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Pre-Purchase Survey Inspection

Vessel Name
"STAR OF THE SEA"

Prepared For:
WHITE STAR YACHTING LTD.

Conducted By:
Simon Bridgwood & Associates
NAMS (CMS) 109-1087
SAMS (SA). ACMS (CMS - #336). ABYC (STANDARDS ADVISOR). SNAME. MCA (Ret. 3000 TON MASTER).

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SECTION 1:
INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mr. Bengt Morstedt, the above-mentioned surveyor conducted an in-water survey aboard *"STAR OF THE SEA"* on January 9th, 12th & 13th, 2026. Mr. Morstedt was not aboard during the survey. The ship's papers were not onboard but were sighted digitally online. The Hull Identification Number **(HIN)** was verified from the transom. A trial run was performed on January 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 January 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: It would be prudent and understood that all DIESEL/GAS engines be surveyed by an experienced Engine Surveyor to determine the condition of the engines, gears and pumps, generator combustion engine, heat exchangers, coolers, etc.

NOTE: Air conditioning and refrigeration systems were inspected visually, units were tested to ensure cooling, but no in-depth inspection occurs. It would be prudent to have a qualified HVAC technician 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 would be prudent to have an experienced 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:	STAR OF THE SEA
Hailing Port/Registered Port:	KINGSTOWN
Hull Identification Number:	NONE SIGHTED
Official #:	400634 (ST. VINCENT & THE GRENADINES)
Builder:	CANTIERI NAVALI BENNETI S.P.A., VIAREGGIO, ITALY
IMO #:	8654625
Build Classification/Standard:	BUILT TO COMMERCIAL COMPLIANCE, LLOYDS CLASS
Model Year:	1983 – AS PER ONLINE SPECIFICATIONS
Build Year/Keel Laid:	1982 – AS PER ONLINE SPECIFICATIONS
Model Specifics:	34.5 m PILOTHOUSE MOTOR YACHT
Gross Registered Tons:	219, AS PER OFFICIAL DOCUMENT
Net Tons:	65, AS PER OFFICIAL DOCUMENT
Depth:	4.3 m, AS PER OFFICIAL DOCUMENT
Displacement:	218 TONS, AS PER ONLINE SPECIFICATIONS
LOA (Length Overall):	113.2', AS PER ONLINE SPECIFICATIONS
Beam:	23.7', AS PER ONLINE SPECIFICATIONS
Draft:	9.2', AS PER ONLINE SPECIFICATIONS
Propulsion Means:	TWIN DIESEL WITH DIRECT DRIVES
Hull Construction:	CUSTOM - STEEL HULL W/ALUMINUM SUPERSTRUCTURE
Location of Survey:	BRADFORDS, FORT LAUDERDALE, FLORIDA
Location of Haul Out:	BRADFORDS, FORT LAUDERDALE, FLORIDA
Purpose of Survey:	PRE-PURCHASE INSPECTION
Date of Survey:	JANUARY 9TH – 13TH., 2026
Estimated Market Value:	$1,500,000 U.S. DOLLARS
Estimated Replacement Cost:	$17,500,000 U.S. DOLLARS
Navigational Limits	AS PER UNDERWRITERS' REQUIREMENTS
Cruise Speed / Max Speed	7 KNOTS / 9.1 KNOTS - AS PER TRIAL RUN
Listing Brokerage:	FRASER YACHTS
Other Surveyors Present:	KYLE MACDANIEL -NAMS(CMS), CARIG O'HARA -SAMS(SA)
Registered Owner:(As Per Official Doc.)	WHITE STAR YACHTING, LTD

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

Survey Prepared For:

Name of Owner:	WHITE STAR YACHTING, LTD
Address:	P.O. BOX 3174, O'NEIL MARKETING
Address:	ASSOCIATION BUILDING, WICKHAMS CAY II
Address:	ROAD TOWN, TORTOLA
Address:	B.V.I. VG1110
Email:	ANDHIDE@HOTMAIL.COM

SECTION 3:

TRIAL RUN DATA

Date of Trial Run:	JANUARY 9TH 2025
Location of Trial Run:	~1 MILE OFFSHORE, HEADING NORTH OFF PORT EVERGLADES
Time of Trial Run:	DEPARTED DOCK AT 7:00 AM AND RETURNED AT 1:00 PM
Vessel Loading Conditions:	1200 LITERS OF FUEL & 40% FULL OF WATER
Weather & Sea Conditions:	EASTERLY WINDS ~5 KNOTS, 0-2 FT. SEAS
Persons on Board:	WYATT EGAN, KYLE TEDDER, THEO WRIGHTSON
Engine Surveyor Present:	NONE PRESENT
Captain's Name:	BEN WRIGHTSON

Engine Performance Details

Port Engine RPM	Engine Coolant Temp. F°	Engine Oil Pressure psi	Gear Oil Pressure psi	Starboard Engine RPM	Engine Coolant Temp. F°	Engine Oil Pressure psi	Gear Oil Pressure psi	GPS Speed in Knots
900	110	60	200	900	120	--	--	4.0
1000	105	60	200	1000	130	--	160	5.4
1200	175	60	200	1200	150	--	175	7.1
1300	180	60	200	1300	160	--	177	7.2
1400	185	65	225	1400	160	--	175	8.3
1500	190	60	225	1500	160	--	175	9.1
1600	190	60	225	1600	170	--	175	9.1

**** A WIDE-OPEN THROTTLE (WOT) RUN WAS NOT PERFORMED DURING THE TRIAL RUN****

ENGINE DATA WAS RECORDED AT THE PILOTHOUSE ANALOG GAUGES AND READINGS ARE APPROXIMATE ONLY (ASSUMING GAUGES ARE ACCURATE).

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 prior inspection of underwater areas at time of haul out, and the bottom was found to be "partially fouled" with marine growth and scale present on running gear.

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

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
LIFEJACKETS: TYPE I	18 x ADULT, ALL SERVICEABLE	
LIFEJACKETS: TYPE II	6 x ADULT, ALL SERVICEABLE	
TYPE IV FLOATATION DEVICE	4 x SOLAS APPROVED LIFE RINGS	
LINE THROWERS	TWO x PAINS-WESSEX, EXPIRED	***B**
LIFELINES/RAILING ETC.	STEEL PLATE BULWARKS W/ STEEL STANCHIONS & RAILS	***B**
LIFE RAFTS / SERVICE DATE	4 x TEN PERSON SURVIVTEC, NEXT INSPECTION DUE: 11/2025	***A**
VISUAL DISTRESS SIGNAL	6 x RED HANDHELD, EXPIRED	***A**
VISUAL DISTRESS SIGNAL	2 x ORANGE SMOKE, EXPIRED	***A**
VISUAL DISTRESS SIGNAL	6 x RED ROCKET PARACHUTE TYPE, EXPIRED	***A**
FIRST AID KIT	SIGHTED ONBOARD, RENEW SUPPLIES AS NEEDED (O2 EXPIRED)	***B**
EPIRB / EXPIRATION	McMURDO SMART FIND, BATTERY & HRU EXPIRED	***A**
COLREGS / RULES OF THE ROAD	SIGHTED ONBOARD (REQUIRED ON VESSELS OVER 39.4' / 12m)	
SHIPS BELL	SIGHTED ONBOARD (REQUIRED ON VESSELS OVER 65.6' / 20m)	
SHIPS HORN	DUAL TRUMPET ,BUELL AIR HORNS, INOPERABLE	***A**
FIRE EXTINGUISHERS	8 x 2KG DRY CHEMICAL / 3 x 6KG DRY CHEMICAL / 2 x 2KG CO2	
INSPECTION DATE	01/2025	***A**
FIXED FIRE SUPPRESSION	FM 200, CLEAN AGENT SYSTEM	
FIRE SUPPRESSION LOCATION	BOW THRUSTER BILGE	
INSPECTION DATE	EXPIRED	***A**
FIXED FIRE SUPPRESSION	CO2 SYSTEM	
FIRE SUPPRESSION LOCATION	STARBOARD BRIDGE DECK LOCKER	
INSPECTION DATE	01/2025	***A**
MANUAL/AUTOMATIC RELEASE	MANUAL RELEASE ONLY	
MANUAL PULL LOCATION	BRIDGE DECK TO STARBOARD	
FIRE PUMP	220 VOLT, 50HZ 3PH, NOT SERVICEABLE	***A**
FIRE SUPPRESSION VENTILATION	VENTS IN THE SUPER STRUCTURE W/220 VOLT 3PH FANS	
VENTILATION DAMPERS	INSTALLED, NOT TESTED	
FIRE / SMOKE DETECTORS	INSTALLED, NOT SERVICEABLE	***A**
DEWATERING ARRANGEMENT	24 VOLT SUBMERSIBLE TYPE W/AUTO & MANUAL FUNCTIONS	***A**
DEWATERING ARRANGEMENT	230 VOLT 3PH PUMP W/MANIFOLD, NEEDS SERVICE	***A**
BILGE ALARMS / MONITORING	INSTALLED, NOT SERVICEABLE	***A**
NAVIGATION & ANCHOR LIGHTS	COMPLIANT WITH "72 COLREGS" AS INSTALLED	
ANTI-POLLUTION PLACARDS	OIL POLLUTION PLACARD SIGHTED	
ANTI-POLLUTION PLACARDS	GARBAGE DISPOSAL & WASTE MANAGEMENT PLAN SIGHTED	
SEARCHLIGHTS	3 x GENERAL ELECTRIC	***C**
AUXILIARY LIGHTING	2 LIGHTS ON THE MAST / 1 TASK LIGHT FOR THE FORE DECK	***C**
SECURITY SAFE	TECHNOSAFE, IN EACH GUEST STATEROOM (OBTAIN KEYS /CODE)	

