

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: September 14, 2022

Our file #: 22 – 20552web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on September 12th, 2022 while the vessel was hauled at Safe Harbor Shelter Island Boatyard and afloat in Safe Harbor Cabrillo Isle Marina, San Diego, CA and the client, the broker, XXX (marine electrician), mechanic, the undersigned surveyor and the captain attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

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VESSEL DESCRIPTION

Builder:	Sunseeker	Doc. #:	Removed for privacy
Model/type:	72 Predator / motor yacht	HIN:	Removed for privacy
Year:	2006	Engines:	Two MAN
Length:	73.5'	Name:	Removed for privacy
Draft:	5' 2"	Hailing port:	Boca Raton, FL
Beam:	17.75'	Weight:	83,600 lb. (travel lift's scale)
* listing specifications		Dry weight:	71,500 lb. *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, propeller tunnels, three lifting strakes per side, hard chine, hull side ridge above chine (second higher small chine), black anti – fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white under black with black boot stripe

Decks & superstructure: Molded fiberglass construction, unknown core, white with black accents, teak decks (adhesively secured)

Deck hardware: Two sets of stern cleats, two transom gates, stainless steel bow rail with lifeline, grab rails, foredeck hatch, two sets of side cleats, anchor roller, set of bow cleats with chocks, radar arch with light / antenna mast, opening port lights

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads (apparently)

Layout/interior components: Express style, garage with door aft, lowering swim platform, steps on both sides of transom, port transom door to crew cabin, aft deck has seating and table and deck hatch entrance to engine room, side decks to foredeck, sliding door between aft deck and salon, salon has dinette to starboard aft, helm forward to starboard, steps to port forward down to port side galley, owner's cabin aft with steps on centerline down to landing, owner's cabin has center aft island berth with port forward ensuite head, cabin with single berth to starboard of galley, next forward is head with second door to cabin, dinette forward of galley, cabin forward with forward island berth and ensuite head to starboard aft

Bilge: Holding fluid and debris

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in satisfactory structural condition. The age of the anti – fouling paint is unknown but it is thin. There are osmotic blisters visible, they were not counted but there are over 100, up to 3" in diameter. None were probed but based on our experience they are wet and originate within the laminate. Percussion test anomalies include an area on the port side of the transom within the steps sounds "soft" and a smaller area on the starboard transom corner below the water line sounds as if there is a small void. The starboard zinc plate is loose. The hull sides

and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory - good structural and satisfactory cosmetic condition. We did not see a HIN on the transom. The hull sides have normal age related damage. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory - good structural and satisfactory cosmetic condition. There are numerous anomalies including cracks and color differences / prior repairs. There are small cracks about the transom, cracks and prior repair about the boarding ladder, a small gouge by the starboard aft side cleat, cracks below the side windows (worst to port), color difference (repair) on the port hard top edge at the "arch piece" forward and forward of it, many cracks in the black areas, a color difference on the bottom edge of the starboard "arch piece", color difference above the forward windshield to starboard outboard, small nicks by the anchor rode locker and cleats forward and cracks forward on both sides of the anchor roller, cracks long the gunnels including at stanchions and print through patterns on the white areas on the side of the superstructure. There are various areas of localized discoloration apparently initiated by chaffing including to starboard of the garage door, on the grill cover and at the crew door threshold. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory condition. The gasket for the sunroof is loose. There are stains about the sunroof and the sky lights above the helm. There is exposure damage on the aft deck table. The transom top safety rails are not well secure. There is damaged wood and fiberglass (aft wall and bottom) in the locker forward of the port capstan. There is a crack in the bottom of the locker below the port aft deck bench seat. There is a chip in the gelcoat outboard of the starboard aft deck bench seat. The aft deck shade frames don't extend straight and requires two people to extend it. The starboard safety rail is not well secure. The metal trim about the sunroof is loose. There is rust staining from the edge of the starboard deck down the hull aft of amidships, the cause is beyond the scope of this survey. Paint is missing from the windshield frames. The plastic covers of the lifelines are chaffed and rusted. The sun pad is wet and it was not removed from the foredeck. The teak decking exhibits wear and weathering, and is likely original. There is discoloration on the edges of the salon windows internally, likely tint. We could not open the port light in the crew cabin. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The fiberglass tabbing is detached below the outboard berth in the starboard cabin. The bilge is holding fluid, including oil and water in the aft bilge. There is dirt and debris in the bilge to port in the owner's landing. There is an alternate official number displayed near the engine room hatch and the U.S. Documentation Number is not displayed. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition. Overhead panels and headliner are loose throughout the vessel. Wood is damaged on the shelf to port of the helm. There is water damage to wood outboard of the helm near the sole. A hinge is off one of the electrical distribution panel doors at the helm. The wood is damaged on both side counter tops outboard in the owner's cabin. Wood is discolored in the owner's walk in locker and there is a horizontal "line" on the bulkhead to port forward in this cabin. There is various wood damage including age damage and wear about wooden components including the cabins by the tv in the salon. This survey is not a mould inspection. The condition of the coring, in the hull, deck, and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engines: Two MAN, typ V12 – 1550, 1140 kw @ 2300 rpm, engines per hour meters – port 1758, starboard 9999

