

Full Survey S/Y SeaQuell



YOUR YACHT SURVEYOR by YOUR YACHT GROUP

Client: C/O MARALA YACHT 2005 S.L.

Survey: Marina Vela - E/M/V Badalona (Catalunya - Spain) Date of Survey: 23th of May 2025

> MIQUEL ANTONIO BONET - 46147611C COPITN - Colegiado nº2192





Pre-Purchase Inspection

SUMMARY

1. Y	acht Details	3
1.1	. General Arrangement S/Y SeaQuell	4
1.2	2. Yacht Description	4
2. S	urvey Information	6
3. G	eneral Summary	7
4. S	urvey Details:	8
4.1	. Exterior Deck Area	8
4.2	2. Exterior Elements	12
4.3	. Interior Area	17
4.4	. Interior Elements	22
4.5	. Technical Inspection (elements)	25
4.6	. Rigging and Sails Inspection	34
4.7	. Dry Dock Inspection	40
4.8	3. Sea Trials	46
5. G	eneral State and valuation of the Yacht	49
A. A	dditional Documentation	51



1. YACHT DETAILS.

This Survey reports the Technical and Aesthetic objective status of the Yacht inspected in Marina Vela & E/M/V Shipyard. The Survey is carried out as per Mr.Kevin Paul's (the broker's) request.

Shipyard	Alloy Yachts International LTD
Model	108 Alloy
Official number	70801
Name	SeaQuell
Flag	Marshall Islands
Port Base	Bikini
Call Sign	V7WV8
Year of Manufacturing	1992
Overall Length	32,90 m
Registered Length	28,48 m
Beam	7,65 m
Draft	3,55 m
Hull material	Aluminium
Gross Tonnage	131
Hull number	-
Engine	Lugger
Model	L614AL/BW160
Number of Engines	1
Power per engine	180 hp
Serial number of the engine	1401-1069
Engine hours	1248.2h (before first sea trials)
Number of Cabins	4 + 2 crew cabin



1.1. General Arrangement of S/Y SeaQuell.

The following interior deck layout corresponds to S/Y SeaQuell information found on the internet. The interior layout does reflect the reality of the analysed model.



1.2. Yacht Description.

S/Y SeaQuell is a 108-foot sailing yacht built by Alloy Yachts in 1992, designed by the renowned naval architecture firm Dubois Naval Architects. She was conceived as a high-performance cruising ketch, combining elegant exterior lines with a robust and capable ocean-going platform.

The hull and superstructure of the yacht are constructed entirely from aluminium, a hallmark of Alloy Yachts' construction philosophy. Aluminium offers many critical advantages in yacht building, particularly for sailing vessels: its high strength-to-weight ratio reduces overall displacement while maintaining structural integrity, leading to improved sailing performance, responsiveness, and fuel efficiency under power. In addition, aluminium is highly resistant to marine corrosion, significantly contributing to the vessel's long-term durability and reduced maintenance demands.

This material choice, paired with Dubois' well-balanced hull design, allows SEAQUELL to deliver excellent sailing characteristics, even on extended bluewater passages. Her design supports a transoceanic range of up to 4,000 nautical miles, making her well-suited for both private cruising and long-distance expeditions.



Now over 30 years since her launch, the yacht remains a testament to Alloy Yachts' build quality and Dubois' performance-oriented design ethos. She continues to offer a solid and efficient platform for offshore sailing, with a pedigree that still holds relevance in today's market.



2. SURVEY INFORMATION.

This report is made at the request of Mr. Kevin Paul, the broker, in order to evaluate and have proof of the current status of all the technical and aesthetic details of the yacht, and detect or identify, if possible, faults or defects that could become an impediment for closing the brokerage process.

During sea trials, an engine survey was carried out by *Invicta Yachts*, acting as an official representative for technical engine inspections. The assessment was performed by certified technician *Howard Mainwaring*, who evaluated the condition of the engines, gearboxes, and associated pumps. This survey supersedes the general recommendation for third-party engine checks. Relevant findings and observations should be referred to in Invicta Yachts' report and associated documentation.

2.1. General Considerations

This report reflects only the elements inspected on the date of the visit. All observations are based on direct examination, testing, and professional judgment. Items not explicitly mentioned are outside the scope of inspection. The report does not imply any guarantee against future faults or deterioration, nor does it carry future liability.

2.2. Declaración de Tachas (Art. 343 L.E.C. - Spain).

The technician who signs this report states that:

- NOT be a spouse or relative by consanguinity or affinity, within the fourth civil degree of one of the parties or their lawyers or solicitors.
- NOT to have a direct or indirect interest in the matter or any other similar matter.
- NOT be or have been in a situation of dependency or community or opposition of interests with any of the parties or with their lawyers or solicitors.
- NOT have close friendship or enmity with any of the parties or their attorneys.
- NOT believe that there is another circumstance, duly accredited, that makes them detract from the professional concept.

2.3. Oath (Art. 335.2 L.E.C. - Spain).

When issuing the opinion, every expert must state, under oath or promise to tell the truth, that they have acted and, where appropriate, will act with the greatest possible objectivity, taking into consideration both what may favour and what is likely to cause harm to any of the parties, and that he is aware of the sanctions that he could incur if he fails to fulfil his duty as an expert witness.





3. GENERAL SUMMARY.

The survey was carried out in two stages. The first stage took place at Marina Vela and covered the engine start-up and sea trial en route to EMV Shipyard in Badalona. The second stage was conducted with the yacht out of the water for a dry dock inspection, followed by further sea trials from EMV back to Marina Vela, the yacht's home port. Technical systems and machinery were inspected both alongside and underway.

The vessel was found full of well-stowed personal belongings and materials belonging to the seller. However, the inspection was mostly carried out without any significant impediments.

Full Survey Report includes:

- U Visual inspection of hull, deck and systems.
- Bilges and technical spaces inspection. Corrosion detection.
- □ Interior detail, furniture and aesthetics.
- **D** Electronics, Electrics and Mechanical Equipment test (if possible).
- Basic Safety Equipment inspection.
- □ Sea Trials Technical inspection and Specific sea trials Tests.
- □ Shafts, bearings and propellers inspection.
- □ Mast and rigging inspection Mast climbing.
- □ Full Inspection Report.
- **Q** Recommended or Potential Worklist & General State Evaluation.

Not included in the Survey:

- Engine inspection performed by a third party.
- Assessment or investigation of tax status, registration and financial history of the vessel or any specific documentation check.
- Directive, Class or any other standards and regulations.

The inspection of the yacht is qualified and detailed by the following acronyms:

Defects definition:

- None (N)
- Aesthetic (A)
- Relevant (R)
- Bad (B)

General State (by areas):

- 1-5 evaluation:
 - 🗌 1 = Bad
 - \Box 5 = Perfect



4. SURVEY DETAILS:

4.1. Exterior Area and elements:

<u>General state during the inspection:</u> The exterior deck is found clean and ready to inspect. <u>Material of the Deck:</u> Teak finish.

Defects Comments Area Ά The platform was found in good Swim platform condition. It is fixed and integrates the backstay and a central aft winch. The platform has 6 teak steps up to the deck. Ν The transom does not show any relevant Transom area damage. We do consider the transom the aft area where the name is located, as well as the aft steps (including paint surfaces). Ν Α central cockpit with special Cockpit (rudders and seating area) distribution is found to be in really good condition. Central sofas and tables allow the guests/owners to enjoy the navigation while in the shade. The captain has two separate wheels with all the sailing controls available. There is a kind of flybridge (Skylounge) with access from the central cockpit. Ν There is a central sitting area, located Flybridge area above the yacht's superstructure, just under to boom. It may be considered as a Flybridge or sundeck. The area has speakers integrated. The vessel's superstructure exhibits a Ν Superstructure (interior access) commendable level of visual upkeep and paintwork, with the non-skid surfacing appropriately situated. The recent repainting completed in 2023 indicates a vessel that is maintained to a significant standard. Ν No relevant damages were found in the Seating Area sitting area or the mid-tables. Sofas, on each side, have a table with movable legs. The sofas and their bases were found with no signs of damage and were well preserved. The tables had the covers on them for sun protection.



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Captain areas - wheels	A	Both wheels and their supports are well maintained, with covers always on them. The surfaces are in good condition, and the captain's seats are keeping the genoa captive reel winches in their interior.
Teak Deck	Ν	The teak is found in good condition as it was always maintained. The teak deck was renewed back in 2012. The maintenance of the teak is at its standards and shows a proper surface. No dents, corrosion or unstuck areas are detected underneath. All the hatches and the side areas are well finished.
Forward area	Ν	The tender is stored in the forward area, which also houses the technical locker for sails and lines, as well as the anchors and chain lockers. No damages were reported.
Anchor area	Ν	Without relevant damages to report. Bit of corrosion and small dents.
Jacuzzi and transom area	_	The yacht is equipped with an integrated jacuzzi on the deck, located in the aft area. A large hatch provides access to the port storage area, the central jacuzzi compartment, and the starboard converter area. The Jacuzzi can also be accessed and opened independently. It was not tested during sea trials. The structure appeared to be in fair condition with no reported damages. It is imperative to conduct a comprehensive jacuzzi test, including an evaluation of the technical machinery, to acquire objective performance data.



Selection of relevant images:

More pictures on the following link: https://photos.app.goo.gl/yz65m7e4R494dsPu5





General view

Aft area





Transom area

Tender storage - FWD area



Cockpit access



FWD PS area







FWD Corridor

Superstructure paint job



Skylounge



FWD non-skid

GENERAL CONDITION OF THE EXTERIOR AREA: 4/5.



4.2. Exterior Elements:

<u>General state during the inspection:</u> The exterior deck is found clean and ready to inspect. All the external items mentioned below, fixed or mobile, are inspected in order to detect any anomaly.

Area	Defect	Comments
Swim ladder	Ν	Found stored in the aft STB storage compartment. Not tested
Exterior cushions	Ν	The installed items show no relevant damage or sun exposure.
Aft and Fwd hatch (Storage area)	Ν	Opened and tested. The hatches, hinges and locking system are found in good condition. The interior is quite well organised.
Shore power connection	Ν	The yacht maintained a stable connection to shore power both before and after the sea trial, exhibiting effective charging capabilities. The power cable is routed through a step located on the starboard aft transom. The current connector's dimensions preclude it from passing through the hull structure, thus preventing complete storage.
Mooring cleats	Ν	Well installed on the deck without movement. All of them look strong and without stress damage.
Engine gauges (exterior)	A	Working well. It indicates the Engine Running rpm, Water temp., as well as the Drive oil temp.
Compass	Ν	In good working order (2 - each rudder)
Rudders	Ν	Aesthetically well-maintained. The wood has some superficial scratches.
Autopilot display	Ν	Tested during Sea Trials and working well.
Aft Shower	-	Not tested.
Aft manual bilge pump	-	Not tested during the survey
SS handrail	Ν	Well fixed on deck with no damages or scratches on the bases. The SS is shiny and looking great.
SS stanchions	Ν	No corrosion found on the stanchions or bases. Their movement is correct. They are well fixed on deck.





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		The captain used the SS cable to hold the side fenders.
Cockpit tables	Ν	The table was partially covered. They are fixed with no relevant damages or defects on the surface.
Cockpit Awning - cover	Ν	The cockpit awning features a stainless steel structure, enabling complete coverage and lateral enclosure of the area. The ingress from the deck to the interior incorporates a semi-arched design that enhances the overhead clearance. No scratches or damages were observed on either the structure or the awning surfaces.
Skyloundge access	Ν	Access to the skylounge area is obtained via the central area of the superstructure, situated on the cockpit. Five steps facilitate entry to the area. The access is considered safe, incorporating dual side railings. No damages or scratches were observed or reported.
Side windows	-	<pre>No relevant scratches or dents could be seen. The Sikaflex of the windows are in good condition. NOTE: The FWD PS Window is broken. It has to be replaced after the survey. Quotation provided (attached in the annexes).</pre>
Interior access	A	The access to the interior does not show any damage to report. It is a sliding door.
Navigation lights	Ν	Working well.
Top light	-	Not seen
Horn	-	Not tested during the survey.
Anchor winch	-	Not checked.
Anchor	Ν	It exhibits minor superficial damages, which are considered not structurally significant at this time.
Anchor chain	A	Looking great. It is also recommended to extend the chain at dock during a maintenance period and clean it deeply.
Deck Hatches	A	All hatches were operational and in good condition.



Hull Number	-	Not seen.
Liferings - Floating device	-	On the aft side handrails (both sides).
Flag pole	Ν	The teak flag pole located in the aft area does not show any damage or vibrations while sailing
Gangway	Ν	An ultralight carbon fibre gangway is found installed once arrived onboard. It is designed for easy installation and to ensure a safe transition.



Selection of relevant images:

More pictures on the following link: https://photos.app.goo.gl/yz65m7e4R494dsPu5





Gangway

Aft steps



Skylounge access



Aft handrails and SS fittings



Liferings (side area)



Cleats









Navigation lights



Seating area - captain

Wheel



Seating area and table

Broken window

GENERAL CONDITION OF THE EXTERIOR ELEMENTS: 4/5.