PROPULSION – ENGINES, TRANSMISSIONS, THRUSTERS & STABILIZATION

The vessel is powered by two Caterpillar diesel engines coupled with direct drive 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.

It is recommended that a thorough mechanical inspection should be conducted by a qualified engine surveyor.

ENGINES

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ENGINE MANUFACTURER	CATERPILLAR	
ENGINE YEAR	1982 – AS PER OFFICIAL DOCUMENT	
PORT ENGINE MODEL	3408	
STBD. ENGINE MODEL	3408	
RATED ENGINE POWER	365 HP EACH	
MAX. RATED RPM	1800 RPM	
CYLINDERS	EIGHT – IN V-CONFIGURATION	
PORT SERIAL NUMBER	99UO3811	
STBD. SERIAL NUMBER	99UO3821	
PORT ENGINE HOURS	5839 – AS PER ANALOGUE HOUR METER IN PILOTHOUSE	
STBD. ENGINE HOURS	5827 – AS PER ANALOGUE HOUR METER IN PILOTHOUSE	***B**
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	STEEL STRINGERS W/RUBBER DAMPENED ADJUSTABLE MOUNTS	
VENTILATION	VENTS IN THE SUPER STRUCTURE W/220 VOLT 3PH FANS, SERVICEABLE	***B**
FUEL FILTERS	8 x MICFIL PRIMARY W/CONDITIONERS + SECONDARY BOWLS ON ENGINES	
FUEL HOSES/PIPE	COPPER LINES + FLEXIBLE LINES W/METAL FITTINGS	***B**
EXHAUST LINE	INSULATED PIPE & EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS	***C**
ENGINE BED	STEEL STRINGERS W/RUBBER DAMPENED ADJUSTABLE MOUNTS	
STUFFING BOX	BRONZE PACKING GLAND TYPE	***B**
ENGINE CONTROLS	MECHANICAL MORSE CABLE TYPE, SERVICEABLE	
ENGINE SYNCHRONIZER	ELECTRO/MECHANICAL, NOT TESTED	
AUXILIARY CONTROLS	SUN DECK STATION, NOT SERVICEABLE	***B**

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	TWIN DISC / CATERPILLAR	
TRANSMISSION MODEL	MG-514C	
REDUCTION RATIO	1.20 : 1	
PORT SERIAL NUMBER	3L1820	
STARBOARD SERIAL NUMBER	3L2198	

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	DIESEL ENGINE POWERED, HYDRAULIC, SERVICEABLE	***B**
THRUSTER ENGINE	YANMAR, MODEL: 4JH110, SERIAL #: E60829	***B**
THRUSTER HP	73.6 KW @ 3100 RPM CONTINUOUS DUTY	
STABILIZATION	VOSPER HYDRAULIC W/NAIAD CONTROLS, FUNCTIONAL, NEED SERVICE	***C**
STEERING SYSTEM	ELECTRO/HYDRAULIC, SERVICEABLE	
STEERING LINES	COPPER LINES PLUS FLEXIBLE LINE W/METAL FITTINGS	
STEERING STATIONS	PILOTHOUSE & SKY DECK STATIONS, SKY DECK STATION NOT SERVICEABLE	***B**
UPPER BEARING	BRONZE BEARING CARRIERS	
RUDDER LOG	STEEL TUBES	
BEARING SUPPORT	STEEL PLATE, CORROSION NOTED	***C**
HPU & RESERVOIR	ISKRA, 24 VOLT / 5 GALLON, FOR PASSARELLE	

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	STAMEGNA	
MODEL NUMBER	NOT SIGHTED	
SERIAL NUMBER	NOT SIGHTED	
GENERATOR HOURS	17,480 PER ANALOG HOUR METER LOCATED ON THE GENERATOR	
KILOWATTS	50	
VOLTAGE	220 VOLT 3PH / 180 AMP BREAKER	
NO. OF CYLINDERS	FOUR	
RPM/FREQUENCY	1500 / 50HZ	
FUEL PUMP	12 VOLT	
FUEL FILTERS	2 x MICFIL PRIMARY W/CONDITIONER + BOWL ON THE ENGINE	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS, SERVICEABLE	
EXHAUST MUFFLER	FIBERGLASS WATER LIFT TYPE + GAS/WATER SEPARATOR, SERVICEABLE	
VENTILATION	VENTS IN THE SUPER STRUCTURE W/220 VOLT 3PH FANS, SERVICEABLE	

GENERATOR (#2 STARBOARD)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
MANUFACTURER	STAMEGNA	
MODEL NUMBER	NOT SIGHTED	
SERIAL NUMBER	NOT SIGHTED	
GENERATOR HOURS	16,625 PER ANALOG HOUR METER LOCATED ON THE GENERATOR	
KILOWATTS	50	
VOLTAGE & AMPS	220 VOLT 3PH / 180 AMP BREAKER	
NO. OF CYLINDERS	FOUR	
RPM/FREQUENCY	1500 / 50HZ	
FUEL PUMP	12 VOLT	
FUEL FILTERS	2 x MICFIL PRIMARY W/CONDITIONER + BOWL ON THE ENGINE	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS, SERVICEABLE	
EXHAUST MUFFLER	FIBERGLASS WATER LIFT TYPE + GAS/WATER SEPARATOR, SERVICEABLE	
VENTILATION	VENTS IN THE SUPER STRUCTURE W/220 VOLT 3PH FANS, SERVICEABLE	

GENERATOR (#3 AFT)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
MANUFACTURER	ONAN	*B
MODEL NUMBER	20.0MDKAF/11522A	
SERIAL NUMBER	A980687339	
GENERATOR HOURS	3,945 PER ANALOG HOUR METER LOCATED ON THE GENERATOR	
KILOWATTS	20	
VOLTAGE & AMPS	230/400 VOLT & 36 AMPS	
NO. OF CYLINDERS	FOUR	
RPM/FREQUENCY	1500 / 50HZ	
FUEL PUMP	ELECTRIC	
FUEL FILTERS	PRIMARY BOWL ON THE ENGINE	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS, SERVICEABLE	*B
EXHAUST MUFFLER	FIBERGLASS WATER LIFT TYPE + GAS/WATER SEPARATOR	
VENTILATION	NONE SIGHTED	*A

