deck drain cover was not installed at the port side of the sundeck, aft of the bar.

Boat Deck:

1. Covers were not installed at outlets above the starboard side bar with loose wiring. Conceal outlet wiring as necessary.
2. There was a small amount of hydraulic oil inside the davit HPU drip tray below the starboard side bar. No active leaks were sighted – Clean and monitor.
3. Numerous small blisters were noted at the forward seating area.
4. There was no propane onboard to test the BBQ. Additionally, the BBQ grate was not installed. Prove functional as desired.
5. The hinges for the forward seating area compartments were loose.
6. Several of the boat deck handrails were loose with some of the base fasteners stripping out. Additionally, rust staining was noted at most of the stanchion bases.
7. The two overhead lights forward of the sky lounge door did not illuminate when tested. Additionally, several light housings were sagging from the ceiling.
8. The overhead ceiling panels were found in poor condition.
9. Several chips were noted in the finish at inboard side of the davit boom.

Sides and Foredeck:

1. Numerous blisters were noted in the frit (black film border) at the port side deck. This is cosmetic in nature only.
2. There were several damaged areas inside the fuel fill compartment at the port side deck.
3. Several cracks, scratches, and flaking areas were noted were noted in the black surface finish around the galley door at the port side deck.
4. A crack was noted at the inboard edge of the center teak step at the port side deck stairs.
5. Anchor windlass motors inside the chain locker were corroded and oil was seen dripping below both motors. Treat corrosion and service leaks as necessary.
6. Notable rusty leak stains were sighted below port and starboard hawse pipes and several areas of plumbing inside the chain locker.
7. The port side overhead light inside the chain locker was not properly secured.

Aft Deck & Swim Platform:

1. Note: the crew reported that there was no access step that attaches to the starboard staircase to properly board the passarelle.
2. There was a crack across the top of the stone sink lid at the wet bar, with a chipped section toward the aft side of the crack.
3. There was no hot water pressure at the wet bar sink.
4. The door hardware was loose at the escape hatch locker, forward to port at the aft deck.

Sides and Foredeck:

1. The windshield wiper arms were removed from the pilothouse windshield, with the wash tubes loose & hanging.
2. There were several paint cracks, chips, and crazing in the black surface finish around the side decks & pilothouse windows.
3. The latch handle was broken off the starboard side diesel fill locker.
4. There were heavy scratches in the black surface finish trim around the forward pilothouse windows. Additionally, the “frit” was bubbling & separating along their perimeters.
5. There was minor UV “burn” damage in the center of the Raymarine ST60 displays at both wing stations. The information remained visible on the units. Additionally, there was UV “weathering” damage on both the MTU start/stop panels and the rudder controls.

INTERIOR

Pilothouse:

1. The port ACR searchlight was not illuminating or operated wen tested. The control panel on the pilothouse helm console overhead panel was loose. Service and prove functional as desired.
2. There was a "Lost UTC Signal" alarm displayed on the starboard Furuno Radar monitor. Service by experienced technicians as desired.
3. There were loose and poorly terminated electrical wiring sighted on the starboard side of the helm console. Remove or properly terminate to good marine standards.
4. The overhead fabric adjacent to the helm console overhead panel and outboard in the pilothouse to port and starboard was loose at the time of inspection, and there were stains throughout the overhead upholstered panels.
5. The outboard seat cushion at the pilothouse seating area was removed and not sighted at the time of inspection.
6. The VHF radio console inside the helm port side cabinet door was loose at the time of inspection.
7. There were several overhead lights in the pilothouse that were not illuminating when tested.
8. There was a monitor at the chart table labeled "MATRIX COMM 4" that was not powering on when tested. It was unclear what system the monitor is connected to. Service and prove functional as desired.

Sky Lounge & Day Head:

1. There were several stains sighted in the aft wall panel, sofa and carpet flooring aft in the sky lounge.
2. The sky lounge wet bar sink faucet was loose at the time of inspection.
3. Perished silvering was sighted on the day head compartment overhead and paneled mirror finish.
4. Tarnishing was sighted on the day head compartment and wet bar sink basins.