4.3. Interior Area:

<u>General state during the inspection</u>: The interior is found clean and free of any element that could block a proper survey. The closets are not empty, as some personal belongings are onboard. <u>Material of the Deck</u>: Treated wood.

Area	Defects	Comments
Main Area - saloon	Ν	The principal interior space comprises two salons, namely the upper and lower salons, each offering distinct zones for varied purposes. The upper salon integrates the captain's operational area alongside a sofa and low table suitable for refreshments. Lateral storage units, including a double-door refrigerator, which was tested during the survey and found to be fully functional, are incorporated therein. The lower salon provides access to the forward crew quarters and aft cabins. This area features a central table, a substantial sofa, and a writing desk. Nearly all horizontal surfaces are protected and covered. No significant damage was noted on vertical surfaces. Drawers, cabinets, and closet doors were opened and tested.
Captains area	Ν	The lower salon incorporates the captain's station, which houses all technical controls. The vessel can be operated internally via the autopilot system. This space also includes all documentation and electrical panels, each clearly labelled. An alarm panel, radar, and navigation data displayed on a PC are present, along with a thermal imaging camera positioned on the starboard side of the table.
Galley	Ν	The galley was presented in a clean and organised state, with all components accounted for and exhibiting no discernible damage or visual imperfections. No alterations were identified during the visual inspection. The galley is situated in a forward-centred position within the lower salon, providing access to the crew mess and cabins.





Miquel Antonio i Bonet Naval Engineer & Yachting Services S/Y SeaQuell #2025_35

Stairs (access)	Ν	Found in good condition with no damages or important scratches to report. The carpet is covered by the runners.
PS Cabin (VIP)	Ν	A big bedroom, located in the aft area of the salon (after the engine room access), is found clean and well-maintained. It has an integrated WC and TV. The surfaces are free of damage, and the varnish is still in very good condition. The integrated bathroom is found in good condition, like the others.
FWD Bathroom (corridor)	Ν	There is a bathroom where access can be gained from the central corridor and also from the double bed STB cabin. The inspection revealed all surfaces to be in satisfactory condition, with no evidence of excessive humidity. No damage or unauthorised alterations were identified.
STB Cabin	Ν	There are two separate beds, which are found together during the inspection. The surfaces and lockers, and all the areas are found well-maintained without any relevant damage to report.
PS nanny Cabin	Ν	There is a small bunk bed cabin in the PS area, between the VIP and Owner's cabin. This has a compact bathroom. It is found with extensive use.
AFT Owner's cabin (central)	Ν	Central cabin in the aft section of the yacht. Big centred double bed with side corridors with closets. Access to a private full bathroom, which was also found to be fully operational. The private bathroom also integrates a Sauna - not tested.
Sofas & Cushions (saloon)	Ν	No relevant damages to report. All the cushions are in place and fitting well.
Central table	Ν	Found covered and protected, it's maintained in almost perfect condition.
Windows aesthetics & curtains	Ν	Looking in normal conditions.
Ceilings	Ν	All are in place and properly fixed. Renewed with fast mounts for easy access.
Floor hatches	-	Just tested the crew area ones. With no remarks.

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Internal furniture	A	In general, all the furniture is well-maintained by the current owner. The surfaces do not present hints or relevant damages to report.
Crew area	Ν	The crew quarters are situated forward of the galley, providing accommodation for four crew members in two separate cabins. A crew mess area is available, housing yacht manuals and pertinent information.



Selection of relevant images:

More pictures on the following link: https://photos.app.goo.gl/yz65m7e4R494dsPu5





Upper salon area

Lower salon access



Double bed cabin



VIP cabin



Galley (crew area)



Main corridor



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Owner's cabin





Ceilings





Owner's bathroom (sauna included)



Side hatch

GENERAL CONDITION OF THE INTERIOR AREAS: 4/5.



4.4. Interiores Elements:

A thorough inspection of all internal fixtures, whether fixed or mobile, is conducted to identify any irregularities.

Area	Defects	Comments
Water taps	Ν	Found correctly with normal pressure. Hot water is running well.
Water sinks	Ν	It drains correctly, no issue to be reported.
Seawater pump at the sink	-	Not seen/tested.
WCs	Ν	Tested and worked correctly. There are all of them electrical toilets.
Shower	Ν	Tested and worked correctly (owner's cabin).
WC mirror & other mirrors	Ν	No damages or scratches to report. Bit of delamination on some corners.
Doors	Ν	All of them were operating and closing well, with the hinges properly installed.
Cooking plate	Ν	The gas plate was not tested. The electric stove works fine.
Stove / Oven	Ν	Tested. Working as expected.
Fridge and Freezer	A	Found working well without abnormal noises or vibrations. The fridge system was renewed last season, as the broker detailed.
Ice machine	-	Not tested.
Microwave	Ν	It was working during the survey, at shore power or with the generators
Interior wooden surfaces	Ν	In general, the state of the surfaces on board is correct.
Interior upholstery	A	There are some small stains, but in general, the upholstery is found with no damage. The sewings are ok and the colour matches.
Interior Runners	Ν	All of them are found installed in order to protect the carpet. No damages to report. They were fitting perfectly.
Interior carpet	-	The runners were not removed during the inspection, so a full carpet survey was





		not performed. The areas seen were in pretty good condition. White cream carpet.
Side Curtains	Ν	Some stains were found, however, they operate and close well.
Interior Lights	A	Working well. The switches on the ceiling and walls are tested during the inspection, with any anomalies to report.
Interior 220V sockets	Ν	Tested with the phone charger, in general, it is working as expected.
Saloon's TV system	-	The TV was not tested.
TV (cabins)	-	Not tested
Saloon Table	Ν	No scratches were found on the surface. No issues to be reported. Fully protected.
Interior (and exterior) speakers	-	The vessel is equipped with a sound system, incorporating both interior and exterior speakers. This system is integrated with the yacht's radio. Testing of the sound system was not performed during the survey.
Boat manuals	Ν	Located inside the captain's area in the upper area of the Main Saloon, some official documents were found. Also, files are properly stored in the yacht saloon, PS area.
Beds & mattresses	-	Looking great with nice bed bases.
Lockers in cabins	Ν	All the doors and hinges were found in good condition.
Internal Structure	Ν	The structure underwent a partial inspection within the crew area. A comprehensive structural assessment was not conducted, as it fell outside the defined scope of the survey. Nonetheless, the inspected areas exhibited sound condition, with no evidence of corrosion or structural stress observed.
Bilges	Ν	All were found clean and with no signs of damage or touch-ups. The crew bilge was found with a bit of water while the survey was carried out. No external water ingress was detected.



Selection of relevant images:

More pictures on the following link: https://photos.app.goo.gl/yz65m7e4R494dsPu5



Table and chairs in the saloon

Surface details



Ceiling electric curtains



Ice maker



Electric WC



Galley sink - 3 faucets.

GENERAL CONDITION OF THE INTERIOR ELEMENTS: 4/5.



4.5. Technical Inspection (elements and spaces):

The following report details the technical systems and equipment that were effectively inspected, with particular focus on the engine room, technical spaces, and components relevant to the vessel's safe operation and navigation. Items not mentioned or not accessed during the inspection are to be considered outside the scope of this survey. Special consideration is given to safety implications and the estimated cost of necessary works in relation to the yacht's overall market value.

Area	Defects	Comments
Anchor area	Ν	No defects were detected in the area.
Anchoring system	-	Not tested.
Fuel Tank area.	Ν	<pre>Found in the bilges. Integrated tanks on the structure. As per engine room details: Tank details, 8 in total (each): - FT FWD (2): 2230 l - FT FWD MIDSHIP (2): 1500 l - FT AFT MIDSHIP (2): 4500 l - FT AFT (2): 1500 l The FWD tanks were checked from the exterior, where the tank's sonda was able to be checked. NMEA2000 info shows the capacity of the tank in an electronic gauge. This is visible inside the engine room.</pre>
Fresh water tank	Ν	Two tanks are located on the bilges. Tanks capacity: - FWT1: 2750 l - FWT2: 2750 l
Black water tanks	-	Not seen.
Bilges	Ν	In general, found clean with nothing to report. No cracks or stress signs were detected during the inspection. They were inspected in the engine room area and in the FWD area, where the crew mess is located (a bit of water was found there).
Bilge pumps	Ν	Working fine, test carried out by manually activating them.
Fresh water pump	Ν	Working fine on the interior of the boat, as the pressure was right on all the tested equipment.
Water hoses (installation). Freshwater system	A	In general, the installation is well maintained with no relevant modifications to report. The valves should be cleaned as part of the general maintenance.



Miquel Antonio i Bonet Naval Engineer & Yachting Services S/Y SeaQuell #2025_35

Grey water system	Ν	The grey water hull outlets were generally found in good condition. The entire system runs well.
Water heater	Ν	The water heater had correctly routed piping. The main engine also contributes to water heating while running, via a heat exchange system.
Bow Thruster	Ν	The bow thruster system was found to be in good working order, allowing for safe and efficient manoeuvring. The installation is in good condition. The thruster is integrated into the hull structure and deploys only when manoeuvring is required.
Aft Thruster	Ν	
Steering system (2 wheels)	Ν	Both are working fine and smoothly. Twin wooden wheels with aluminium spokes, linked to the captain's area.
VHF Radio	Ν	Working according to the requirements.
Radar	Ν	Radar is installed on the mast spreader. With no movements on these fixations (inspected during the mast climb). The radar is working well, however, the Furuno system is old and would require a renewal in order to match the other yacht electronics.
GPS & Navigation equipment	Ν	All the electronics onboard are working well.
Battery main switches	Ν	The service & engine switches are working well. The parallel was not tested as it was not required. All of them are located inside the upper salon, where the captain's area is located. Inside a cabinet.
Engine Room Insulation	Ν	In good condition, correctly installed over all the vertical areas and the access door. The level of noise insulation is very high.
Engine (General state)	-	Please check "Invicta Engineering" official engine report - attached in the annexes.
Silent Blocks	Ν	With no relevant corrosion to report.
Exhaust line	Ν	Nothing to report. Well fitted and installed. Please check "Invicta Engineering" official engine report - attached in the annexes.



Fuel pre-filter	Ν	Working correctly while running on sea trials.
Water filter	Ν	The system performed correctly during sea trials.
Engine paint	-	Looking fair. It can be noticed some touch-ups. Please check "Invicta Engineering" official engine report - attached in the annexes.
Engine corrosion	-	There is no corrosion. Please check "Invicta Engineering" official engine report - attached in the annexes.
Electrical installation engine	Ν	With any relevant modification to the report.
Batteries	Ν	Working well, in a well-fixed area with the cabling system maintained.
Battery charger	Ν	Working well. Tested with shore power.
Autopilot	Ν	Tested during the sea trials, the system was working correctly, with a normal time response.
Steering system	Ν	The connection to the rudder was found in good condition.
Safety Equipment	_	Regarding safety equipment, it should be noted that a full inspection was not conducted, as the requirements are dependent on the flag state regulations. Liferafts, fire extinguishers, and lifejackets were found in place during the inspection.
Gas bottle locker	-	Not inspected.
Generators	_	The yacht is equipped with two Generators. Both were tested during sea trials. Both are the same model and run well. Generator maintenance is to be scheduled as part of the general yearly maintenance.
Electrical installation onboard	A	No relevant modifications were observed. The 120v and 24v panels are clearly labelled, and all switches are functioning as expected. The voltage indicators are operating correctly.
Electrical panel	Ν	Found with no modifications to report. The breakers are working well.



Engine Alternator	Ν	Working fine while navigating. Please check "Invicta Engineering" official engine report - attached in the annexes.
PC	Ν	The yacht has an integrated PC where extra information can be managed. The system allows planning routes through the TIMEZERO Program.
Navigation instruments	Ν	The navigation instruments are showing all required data. The instruments are, in general.
Starlink	Ν	The yacht is equipped with a Starlink antenna integrated onto the mast. Although internet connectivity was not assessed during the survey, the owner has affirmed that the antenna allows full connection.
AACC	Ν	Operational testing during the survey revealed no detectable issues. The system achieved rapid cooling of the designated areas while the generators were operational. Individual temperature control is available for each cabin. The full system was renewed during the 2023 refit.
Fancoils	Ν	Individual fan coil units are integrated within the furniture of each cabin and area. The fan coil units tested and inspected appeared to be well-maintained and exhibited no evidence of corrosion or leaks.
Watermaker	-	The watermaker was not tested.
Fire pulls & set of fuel valves	-	Functionality remains untested. A fuel flow cutoff set of valves is situated at the engine room entrance, permitting the cessation of fuel supply. The same space has the fire pull of the engine room.
Liferaft	-	2 liferafts are located on the skylounge forward area.
Tender	Ν	The yacht is equipped with an auxiliary tender, situated on the forward deck area. A 4-meter Rigid Inflatable Boat (RIB) tender, powered by an outboard engine - not tested. The tender is securely fastened within deck chocks and further protected by a weatherproof cover.