DC POWER

The vessels' 12 / 24-volt DC power system consists of battery banks controlled via battery isolation switches. Batteries are charged via belt driven alternators and AC electric battery chargers. The batteries were visually inspected only, load testing was not performed. The electrical panels are mostly clearly labeled. Overcurrent protection is provided by breakers and fuses. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
BATTERIES	1 x 12 VOLT DELTA TRIDENT, 205 AH, AGM, 12/2025	
BATTERY LOCATION	BELOW THE PORT GENERATOR, AFT	
BATTERIES	2 x 12 VOLT, TRACK, AGM 120 AH TYPE, NO DATE STAMPS	
BATTERY LOCATION	BELOW THE STARBOARD GENERATOR, AFT	
BATTERIES	2 x 12 VOLT, WEST MARINE, 4D LEAD ACID TYPE, 7/19 DATE STAMPS	
BATTERY LOCATION	BELOW THE STARBOARD GENERATOR, CENTER	
BATTERIES	1 x 12 VOLT MAINTENANCE FREE 120 AH TYPE, NO DATE STAMP	
BATTERY LOCATION	BELOW THE STARBOARD GENERATOR FORWARD	
BATTERIES	4 x 12 VOLT MAINTENANCE FREE, 8D 120 AH TY PE, 2/24 DATE STAMPS	*B
BATTERY LOCATION	STEERING COMPARTMENT	
BATTERIES	2 x TRACK, 12 VOLT 8D MAINTENANCE FREE 200 AH TYPE, 11/17/2020	*C
BATTERY LOCATION	BELOW THE PILOTHOUSE HELM	
BATTERIES	1 x 12 VOLT MAINTENANCE FREE TYPE, NO DATE STAMPS	
BATTERY LOCATION	BOW THRUSTER BILGE	
BATTERY CONDITION	AT LEAST ONE APPEARED POOR	*C
CABLE CONNECTIONS	CLEAN & TIGHT	
WIRING	THERMOPLASTIC COATED BOAT CABLE	
TERMINAL PROTECTION	LIDS & NON-CONDUCTIVE RUBBER BOOTS	*C
BATTERY BOXES	STAR BOARD TYPE BOXES W/LIDS	
BATTERY VENTILATION	INTO THE SPACE WHERE INSTALLED	
BATTERY CHARGERS	2 x 24 VOLT BELT DRIVEN ALTERNATORS, 1 ON EACH MAIN ENGINE	
BATTERY CHARGERS	2 x 12 VOLT BELT DRIVEN ALTERNATORS, 1 ON EACH GEN. ENGINE	
BATTERY CHARGERS	MASTERVOLT, 24 VOLT / 50 AMP	*C
BATTERY CHARGERS	CTEK, 12 VOLT (TRICKLE CHARGER FOR BOW THRUSTER BATTERY)	
BATTERY CHARGERS	MASTERVOLT MASS, 24 VOLT / 100 AMP	
BATTERY SWITCHES	ROTARY TYPE	
DC SWITCHBOARD	LOCATED IN THE ENGINE ROOM & PILOTHOUSE + PANELS THROUGHOUT THE VESSEL	*C

AC POWER

The vessels' AC power system can be energized with the shore power systems and auxiliary power generator systems. Overcurrent protection is provided by breakers. The electrical panel breakers were clearly labeled. Shore / generator switching is caried out with manual rotary type switches. It is HIGHLY recommended that a certified ABYC marine electrician is hired to attest to the condition of the vessels electrical systems. Any deficiencies sighted will be noted in the "Findings and Recommendations" section. Note: the vessel is a European spec boat with 230 volt 3 phase shore power and 220 volt outlets.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SHORE POWER RECEPTACLES	1 x 125/250 VOLT, 100 AMP, SERVICEABLE	
SHORE POWER CABLES	1 x 125/250 VOLT, 100 AMP THERMOPLASTIC COATED CORD	
CABLE CONDITION	SERVICEABLE WHERE SIGHTED	
WIRING	THERMOPLASTIC COATED BOAT CABLE	
CIRCUIT BREAKERS	TRIP FREE & THERMAL TYPE	
MAIN SHORE POWER BREAKERS	LOCATED IN THE STEERING COMPARTMENT TO PORT	
SPLITTERS/ADAPTORS ETC.	VARIOUS PIG TAILS	
SHORE POWER CONVERTER	INSTALLED, MANUFACTURE TYPE NOT SIGHTED	
INVERTER	VICTRON, 24 VOLT, 750 VA	
AC SWITCHBOARD	LOCATED IN THE ENGINE ROOM & PILOTHOUSE + PANELS THROUGHOUT THE VESSEL	

BONDING SYSTEM

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 SYSTEM

AIR CONDITIONING:

The vessel's air conditioning system consisted of a "Condaria" tempered water system with an AC seawater pump supplying water to three chiller units in the engine room, with an AC circulating pump supplying chilled water to each of the air handlers around the vessel. Overall, the system was found in fair 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 / CONDARIA	
CHILLER/COMPRESSOR LOCATION	3 x CHILLERS, ENGINE ROOM AFT TO PORT	
AIR HANDLERS/BLOWERS	THROUGHOUT THE VESSEL	***B**
COOLING CAPACITY	180,000 BTU	
REFRIGERANT	R407C	
SEAWATER PUMP(S)	US MOTORS 230 VOLT, SERVICEABLE	
CIRCULATING PUMP	GIANNESCHI, 230/400 VOLT, SERVICEABLE	
CHILLED LINE INSULATION	POOR CONDITION THROUGHOUT	***B**
CONTROL PANEL / BOX	LOCATED ON THE AFT BULKHEAD IN THE ENGINE ROOM, POOR CONDITION	***B**

POTABLE WATER SYSTEM

The vessels' potable water system is comprised of steel freshwater storage tanks. The freshwater plumbing/hoses and isolation valves were found in need of service. Water pressure is provided by 220 volt pumps and delivered to the isolation manifold and accumulator tank. Water is filled from dockside supply via freshwater fill cap or via water maker. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FRESHWATER	17,000 LITERS, PER TAGS ON LEVEL GAUGES	
TANK LOCATION	BELOW THE AFT GUEST CABIN BERTHS TO PORT & STARBOARD	***B**
DECK FILL LOCATION	TO PORT ON THE AFT DECK	
FRESHWATER PUMP (AC)	220 VOLT 3PH, SMER & LEO	
ACCUMULATOR TANKS	PAINTED STEEL	
PLUMBING CONDITION	LIMITED ACCESS, POOR PLUMBING ABOVE PUMPS	***B**
FRESHWATER FILTERS	BOWLS IN-LINE, REPLACE FILTERS FREQUENTLY	
WATER HEATER	1 x CHROMAGEN (Should be two, one removed)	***C**
WATER MAKER	HYDRO ELECTRIQUE MARINE, NEEDS FULL SERVICE	***B**
FRESHWATER WASH DOWNS	INSTALLED, NOT TESTED	
DECK SHOWER	LOCATED ON THE STARBOARD TRANSOM & PORT & STARBOARD SIDE DECKS	***C**
JACUZZI/HOT TUB	LOCATED ON THE SKY DECK, APPEARED SERVICEABLE, HEATER NOT TESTED	***C**
TOWEL WARMERS	INSTALLED, NOT TESTED	***C**

BLACK WATER SYSTEM

The vessels' black water system is comprised of 24-volt freshwater heads and is equipped with holding tank. The Type II MSD System has been removed from vessel. The heads were not all in operating condition when tested. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
NUMBER OF TANKS	TWO, ONE AFT & ONE FORWARD	
TANK CAPACITY	NOT REPORTED	
TANK LOCATION	BETWEEN THE MAIN ENGINES & BELOW THE CREW AREA	
TYPE OF HEADS	24 VOLT FRESHWATER TYPE, NEED SERVICE	***B**
PUMP OUT CAP LOCATION	TO PORT ON THE AFT DECK	
DISCHARGE PUMP(s)	220 VOLT 3PH, PART OF THE MSD SYSTEM, REMOVED	***B**
MSD SYSTEM	TYPE III / HOLDING TANK (TYPE II SYSTEM REMOVED)	***B**
TRANSFER PUMPS	220 VOLT 3PH	
SEACOCK LOCATION	FORWARD OF THE PORT GENERATOR	
VENT FILTER LOCATION	NOT SIGHTED	

GREY WATER SYSTEM

The basins, showers and condensation drains drain to plastic & metal sumps and appear to drain to the combination grey/black water tanks. The sumps are discharged automatically overboard. The grey water tank appears to be integral to the black water tank system. Any deficiencies sighted will be noted in the "Findings & Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TANK CAPACITY/LOCATION	CAPACITY NOT DETERMINED / LOCATED BETWEEN THE ENGINES & BELOW THE CREW AREA	
SUMP LOCATION	BELOW THE CREW COMPANIONWAY	
SUMP LOCATION	ON TOP OF THE FRESH WATER TANKS	
DISCHARGE PUMP (TANK)	GIANNESCHI, 230/400, VOLT 3PH, NEEDS SERVICE	***B**
DISCHARGE PUMP (SUMPS)	24 VOLT SUBMERSIBLE TYPE W/FLOAT SWITCHES, NEEDS SERVICE	***B**