Salon, Galley & Dinette:

1. Two overhead lights at the bottom of the sky lounge staircase did not illuminate when tested.
2. Courtesy lights at the salon stairwell did not illuminate when tested.
3. Several stress cracks were noted in the surface finish at the border around the perimeter of the salon ceiling and around central circular salon accent ceiling.
4. The lower trim below the salon wet bar was damaged in multiple areas.
5. Carpet was found stained at the entrance to the galley and aft deck sliding glass door.
6. Several salon overhead ceiling lights did not sit flush with the adjoining ceiling panels.
7. Galley cabinetry was in poor condition with some missing drawers and cabinets. Additionally, there were several chips & areas of worn finish in the cabinetry & trim.
8. Several dents were noted in the galley refrigerator door.
9. The overhead ceiling panel above the galley stovetop was not installed.
10. The galley tiles were cracked in several areas.
11. The overhead upholstered ceiling panels in the galley were in poor condition and stained.
12. The air conditioning vent above the country kitchen seating area was not installed.

Master Stateroom & Head:

1. Several drawers and cabinets were in need of adjustment throughout the stateroom.
2. Lamps to port and starboard outboard of the berth did not illuminate when tested.
3. Dust and debris was noted on the counter below the air vent, aft of the port side settee.
4. Minor blisters were sighted in several areas of the wall coverings. Most notably below the port and starboard windows.
5. A small crack was noted at the top of the port side vanity mirror.
6. Water pressure was weak at the starboard side vanity faucet.
7. Some of the overhead mirrored trim pieces in the head were sagging slightly.

Port Forward Stateroom & Head:

1. The headliner upholstery was loose and peeling above the berth.

Starboard Aft Stateroom & Head:

1. There was a large stain along the length of the powered blind that appeared to be from a previous leak. No active leaks were sighted.
2. There was a perished silvering in various areas in the mirror above the sink vanity.
3. The white trim inside the cabinet below the sink was peeling and damaged.
4. There was rust and corrosion on the stabilizer hydraulic manifold in the aft bilge space. Clean and corrosion protect.
5. The forward bilge space was unable to be inspected as the area was used as storage. Recommend cleaning the space and further inspecting.

Companionway & Bilge:

1. There was a cracked floor tile at the forward companionway bilge hatch.
2. The lower aft corner of the wall mirror was cracked at the starboard aft wall panel in the lower guest companionway.
3. The jumper bonding wire was found disconnected on the fuel tank top in the lower guest companionway bilge. Reconnect as necessary.
4. Dry leak stains were observed on the fuel tank tops in the lower guest companionway bilge. No active leaks were sighted. Clean and monitor.
5. The upholstery at the overload ceiling panels forward in the foyer were torn in multiple areas.
6. There was no light installed in the overhead outboard of the day head and at light housing inboard of the starboard side deck door.
7. The sink basin in the day head was tarnished.

Crew Area:

1. There were several stains and loose fabric sighted in the port stateroom overhead panel.
2. There was a tile panel missing from the bilge deck hatch adjacent to the crew galley sink.
3. The forward black water holding tank transfer pump had a disconnected bonding wire. Reconnect bonding wire as desired.
4. There was standing dirty water sighted below the black water transfer tank inside the stew pantry bilge. No active leaks were sighted. Clean dirty water and continue to monitor for leaks and service as necessary.
5. The Furuno VHF remote station repeater was not working when tested. This appeared to be an obsolete system. Service and prove functional as desired.

Crew Area continued:

6. There were burn marks in the crew laundry flooring. There were also several scratches sighted throughout the crew area flooring.
7. Crew area woodwork including cabinetry and joinery was found in poor condition. Repair/replace as necessary.
8. The soft goods including upholstered wall and ceiling panels were found in poor condition throughout the shared crew areas and cabins. Renew as desired.
9. Two bonding wires were found disconnected from the bow thruster motor, located below the forward cabin bilge.

Aft Crew Area & Companionway:

1. There were no video inputs to the TVs in the either cabin, at time of inspection.
2. The Sony stereo head unit had limited functionality when tested, in the engineer's cabin. Service/replace as desired.
3. Several overhead lights did not power on when tested, in the cabins, shared head and companionway.
4. The laminate flooring was in fair condition in the cabins and head compartment.
5. The mattresses were not sighted in either of the cabins.
6. The ventilation grills were missing from the supply and return ducts in the engineer's cabin.
7. There were dry leak stains and salt crystals in the bilges below the engineer's cabin and companionway sole. Source not sighted – clean and monitor for reoccurrence.
8. The bilge areas were dirty below the cabins and would benefit from cleaning.
9. The shared bathroom would benefit from cleaning, and there were mildew stains throughout the shower enclosure.
10. Overall, the bathroom was in poor cosmetic condition and the silvering was heavily perished at the mirror panels above the sink in the bathroom.
11. The bonding wire was disconnected at the black water tank inspection hatch, in the forward companionway bilge. Service as necessary to ensure continuity of the bonding system.