Miquel Antonio i Bonet Naval Engineer & Yachting Services S/Y SeaQuell #2025_35

		On the aesthetic aspect, it looks well-maintained and clean.
Tender Crane	-	The yacht has a tender crane integrated into the forward area. It allows launching the tender quickly. It was not tested during the sea trials.
Thermal Camera	Ν	The mast is equipped with a thermal camera, securely fixed on the forward area of the mast. This enables continuous monitoring of the sea during navigation, irrespective of conditions. The camera's imagery is displayed on the interior screen of the captain's area. The FLIR camera functions correctly.
Laundry equipment	-	The yacht is equipped with washing and drying machines. Both are integrated into the galley. They were not tested.



Selection of relevant images:

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Radar

PC - Navigation route (TIMEZERO)



Alarm panel & FLIR Camera (Thermal view)



VHF & Autopilot

24V EARTH TESTS



Electrical panel (reading & 120V)

Battery switches







Salon fancoil



Temperature regulation AACC cabin



Engine room access



Main Engine



Silent blocks



Water intake (engine)









Exhaust line





AACC unit





Mast base (integrated into the engine room structure)



Bilge's manifold - engine room







Generators panels





Laundry equipment



Tank sonda (crew mess)



Digital gauge - tanks info

Steering system

GENERAL CONDITION OF TECHNICAL INSPECTION: 4/5.



4.6. Rigging and Sails Inspection:

<u>General state during the inspection</u>: The rigging and running rigging are inspected with no limitations. The mast was climbed with the help of EMV team.

<u>Material:</u> Alu

Area	Defect	Comments
Mast	A	The mast exhibits minor scratches and no significant corrosion. The mainsail lines are correctly positioned. All equipment attached to the mast, including tracks, lights, electronics, and stainless steel fittings, presents no evidence of corrosion or damage. Full rigging service during the 2023 refit. Important Note: During the mast ascent, a union of the mast sling rail exhibited evidence of corrosion and superficial damage. This is documented in the appended photographs (at the end 4.6). It needs to be monitored during the next seasons.
Boom	A	An inspection revealed no anomalies, damages, or defects. The boom is supported by a hydraulic ram situated at the mast base, facilitating tension release as necessary and enabling boom position adjustments. Furthermore, for sail stowage, a stainless steel fitting is installed at the boom end to secure its position (by using a custom-designed line & fitting) and prevent movement during navigation.
Standing Rigging	Ν	The rigging inspection revealed no anomalies, damages, or other defects. The rigging presents a satisfactory visual appearance. No cracks or signs of stress were identified during the inspection. Fully serviced in 2023.
Running Rigging	Ν	The running lines of the rigging are looking good. Some of them are more affected by the sun, however, there are no signs of replacement needed.
Deck fixing points		The SS rigging fittings are well fixed in the deck, and there are no cracks or stress signs on their fixing points. The SS fittings are well-maintained with no corrosion.

Miquel Antonio i Bonet Naval Engineer & Yachting Services S/Y SeaQuell #2025_35

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Sails	A	According to information provided by the owner, the vessel is equipped, at least, with the following sails: - Storm jib - Battened mainsail - Furling mainsail - In boom - Gennaker/Cruising Spinnaker - Genoa - Furling Genoa However, during the sea trials, only the mainsail and genoa were observed. Both sails were clean with no issues to report.
Main Sail	A	Looking in good condition. Fully deployed easily by its winch system. During the manoeuvre, the crew greased the sliding-in-rail area of the sail. It is a furling main sail (inside the boom).
Genova Sail	A	Also looking good. Fully deployed from the captain's position.
Genova rigging	A	All the rigging, such as lines, rings, or SS elements, is found in good condition.
Stoppers - rope clutch	Ν	The line stoppers, primarily situated below the deck (inside the rigging hatches), functioned as intended; however, a degree of force was required for their actuation. System inspection as part of routine maintenance may be warranted.
Sailing winches (captive)	Ν	The yacht is equipped with captive reel winches employed for sailing manoeuvres. These are situated within the deck structure or inside the captain's seats, specifically those designated for the genoa. The inspection indicates that the winches appear to be well-maintained. Tested all of them with no anomalies. The external normal winches (4 - one on the Aft, two central area, and the other in the forward centre) are working correctly.
Backstays	Ν	Centred backstay, which was removed during the hauling out process. The backstay hydraulic ram helps with the tension adjustment.
Running side backstays	Ν	Both sides are easily adjustable by playing with the position and tension applied. Both were tested during the sea trials



		(2nd part - sailing).
Hydraulic power pack	Ν	The power pack provides unlimited capability for all rigging manoeuvres, as it is well dimensioned.


Selection of relevant images:

More pictures on the following link: https://photos.app.goo.gl/yz65m7e4R494dsPu5





Furling the main sail

Captive reel winches



Rigging fittings - deck



Genoa rigging and FWD winch



Rigging detail



Backstay and aft winch





Miquel Antonio i Bonet Naval Engineer & Yachting Services S/Y SeaQuell #2025_35



Mast deck and boom union



Mast - boom pin





Boom - hydraulic

Central winches



Camera and fittings on the mast



Boom side manoeuvrings





Miquel Antonio i Bonet Naval Engineer & Yachting Services S/Y SeaQuell #2025_35



Climbing mast





FLIR camera





Mast fitting 1st spreader



Radar



Mast detail





Mast union crack

Mast union detail

Fitting details.

GENERAL CONDITION OF THE RIGGING: 3.5/5.



4.7. Dry Docking Inspection:

<u>General state during the inspection</u>: The hull was inspected on the hardstanding, both during and after a high-pressure washing. The cleaning was limited to a superficial level as per drydocking timings. The yacht was not hauled out, just suspended.

Area	Defects	Comments
Hull (underwater area)	R	The vessel's hull exhibited a condition indicative of insufficient recent cleaning. The last navigation occurred in September 2024. During the inspection, a quick cleaning of the hull was executed, with specific emphasis on the waterline and propulsion systems. Generally, no damage, signs of wear, or indentations were identified that necessitate reporting. Renewal of the antifouling scheme is required prior to the commencement of the season. It is recommended that a comprehensive cleaning be performed, followed by the application of two coats of antifouling protection.
Keel	R	The keel exhibited no damage or corrosion. It is a short keel with two small lateral wings. Additionally, the keel houses the shaft tunnel, allowing the propeller shaft to exit through the hull. No intermediate shaft bracket is installed, as the propeller is mounted directly at the shaft's exit point. Also it is required a full paint scheme renewal is required, as part of the underwater body hull.
Hull number	-	Not seen.
Shaft	А	As mentioned, this yacht features a keel-integrated shaft arrangement, with the propeller mounted directly at the shaft's exit point. The shaft is visible within the interior of the yacht. Externally, it is equipped with a sacrificial anode and the propeller
Shaft bearing	Ν	The bearing looks ok and requires attention each season to ensure that it works as expected.
Propeller	Ν	The orientable propeller is found dirty but with no signs of damage. It may have compromised the engine sea





		trials. The blades do not show any damage. The orientation of the propeller is tested during the sea trials, which worked correctly allowing the yacht to navigate as its optimal point of performance.
Anodes	R	To renew all of them.
Rudder	A	No movement detected on the rudder, which is well fixed in position. No data from the last shaft inspection.
Bow thurster	A	Prior to commencing the dry docking procedure, the bow thruster was deployed to facilitate a comprehensive inspection. No damage was detected on the propeller.
Aft thruster	A	The aft thruster is integrated into the yacht. It was completely blocked by seaweed. The cleaning revealed no signs of damage on the propeller. It does not have a protection grill.
Water intakes & outlets	A	They are found with no superficial corrosion and in good condition. The AACC intake and others were cleaned during the hull inspection, as they were found partially blocked.
Hull Top Sides	A	A full paint refit was completed on the yacht in 2023. The paint application generally presents an excellent appearance, exhibiting no damage, appropriate reflection, and a clean surface. Superficial, minor dents are present. <u>Important to highlight</u> : a round mark with cracked filler is observed on the starboard forward area, indicating potential pressure on the paint coats. This damage is concentrated within a one-meter area and warrants monitoring, as localised repair may be necessary. Notably, no potential cutting lines are present in this area. Additionally, at least two minor localised repairs are discernible on the aft areas of the hull topsides, where the hull intersects with the transom. These are not considered significant. They may come from lines scratching.
Waterline	A	Regarding the condition of the hull, while the topsides appear satisfactory, the waterline exhibits more significant deterioration.



		Specifically, two small localised areas demonstrate paint delamination, with affected lengths measuring under ten centimetres.
SS rub rail	A	The entire rub rail is well fixed on the hull, with no damages, corrosion or scratches. It may be polished in future seasons.
Underwater lights	A	Cleaned manually some of them. They look great. Not tested during the sea trials.
Anchors	A	The anchors are free of corrosion. There are two similar anchors located on the bow of the yacht, one on each side. Both are looking shiny with signs of low use and good maintenance.
Hull windows	Ν	The hull windows exhibit no damage, and the Sikaflex seams are correctly installed throughout all areas. No cracks or damage related to stress or surface tension are observed. They are generally free of scratches.



Selection of relevant images:

More pictures on the following link: https://photos.app.goo.gl/yz65m7e4R494dsPu5





Hull - before cleaning

Annodes - to be renewed urgently





Propeller





Aft thruster - no grills



Underwater lights







Hull grills







Rub rail

Waterline



Hull topside I



Hull topside II





Miquel Antonio i Bonet Naval Engineer & Yachting Services S/Y SeaQuell #2025_35



FWD STB Damage I



FWD STB Damage II



AFT STB repairs

ATF PS repair



Anchors



Hull windows

GENERAL CONDITION OF THE DRY DOCKING INSPECTION: 3.5/5.



4.8. Sea Trials:

<u>General state during the inspection</u>: The sea trials are carried out from Marina Vela to EMV and back. First sea trial by engine and second a sailing test. The weather conditions are with low wind, sun and a calm sea, which allow us to carry out full sea trials.

- The tank levels during sea trials were:
 - Fuel tank 1 & 2 (100%) 3 & 4 (25%)
 - Water tank 1:75%
 - Water tank 2:75%
- There were No. 4 passengers on board.
- The above should be considered low load capacity.

Area	Defects	Comments
Engines Start	Ν	The engine starts well and easily. The yacht was connected to shore earlier. Quite amount of white smoke - engine report.
Heel	Ν	Fully centred.
On dock	Ν	No abnormal vibrations are detected. No alarms or noises from the electronics.
Sea trial - speed test.	-	As the yacht had not been navigated since September, and the hull was not clean, a full speed test was not performed under the surveyors' indications. The navigation was smooth, around 1350 rpm.
WOT	-	Not performed
Engine vibrations	Ν	No abnormal vibrations to report at any range.
Manoeuvrability at sea	Ν	Easy to manoeuvre and stable
Manoeuvrability at harbour	Ν	The vessel demonstrates excellent manoeuvrability. The bow and aft thruster and large rudder facilitate precise handling in confined spaces.
Captain position	A	Enough visibility for the captain during the sea trials, from where all the manoeuvres can be carried out.
Alternator	Ν	Working fine
Main Sail	Ν	The system was readily extendable during navigation and was fully deployed. During the manoeuvre, the crew lubricated the sliding rail of the sail





		within the mast rail.			
Genoa Sail	Ν	The Genoa was completely deployed from the captain's area without any issues. After sailing for a few minutes, this one was furled back to its position without any problems.			
Sailing Tests	Ν	The second phase of sea trials involved testing under sail navigation. With the full deployment of the mainsail and genoa, the yacht rapidly achieved a speed of 10 knots. The execution of sail manoeuvres proceeded seamlessly, adhering to the captain's directives. All equipment functioned as expected, facilitating a comprehensive sailing trial.			
Autopilot	Ν	Tested while navigating. The boat changed its course quickly and maintained it as long as the Autopilot was activated.			
Water Ingress	Ν	No water ingress detected			
Bilges	Ν	As they were before sea trials. No water from closed spaces was detected.			



CUIMARDO SANT MAREI DE PODVENCALS SANT MARTI POBLENOU Barcelona

DE LLEFIA

nt Adrià

BON

Engine Sea Trials // from RCNB to EMV 1h03' - 6.75 miles

Sailing Sea Trials // from EMV to RCNB 1h12' - 8.10 miles



Selection of relevant images:

More pictures on the following link: https://photos.app.goo.gl/yz65m7e4R494dsPu5



Sea trials preparation

Engine gauges



Greasing the main sail



Radar



Unrolling the main sail

Quicu

Sailing

GENERAL CONDITION ON SEA TRIALS: 4/5.



5. General State Of The Yacht:

The following conclusions summarise the main findings derived from the survey conducted onboard S/Y SEAQUELL - both in Marina Vela and EMV Shipyard.