BALLAST TANKS

The vessel is equipped with ballast tanks. These tanks were not opened for inspection. It appears the tanks are filled and emptied with deck fittings. Any obvious deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
BALLAST TANKS	2 x STEEL TANKS, LOCATED TO PORT & STARBOARD IN THE STEERING COMPARTMENT	***C**
TANK DECK FITTINGS	OUTBOARD TO PORT & STARBOARD ON THE AFT DECK	

FUEL SYSTEM

The vessels' fuel system is comprised steel fuel storage tanks. The fuel plumbing/hoses were found serviceable, limited access, where sighted. Fuel shut off valves were in need of service. The fuel tanks were inspected visually only with very limited access, 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 the survey.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FUEL CAPACITY	29,000 LITERS, PER LABELS ON FUEL TANK GAUGES	
TANK LOCATION	12,500 LITERS EACH, PORT & STARBOARD IN THE ENGINE ROOM	***B**
TANK LOCATION	4,000 LITERS, CENTERLINE ENGINE ROOM	
TANK FILL LOCATION	PORT & STARBOARD SIDE DECKS	
VALVE MATERIAL	BRONZE W/EMERGENCY SHUTDOWN CABLES, NEED SERVICE	***C**
FILLING LINES	METAL PIPE	
TANKS SECURED	INTEGRAL TO THE HULL	
TRANSFER/PRIMING PUMPS	230 VOLT & 24 VOLT, BOTH POWERED UP	***C**
PIPE CONDITION	POOR WHERE SIGHTED	***B**
POLISHING SYSTEM	ALPHA LAVAL, NOT TESTED, SERVICE & PROVE FUNCTIONAL	***C**
ACCESS TO TANK FILLS	LIMITED	

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.

PILOTHOUSE

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
COMPASS	GENOVA, MAGNETIC, CALIBRATE & PROVIDE A DEVIATION CARD	
COMPASS	FURUNO SC-702 SATELLITE COMPASS	***B**
AUTOPILOT	SIMRAD AP35, SERVICEABLE	
GPS	FURUNO NAVNET	
GPS	GARMIN GPSMAP 2010C	
GPS	SIMRAD GPS	***B**
MONITORS	BRANDT & "V"	***C**
CHART PLOTTER	IN GPS'S, AND MONITOR VIA NAV COMPUTER	***C**
RADAR	FURUNO 48 MILE	
RADAR	SIMRAD 48 MILE	***C**
FISH FINDER	FURUNO COLOR ECHO SOUNDER, FUNCTIONED NORMALLY	
DEPTH FINDER	IN GPS'S, ECHO SOUNDER & CHART PLOTTER	
SPEED LOG	IN GPS'S, CHART PLOTTER & NAVIKNOT LOG	***C**
HAILER	RAYMARINE RAY 430	
VHF RADIO	ICOM IC-M411 & RAYMARINE RAYMIC	
WIND GAUGE	NAVMAN 3150, INOPERABLE	***C**
WATCH KEEPER	NET LOGIC, POOR CONDITION	***B**
NAVIGATION COMPUTER	COMPAQ	
NAVIGATION SOFTWARE	TRANSAS NAVIGATOR	
SAT PHONE	KVH TRAC PHONE, FLEET 33, OBTAIN SERVICE & PROVE	***C**
VESSEL MONITORING SYSTEM	INDICATOR LIGHT PANEL TO PORT IN THE PILOTHOUSE	***B**
ENGINE MONITORS/GAUGES	VDO ANALOG TYPE, NEED SERVICE	***B**
AIS	ICOM CLASS B AIS TRANSPONDER, MA-500TR	***B**

ENTERTAINMENT ELECTRONICS

The systems listed below were powered up and tested for function as best as practicable. Any systems requiring active subscriptions that were not active could not be properly tested. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SATELLITE TV SYSTEM	INTELLIAN, OBTAIN SERVICE & PROVE	***B**
TV/DVD/MEDIA PLAYER	PANASONIC TV W/PHILIPS DVD & PS 4 ON ELECTRIC LIFT IN SKY LOUNGE	***B**
TV/DVD/MEDIA PLAYER	SAMSUNG TV W/MATASU DVD PLAYER IN MASTER STATEROOM	
TV/DVD/MEDIA PLAYER	PREMIER TV IN VIP STATEROOM	
TV/DVD/MEDIA PLAYER	DIGIX TV W/SCHNEIDER DVD PLAYER IN FORWARD PORT & STARBOARD GUEST STATEROOMS	
TV/DVD/MEDIA PLAYER	SAMSUNG TV's W/LG & MATSUI DVD PLAYERS IN THE AFT PORT & STARBOARD STATEROOMS	
TV/DVD/MEDIA PLAYER	MCPHERSON TV IN CREW LOUNGE	
SOUND SYSTEMS	FUSION STEREO REMOTE ON AFT DECK AND IN SALON	
CONTROL SYSTEM	REMOTE CONTROLS, REPLACE BATTERIES AS NECESSARY	

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	DUAL BURNER, MIELE, ELECTRIC	
STOVETOP	FOUR BURNER, MIELE, LPG, NOT TESTED	***C**
CONVECTION OVEN	INTEGRAL TO THE ELECTRIC OVEN	***B**
MICROWAVE	SEVRIN	***B**
VENTILATION	ELECTRIC EXTRACTION HOOD ABOVE THE COOKTOP	***B**
DISHWASHER	2 x MIELE	***B**
GALLEY REFRIGERATION	2 x LIEBHERR SIDE BY SIDE STAINLESS STEEL	***B**
GALLEY FREEZER	INTEGRAL TO THE REFRIGERATORS	***B**
ICEMAKER	POLAR REFRIGERATION ICE MACHINE IN GALLEY	***B**
OTHER REFRIGERATION	CUSTOM BELOW COUNTER REFRIGERATOR IN THE GALLEY	***B**
OTHER REFRIGERATION	2 x SIEMENS REFRIGERATORS & FREEZERS IN THE CREW MESS	***B**
OTHER REFRIGERATION	MIDEA CHEST FREEZER IN THE CREW LOUNGE	***B**
OTHER REFRIGERATION	DCG WINE COOLER IN THE GALLEY	***B**
OTHER REFRIGERATION	BEKO REFRIGERATOR ON THE BOAT DECK	***B**
OTHER REFRIGERATION	REFRIGERATOR ON THE AFT DECK	***B**
GARBAGE DISPOSAL	IN-SINK-ERATOR	
WASHER/DRYER	1 x MIELE WASHER / 2 x MIELE DRYERS	***B**

GROUND TACKLE & MOORING EQUIPMENT

The anchor windlass was powered up and tested for function. The deck capstans were powered up and tested but not run under loaded conditions. The anchor rode was inspected while in the chain locker only with limited access to the entire length of the rode. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ANCHOR WINDLASS	220 VOLT 3PH DECK MOUNT W/2 x HORIZONTAL CHAIN WHEELS & CAPSTAN DRUMS, POWERED UP, NEEDS SERVICE	***B**
ANCHORS	2 x GALVANIZED STEEL POOLE TYPE, BOTH SERVICEABLE	
ANCHOR RODE	GALVANIZED STEEL, SERVICEABLE WHERE SIGHTED	
BITTER END	FASTENED WITH STAINLESS STEEL PIN	
DOCKING LINES	ADEQUATE	
FENDERS	ADEQUATE	
DECK CAPSTANS	2 x 220 VOLT 3PH ON AFT DECK TO PORT & STARBOARD	

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

The systems listed below were powered up and tested as best as practicable. Any deficiencies sighted will be noted in the "Findings & Recommendations" section below. Note: the davits were powered up and tested for function however they were not tested under loaded conditions.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
PASSARELLE	200 KG ELECTRO/HYDRAULIC	
DINGHY DAVIT	2 x 220 VOLT 3PH ALUMINUM LOCATED ON THE BOAT DECK TO PORT & STARBOARD, BOTH FUNCTIONED NORMALLY	***C**
DINGHY DAVIT	EMERGENCY BOAT DAVIT LOCATED ON THE FORE DECK	
DINGHY WINCH	ELECTRIC MOTORS W/BELT DRIVES	
SWIM PLATFORM	INTEGRAL WELDED STEEL PLATE W/TEAK OVERLAY	
SWIM LADDER	REMOVEABLE STAINLESS STEEL TYPE W/BELOW DECK RECEIVERS	
SERVICE AIR COMPRESSOR	INSTALLED, POOR CONDITION, NOT SERVICEABLE	***C**