Lazarette/Steering Compartment & Port Technical Space:

1. The emergency steering station was not tested, as the valves were inaccessible and the proper procedure was not known by the crew.
2. The gasoline crash pump was not tested at time of inspection.
3. A plastic cover had been installed over the terminals on the middle battery charger, installed at the entryway to the starboard lazarette.
4. The freezer was heavily frosted over in the starboard lazarette. Defrost as necessary.
5. There was notable corrosion on the steering shelves, which had been painted over.
6. There was water damage and mildew staining at the plywood bulkheads in the port technical space, below the air conditioning ducting and adjacent to the shower stall.
7. There was an active leak from the inboard side of the port transom stairway, which was dripping onto the sub-flooring, just forward of the port rudder. Upon further investigation, several of these areas were found with elevated moisture levels when tested with "Aquant Protimeter" moisture meter. Repair as desired..
8. There was hydraulic oil noted at several areas of the port and starboard rudder shelves, most notably around the starboard side steering ram. Clean and monitor – Service leaks as necessary.

Machinery Space:

1. The bilge water tank (forward of the starboard main engine) has been decommissioned, with no working inlets or outlets to the tank. Note: this tank is full of dirty water.
2. The lube oil and fuel transfer pumps share the same valve manifolds, although the crossover valves have had the handles removed. It would be prudent to completely separate these transfer lines to prevent accidental contamination of fuel and oil tanks.
3. The Alfa Laval fuel purifier was tested and proven functional, however, there was a small leak from the water inlet valve, and the supply line shared the same connections as the fuel transfer pump. It would be prudent to have separate supply lines to prevent back flowing or over-pressurizing the fuel systems when transferring and purifying fuel.
4. The main bilge and fire pumps were only bump tested to ensure they weren't seized; however, they were not proven fully functional at time of inspection.
5. As an overall comment, the engine room has been partially cleaned, and various equipment and fittings have been painted, however there is an excess of paint overspray, and numerous labels and data tags have been painted over. Clean and remove overspray and paint from labels as desired.
6. The cover was taped in place, for the Alfa Laval breaker, at the port forward bulkhead.
7. The pressure gauges were in fair condition at the Separ fuel filters for the main engines. Replace as desired.
8. The aft shore power cord reel did not deploy when tested. Service as necessary.
9. The bilges were found dirty and would benefit from cleaning.
10. The booster pump for the Watermakers Inc water maker, was not properly secured to the vessel, in the port bilge, aft of the oily water separator.
11. Note: the captain reported that the water makers were not operational and require service work. Recommend having qualified water maker technicians further inspect and service as necessary to prove fully functional.
12. There were dry, rusty leak stains at the the water heaters, from the lower access panels. No active leaks sighted. Further inspect and service as necessary.
13. There was an open electrical junction box, outboard of the Watermakers Inc water maker.
14. There were rusty leak stains at various fittings on the membranes for the FCI water maker system, at the outboard hull-side.
15. The Viqua UV sterilizer unit was not powering on at time of inspection. Service as desired.
16. There were various small oil leaks on the Speedaire air compressor, and the pressure gauge was hard to read. Additionally, the entire assembly had an oily residue and would benefit from cleaning.
17. The oily water separator is currently only plumbed for suction from the centerline bilge in the engine room.
18. The oily water separator was not tested as the crew was not aware of the operational procedures. Note: the system was recently recommissioned and tested as part of the Class and Flag State surveys and all documentation was up to date.
19. There were signs of leakage at the port generator raw water pump.
20. There was excessive belt dust on the outboard end of the port generator.
21. There was a large amount of oil in the drip pan, below the port generator motor. Service as necessary to prove leak free.
22. The drip bowl was missing from the aft Separ fuel filter for the port generator.
23. There were signs of leakage at the starboard generator raw water pump.
24. There was excessive belt dust on the outboard end of the starboard generator.

Machinery Space continued:

25. There were leak stains at the oil pan gasket for the starboard generator. Service as necessary to prove leak free.
26. The foam insulation was in poor condition at both generator sound shield enclosures. Repair as necessary to prevent fouling the air intake system or electrical end.
27. The port generator hour meter was inoperable, and the starboard generator hour meter appeared inaccurate. Note: the remote hour meters in the pilothouse also appeared to be inaccurate. Further investigate and verify hours as desired.
28. There were hull-side discharge valves at the port aft corner, that were inaccessible for testing, however there was notable corrosion on the aft valve. Further inspect and prove functional.
29. The aft black water pump switch was not functional at the tank monitoring panel, at the forward bulkhead. Service as necessary to prove fully functional.
30. Main engines and transmissions had various oil leaks and generalized surface corrosion, some of which had been painted over.
31. There was a label on the stabilizer junction box, stating “DC power supply tied into port capstan breaker”. It would be prudent to separate the DC supplies for individual systems.
32. There was a small leak from the air conditioning chilled water loop, inboard of the #2 & 3 chiller units, with a temporary drip pan installed below. Service as necessary to prove leak free.
33. The air conditioning raw water pump junction box was loose, at the starboard side of the centerline bilge, just forward of the pumps. Properly secure as necessary.
34. There were various corroded hose clamps throughout the engine room. Replace as necessary.
35. Several bonding wires were disconnected throughout the bilge areas. Recommend having a qualified marine electrician further inspect, test and reconnect bonding wires as necessary to ensure proper corrosion protection and grounding of systems.
36. The valve handles were missing from several of the butterfly valves, at the port side of the centerline bilge areas. Replace as necessary.
37. There were several raw water hoses found in poor condition, with corrosion and cracks sighted. Two of these hoses include the raw water supply hose for the water maker lift pump, in the port forward bilge, and at the PVC manifold in the centerline aft bilge. It would be prudent to systematically inspect and replace compromised hoses as part of ongoing vessel maintenance.
38. Prior to the trial run, there was a “AL MIM WRITE LIMIT” warning displayed at the port main engine displays.
39. The starboard main engine display was dark and hard to read.

Trial Run:

1. There was a slow, but active water leak noted at the port shaft seal. Monitor and service as necessary.

General Comments and Maintenance:

1. Several overhead lights throughout the interior of the vessel did not illuminate when tested or were missing/removed.
2. Several small nicks, dings and scratches were sighted throughout interior wood finish and trim. This can be considered normal wear and tear for a vessel of her type and age.
3. Several cabinetry fittings including latches, hinges and sliding tracks, were found in need of adjustment/replacement. Service as necessary.
4. There was perished silvering at various mirrors throughout the interior of the vessel.
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. There were several cracks along the rounded radius of the cabinetry finish throughout the lower guest bathrooms.
7. The bilge coat throughout the interior bilge spaces was found chipped and flaking.
8. Standing water was noted throughout the outboard bilges in the lower guest areas. Source of water intrusion was not determined – Clean and monitor.
9. The Summit Marine Fire & Safety certificates in the boat documentation binder were labeled for a “137 WESTPORT / 2009” vessel. Official and MMSI numbers for inspected vessel documents match current vessel.
10. Freshwater was found discolored when testing several faucets and showers throughout the interior. Treat & flush freshwater system as necessary.
11. The satellite TV & internet systems are subscription based, and if continued service is required by the new owner, it would be advisable to have a qualified marine A/V and electronics technician update the subscription details, and administration log-in information as necessary for network security.
12. It would be prudent to ensure that all manufacturer recommended maintenance and service intervals have been carried out by qualified technicians, including the main engines, transmissions, generator, stabilizers & air conditioning systems.
13. Several stress cracks, chips, and scratches were sighted in the exterior finish throughout the vessel. There was also minor blistering in the finish below the seat cushions.
14. Several exterior seating area cushions were found stained and in worn condition.
15. Numerous exterior overhead and deck courtesy lights failed to illuminate when tested.
16. 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.
17. The shore power cables would benefit from cleaning.

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.

Comparative Sales Analysis & Fair Market Value Assessment:

The following similar vessels with equivalent equipment are either for sale or have been sold recently. Information below was taken from soldboats.com or

Size & Type	Year	For Sale/Sold	Date Sold	Sold / Listed Price	Assumed BUC Condition
WESTSHIP 103'	2003	For Sale	-	$5,095,000	Average
WESTSHIP 144'	2004	Sold	10/2025	$8,450,000	Average
WESTSHIP 140'	2001	For Sale	-	€5,000,000	Average
WESTSHIP 108'	1998	For Sale	-	$1,999,000	Average
WESTSHIP 103'	2003	For Sale	-	$5,095,000	Average

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:

$5,500,000
Five Million, Five 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:

$30,000,000
Thirty Million U.S. Dollars

SUMMARY:

In accordance with the request for a marine survey of "CUPCAKE", 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 20th & March 9th, 2026, and was found to be a well-constructed, appointed and comfortable vessel. The vessel is mostly well-kept, and majority of scheduled maintenance work has been completed except for those items listed in "Findings & Recommendations" section.