The vessel presents a well-maintained condition both technically and aesthetically, reflecting a consistent investment in refits and maintenance works over the recent years. The following interventions are especially noteworthy:

- 2021: Propeller and shaft dismounted; shaft turned and propeller fully overhauled.
- 2021 2022: Mast and boom refit (see report annexed).
- 2023: Complete hull and superstructure paint job, full rigging refit, and HVAC system renewal.
- 2024: Electrical system upgrades and full rebuild of the four forward captive winches.

These works confirm a proactive maintenance approach, supporting the vessel's long-term seaworthiness and reliability.

However, the following points must be noted and addressed by the new owner or operational team:

Rigging and Mast

• The mast's mainsail luff track shows a crack at its upper section. This must be monitored, although it currently shows no signs of structural impact on the mast integrity.

Hull and Superstructure

• Localised damage is noted on the starboard forward area: cracked filler and paint degradation. Repair will be challenging due to the absence of nearby cutting lines and will require careful execution to avoid a visible mismatch.

Technical Notes

- Drydocking is required, including antifouling application and renewal of all anodes, as a matter of urgency.
- Navigation and communication systems are generally functional, but the Furuno radar is outdated and should be considered for upgrade.
- Routine maintenance is due on generators and auxiliary technical systems.
- It is required to replace the broken glass located on the forward port side area of the captain's vision. The quotation for this replacement, provided by the broker, is attached.
- The tender and its associated crane were not subjected to testing, although their technical condition appears to be satisfactory. It is recommended that a tender test be conducted prior to finalising the brokerage process.

Engine Condition

• The current survey does not include a full mechanical inspection of the main engine. For detailed conditions and analysis, please refer to the official engine survey by Invicta Engineering, attached in the annexes.

<u>Sea Trials Summary</u>

• During the sea trials, all key onboard systems were operational. No failures or deficiencies affecting navigation or safety were detected. Handling, propulsion, and manoeuvring capabilities were in line with expectations for a vessel of this type and configuration.



This summary reflects the findings at the time of inspection and outlines the upcoming operational requirements.

The general condition of S/Y SEAQUELL is rated at 4/5, with excellent fundamentals and minor isolated issues to be monitored or scheduled.

Survey carried out by; Miquel Antonio i Bonet - 46147611C. COPITN n°2192.



A. ADDITIONAL DOCUMENTATION.

A.1. Boat documents

A.2. Invicta Engineering - Engine Report A.3. Mast refit survey report A.4. Glass renewal quotation

	Republic of the Marshall Islands Certificate Number
	Maritime Administrator 156-16-PY
0	Private Yacht Certificate of Registry
IMO NO.: N/A	OFFICIAL NO.: 70801 CALL LETTERS: V7WV8 SERVICE: PRIVATE YACHT SAIL
VESSEL NAME: SEA	AQUELL HOME PORT: DIKIN
THIS IS TO CERTIFY T	THAT pursuant to the provisions of the Republic of the Marshall Islands Maritime Act 1990, KELLY
NAME	The required documentation does swear and affirm that: RESIDENCE CITIZENSHIP PROPORTION
SeaQuell Maritime Limit	ted Cayman Islands British 100%
(Foreign Maritim e Entity	y)
	THE MARIEN
	and when the second
	AND AND AND AND
	Delana and the second and the
is (are) the sole owner (s)) of the herein named and described vessel
FORMER NAME: SEA	A QUELL YEAR BUILT: 1772
BUILT BY: ALLOT IT	
CLASSIFICATION SO	ICIETY:NOT APPLICABLE
	TE SAL STREAT 7 STAT
and WHEREAS the Repution of the register of th	ublic of the Marshall Islands Maritime Administrator has approved the application of the atration of the vessel and whereas the owner has complied with the requirements for registration, the vessel is
herefore duly registered u	under the laws of the Republic of the Marshall Islands.
	Issued by the Authority of the Maritim e Administrator of the Republic of the Marshall Islands at Ft. Lauderdale, Florida, U.S.A. this 4th day of November, 2016.
SE ATT	The second secon
110	Le source 1
A CONTRACTOR	FIC. C. Martal
OF MAN	Guy E. C. Maitland
NER OF MAL	Guy E. C. Maitland Senior Deputy Commissioner of Maritime Affairs
SEIONER OF MULLI	Guy E. C. Maitland Senior Deputy Commissioner of Maritime Affairs
CONTRACT MAN	Guy E. C. Maitland Senior Deputy Commissioner of Maritime Affairs
CONTRACTIONER OF MULTIN	Guy E. C. Maitland Senior Deputy Commissioner of Maritime Affairs Gloria E. Santos Deputy Commissioner of Maritime Affairs
CONTRACTIONER OF MALAN	Gloria E. Santos Deputy Commissioner of Maritime Affairs Gloria E. Santos Deputy Commissioner of Maritime Affairs
CONTRACTOR NUMBER	Gloria E. Santos Deputy Commissioner of Maritime Affairs Gloria E. Santos Deputy Commissioner of Maritime Affairs
CONTRACTOR NAME	Gloria E. Santos Deputy Commissioner of Maritime Affairs Gloria E. Santos Deputy Commissioner of Maritime Affairs
CONTRACTOR NAME	Guy E. C. Maitland Senior Deputy Commissioner of Maritime Affairs Gloria E. Santos Deputy Commissioner of Maritime Affairs MI-200PY (Rev. 4/1
CONTRACTOR NAME	Guy E. C. Maitland Senior Deputy Commissioner of Maritime Affairs Gloria E. Santos Deputy Commissioner of Maritime Affairs MI-200PY (Rev. 4/1



October 17, 2023

To Whom It May Concern,

Re: S/Y SeaQuell

The undersigned, SeaQuell Maritime Limited, a company having its principal place of business in the Cayman Islands (the "Company") owner of the yacht "SeaQuell" registered under official number 70801 in the port of Bikini, Marshall Islands, has appointed Mr. Zachary Wallen, U.S. citizen holding Passport No 530655292 as Master and User of the Yacht "SeaQuell".

This letter of authorization shall be in effect from the 17th of October 2023.

This authority should in no way be deemed, or deemed to constitute in any way, a contract of employment between the Company and the Captain.

For and on behalf of SeaQuell Maritime Limited

10 Vier

Michael D. Dunham, Owner

Subscribed and sworn to me this 17th day of October 2023.

Notary Signature

October 18, 2025 Notary Expiration Date



21 11 4 A PTT I



Republic of the Marshall Islands

TELSE AND ALLER

INSURANCE

EdwardWilliam

POLICY SCHEDULE

(CERTIFICATE OF CURRENCY)

THE INSURED, HAVING COMPLETED A PROPOSAL WHICH HAS BEEN ACCEPTED BY THE INSURERS, SAID PROPOSAL FORMS THE BASIS OF THIS CONTRACT, WHICH IS DEEMED TO BE INCORPORATED HEREIN AND, IN CONSIDERATION, WILL PAY THE PREMIUM. IN RETURN, THE COMPANY WILL PROVIDE THE INSURANCE AS DESCRIBED IN THIS POLICY, BEING SUBJECT TO THE POLICY TERMS/CONDITION AND EXCLUSIONS OF THIS POLICY. THIS POLICY SCHEDULE SHOULD BE READ IN CONJUNCTION WITH THE TERMS AND CONDITIONS AND ANY ENDORSEMENTS PROVIDED AS ONE DOCUMENT.

DETAILS OF COVERAGE		and the state of the second
POLICY NUMBER: EW1011506		and the second second second second second second
TYPE OF COVERAGE: Compreh	ensive	
PERIOD OF INSURANCE	From: 27 October 2023	To: 26 October 2024
INSURED NAME: SeaQuell Marit	ime Ltd	in a state of the second state is shown
ADDITIONAL INTEREST:	A DE REAL PROPERTY OF THE PARTY	
FINANCIAL INTEREST:		

Edward William Insurance Services LLC 1776 North Pine Island Road, Suite 324 Plantation, FL, 33322, USA

Repr	ublic of the Mars Maritime Administ Ship Radio Station I	hall Isla rator License	ands	78830
ame of Vessel EAQUELL	IMO No.	Official No. 70801	Call Sign V7WV8	Gross Tonnage 131
elective Calling Number 38070801	Service YACHT			
icensee eaQuell Maritime Limited	Date of Issue April 17, 2	ince 2023	Date of Expir April 16, 20	ation)27
The Licensee is hereby authorized to use and or arshall Islands, and further subject to the conditi valid, on the frequencies shown, and such other	DENSE MUST BE DISPLAYED AT operate the radio transmitting apparatus located or ions and requirements set forth below, for the tran frequencies as the station may be directed by coar	n board the vessel, sub assission of radio com stal stations or Govern	ect to the laws and r munications during t ment stations.	egulations of the Repul he period for which th
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This License is issued on Licensee's representation that the statements contained in the Licensee's treffit public interest, convenience or necessity to the full extent of carried out in good faith. Licensee's shall, during the period of this License, render such service as will benefit public interest, convenience or necessity to the full extent of

the privileges herein conferred. This License shall not vest in Licensee any right to operate the station, nor any right in the use of the frequencies designated in the License beyond the period hereof, nor in any other manner than authorized herein. Neither the License nor the right granted hereunder may be assigned or otherwise transferred. This License remains the property of and is subject to the right of use or control by the Republic of the Marshall Islands Maritime Administrator. It is prohibited to receive radio correspondence other than that which the station is authorized to receive, but, in case such correspondence is received involuntarily, it It is prohibited to receive radio correspondence other than that which the station is authorized to receive, but, in case thereof must not be received involuntarily, it is the begin and are communicated to third persons nor used for any purpose whatever, and the very existence thereof must not be received.

It is promotion to receive faulto correspondence only that that the station is autorized to receive, out, in case such correspondence is re-must neither be reproduced nor communicated to third persons nor used for any purpose whatever, and the very existence thereof must not be revealed.

Issued by the authority of the Republic of the Marshall Islands Maritime Administrator this 17th day of April, 2023.

Narch San Fang

Deputy Commissioner of Maritime Affairs

RADMI-02 (Rev. 03/21)

Unique Tracking Number: XT9894VIQS

REPUBLIC OF THE MARSHALL ISLANDS MARITIME ADMINISTRATOR



Certificate Number: 70801/03-21

PRIVATE YACHT LIMITED CHARTER COMPLIANCE CERTIFICATE

The Yacht Record of Safety Equipment shall accompany this Certificate at all times

NAME OF YACHT		PORT OF REGISTRY		OFFICIA NUMBE	AL IMO NUMBER R IF APPLICABLE
SEAQUEI	L	BIKINI	JALUIT	70801	
GROSS TONNAGE	KEEL LAYING	DATE	LENGTH OV	ERALL	LOAD LINE LENGTH
131	07 February 19	991	32.90 п	1	28.48 m

THIS IS TO CERTIFY

- that the yacht has undergone a Compliance Verification in accordance with the requirements of the Republic of the Marshall Islands (RMI) Maritime Regulations;
- that the yacht has been found to be in compliance with the requirements of the RMI Yacht Code for the construction, machinery, equipment and stability of private yachts limited charter of 18 meters or more in load line length and less than 500GT;
- that the yacht shall not carry more than 12 charter guests;
- 4. that the total number of persons for which life-saving appliances are provided is Ten (10)
- 5. that the hull of the yacht was surveyed on
 6 November 2020

 by
 United Maritime Survey
 and;
- 6. that the following limitations apply:
 - a) Operating category: 2 60 nautical miles from safe haven.
 - b) When engaged in chartering, the yacht shall comply with the requirements of the yacht's minimum safe manning certificate issued by the RMI Maritime Administrator.
 - c) ---

This Certificate shall remain valid, unless otherwise cancelled by the RMI Maritime Administrator, until the next renewal certification, subject to the annual Compliance Verification being satisfactorily held, and provided that the yacht, including its machinery and equipment, is maintained and manned in compliance with the requirements of the RMI Yacht Code.

Completion date of the Compliance Verification upon which this certificate is based: 8th day of January 2021.

Issued at Fort Lauderdale, Florid	a on the 2nd day of March 2021.	ANRS ON
Valid until: the 11th day of Janu	ary 2026.	
The undersigned declares to be a	a duly authorized agent by the said Govern	ment to issue this Certificate.
Peter Chesla (Print Name & Sign)	Deputy Commissioner of Maritime A	fairs, Republic of the Marshall Island
1/16	1 of 2	MI-289PYLC

MINIMUM SAFE MANNING CERTIFICATE

Issued in accordance with the requirements of MI-127, Declaration of Private Use

Under the authority of the Maritime Adminsitrator of the

Republic of the Marshall Islands

SCHEDULE 11

PRIVATE YACHTS LIMITED CHARTER

Particulars of vacht

Name of yacht	OF A OUTFUL	
Distinctive number	SEAQUELL	
Distinctive number or letters	70801	
IMO number	NI/A	
Port of registry	IN/A	8
CT. I.	Bikini	- Kat
G1: International Tonnage Convention, 1969	131	The sta
Main propulsion per engine (in kW)	125	
Number of Engines	425	
T	1	
Type of yacht	Sail	
Trading area/restrictions: INTERNATIONALIAS DEP		I A LANGER
C	CATEGORY	

The yacht named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and capacities of personnel specified in the table(s) below.