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	WELDED STEEL PLATE, FLAT	
FRAMES	WELDED STEEL FLAT BAR WEB SYSTEM, CORROSION / RUST NOTED AFT	***B**
STRINGERS	WELDED STEEL FLAT BAR WEB SYSTEM, CORROSION / RUST NOTED AFT	***B**
BULKHEADS	STEEL PLATE WELDED TO HULL & DECK, CORROSION / RUST NOTED AFT & FORWARD	***B**
BILGE CONDITION	DIRTY, OILY, WET, NEED SERVICE	***B**
THRU-HULL TYPE	STEEL STAND PIPE + INSULATED BRONZE	
DECKS	WELDED STEEL PLATE W/TEAK OVERLAY, TEAK IN POOR CONDITION	***B**
HULL-DECK JOINT	WELDED STEEL	
DECK FITTINGS	STEEL & STAINLESS STEEL	
TOPSIDES	WELDED STEEL PLATE W/WHITE PAINT, PAINT IN POOR CONDITION	***B**
SUPERSTRUCTURE	WELDED ALUMINUM PLATE W/WHITE PAINT, PAINT IN POOR CONDITION	***B**
BOW ARRANGEMENT	STAINLESS STEEL HAWSE PIPES W/STEEL STRIKE PLATES	
BOW PULPIT	WELDED STEEL PLATE BULWARKS W/STAINLESS STEEL TUBE/RAIL, RAIL NEEDS SERVICE	***B**
RUB RAILS	PAINTED STEEL	
STEM	RAKED & FLARED	
STERN	WELDED STEEL PLATE, FLAT	
FRAMES	WELDED STEEL FLAT BAR WEB SYSTEM, CORROSION / RUST NOTED AFT	***B**

NOTE: 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	6 mm, 7 mm, 8 mm & 18 mm, WELDED STEEL PLATE W/BLACK ANTI-FOUL	***C**
UNDERWATER LIGHTS	4 x XENON TYPE INSTALLED ON THE TRANSOM	***B**
KEEL / HULL TYPE	FULL DISPLACEMENT HULL W/ROUND BILGES & FULL KEEL	
ANODES	4 x HULL BARS IN THE BOW THRUSTER TUNNEL, 26 x HULL BARS AROUND THE HULL BOTTOM IN VARIOUS LOCATIONS, 2 PER RUDDER, 1 PER STABILIZER FIN	
ANODES	MONITOR FREQUENTLY & REPLACE ONCE 50% WASTED	
SHAFTS	STAINLESS STEEL, 3.5" DIAMETER	
PROPELLERS	2 x FOUR BLADE BRONZE ALLOY, SIZE STAMPS NOT SIGHTED	***C**
STRUTS	STEEL V TYPE WELDED TO THE HULL, SERVICEABLE WHERE SIGHTED	
BEARINGS	CUTLESS, SERVICEABLE	
RUDDERS	44" x 24" WELDED STEEL SPADE TYPE, SERVICEABLE WHERE SIGHTED	
BOW THRUSTER SIZE	FOUR BLADE THRUSTER PROPELLER IN 26" TUBE, SERVICEABLE	
STABILIZER FINS	48" x 33" WELDED STEEL FINS, SERVICEABLE WHERE SIGHTED	
THRU-HULLS	STEEL & INSULATED BRONZE STAND PIPES BELOW & ABOVE THE WATER LINE	
SEACOCKS	GATE VALVES, ALL NEW BELOW THE WATER LINE	

SECTION 5:

VESSEL DESCRIPTION

STAR OF THE SEA (35M/113') is a true gem in the sub-120' class, offering a unique blend of rare features and timeless elegance. Built in steel and aluminum by Benetti in Viareggio, this yacht embodies strength and forward-thinking design, decades ahead of its time.

With a strong charter history, onboard, you'll discover a versatile charter platform featuring 6 spacious en suite staterooms, a sky lounge, and a hot tub, perfect for both entertainment and relaxation. Her original, luxurious Italian interior exudes the charm and grandeur of the golden age of yachting.

Recently completing an extensive $1M+ shipyard refit in 2024, STAR OF THE SEA is in prime condition. Upgrades include essential plate work, new thru-hull valves, a bow thruster replacement, and fresh carpeting throughout. After two decades of cherished ownership, the current owner is ready to pass this incredible vessel on to the next fortunate steward of her legacy.

SPECIAL FEATURES

- Tri-deck with six ensuite cabins
- Charter machine with very successful track record
- Vintage Benetti steel hull pedigree

SPECIFICATIONS: STAR OF THE SEA

ACCOMMODATION		CONSTRUCTION & DESIGN	
Guests	12	Built/Refit	1983/2016
Staterooms	6	Builder	Benetti
Cabins Configuration	Double (3) Twin (3)	Hull Material	Steel
Crew	7		

DIMENSIONS & VOLUME		PERFORMANCE & ENGINES	
Length	113'2" (34.5m)	Cruising speed	8 Knots
Beam	23'7" (7.2m)	Max speed	10 Knots
Draft	9'2" (2.8m)	Range	4,000 nm
Gross Tonnage	219 GT	Engines	2 x Caterpillar (365 hp)

FEATURES	CLASSIFICATION & FLAG STATE	
Stabilizers	Classification	Bureau Veritas (BV)
	Flag	Saint Vincent and The Grenadines

· WiFi · Hot Tub · Air conditioning

Description courtesy of https://www.fraseryachts.com/en/yacht-for-sale/star-of-the-sea/

*** Vessel description was taken from third party sources and accuracy of information 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 condition, and the interior of the vessel was found in FAIR 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:

****Please refer to Dropbox folder for access to all photos taken during survey inspection that will be sent in conjunction with this report. Where possible, photos of deficiencies are taken and will be available in attached folder.**

(*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.

**** Batteries, battery terminals should be properly protected with rubber boots on terminals or in enclosed battery boxes, as per ABYC E-10.7.8. No terminal protection was present on batteries below helm station.**
**** Bilge High Water Alarms, service and prove all bilge alarms functional. Audible bilge alarms did not work when tested.**
**** Submersible Bilge Pumps and Float Switches, service and prove fully functional, as per ABYC H-22. The crew companionway and steering compartment bilge pumps were inoperable.**
**** EPIRB, replace battery as per 46 CFR 25.26.20 & register in new owner's name.**
**** Propane System & Locker, ensure the system and locker meet the standards as set out in ABYC A-1. The hatch to access the propane locker was difficult to open. With very limited access, corrosion was noted on the bottom of the propane bottles.**
**** Smoke/Fire Detectors, service/replace and prove functional to meet requirements of ABYC A-4.6 or NFPA 302 – 13.3.**
**** 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.**
**** Fire Extinguishers, service and date tag all portable extinguishers as per USCG 46 CFR 25.30.10 & NFPA 302 Annex E-3.1.2, ABYC A-4.7.2. & NFPA 10 7.3.1.1. Extinguishers expire this month.**
**** Fixed Fire Extinguishing System, service and date tag as per NFPA 302 Annex B-4.7. Extinguishing systems expire this month.**
**** Hydrostatic Release Units for Life Rafts / EPIRBS, date tag or replace as needed. Sun deck EPIRB HRU was expired.**
**** Life-Raft, service and date tag in accordance with 46 CFR 160.151-57.**
**** Fire pump, ensure pump, plumbing and hydrants and hoses are all in serviceable working condition and prove functional.**
**** Flares /Visual Distress Signals, purchase, and store onboard. Vessels over 16 feet are required to have 3 daytime and 3 nighttime visual distress signals according to USCG 33 CFR 175.110 and must meet requirements of USCG 46 CFR, Chapter 1, Subchapter C.**
**** Sound Signaling Devices (Ships /Horn/Whistle), ensure that all required devices are installed & operational as defined by the applicable regulations in ABYC A-23, 33 CFR 83, 72 COLREGS, Rule 33(a) & 35(d). Ships horn did not work when tested.**

(*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

Hull-Sides (Waterline to Sheer):

1. **Topside finish is in generally "poor" and unsightly condition with numerous blemishes, scratches and sections of worn and oxidized finish throughout. Ultimately vessel topsides would need to be repainted to achieve a "yacht quality" finish.**

Aft Deck & Swim Platform:

1. **The powered lift for the aft deck hatch for the steering compartment had been disassembled and is no longer operable. It would be prudent to repair the electric hatch to ensure safe access into the steering compartment.**
2. **The underwater lights did not illuminate when tested. Service as desired.**

Sides and Foredeck:

1. **There was oil leak evidence with oil-soaked rags at the anchor windlass. Service and prove leak free as necessary.**
2. **What appear to be the chain wash in-line valves located in the anchor chain locker are in poor condition, seized.**
3. **The frame of the chain locker hatch was notably corroded. Repair as necessary to ensure the hatch is water tight.**
4. **There was an open junction box noted inside the chain locker. It would be prudent to properly conceal and protect the equipment within.**
5. **Corrosion noted on the fire hose located on the fore deck. The fire hoses were not fully ranged/stretched out. It is highly recommended that all fire hoses and hydrants on the vessel are inspected closer and serviced/replaced as necessary.**
6. **Recommend fully servicing the fuel shut off pull cables and replacing the cable handles as necessary. The pull cable handles are located in the port side deck engine room entrance.**

Sun Deck:

1. **It was reported that the sun deck helm station was not functional (engine controls and steering), and as such was not tested during trial run. Investigate, service and prove helm station functional if desired.**

INTERIOR

Pilothouse:

1. **The indicator lights on the systems monitor panel located in the pilothouse light up however the systems monitor does not appear to be fully functional. The bilge highwater alarms were not functional. Recommend a full service is carried out on the vessels monitoring system and proving the system functional.**
2. **A handwritten note located on an electrical panel in the pilothouse states "Meters and switches not connected". Highly recommend hiring a qualified marine electrician to go through the vessels electrical systems.**
3. **Vessels watch keeping system was not functional. Recommend repairing the system and proving it functional.**
4. **A large amount of contents in medical kit were found expired, and O2 cylinder is expired also. Renew contents as needed and obtain updated service for O2 cylinder.**
5. **Intellian satellite TV antenna control unit did not power on when tested.**
6. **Furuno Satellite Compass displayed a "communication error" fault and would not move past the startup screen. Service or replace as desired.**
7. **AIS receiver did not power on when tested. Service or replace.**
8. **SIMRAD GPS unit at helm dash did not power on when tested.**
9. **No Audible alarms sounded when testing the fire/gas alarm panel. System should be fully serviced and proven functional.**

Sky Lounge:

1. **Small but active leak was noted originating at overhead trim in port forward corner of skylounge, with water pooling on cabinetry and floors below. Overhead panels and tri will likely need to be removed to source leak origin. It should be noted that it was raining during survey inspection.**
2. **Small section of "soft" and water damaged trim noted at base of port forward bulkhead. This appears to originate from captain's head or shower which is directly forward of this bulkhead. Investigate and repair as necessary.**
3. **The sliding doors to the aft bridge deck are very difficult to operate and need to be serviced for proper use and safety concerns.**

Salon, Galley & Dinette:

1. **There was standing water on the day head floor which appeared to be leaking from the toilet. Service and prove leak free as necessary.**
2. **Vast majority of the appliances in the galley were inoperable or in poor condition. Service or replace galley appliances as desired.**
3. **The air handler at the forward port side of the dining area did not power up when tested. Hire a qualified HVAC technician to service as desired.**
4. **There was large section of "soft" flooring at galley entry that likely indicates some damage to galley subfloor. Repair as desired.**

VIP Stateroom & Head:

1. **There was water actively leaking from several areas of the overhead ceiling panels onto the foot of the berth and onto the carpet below. It appeared to be originating from a leak at the day head toilet directly above. Water feed to the head was shut off by crew during survey which stopped leak from overhead. Investigate, service and prove leak free.**

Port Forward Stateroom & Head:

1. **Several water leak stains were sighted at the overhead ceiling panels in the head above the portholes. Further investigation is needed to determine the source and to mitigate the water intrusion.**

Port Aft Stateroom & Head:

1. **Leak stains evident in overhead panels inboard of hanging locker. Further investigation is needed to determine the source and to mitigate the water intrusion.**

Starboard Forward Stateroom & Head:

1. **What appeared to be burn marks were noted in the overhead panels around the smoke detector, which was found hanging loose by its wires, with scorch marks present on detector housing. Replace detector and ensure any faulty wiring is repaired/replaced to good marine standards.**
2. **The fan coil unit in the void above the hanging closet was in poor condition and did not power up when tested. Hire a qualified HVAC technician to service as desired.**

Companionway & Bilge:

1. **Lead ballast bars were observed in multiple bilge areas throughout the vessel. Rubber mats appear to have been irregularly placed prior to installation of the ballast bars, resulting in several lead bars being in direct contact with the hull plating. All lead ballast bars must be fully isolated from the hull plating, as contact between lead and steel can promote galvanic corrosion if an electrolyte (such as saltwater) is present.**
2. **Evidence of corrosion was identified on the external surfaces of the water tanks, including adjacent web framing and hull plating. The affected areas should be accessed for cleaning and detailed inspection, with protective coatings applied where required.**

Crew Area:

1. **Evidence of previous water intrusion was noted on the overhead ceiling panels within hanging closets, lockers, and the companionway. No active leaks were present at the time of inspection. Additional investigation is recommended to determine the origin and mitigate as necessary.**
2. **Bow thruster was not operation at time of inspection. It was reported that the motor for thruster is new, but has been installed with incorrect fuel pump. This was in the process of being rectified at conclusion of survey.**

Lazarette/Steering:

1. **The generator inside the steering compartment is reportedly inoperable and has been removed from service with its exhaust system disassembled. Hire a qualified mechanic to service or replace as desired.**
2. **The casing for the port side battery inside the steering compartment was in poor condition. Replace battery as necessary.**

Forward Machinery Bilge:

1. **Significant corrosion was observed on the steel hull plating within the forward bilge space. The affected area should be cleaned, treated, and coated with an appropriate corrosion-resistant system, followed by periodic inspections. Localized repairs should be carried out as necessary to maintain structural integrity.**
2. **There was a notable amount water sighted in the bow thruster bilge. Source of water intrusion was not determined – Clean and monitor.**
3. **Several sections of plumbing within the forward machinery space were corroded. Treat corrosion as necessary.**
4. **The battery charger forward in the machinery space did not appear to be functional. Service as necessary.**

Machinery Space:

1. **Some heavy corrosion noted on the fire/bilge pump plumbing and manifold, and one of the bilge p/up pipes appears to have been cut. Repair/replace all corroded plumbing and prove bilge and fire system fully functional.**
2. **Hour meter for starboard engine (11,371) does not match hour meter in pilothouse (5,827). It would be prudent to consult with an engine surveyor to determine actual engine hours.**
3. **Active leaks, corrosion and staining sighted at both shaft logs/seals. Service seals to ensure leak free operation. In turn, water is pooling in bilge areas below and inboard of shaft seals where lead ballast is stored, which may cause significant corrosion where lead ballast is in contact with steel shell plating. Due to limited access, shell plating could not be inspected without removal of ballast.**
4. **The port and starboard belt driven / manually operated bilge pumps, located between the engines, have been abandoned, no longer serviceable.**
5. **The vessels Type II MSD (Marine Sanitation Device) black water treatment plant has been removed from vessel, it is unclear how vessel blackwater is removed from vessel as no discharge pump was located, and may have been part of MSD system.**
6. **Much of the piping insulation, weather hot water or chilled water pipes, is in poor condition.**
7. **The underside of the engine room vent fan ducts are significantly corroded.**
8. **The underside of the air conditioning chiller control junction box has corroded away.**
9. **A large amount of corrosion was noted throughout the engine room. The corrosion was sighted on the piping, condensation pans, sections of hull plating, sections of hull frames, equipment, pumps, etc.**
10. **The coating on some of the hull plating in the engine room has peeled off of the plating or the hull plates were never coated properly.**
11. **Some of the engine room deck support structure has corroded away and/or is heavily corroded.**
12. **In-line pipe valve handles were missing from the piping located at the aft, outboard port engine room bulkhead.**
13. **Leak stains were noted at the port wing fuel tank valve located at the base of the fuel tank. A small amount of fuel was beginning to pool in the aft, center engine room bilge. Repair the fuel leak, attest to leak free service and clean the bilge free of fuel.**

Machinery Space:

14. **The emergency fuel shut down system was not serviceable. The shutdowns need to be fully serviced and proven functional.**
15. **The water maker should be fully serviced and proven to function properly. Also, there was a tight bend/kink noted in the water maker low pressure pump water supply hose where the hose comes off of the pump head.**
16. **A loose, un-supported, electrical junction box was noted below the air conditioning chiller control box.**
17. **In-line freshwater filters/filter bowls were found dirty.**
18. **The piping found in the engine room bilges is confusing. All systems using piping should be traced out and properly marked or labeled.**
19. **The seawater pipes that supply seawater to the fire pump/manifold were corroded and appeared to be actively leaking. The valves in the vicinity of this corrosion appeared to be in poor condition.**
20. **The port generator exhaust hose, coming from the muffler, leading to the exhaust gas/water separator is cracked with dry-rot. The hose needs to be replaced with approved type exhaust hose. Any rusty / broken hose clamps sighted throughout the vessel should be replaced with ABA type hose clamps.**
21. **Heavy corrosion with metal wastage was noted on the hull plating outboard of the port generator exhaust muffler. The captain in charge of the vessels believes a doubler plate was installed in this area when the vessel was last hauled ashore. Recommend reviewing any available records / receipts for this work.**
22. **Standing water with signs of rust was noted in the bilge areas forward of the port stabilizer fin actuator. This bilge is difficult to access.**
23. **Standing water and rust noted lying inboard of both port and starboard stabilizer fin actuators.**
24. **An old, obsolete hydraulic hose was noted coming from the forward engine room bulkhead located on the outboard side of the hydraulic oil tank.**
25. **Some of the control knobs on the control boxes located in the engine room have been damaged due to carelessness when opening and closing the control boxes.**
26. **Water leaks and heavy corrosion sighted on the steel plumbing for the freshwater system above the freshwater pumps, located aft to starboard in the engine room.**
27. **Many of the soft pipe joints located throughout the engine room are in poor condition, dry and cracked.**
28. **The freshwater pump relays located in the junction box above the freshwater pumps are not secure in the junction box.**
29. **The submersible bilge pump located forward and inboard in the port side shaft tunnel, is lying on its side. Properly secure the bilge pump to the hull in its upright position.**
30. **There was a lot of heavy corrosion in aft port and starboard bilge spaces, forward and between shaft seals.**
31. **Grey water pump did not work when tested. Service and prove functional.**
32. **NOTE: As a general comment, a lot of the steel plumbing and a large amount of steel shell plating was found to be in poor and corroded condition. It is likely that large amounts of both plumbing and shell plating will need to be cropped and replaced in the near future.**

Trial Run:

1. **The bow thruster diesel motor would not start. As such there was no thruster available while on trial run. Ensure the bow thruster motor is repaired and tested for full bow thruster operation.**
2. **The starboard engine oil pressure gauge was not functioning. Highly recommend replacing all engine gauges and attest to the accuracy of the gauges.**

General Comments and Maintenance:

1. **The insulation on the air-conditioning chilled water lines is in poor condition throughout the vessel. This contributes to excessive condensation, which is pooling in the bilge areas.**
2. **The exterior teak decks were found in poor condition, most notably in exposed areas. Repair as desired.**
3. **There were numerous blisters and areas of localized, heavy corrosion noted in several areas on in the bulwarks and web-frames, and on exterior painted metal surfaces.**
4. **Several of the televisions, DVD players, and stereo speakers were not working throughout the vessels exterior & interior. Hire a qualified AV technician to service system as desired.**
5. **Several of the toilets did not have water pressure throughout the vessel. Additionally, some would flush but not fill or evacuate the water. Investigate further and repair as necessary to ensure heads onboard are functional. IN conjunction with the removal of the MSD treatment system, head/black water system will likely need a significant overhaul prior to use.**
6. **Notable crazing and cracking white surface finish was noted throughout the exterior. Vessel exterior will need to be repainted to achieve a "yacht-quality" finish.**
7. **Porthole sensors throughout the vessel have been disconnected and do not work at indicator panel in pilothouse.**
8. **The electrical wiring throughout the vessel was found in poor condition with numerous areas of poorly terminated & messy wiring with several open junction boxes. It would be prudent to hire a qualified ABYC certified electrician to inspect the ships electrical system, perform a separate electrical survey and attest to the condition and safe use of the AC and DC system.**
9. **Many of the portable fire extinguishers in the vessel are not secure. All portable fire extinguishers need to be securely mounted.**
10. **The insulation on the air conditioning chilled lines is poor throughout the vessel. This poor insulation causes condensation to pool in the bilge areas.**
11. **NOTE: No internal tanks inspections were conducted due to limited access to tanks. It would be prudent and highly recommended to gain access to the inside of the freshwater, fuel, and black-water/ gray-water tanks to thoroughly inspect the internal tank coatings and condition of the tank plating.**

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. It is understood that the vessel is a "used" vessel and the presence of cosmetic deficiencies is to be expected on any used vessel.

EXTERIOR

Underwater Areas / Hull:

1. Both shafts and propellers were found heavily fouled with built up marine growth and scale.
2. A few isolated areas of bottom paint are starting to blister and debond from shell plating. It would be prudent to renew antifouling coatings at next scheduled haul out.
3. NOTE: Several areas were noted where it is obvious that previous repairs have occurred and shell plating has been cropped and replaced. All repairs sighted appeared to be conducted to good marine standards.

Hull-Sides (Waterline to Sheer):

1. Corrosion blisters were noted along top edges of the majority of freeing port frames along main deck.
2. Corrosion noted at waterline discharge outlets at port bow area.
3. Corrosion and blistering noted around the starboard side boarding gate frame.
4. Rust stains sighted below discharge outlets, below starboard boarding gate.

Sides and Foredeck:

1. Cracks were observed in the finish on both the port and starboard aft side deck doors. In addition, the metal components surrounding each door are in poor condition, exhibiting significant corrosion and flaking.
2. The overhead showers on the port and starboard side decks were corroded & seized.
3. "STBD fuel shut off " handle above the engine room entrance on the port side deck was replaced with a wood dowel. Service fuel shut off cables as necessary.
4. Several stress cracks were noted in the overhangs above the port and starboard side decks.
5. The starboard handrails located on the foredeck bulwarks were bent in multiple areas. Repair as desired.
6. There was a crack in the lens at the forward overhead light on the port side deck.
7. The strut for the crew companionway emergency escape hatch located on the foredeck was in need of adjustment.
8. None of the searchlights illuminated when tested. Service as desired.
9. Blisters were noted in the glass for the starboard side deck doors window.

Sun Deck:

1. The starboard side gauge was missing at the sky deck helm dash. Additionally, several of the gauges at the helm were cloudy or unreadable.
2. The watertight glass hatch at the helm dash was cracked in several areas.
3. There was corrosion noted at the helm throttle controls.
4. The lights inside in the forward equipment space did not illuminate when tested and were found hanging.
5. Wood rot was found in the teak around the aft staircase frame. Repair to good marine standards as necessary.
6. Several of the antenna mounts on the mast were corroded.
7. Rudder indicator gauge was cloudy with condensation inside the gauge.
8. NOTE: Due to unfamiliarity of operating procedure. The hot tub was not proven functional.

Bridge Deck Exterior:

1. Moisture and wood rot were found in several areas of the aft boat deck seating area compartments.
2. The refrigerator powered on but did not get cold during the inspection. Service as desired.
3. Several steps at the sun deck stairs were slightly loose. Secure as necessary.
4. The port side pilothouse door handle was loose. Adjust as necessary.
5. The caulking around the pilothouse windshield panel frames was cracking in several areas. Renew as necessary to prevent water intrusion.
6. Corrosion was noted at the bases of the davits and on components inside motor housings. It would be prudent to hire a qualified marine technician to inspect and service davits as necessary.
7. The center compartment door for the crawlspace forward of the pilothouse windshield was difficult to open.
8. Starboard side deck fire suppression compartment doors veneer was found cracked and peeling on the inside face of the door.

Aft Deck & Swim Platform:

1. The aft deck clear plastic vinyl enclosure panels were found in poor condition and should be replaced.
2. The plumbing below the aft deck wet bar was leaking when using the faucet. Service and prove leak free as necessary.
3. The refrigerator at the aft deck wet bar appeared to have been decommissioned and was being used as storage.
4. The forward seating area compartments on the aft deck were found in poor condition with some wood rot present at base.
5. The aft deck tabletop was loose and was not properly secured.