Subject to correction of *A and select *B deficiencies (where rectification or repair has been recommended) listed in Findings & Recommendations section, 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:

"**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,

Duncan Fong
NAMS-CMS 109-1158. SAMS (SA). ACMS (# 0375)
Attending Surveyor
March 13th, 2026

SECTION 10:

PHOTOGRAPHS

NOTE: This is only a sample of the photos taken on day of survey. Please refer to Dropbox folder that will be sent in conjunction with this report, for access to all remaining photos taken during survey inspection. Dropbox folder can also be access via attached link below.

PHOTO LINK

HULL IDENTIFICATION NUMBER (HIN)

OFFICIAL NUMBER

PROFILE

BOW

STERN

HARD TOP

SUN DECK

SUN DECK

BOAT DECK

BOAT DECK

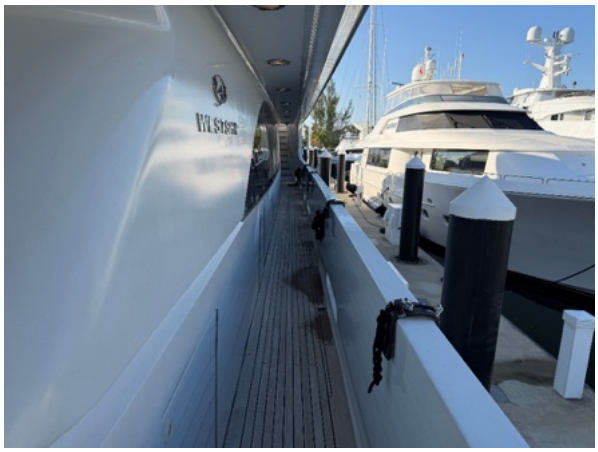
PORTUGUESE DECK

PORTUGUESE DECK

AFT DECK

AFT DECK

PORT SIDE DECK



STBD. SIDE DECK

FOREDECK

FOREDECK

SKY LOUNGE

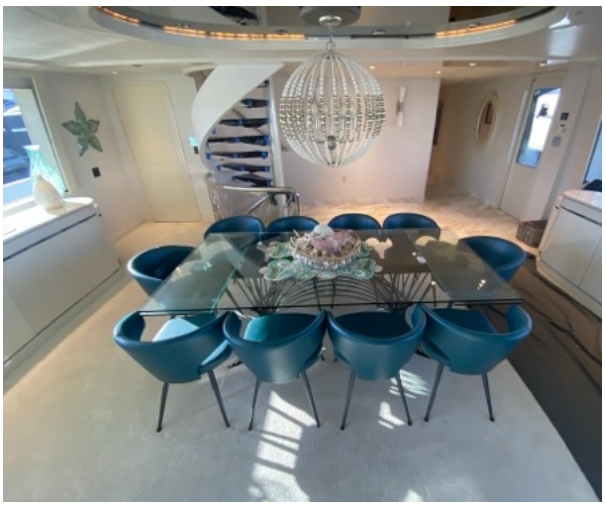
SKY LOUNGE

PILOTHOUSE

PILOTHOUSE

SALON

SALON



DINING AREA

DINING AREA

GALLEY

GALLEY

GALLEY DINING AREA

UPPER COMPANIONWAY

MASTER STATEROOM

MASTER STATEROOM

PORT FWD. STATEROOM

STBD. FWD. STATEROOM

PORT AFT STATEROOM

STBD. AFT STATEROOM

MACHINERY SPACE

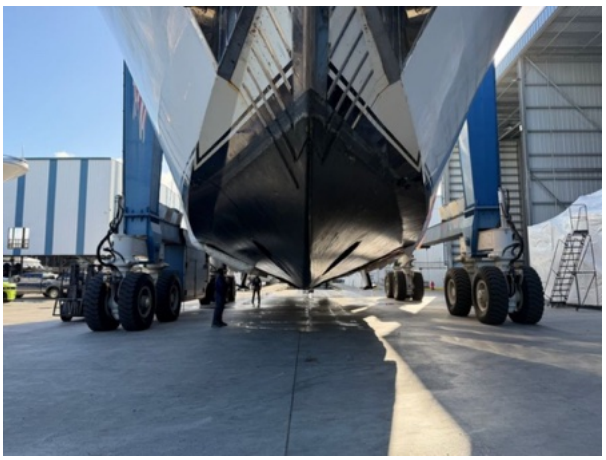
MACHINERY SPACE

MACHINERY SPACE

MACHINERY SPACE

PORT ENGINE SERIAL #

STBD. ENGINE SERIAL #



HAUL OUT

HAUL OUT

HAUL OUT

HAUL OUT

HAUL OUT

HAUL OUT