Capacity	STCW Grade *	Category 2 (<60)	Category 1 (<150) Number	Category 0 (Unlimited) Number
Master	11/3	1		
Mate	II/3	North and and	soul to all	12 -
OICNW (Deck)	II/1		K TEM	- 21
Deck Rating	II/4		111/20	121 -
Deck Hand	with BST		NIT	181 -
Chief Engineer	III/3	トレー	(and	191 -
OICEW (Engine)	III/1	Andread and a second	Contraction of the	NY average of the second
Engine Rating	III/4		- 1 1	5/ -
Cook **	VI/I	1	-/ 1	2

Special requirements or conditions, if any:

If Applicable: one (1) GMDSS General Operator when operating > 60 mi

* II/2 – Masters, Chief Mates ≥500GT

II/3 - OICNW & Masters < 500GT

III/2 - Chief Engineer, Second Engineer >3000kW

III/3 - Chief Engineer, Second Engineer 750-3000kW

** Cooks must also be trained and qualified in accordance with Regulation 3.2 of the Maritime Labour Convention, 2006.

Issued at Reston, Virginia USA on the 15th day of December, 2015

R. L. S.

Deputy Commissioner of Maritime Affairs Republic of the Marshall Islands

Special Agent



MI-282-11 (SA)

DT

REPUBLIC OF THE MARSHALL ISLANDS OFFICE OF THE MARITIME ADMINISTRATOR



Document Number: 708012010TSC

TENDER STATEMENT OF COMPLIANCE

This statement is not a convention document, however the tender is considered to meet an equivalent level of safety in view of its limited route and service.

NAME OF YACHT		PORT OF REGISTRY		OFFICIAL NUMBER (YACHT)	OFFICIAL NUMBER (TENDER)
SEAQUELL			JALUIT	70801	-
NAME OF TENDER	TENDER M	TENDER MANUFACTURER SEF		L NUMBER	YEAR BUILT
T/T SEAQUELL	Hi	Highfield CN		FM09162L819	2019

THIS IS TO CONFIRM:

- 1. that the above named tender has undergone Compliance Verification in accordance with the requirements of the Republic of the Marshall Islands (RMI) Maritime Regulations (as amended);
- 2. that the total number of persons for which life-saving appliances are provided is 9;
- 3. that the tender is certified and suitable for carrying a total maximum of <u>9</u> persons;
- 4. that the tender is provided with the following equipment:
 - a) Portable fire extinguisher;
 - b) Mechanical \square / portable \boxtimes fog horn or claxon^{*};
 - c) Fixed / portable VHF radio equipment capable of uninterrupted communications with mother yacht and other vessels';
 - d) Lifejackets for adults: 9 and lifejackets for children/infants: _____
 - e)
- 5. that the yacht's safety management system includes onboard crew training for the operation of this tender;
- 6. that the following limitations apply:
 - a) Operational radius from a safe haven or mother yacht shall be at the discretion of the Captain, but shall not exceed the limits stated in the tender's operations manual, and shall be subject to any limitations in the laws of the jurisdiction in which the tender is operating.
 - b)

This statement shall remain valid, unless previously cancelled by the RMI Maritime Administrator, for a period of up to five (5) years, subject to the required Compliance Verifications being satisfactorily completed, and provided that the tender, its machinery and equipment are sufficiently maintained.

Completion date of the Compliance Verification on which this certificate is based: 08 day of January 2021.

Issued at Sint Maarten on the 08 day of January 2021.

Valid until: the 11 day of January 2026.

The undersigned declares to be a duly authorized agent by the said Government to issue this certificate.

Scott	R.	Kı	ıti	1
Print	Na	me	8	Sign

Duly Authorized Agent of the Republic of the Marshall Islands

NITED

* Check appropriate box(es).

Rev. 11/21/13

1 of 2

MI-289TSC

TENDER

REPUBLIC OF THE MARSHALL ISLANDS MARITIME ADMINISTRATOR



a Carlantar Carlantar Carlantar

Certificate Number: 708012303FE

YACHT RECORD OF SAFETY EQUIPMENT

This Record shall be permanently attached to the corresponding Yacht Compliance Certificate.

	NAME OF YACHT SEAQUELL	OFFICIAL NUMBI 70801	R IMO NUMBER	
1. DET	TAILS OF LIFE-SAVING APPLIANCES	Then Display and Silversition System		Amproved Street
1.0	Total number of persons for which life-saving appliance are provided		TEMORA T	
	B approximation	state provided	Port	Starboard
2.0	Lifeboats	Finds and	our press the	a Junior a
2.1	Total number of lifeboats	restor, Stick Source pilling	-	100 9230 10001
2.2	Total number of persons accommodated by them	THERE'S A PROPAGE YOUR WALL	11 12 2 2 13	10 12 12 12 13 13 13 13 13 13 13 13 13 13 13 13 13
2.3	Number of totally enclosed lifeboats			10 10 10 10 10 10 10 10 10 10 10 10 10 1
2.4	Other lifeboats	leader of the second second	1991 (P. 2) T TALIER	Caraterio Ericat
2.4.1	Number			
2.4.2	Туре		C Pressente de	am min c
2.5	Number of open lifeboats	and Million	and presidents	110 926 1 0
2.6	Number of self-righting partially enclosed lifeboats		a Municut a	contrad (
3.0	Motor lifeboats		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	U Barcara
3.0	Number of motor lifeboats included in the total lifeboats shown above			A SHORE I
3.1	Number of lifeboats fitted with searchlight		The second second	2 J. Lond RI
4.0	Rescue boats	71	Constant interes	Statut 0
4.0	Number of rescue boats		A DATE OF THE PROPERTY IN THE PROPERTY INTERPOPERTY IN THE PROPERTY INTERPOPERTY INTERPOPE	
4.1	Number of rescue boats which are included in the total number of lifeboats shown above		The Prover Property of the Providence of the Pro	
5.0	Liferafts	and the line of th	unit Aliquite len	11 11 20 1 C
5.1.1	Liferafts for which approved launching arrangements are re	guired	of Automation Of	n osalis 1 1
5.1.2	Number of liferalts		2 Speed and distances an	
5.1.2	Number of persons accommodated by them		3 Ecito sounding an o	
5.0.1	Literants for which approved faunching appliances are not re	equired	gaineering	0 Meelaan
5.2.1	Number of literafts		Two (2)	
5.2.2	Number of persons accommodated by them		Twenty (20) and 1
6.0	Lifebuoys	the second s	addition	Authorite - D
5.1	Number of lifebuoys		Four (4)	in English
/.0	Litejackets	9008	And area units	autoria > - 0
/.1	Number of adult lifejackets		Fourteen (14)	
.2	Number of infant lifejackets		CI LINAFARIBUCI/ 0.0	
.3	Number of children lifejackets Four (4)		additional 1.5	
.0	Immersion suits		10.1.1.1	0.1
.1	Total number of immersion suits		- I Last a track	
.2	Total number of suits complying with the requirements for lifejackets		Isunal U.S	
.0	Electronic devices	the second s	Cyline May	AZIASI
.1	Radio installations used in life-saving appliances Three (3)		County 1 BU	
.2	Number of search and rescue locating devices Tw		Two (2)	S sphinks - 13
2.1	tadar search and rescue transponders (SART) One (1)		sauthters 62	
2.2	AIS search and rescue transmitters (AIS-SART)	S search and rescue transmitters (AIS-SART) One (1)		water Matter
3	Number of two-way VHF radiotelephone apparatus	amber of two-way VHF radiotelephone apparatus Two (2)		
0.0	Additional approved life-saving appliances and equipme	nt a duly subject to the your of	ins lentalises	- bangirpitour
0.1	EPIRB	IRB One (1)		
1.2	Ingentiation of the Manual		and the second second	10 2 ster of 300
3	10			

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1 of 2MI-289 (Form E)

SAFETY EQUIPMENT RECORD

2011A.121 ASI221AS

A REAL ADVINTED RATION	708012303FE
Compasses	
Standard magnetic come	Actual Provision
Spare magnetic compass	Described
Gyro-compass	Provided
Gyro-compass heading reports	Tiovided
Gyro-compass bearing repeater	- 2 Charles All
Heading or track control system	A
Pelorus or compass bearing device	Provided
Means of correcting heading and heading	Provided
Transmitting heading device	Provided
Charts and Publications	Provided
Nautical charts	sake.
Approved Electronic Chart Display and Information	Provided
Approved Back-up arrangements for ECDIS	•
Nautical publication	were very set at ear wear
Back-up arrangements for electronic and the transfer to the	Provided
Radar and navigational aids	Provided
Receiver for global satellite payingtion and	
Receiver for a terrestrial radio navigation system	Provided
Radar 9 GHz	Provided
Second radar 3 GHz/9 Ghz (state which	Provided
Automatic Radar Plotting Aid (ADDA)	Provided - 9Ghz
Automatic tracking aid	Provided
Second automatic tracking aid	Provided
Electronic plotting aid	
Electronic devices	Provided
Automatica Identification	and attended in the
Automatic roendrication System (AIS)	Provided
Long Range Identification and Tracking system (LRIT)	AN PARAMENTAL OF LONG
voyage Data Recorder	
voyage Data Recorder (VDR)	· · · · · · · · · · · · · · · · · · ·
Simplified Voyage Data Recorder (S-VDR)	and the second states and the
Speed and depth indicating devices	
Speed and distance measuring device (through the water)	Provided
Speed and distance measuring device (over ground in forward and athwartship direction)	Provided
Echo sounding device	Provided
Mechanical steering devices and indicators	and the set of a set of a
Rudder, propeller, thrust pitch and operational mode indicators	Provided
Rate of turn indicator	time
Audio systems	the second second second second
Sound recention system	-
Communication devices	- Contract of the Vinter of the
Teleshare to emergency steering position	rischalali, I th
Telephone to emergency steering position	and a state of the second state of the
Visual signaling devices	Described
Jaylight signaling lamp	L'Iovided
Reflectors	a distanting and a second
Radar reflector	Provided
Annuals	the strate of an and the strate of
AMSAR Manual (latest edition)	Provided
larm Systems	New manufacture and and a
ridge Navigational Watch Alarm System (BNWAS)	when themes a constitute of C
difficul approved navigational systems and equipment	station land denne and of 1 1
administration of the 4th day of March 2023 .	1.2 Alf seconds and research
orismouui, ki, OSA on uic vin alg	HV yan on the meter of a VH
gned declares to be a duly authorized agent by the said Government to issue this certi	ificate
gned declares to be a duly authorized agent by the said Government to issue this certi	ificate. Republic of the Marshall Isla
	n Compasses Standard magnetic compass Spare magnetic compass Spare magnetic compass Spare magnetic compass Gyro-compass hearing repeater Gyro-compass hearing repeater Heading or track control system Pelorus or compass bearing device Means of correcting heading and hearings Tnansmitting heading device Chart's and Publications Radar and navigational determing device Receiver for a terrestrial radio navigation system Receiver for a terrestrial radio navigation system Receiver for a terrestrial radio navigation system Radar 9 GHz Second radia 7 GHz9 Ghz (state which provided) Automatic Radar Ploting aid Electronic plotting aid Charts Speed and distance measuring device (ver ground in forward and athwartship direction) Echo sounding device Means of Cybels Second radio Second radio Second radio system Radar system Sund reception system Radar system Sound reception system Communication devices Color Second radio Speed and distance measuring device (ver ground in forward and athwartship direction) Echo sounding device Color Second radio Second r

Document Number MI-294B, Rev. 10/20 20241853 THIS IS TO CERTIFY THAT \$750.00 has been received in payment of the Annual Tonnage Tax for the period 1 January 2024 to 31 December 2024 on the SEAQUELL, official number 70801, being 39 Net tons and Deputy Commissioner of Maritime Affairs Issued by the authority of the Republic of the Marshall Islands Maritime Administrator at Reston, Virginia, -John BUDE Tony Guida **Republic of the Marshall Islands Maritime Administrator** TONNAGE TAX RECEIPT registered under the Republic of the Marshall Islands flag. USA this 6th day of December 2023. DITIME AFFAIRS UTN: TFOYXOX5II **HENOIS**



Invicta Engineering Vilanova Shipyard S.L C/MOLL DE PONENT, S/N 08800 – Vilanova I la Geltru Barcelona – Spain

ENGINE SURVEY



ENGINEER CARRYING OUT SURVEY: HOWARD MAINWARING SMART

The survey to be carried out is functional tests and visual checks carried out with our recommendations for future servicing. This is not a full technical survey being carried out and no engine parts have been removed to carry this survey out.





Pre Checks and Start up

Running hours: 12473 + On this counter there are a marking indicating this is not correct and extra hours to be added. The real hours I do not know 100%.