INTERIOR

Pilothouse:

1. Only the stern navigation light indicator light worked on the monitoring panel at helm. None of the other indicator lights worked for remaining navigation lights.
2. Screen burn noted on VHF handset at helm.
3. Chart light at helm console did not work when tested.
4. Port side windshield wiper did not work when tested.
5. Magnetic compass lens was found very foggy/cloudy making it very difficult to read.
6. Temperature data was not being received in echo sounder during testing.
7. Wood floors shows a lot of wear in way of nicks, dings and scratches.
8. Navman wind gauge did not work when tested.
9. Several old leak stains were noted below windshields and window frames.
10. Vessel registration was found to expire in October of 2025. Renew ships registration and maintain a current copy onboard.
11. Naviknot speed log did not power on when tested.
12. Satellite Phone did not power on when tested.
13. A small section of "soft" and warped wood flooring was noted inboard of the starboard breaker panel.
14. Depth sounder did not work in the Furuno Navnet GPS.
15. Unable to get the Brandt monitor to power on.
16. Battery charger below helm did not work when tested.

Sky-Lounge:

1. Unable to get the TV or AV equipment to power on.
2. The two aft windows are "hazy/cloudy".
3. Two forward overhead lights and the two aft "art" lights did not work when tested.

Captain's Cabin:

1. The wood below the cabin porthole showed signs of water damage evidenced by discoloration and peeling veneer.
2. The water supply hose was disconnected at head. Reconnect and prove functional.
3. Two overhead lights did not work when tested.
4. Air conditioning enclosure was found disassembled inside hanging locker.
5. Some damaged tiles noted on head floor.
6. No shower curtain installed around shower stall.

Salon, Galley & Dinette:

1. The fresh and gray-water tank level gauges, aft of the galley refrigerator, did not appear to be functional.
2. There was an audible alarm present at the galley refrigerator. Service as necessary.

Crew Area:

1. Overhead paneling in laundry space was loose in several area.
2. The chest freezer in the crew mess did not power up when tested.
3. The overhead panels throughout the crew area were found in poor condition.
4. There was no coolant inside coolant reservoir for bow thruster engine inside the forward machinery space. Service as necessary.
5. The washing machine in the crew laundry area did not power up when tested.

Lazarette/Steering:

1. There was notable corrosion on the plating at the top of the ballast tanks located in the steering compartment, most notably at the top of the port side tank.
2. The gate valve handle at the through-hull aft to port in the steering compartment was impeded from red metal pipe placed above it. Ensure valve is accessible and functional.
3. Copper air supply line serving the air manifold, positioned at the deck head on the port side of the steering compartment, has been severed and subsequently crimped.
4. The air compressor to port in the steering compartment was in poor condition, did not power up, and needs to be serviced or replaced if desired.
5. Corrosion was noted at the underside of the port and starboard rudder post enclosure plating. Treat corrosion as necessary.
6. There were oil-soaked rags at the bottom of the hydraulic pump unit which appeared to have been for the powered deck hatch.

Machinery Space:

1. Some areas of port main engine exhaust discharge was found with some heavy corrosion on section next to discharge terminus at hull side.
2. The outboard hot water heater (there were two originally) located on the forward engine room bulkhead, starboard side, has been removed. There are exposed hoses protruding from the ceiling just aft of the hot water heaters. This area appeared wet and the ceiling framing that was sighted, was corroded.
3. Switch handles are missing from both the port and starboard deck crane control boxes on forward bulkheads.
4. Aft watertight bulkhead doors (to access haft seals) were found heavily corroded and warped at seals. The port door could not be closed due to the installation and routing of air conditioning raw water hose that passes in front of door. Reroute plumbing and repair door to allow aft water-tight section of machinery space to be sealed.
5. Activation switch is missing from the port engine room extraction fan on main panel board.
6. Switch handle is missing for crew DC distribution panel switch in main panelboard.
7. “Shore power on” button and indicator light is damaged and not working on main panelboard.
8. DC lighting throughout engine room did not work when tested.
9. Junction box was found damaged outboard of port transmission. Replace.
10. Centerline aft bilges were found oily and wet.
11. Heavy corrosion noted on 24 Volt fuel transfer pump housing. Pump did work when tested.
12. NOTE: Due to the age and condition of the engines, engines were not run up to “wide open throttle”, for fear of causing damage to engines.
13. NOTE: Crew and surveyor was not familiar with the operating procedure of the Alfa Laval fuel polishing system. As such, fuel polisher was not powered up and proven functional.

General Comments and Maintenance:

1. Numerous lights throughout the interior and exterior of vessel did not illuminate when tested. It would be prudent to hire
2. The propane cooktop in the galley was not tested as surveyor and crew were unfamiliar with the operation of the system.
3. Several small nicks, dings and scratches were sighted throughout interior wood finish, floors, cabinetry and trim. This can be considered normal wear and tear for a vessel of her type and age.
4. The caulking was found in fair condition with stained and perished sections at various areas around the exterior. Renew as necessary to prevent water intrusion.
5. There was perished silvering at various mirrors throughout the interior of the vessel.
6. Several areas of the headliners were in poor condition, sagging and stained, throughout the vessels interior. Replace as desired.
7. None of the auxiliary lighting or searchlights illuminated when tested.
8. Several lights scratches and small blemishes were sighted throughout the vessels windows and portholes. This is commonly sighted in vessels of her age.
9. The towel warmer racks installed in each guest stateroom were not tested due to unfamiliarity with system operation. Investigate system and prove functional if desired.

SECTION 8:
SUMMARY & VALUATION

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

The FAIR MARKET VALUE stated in this report was recorded from BUC Book Value Pro, NADA, Sold Boats and similar vessels this surveyor has recently surveyed, using the same or similar make, model, year and vessel builder. The following conditions are assumed;
a. Buyer and seller are typically motivated.
b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
c. A reasonable time is allowed for exposure in the open market.
d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

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

$1,500,000
One 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:

$17,500,000
Seventeen Million, Five Hundred Thousand U.S. Dollars

SUMMARY:
In accordance with the request for a marine survey of "STAR OF THE SEA", 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 January 9th – 13th, 2026, and was found to be a well-constructed, appointed and comfortable vessel. The vessel is mostly well-kept and majority of scheduled maintenance has been completed with the exception of 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:

"**FAIR 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.

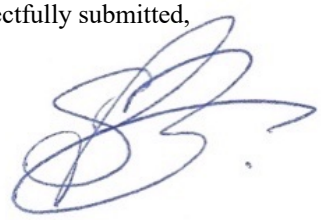
My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

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,



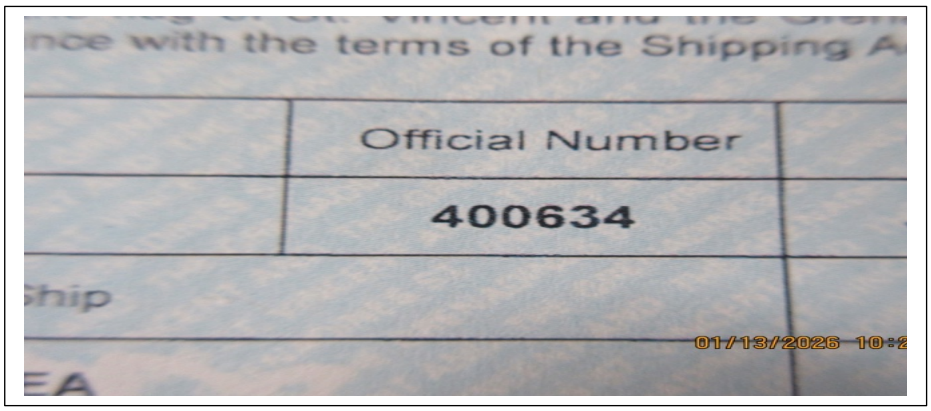
Simon Bridgwood
NAMS-CMS 109-1087. SAMS (SA)
Attending Surveyor
January 16th, 2026

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

OFFICIAL NUMBER



CERTIFICATE OF REGISTRY

PROFILE

BOW

FLYBRIDGE

FLYBRIDGE

AFT DECK

AFT DECK

PORT SIDE DECK

STBD. SIDE DECK

FOREDECK

FOREDECK

BOAT DECK

BOAT DECK

SALON

SALON

GALLEY

DINETTE

PILOTHOUSE

SKYLOUNGE

MASTER STATEROOM

MASTER STATEROOM

VIP STATEROOM

VIP STATEROOM

PORT AFT STATEROOM

STARBOARD AFT STATEROOM

PORT STATEROOM

STARBOARD STATEROOM

MACHINERY SPACE

MACHINERY SPACE

PORT ENGINE SERIAL #

STBD. ENGINE SERIAL #

HAUL OUT

HAUL OUT

HAUL OUT

HAUL OUT