Engine oil checks. The oil level was correct and the oil Viscosity seemed ok without Oil sample checks only visual and feel test. They does seem some carbon content as you can see in the on the white cloth. Although normal I would recommend a engine



No metal file content could be seen or any hard materials found inside the oil from this visual check.





Gear box oil below. The level was correct and no visual signs of water content from the color. This oil is in very good condition and is clean. No oil samples were taken only visual checks.







Engine first start up there is visual oil pressure 3.2Bar or around this pressure from analogue gauge with only around 40 degrees. Engine starts first time and runs correctly. We would expect to see higher oil pressure on start up around 4.7 – 5Bar. This would indicated that the engine is soon due a overhaul or investigation into the oil pressure. Once engine running we could also hear that the valves were tapping and would definitely recommend valve clearance checks & adjustments be carried out soon. Adjustments to the owners manual.



We can see in the photo the air filter housing has had a modification. Filter was working but recommend cleaning or replacement.





Engine alternator functioning and operating correct output from gauge I can see. When running we can hear the bearing noise. I would recommend this unit be serviced or replaced. But is operating and working currently.



Engine sea water pump No leaks present and running correct temperature. Salt debris and flacking to the rear impeller plate. No heat signs on the plate. Visually checking the sea water pump from the tell tail signs I recommend the sea water pump be removed and serviced. The rear gasket normal perish on the rear plates due to salt water and normally indicates the impeller has not been replaced for some







Engine sea water heat exchangers and coolers. Coolant level was correct and no signs of debris. Temperature was a good and consistent. No signs of overheating. Visual checks as you can see in the photos again the gaskets are perished and salt is protruding the connection. I would recommend anodes be checked and replaced. Heat exchangers removed, serviced and pressure tested. No visual leaks present hot or cold









Engine turbo. No signs of smoke or overheating Internally. There is a small oil leak on the turbo oil return. I would say the turbo looks in good condition and the Cartridge for the turbo is new but not a genuine unit. Operation of the turbo was correct and boosting pressures correct.



The exhaust heat wrap material you can see inside is burnt. This happens over long periods and is very normally but I would recommend replacement to stop the fiber particle material going inside the engine and clogging the air filter.







External exhaust visual black smoke worse when cold but also visual on the trip. This would need more investigation. Can be a number of factors starting with turbo outlets being clean to fuel injection system being checked.



Over boat outlets working well and a good flow of water coming out from the engines.





This is the gasket from the exhaust manifold cooler and would suggest it has been removed and service from the silicone gasket sealant used. Unsure if there is a original gasket present. No signs of any leaks.



JOHN DEERE





Engine Digital and analogue gauges working. Digital gauge slight delay but this is to be expected.



The gauge in the right bottom photo was not functional would need investigation.





Engine Overview

The engine generally is in good condition and in full operation. Currently seems to be no major issues and operates correctly. The checks carried out was visual and miner checks to give our professional recommendations. All recommendations are from our past experience and would highly recommend these repairs and investigations be taken out.

Regards Howard Mainwaring Smart Invicta Engineering Consultant	
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	У

JOHN DEERE




SY SEAQUELL MAST REFIT, 2021/22

OUTLINE

A comprehensive refit and service was done to the mast and rigging of SY Whisper at Safe Harbor New England Boatyard during 2021/22.

The mast was pulled August 2021 and re stepped December 2022. During this period all parts of the rigging, boom and mast were stripped down, inspected, serviced, improved, or replaced as required.

The following is a summary of the main items that were addressed during this refit.



MAST

The mast was totally striped down for paint. This enabled all components to be serviced or replaced where applicable. The one exception to this rule was the Genoa and Staysail halyard internal locks due to not being able to find a way to remove them.

The composite mast tube needed some work done in a couple of areas. The mast step was seeing a huge amount of corrosion with the aluminum rocker bar. As a result the painters got over zealous in removing the corrosion of the aluminum side wall doubler plates and removed some carbon under the the mast foot, in the process loosing the datum for rocker bar. Fortunately the location plates for the rocker bar provided the necessary information to re bed the rocker bar interface. A new rocker bar had to be manufactured due to extremely heavy pitting found on the old one. The new bedding in process was done with an epoxy fibre mix, by John Holstrum a top composites technician and good friend of Shane the skipper.





The forward mast jacking plinth also had to be replaced due to heavy corrosion and cracking.

The other area of the mast tube that needed work was in regard to the removal of the huge lower dome mount. Again it was a case of being over zealous in its removal and some of the carbon mast wall laminate was removed by the painters. As there were no records on the laminate engineering with a mast of this age, additional laminate was placed over the area in question.

The decision to remove all cabling in the mast was made by the crew. Needless to say the crew took many attempts, some creativity, and as I understand long long hours to run in the new cables into the mast. Please note, from my observations, it would be very foolish to attempt to replace any of these cables again.



All sheaves in the mast were serviced with many needing new Dixon or Orkot bearings.

Vang tang needed new Dixon bushing.

The flying sheave to the masthead spinnaker halyard went missing during the course of the refit. This was ultimately replaced with an old style Lewmar snatch block that was locked in the closed position. This is actually now smaller than the original and more correctly sized for the job it does.

The lower extent of the mainsail track was extended aft, this involved cutting and wedging the track base profile to effectively make a ramp. This work was done with instruction from Shane the skipper at the time. As a result a new Flexi feeder base was constructed.



The mandrel drive assembly was removed and totally stripped down for service, this involved the re bedding splash to the mast, servicing the chain drive and all components with the exception of the motor, removing the GN bracket stainless internal doublers and re aligning / bedding fasteners and also replacing all these fasteners, removing all fibre glass sheathing, cleaning up all corrosion on the aluminum components and re gluing in place where necessary.



13 put of the 28 fastenings for the Gooseneck bracket were bent, many were too short and almost all nylock nuts were found ineffective.





Based on the inspection results of the spreader root rod ends these were estimated to be very old, see the following spread sheet outlining their condition found . A total of 12 units were replaced.

RADIAL (REM-14TH-6) 7/8 X 7/8RH STAINLESS STEEL LINED MALE ROD ND



Ball Condition Corrosion **Ball Rotation** Other Replacement Status comments S1 Pt Crack starting, OK Nice Original piece Replace Aft good Fwd Crack & pitting OK Nice Original piece Replace S1 St - - -- - -- - -Cannot remove - - -Aft Fwd Pitting Just OK Hard Original piece S2 Pt Good OK Nice Keep Aft Fwd Just OK OK Just OK Rust & pitting S2 St OK A lot of pitting Nice Aft Fwd Tiny pitting Just OK Loose Replace S3 Pt Tiny pitting OK Nice Original piece Keep Aft Fwd Just OK Tight Very rusted Original piece Replace S3 St Cracked Just OK OK Aft Nice Fwd Good OK Keep S4 Pt Isolated pitting OK Nice Original piece Keep Aft Fwd Isolated pitting Just OK OK Original piece S4 St Good Just OK Nice Original piece Aft Original piece Fwd Very bad pitting Very bad Replace S5 Pt OK Nice Isolated pitting Original piece Keep Aft Fwd Small pitting OK Nice Original piece Keep S5 St OK Small pitting Tight-ish Original piece Keep Aft Fwd Small pitting OK Nice Original piece Keep

SEAQUELL Rod end spreader root findings

HS chain plate bush was replaced due to excessive wear with the chainplate interface. The hole was dressed and a larger OD bush was installed.



The Vang cylinder had a crack in one end of its eye profile. This was repaired / serviced by the company in New Hampshire.



All hydraulic cylinders were serviced by a company in NH that was contracted by the yacht.

RIGGING

The Nitronic standing rigging was due for a full service as outlined by the BSI Service guide lines, involving re heading all rods in the masts package. Essentially all diagonals were re headed and all verticals were replaced. The following spread sheet shows the work that was done.

SEAQUELL - BSI 8 year / full service					
Item / Stay	Size	Description	2021 service		
Forestay	tay Re-head, add longer strop to make up for loss of length				
Rod	-115	New rod	New longer strop		
Rod	-115	Existing rod	Re-head, was replaced in 2006		
Top fitting	-115	Eye Jaw toggle	New as existing was original		
Top fitting	-115	Furling eye with socket	Clean, inspect, NDT, re-machine, polish		
Middle fitting	-115	Furling connector	New as already re furbished		
Bottom fitting	-115	Cold head	Re-headed		
Inner Forestav	Re-head a	add longer strop to make up for loss of length			
Bod	-48	New rod	New longer strop		
Bod	10	Existing rod	Be-head was replaced in 2006		
Top fitting		Eurling eve with toggle, long	Clean, inspect, NDT, re-machine, polish		
Middle fitting		Furling connector	New as already re furbished		
Bottom fitting		Cold head	Be-headed		
g					
Back stay	Re-head, a	add longer strop to make up for loss of length			
Rod	-115	New rod	Used existing rod		
Rod		Existing rod	Re-head, was replaced in 2006		
Top fitting		Eye Jaw toggle	New as existing was original		
Middle fitting		Furling connector	New as already re furbished		
Middle fitting		Furling connector	New as already re furbished		
Bottom fitting		Furling eye with toggle	New as already re furbished		
V1					
Rod	-220	Existing rod	Re-headed, add longer lower TB part		
Top fitting		Aligned tip cup assembly	Clean, inspect, NDT, re-machine, polish		
Top fitting		Stemball	New		
Bottom fitting		SL5 turnbuckle with toggle	Clean, inspect, NDT, re-machine, polish		
Bottom fitting		Longer lower part	New, longer for loss of length		
Bottom fitting		Double jaw toggle	Clean, inspect, NDT, polish		
V2					
Rod	-170	Evicting rod	New		
Top fitting	-170		Clean inspect NDT re-machine polich		
Top fitting		Stemball	New		
Bottom fitting		Stemball	New		
Dottom htting					
V3					
Rod	-150	Existing rod	New		
Top fitting		Aligned tip cup assembly	Clean, inspect, NDT, re-machine, polish		
Top fitting		Stemball	New		
Bottom fitting		Stemball	New		
V4					
Rod	-115	Existing rod	New		
Top fitting		Aligned tip cup assembly	Clean, inspect, NDT, re-machine, polish		
Top fitting		Stemball	New		
Bottom fitting		Stemball	New		
-					
V5					
Rod	-91	Existing rod	New, move to D6		
Iop fitting		Aligned tip cup assembly	Clean, inspect, NDT, re-machine, polish		
Iop fitting		Stemball	New		
Bottom fitting		Stempall	New		
		1			

D6			
Rod	-91	Existing rod	Re-headed existing V5
Top fitting		Twin tang assembly	Clean, inspect, NDT, re-machine, polish
Top fitting		Stemball	New
Bottom fitting		Stemball	New
D1F			
Rod	-76	Existing rod	Re-headed, add longer lower TB part
Top fitting		Twin tang assembly	Clean, inspect, NDT, re-machine, polish
Top fitting		Stemball	New
Bottom fitting		SL5 turnbuckle with toggle	Clean, inspect, NDT, re-machine, polish
Bottom fitting		Longer lower part	New
Bottom fitting		Double jaw toggle	Clean, inspect, NDT, polish
D1A			
Rod	-76	Existing rod	Re-headed, add longer lower TB part
Top fitting		Twin tang assembly	Clean, inspect, NDT, re-machine, polish
Top fitting		Stemball	New
Bottom fitting		SL5 turnbuckle with toggle	Clean, inspect, NDT, re-machine, polish
Bottom fitting		Longer lower part	New
Bottom fitting		Double jaw toggle	Clean, inspect, NDT, polish
D2 Aft			
Bod	-48	Existing rod	Be-headed existing rod
Rod		Existing rod	New
Top fitting		Twin tang assembly	Clean, inspect, NDT, re-machine, polish
Top fitting		Stemball	New
Middle fitting		Furling connector	New as already re furbished
Bottom fitting		SL5 turnbuckle with toggle	Clean, inspect, NDT, re-machine, polish
D2			
Bod	-48	Existing rod	Be-headed add longer lower TB part
Top fitting		Twin tang assembly	Clean, inspect, NDT, re-machine, polish
Top fitting		Stemball	New
Bottom fitting		SL5 turnbuckle with longer lower part	New
D3			
Rod	-40	Existing rod	Re-headed, add longer lower TB part
Top fitting		Twin tang assembly	Clean, inspect, NDT, re-machine, polish
Top fitting		Stemball	New
Bottom fitting		SL5 turnbuckle with longer lower part	
D4			
Rod	-30	Existing rod	Re-headed, add longer lower TB part
Top fitting		Twin tang assembly	Clean, inspect, NDT, re-machine, polish
Top fitting		Stemball	New
Bottom fitting		SL5 turnbuckle with longer lower part	New
D5			
Rod	-30	Existing rod	Re-headed, add longer lower TB part
Top fitting		Twin tang assembly	Clean, inspect, NDT, re-machine, polish
Top fitting		Stemball	New
- Bottom fitting		SL5 turnbuckle with longer lower part	New

In addition to the service work by BSI a number of rigging fittings and mast parts were independently cleaned and NDT'd by a certified company. Report spread sheet follows:

THIELS		ERING, IN	NC.		
195 Fran	ces Avenue - Cran	ston, RI 02910)		
Phone: (4	01) 467-6454 Fax:	401) 461-6006	1	an and less	
VT & LIQUI	D PENETRANT EXAL		PORT	P	a. 1 of 2
Internet Madd Sear SEADURI			0.01	196	: 22
Sob Name: Word Spar - SEARCELL	Project No.: 70	22-0033.01	P.V.	100	1.66
Componet: (39) Main Mast Fittings	Material:	S/S	Procedure:	TEI-NDT-	31, Rev.9
EXAMINATION METHOD	PENETRANT	REMOVER	and and the state	DEVELOPER	P.C. martin
Visible Dye Solvent Removable	Type ZL-19	Туре	Water	Туре:	ZP-4B
I Huorescent Water Washable	Zyglo	253 pm 6055	H20	Developer Sy	stem
	Time 20 Mins	Time	15 Mins.	Time:	15 Mins.
Surface Condition: Machined /	As Received				
IDENTIFICATION/PART NO.	COMMEN	ITS ON RESU	LTS	ACCEPT	REJECT
1) Adjuster eye (BS)	Performed Zvalo L	quid Penetran	Inspection	Accept	
2) Toggle to chainplate (BS)	on (39) boat parts,	Accept	QUES ROL		
3) Chainplate pin (BS)	SEAQUELL, listed	Accept	110.07		
4) Chainplate toggler upper pin (BS)	part no.column on	Accept	1.100.4		
5) Top toggle (IFS)	TEI-NDT-31, Rev.9, and noted the following:			Accept	No.
6) Top toggle top pin (IFS)				Accept	I COVER S
7) Top toggle lower pin (IFS)	I DECEMBER 110			Accept	The Distance
8) Top toggle (HS)	No. Contraction State	and the second	full heaters	Accept	With and
9) Top toggle top pin (HS)		No all'anti da		Accept	The Asia
10) Top toggle lower pin (HS)	a starting a plat		al a diamana	Accept	i dubberte
11) Toggle (HS furler)			Market I.	Accept	Sec. They
12) Toggle top pin (HS furler)				Accept	
13) Toggle to chainplate pin (HS furler)	Contraction of the	all shares	同時の記録	Accept	1. State
14) Toggle (IFS furler)			a Stalling !!	Accept	Salin W
15) Toggle top pin (IFS furler)	A AND AND AND		1-11-6-44	Accept	
16) Toggle to chainplate pin (IFS furler)	a stage of the stage of			Accept	Dama and the
17) Pin vertical (Gooseneck)			The star	Accept	L LAND
18) Pin horizontal (Gooseneck)		A MARY SHARE A SHARE	Markins	Accept	A CALL
19) Top pin (Vang)				Accept	12010
20) Lower pin (Vang)				Accept	
21) Rod end / S1 St fwd (Spreader rool)		1	and the life	Accept	
22) Rod end / S5 St twd (Spreader root)		RE TRANSPORT		Accept	- duping
23) Rod end / S2 St two (Spreader root)			A DECEMBER OF	Accept	10 Shills
N. A.P. ACD		in and	Star Barris		

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Phone: (40	1) 467-6454	Fax: (40	1) 461-6006	The Dawn	201572.00	
VT & LIQUI	PENETRAN	TEXAMIN	ATION REF	ORT	P	a. 2 of 2
Job Name: World Same SEAQUELL					4.00	:
Wond Spar - SEAQUELL	Project No.:	70-22-	0033.01	P.0:	100	5.22
Componet: (39) Main Mast Fittings	Material:	5	6/S	Procedure:	TEI-NDT-	31. Rev.9
EXAMINATION METHOD	PENETRANT	Ringel	REMOVER	018 244	DEVELOPER	2. Harving
Visible Dye Solvent Removable	Туре	ZL-19	Туре	Water	Туре:	ZP-4B
S Fluorescent Water Washable		Zyglo		H2O	Developer Sy	stem
	Time	20 Mins.	Time	15 Mins.	Time:	15 Mins.
Surface Condition: Machined /	As Received					
IDENTIFICATION/PART NO.	CC	MMENTS	ON RESUL	.TS	ACCEPT	REJECT
24) Rod and (S1 Dt hud (Spreador mail)	Performed	Zvalo Liqui	id Penetrant	Inspection	Accent	Contractor or other
25) Rod end / S5 Pt aft (Spreader root)	on (39) boa	t parts, for	the boat cal	led	Accept	UN P
26) Rod end / S2 Pt aft (Spreader root)	SEAQUELI	. listed in i	dentification	/	Accept	Contra Sta
27) Rod end / S2 St aft (Spreader root)	part no.colu	umn on left	I.A.W. abo	ve procedure	Accept	1 3 4 4 1 11
28) Rod end / S1 Pt aft (Spreader root)	TEI-NDT-3	1, Rev.9, a	nd noted the	following:	Accept	TO MILLOUT DE
29) Rod end / S3 Pt aft (Spreader root)					Accept	5.722.83
30) Rod end / S3 St aft (Spreader rod)		nun Sam	and the West	and state	Accept	Mezh Igel
31) Rod end / S4 St fwd (Spreader root)	0.000000	1.17.03.13	67. 2000 (197)	and the second second	Accept	Rongers
32) Rod end / S2 Pt fwd (Spreader root)	C C ALCORE	WALLS DA	121.711.101	Currin March	Accept	Chill Sc - Martin
33) Rod end / S4 Pt fwd (Spreader root)	35. 105	2 Partie	IN SECTION	STATES STATES	Accept	(Carolin
34) Rod and / S3 Pt fivd (Spreader root)	12-2010		and the	William Stall	Accept	Nice a
35) Rod end / S4 Pt fwd (Spreader root)	1.6818.9				Accept	10013049
36) Rod end / S5 St aft (Spreader root)	a salay an				Accept	416 8010
37) Rod end / S5 Pt fwd (Spreader root)	A. PARICAL				Accept	The second
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Daniel F. McCann	LEVEL:	Test in file	T and the fait	DATE:	3/28/2022	1825
			17			a Million

FURLERS AND FOILS

The furler and foils were found in extremely poor condition, Reckmann has no record of any service of the furlers and they refused to rebuild the foils again.

The following was the outline of the furler service agreed to once the initial inspection had ben done by Reckmann:

S/Y SEAQUELL RECKMAN FURLER SERVICE DETAIL

Code 62676 - <u>Service head stay unit</u> Overhaul service RF90-5 full incl. all standard parts

- function test of the furler drive unit on our test bench before and after the service work
- function test of the adjuster
- disassembly of the complete unit
- cleaning of each part
- visual inspection of each part
- crack detection of the worm wheel
- re-greasing of the tack swivel parts
- cleaning and re-greasing of the adjuster thread/ flange
- replacement of all seals
- · replacement of any damaged part
- touch up the corrosion of the gear box
- re-polish the stainless parts
- reassembly of the unit
- refill new gear box grease
- anti corrosion covering the bottom side of the gear box body

Standard parts:

- seals, gear box and tack swivel
- screws
- spacer ring top collar/manual drive
- cover ring/plate
- bush manual drive
- rework hydraulic motor
- gear box grease, sundry items

Parts not included in the standard service:

- tapered roller bearing centre ring top collar type 5 (> 2005-09) for RF90-5
- NKI 80/35 needle bearing
- 81116TN cylinder roller bearing

• RF90-5 worm gear set

Code 62775 - Overhaul service halyard swivel slider R7H-I with standard parts

- disassembly of the complete swivel slider
- · cleaning of each part
- visual inspection of each part
- · re-greasing of the bearings or replacement
- replacement of any damaged part
- reassembly of the swivel slider standard parts:
- seal kit
- sundry items

Code 62651 - <u>Service inner stay unit</u> Overhaul service RF90-3 full incl. all standard parts

- function test of the furler drive unit on our test bench before and after the service work
- function test of the adjuster
- disassembly of the complete unit
- · cleaning of each part
- visual inspection of each part
- re-greasing of the tack swivel parts
- cleaning and re-greasing of the adjuster thread
- replacement of all seals
- replacement of any damaged part
- touch up the corrosion of the gear box
- re-polish the stainless parts
- reassembly of the unit
- refill new gear box grease
- anti corrosion covering the bottom side of the gear box body

Standard parts:

- gear box seals
- screws
- spacer ring top collar/manual drive
- cover ring/plate
- gear box grease, sundry items

Parts not included in the standard service:

- hollow shear pin for section adapter type 3 for RF90-3
- shear pin for section adapter type 3 for RF90-3

- s/s cover ring section adapter type 3 for RF90-3
- tack swivel bearings type 3 for RF90-3 (without cylinder bolts)
- RF90 small bronze bush for winch handle socket RF90-3
- main drive shaft type 3 for RF90-3
- RF90-3 worm gear set

Code 62775 - Overhaul service halyard swivel slider R5H-I with standard parts

- disassembly of the complete swivel slider
- cleaning of each part
- visual inspection of each part
- re-greasing of the bearings or replacement
- replacement of any damaged part
- reassembly of the swivel slider

Standard parts:

- seal kit
- sundry items

Wichard D-shackle 12mm

• WLL 2000KG

A full inspection was done on the HS and IFS foils as these were in extremely poor condition. A full replacement of both foils was completed.

	SEAQUELL FOIL INSPECTION				
HS	Comments	Action		-	
R7 Foils	Standard foil length = 5,982 mm		-		
Foil 8	Length 869 mm. Too short, too close to halyard swivel. As you will replace foil #2 then you will not need this foil or the joiner	Trash it, no replacement needed.	Notes:	 Foil movement at the join results in damaged bolt ropes of the sails from the misalignment of the foil groove 	
				- Once you have foil movement this will only accelerate the wear of the foil and joiner	
Joiner 7	Very old, very worn out key ways resulting in a lot of movement	Trash it, no replacement needed.		- Shortening foils my give a short term solution but only adds to the issue in the long term	
				- Foil wear is targeting keyways channels that transmit the torque loads to furl and unfurl sail	
Foil 7	Length 5,173 mm, shortened at each end once. Keyways in ends are worn out resulting in a lot of movement.	Replace			
			IFS	Comments	Action
Joiner 6	Very old, very worn out key ways resulting in a lot of movement	Replace	R5 Foils	Standard foil length = 5,982 mm	
Foil 6	Length 5,173 mm, shortened at each end once. Keyways in ends are worn out resulting in a lot of movement.	Replace	Foil 6	Length 384 mm. Too short, too close to halyard swivel. As you will replace foil 2 then you will not need this foil or one of the beaten up joiners	Trash it, no replacement needed.
Joiner 5	Very old, very worn out key ways resulting in a lot of movement	Replace	Joiner 5	New, in good condition.	Keep, move to joiner 4
Foil 5	Length 5,173 mm, shortened at each end once. Keyways in ends are worn out resulting in a lot of movement.	Replace	Foil 5	Length 5,982 mm, full length. Looks like a new foil, in good condition	Кеер
Joiner 4	Very old, very worn out key ways resulting in a lot of movement	Replace	Joiner 4	Very old, very worn out key ways resulting in a lot of movement	Trash it, use joiner 5
Foil 4	Length 5,173 mm, shortened at each end once. Keyways in ends are worn out resulting in a lot of movement.	Replace	Foil 4	Length 5186 mm, shortened at least 1 time. Keyways in ends worn out. Foil is also bent?!?	Replace
Joiner 3	Very old, very worn out key ways resulting in a	Replace	Joiner 3	Very old, very worn out key ways resulting in a	Replace
	lot of movement			lot of movement.	
Foil 3	Length 5,173 mm, shortened at each end once. Keyways in ends are worn out resulting in a lot of movement.	Replace	Foil 3	Length 5,980 mm, full length. Very worn out key ways resulting in a lot of movement. You could shorten the foil but it looks beaten up.	Replace
Joiner 2	Very old, very worn out key ways resulting in a lot of movement	Replace	Joiner 2	Very old, very worn out key ways resulting in a lot of movement	Replace
Foil 2	Length 4,827 mm. This has been shortened more than once, ends are trashed	Replace	Foil 2	Length 2,988 mm. This has been shortened more than once, very beaten up, ends are trashed, probably the oldest foil	Replace
Joiner 1	Very old, very worn out key ways resulting in a	Replace	Joiner 1	Very old, very worn out key ways resulting in a	Beplace
500	lot of movement			lot of movement	
Feeder Foil 1	Length 5,980 mm, full length. Excessive corrosion at bottom end.	Replace	Feeder Foil 1	Length 5980 mm, full length. Excessive corrosion bottom end	Replace



Lower feeder foil interfaces were almost completely corroded away, and all foil joins were extremely worn producing excessive play in the bolt rope alignments and accelerated wear on the head sail luff tapes.

COMPLETION

The mast was re stepped in December, the temperature thankfully was mild for this time of the year.

Mast tuning was done following the target numbers which as I had found in the past has been surprisingly tending under the targets for the diagonals.

V1 only	Target 3,500 psi	Actual 3,400 psi
Plus D1	Target 4,900 psi	Actual 4,800 psi
Plus all D	Target 6.750 psi	Actual 6,500 psi

Resultant HS and IFS tensions were very good with a nice mast curve at full BS load.

I did not do sea trials due to the yacht needing many more months work to be ready to sail.





Presupuesto S00705 06 / Marzo / 2025

COMOF SOLUTIONS SL MARALA YACHT 2005 SL N.I.F. B65748766 N.I.F. B63881049 CALLE HOLANDA, 58 C/L'ESCAR 26 08039 BADALONA BARCELONA - SPAIN 08039 BARCELONA BARCELONA -Referencia Descripción Cantidad Precio *SY SEAQUELL* Remove and install 1 new glass window supplied by Tilse GmbH. 1 10,149.60 10,149.60€ - Labour: Remove existing window, clean frame, install new glass panel, backfill and profile. - Materials: Supplied by Tilse GmbH as per quote 25-11-7164 A. - Consumables: Protection, blades, tape yellow/Red, cut wire, cleaning materials, profiling tape, Bostik cleaner, gloves and alcohol. NOT INCLUDED: - Scaffolding and/or crane services - Weather cover - Glass disposal and transport - Interior works - Corrosion or paint delamination **DIRECTION: Marina Port Forum** *Included travel expenses. CDP. The full 100% payment must be made in advance before the work is carried out. Subtotal 0.00€ 10,149.60€ **Base Imponible IVA 21%** 2,131.42€ Total 12,281.02€ Forma de pago: Banco: BANC SABADELL Cuenta Bancaria: ES19 0081 0057 3500 0176 2282

NOTAS:

• Vigencia del presupuesto de 30 días

• Daños realizados despúes de la fecha de la elaboración de este documento se presupuestan a parte.

• En caso de rotura accidental o daño en la reparación de cristal, el riesgo corre a cargo del cliente.



Presupuesto S00705 06 / Marzo / 2025

• A los servicios URGENTES (48h desde aceptación) se aplicará suplemento de 250 ${\rm \in}$

To: admin@marinedesignservices.com

Marine Design Services S.L. Mrs Juana Maria Cabra Carrer D'Asival No. 2 Nave 3 07011 Palma de Mallorca SPAIN

> Hamburg, 28.02.2025 E-Mail 250759V HVDT-LA

Dear Juana

Ref.:Your Inquiry SY "SeaQuell" on TILSE YACHT GLAZING, typeTILSE GLASS® on Superstructure WindowHere:Quotation 25-11-7164 A

We thank you very much for your inquiry of 27.02.2025 and are pleased to quote in accordance with our General Terms of Sales and Delivery such as:

TILSE GmbH

Yacht Glazing – Ship Technology

TILSE GLASS[®] is a compound safety glass individually fabricated to your templates (custom built). We are bending very precisely and with exact accuracy. Due to the special design and fabrication, we achieve a four to five times higher load as with single toughened glass of the same thickness. This has been confirmed during many tests made under survey of the main classifications.

On receipt of the design loads or after receipt of all technical data to calculate the design loads we can offer *TILSE GLASS*[®] without storm shutters, and maybe with portable dead lights.

The glass combination will be calculated to our testing and type approval. Due to the enormous strength of *TILSE GLASS*[®] the glass combination will be thinner – even without storm shutters – which reduces the total weight of the glazing considerably!

Important Remarks:

- **1.** *TILSE GLASS*[®] is a compound safety glass made out of fully chemical tempered glass panels with our special resin, developed for the yachting industry.
- 2. Our resin is non-ageing, and gives 100% UV protection for the interior, cloth and leather.
- 3. There is no loss of adhesion between minus 40 degrees C and up to plus 100 degrees C.
- 4. Our compound is stress free and pressure free as we harden our special resin with UV light only and do not need any autoclave; therefore, we receive much higher loads for our glass combinations!
- 5. *TILSE GLASS*[®] does not have an anisotropic surface as hot-tempered glass does, and does not have any roller marks as the glass panels are chemically toughened.

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GLAS SPEZIAL®

From: tilse@tilse.com





- 6. *TILSE GLASS*[®] is bent very precisely with only very little tolerances, our plane panels also only show very little tolerances.
- 7. All open and polished glass edges are protected by our special varnish to avoid any damage by cleaning materials to our compound. This varnish has to be renewed every 2 years.

We are pleased to quote:

Important Information:

We have NOT calculated the glass thickness and glass combination to the current rules and design pressure of the classification. Any changes will create a price alignment of our quotation.

If the replacement glass is coloured, we cannot guarantee that there will be no differences in colour. In case of order, you can get a colour sample for approval – against extra costs. However, there might still be slight colour differences due to different glass manufacturers and different production methods (foil/resin). These cannot be avoided.

Pos. A) TILSE GLASS[®] compound safety glass – bent

App. 13,5 mm thickness

<u>First panel (outside):</u> 1 x Float glass 6 mm grey - chemically toughened <u>Second panel (inside):</u> 1 x Float glass 6 mm grey - chemically toughened With our special resin of 1,5 mm which is used for the compound safety glass (our resin is sea water proof and moisture proof with a high temperature resistance up to 100° C (or app. 210 degrees F) as well as UV-resistant and our resin gives very high UV adsorption protecting the interior, wood and cloth etc. – 100% adsorption up to 340 nm, it is nonageing), including black border between the glasses as UV-protection for the bonding material, all glass edges are grinded and fine adjusted.

Item 1) 1 off window app. 1449 mm W x 2040 mm H - front PS

Glasses for installation without outer framing but bonded from outside into your angle construction to our specification.

Pos. B) Drawing / Template

In case of order you will send us a drawing for our production.

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Pos. C) Dismantling and installation and bonding material The dismantling and the installation will be done by the MDS-Team.

The necessary special bonding and sealing material is included in the delivery.

- **Pos. D) Design load calculation and documentation** Design load calculation and approval is NOT included.
- **Pos. E)** Nano Coating for the new window on the outside surface We include in the total price the NANO Coating for the new window. This will protect the surface and guarantees easy cleaning. Our coating will last between 6 and 12 months, depending on cleaning material, cleaning procedure, cleaning frequency and surrounding conditions.

Total price net, without VAT, packed, insured and delivered DAP Barcelona, SPAIN Including the bonding and sealing materials

EURO 14.380,00

Important Remark:

In case you do not have a European VAT tax number and you do not export the yacht out of the EU, we have to invoice the German VAT of 19%.

TECHNICAL SPECIFICATION

Tooling: (for curved glazing only)

Will be stocked free of charge for $\underline{3}$ years enabling you or your client to place orders for spare glasses.

Tooling will always be our own property.

Tooling has to be made in accordance with our specification and sketches.



Framing/Superstructure:

Please see our general drawing on construction and design for *TILSE GLASS*[®]. Please see drawing no. 0.11.00058_1.01PS and 0.11.00-11-0000_0.02PS and for single windows in a recess flange the drawing 2.11.00-000_0.01PS.

Bent glasses should be installed from outside and should be bonded to the angle frame.

Tolerance and distortion:

The tolerance and distortion will depend on the 3D measurement and/or on the templates 1:1. We cannot make better *TILSE GLASS*[®] as the 3D measurement or templates. We can assure that the tolerances will be minimised and that there will be nearly no distortion.

On special request, we are able to make a first sample in order to show what we can achieve.

Regarding the variation between 3D measurement and template and *TILSE GLASS*[®], you have to consider points:

1. Outside dimension on TILSE GLASS®

With the 3D measurement we will design the glass size. In case of templates, you will mark the correct size of *TILSE GLASS*[®]. We will follow this size with a deviation of +/- 1 mm up to 1.5 m² and above max. +/- 2 mm.

2. Tolerance during bending process

Here we cannot give you a precise answer before we have finalized the design details based on our 3D measurement or before we have checked your templates.

We can once again guarantee that the tolerances are as little as possible but depend on the bending radius and the shape of each single glass.

Quality assurance:

TILSE GLASS[®] compound safety glass is fabricated to the highest standard for the yachting industry. Within the accepted bending radius there will be no distortion or buckling as it occurs with ordinary toughened (hot tempered) panels. All edges are fine adjusted.

Our special protection for the bonding material is on the inside of the outside glass and therefore fully covered. This special design has proved its reliability in practice over many years and is fully in line with our bonding and sealing material.

Certificate:

For the chemically toughening process, we will issue a works certificate of our vendor according to EN 10204. This proves that the breaking force is between 250 to 400 N/mm² (to EN 1288-5) and the penetration of the chemical treatment is between 15 to 20 micron respectively 30 my. Three extra samples are made and can separately be tested under survey of the classification if requested.

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Many tests have shown that *TILSE GLASS*[®] can carry much higher load than any single toughened glass or any other compound safety glass due to its special design and resin (no foil). Please see our datasheet "*Why TILSE GLASS*[®]?"

Samples of Parsol grey (fully tinted)

Samples can be provided as against extra costs with the technical specification of light transmission, reflection and UV-resistance.

UV Adsorption

Independent tests have shown that *TILSE GLASS*[®] eliminates UV-transmission up to app. 340 nm and that the transmission between 341 to 400 nm is very little. Important is the range between 280 to 320 nm as this is the bleach-out range.

Therefore TILSE GLASS ® offers highest performance not only on safety but also on UV-protection!

Black border

This is a special *TILSE GLASS*[®] design. On the inside of the outside glass, we will incorporate a black border to protect our bonding against UV-transmission. Tests at independent authorities (e.g. IFAM, Frauenhofer Institute) have proved that there is **no** UV-transmission with this specially designed black border.

Width of black border

The black border shall be overlapping our bonding by 30 %.

Bonding test for TILSE GLASS®

If required we will test free of charge our bonding material on your superstructure surface. To do this we need a sample of app. 15×15 cm out of the superstructure material with the complete coating and the technical datasheet of your coating and filler.

Important Remarks

a) Bonding Material

We only accept our tested and approved bonding and sealing materials. In case any other materials are used, no guarantee will be given as such materials can badly influence the compound glass.

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b) Compound safety glass is not a supporting element. Therefore, glass must never be clamped. The glass has to "swim" in the construction and there must be enough space within the recess or framing to allow expansion of the compound glass and the superstructure.

Please see our installation details.

DELIVERY CONDITIONS

Price range:	The quotation is based on the technical details received. In case of any changes, a new calculation will be necessary and the price has to be adapted.
Prices:	net, without VAT, delivered DAP to Barcelona, SPAIN including tooling, insurance and packing for delivery by lorry up to 31.12.2025 and order before 31.03.2025. For later deliveries or order, you may have to consider a price increase.
Standard Delivery time:	app. 12 to 16 weeks after receipt of your drawing and receipt of all technical details including black border.
	Remark: As glass is a very brittle material, glass breakage may occur during the production process, which may extend the delivery time. Any delays in delivery and subsequent costs incurred by the customer as a result cannot be accepted.
Payment:	20% - on order confirmation 80% - after production completion
	Invoices payable within 10 days from date of invoice, invoices referring to production completion must be paid before delivery.





 Warranty: <u>24</u> months after first trials, but no longer than <u>36</u> months after installation or delivery ex work Hamburg. Glass cracks are not part of our guarantee as all tests confirmed the very high bending braking strength of *TILSE GLASS*[®]. Our warranty covers only the supply of the new glass,
 <u>Not included in our warranty are:</u>
 Dismantling of the defective glass panel
 Installation of the new glass panel
 Any labour cost for travelling

- Any shipping, travelling, accommodation or additional costs.
- Removal of the cladding
- Painting
- Protection of the working area, shed, docking, slipping etc.
- Installation of cladding after the refit.

Glass surface

Residues on the glass surface which appear after the approval of the glass and the installation are no reason for claim, as environmental influences may cause irritations and residues which are out of our control. The glass surface must be treated with care and appropriate cleaning.

Certificates: *TILSE GLASS*[®] is type approved by LRS, Lloyd's Register of Shipping and recognized by ABS, DNV GL, BV, Bureau Veritas and RINA.

We submit the offer to you without obligation and reserve the right to make changes until acceptance.

We would be pleased to receive your order and remain to your disposal

Kind regards

TILSE GmbH Projecting - Design - Production of TILSE GLASS[®], SOLARDIM[®] und TIMON[®] Systems

Henning von der Thüsen

Θ

TILSE GmbH Yacht Glazing – Ship Technology



Encl.: Drawings: 0.11.00058_2.01PS and 0.11.00-000_1.02PS and for single windows in a Recess flange the drawing 0.11.00-000_2.02PS Datasheets: General Terms of Sales and Delivery (AGB)



Miquel Antonio i Bonet Naval Engineer & Yachting Services S/Y SeaQuell #2025_35



YOUR YACHT SURVEYOR

by YOUR YACHT GROUP

MIQUEL ANTONIO i BONET

Naval Engineer & Yachting Services S/Y SeaQuell #2025_35 COPITN - Colegiado n°2192