Engine application: Diesel, 12 cylinders, four turbo chargers per engine, after coolers

Serial numbers: Port – 69012682621260, starboard – 69012682041260

Transmissions: ZF, V – drives, no tags seen

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic MAN controls, single lever, single station, wireless yacht controller remote

Exhaust systems: Dry insulated risers at engines, water injected outboard in engine room, engine room hull bottom discharges

Propulsion gear/shaft logs: Tides Marine (type – no info seen) dripless seal, crossover water supplies, 3" (approximately) stainless steel propeller shafts

Steering system/rudder ports: Hypromarine hydraulic system, single actuator, tie bar, seals not seen, bronze rudders, one steering station, 32" (measured diameter) five blade counter rotating propellers (no size markings seen), one bronze strut per shaft, stern tube bearings

Ventilation: Two engine room blowers

Generator: Kohler model 24EK0ZD, serial no. SGM32JTFN, 24 kw, 60 Hz (per tag) – 50 Hz reported, exhaust gas / water separator, 324 hours on meter (at end of survey)

Through hulls & components: Bronze through hulls, bronze ball valves, bonded

Location of through hulls as visible: See chart

Seawater systems: Reinforced hoses, double clamped connections

Bilge pumps: Manual pump to starboard on aft deck with two position selector valve, two Rule (larger / smaller) auto pumps aft, two Rule (larger / smaller) auto pumps below owner's berth

Comments: The engines and transmissions were visually inspected and tested during a sea trial. The client had the engines and transmissions inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory – good. There was a water drip forward of the port engine's inboard turbo charger. The starboard engine's hour meter is inoperative and the mechanic reports that the hours on the ECM are over 42,000, which is likely

inaccurate. We did not witness a cold start. Wide open throttle registered approximately 2350 on both tachometers with top speed of 36.5 knots in one direction in San Diego Bay. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. The propellers were percussion tested and spun with a fixed object adjacent to the blades. The propeller shafts were manipulated in the struts and observed while underway. Overall the propulsion components are in satisfactory condition. There are no sacrificial anodes on the propeller shafts or rudders. There is corrosion on the shaft seals' water fittings. The steering system was visually inspected and test operated. The steering system functioned normally. There is metal erosion on the rudders and minor corrosion / paint discoloration. The engine room blowers were energized. The generator was visually inspected, test operated and loaded. The generator functioned normally. The generator is labeled 60 hertz but the client reported that marine electrician Woody Peebles determined the generator put out 50 hertz. The kilowatt output was not reported. The generator's seawater vented loop is tied up with a string to the ASEA device. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. We could not move the engines' through hull valves. We could not move the waste discharge or head overboard through hull valves, they were stiff. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. There was a water leak at the starboard engine's sea strainer underway. We attempted to test the electric bilge pumps. The aft electric bilge pump with the Ultra float switch did not energize in the automatic mode as we found the pump and switch submerged. The manual bilge pump was not tested. The port swim platform latch was not engaged. There is surface corrosion on the swim platform frames. The hydraulic hoses to the swim platform turned from black to blue, likely indicative of the delamination of the hose. The hoses were hard to access and were seen below the water. There are salt crystals built up on the steering pump to starboard aft in the engine room and there is corrosion on various hydraulic fittings and the device also to starboard aft in the engine room. Water is accumulated below the HVAC compressor, external to the condensate drip pan, below the interior dinette.

Summary: Satisfactory

TANKAGE

Fuel: 1,030 gallon capacity*, one aluminum tank per side in engine room

Fill & vent: One deck fill fitting per side aft, labeled "diesel", flexible fill and vent hoses' labels were not visible

Feed & return: Various types of flexible hoses including USCG type A1, Reverso fuel priming system, primary and secondary remote filters, emergency valves' activated by devices in starboard aft deck locker

Water: 190 gallon capacity*, deck fill fitting to starboard aft, labeled "water", metal tank in center aft bilge

Holding: Deck fitting to starboard forward of amidships, labeled “waste”, plastic tank in galley bilge, unknown capacity

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. There are fittings on the bottom of the fuel tanks. There is a fuel leak at the aft lower filter for the starboard engine and minimal fuel in the bilge below. The USCG type A1 fuel hoses are vintage 2005. There are various types of fuel hoses which are not labeled per US convention. The fuel tank vent hoses are not fuel grade hoses. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey. The vacuum pressure in the owner’s head is low. The starboard forward waste vacuum generator cycled intermittently and there is fluid on top of it. This is apparently for the starboard head. The crew head is inoperative, the switch is loose and the circuit breaker is tripped and will not reset.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: Two 50A / 125 / 250V shore power inlets to starboard aft in small locker, selector switch by inlets, shore power cord, 220 volt system

DC system: Four relay switches by shore power inlets, two battery switches on box to starboard forward in engine room (24 / 12V DC linkbox), twelve Lifeline GPL – 31XT 12 volt AGM batteries, secured and covered in bilge between engines, Battery Mart 12V sealed (year sticker “9”, likely 2019) battery outboard of generator with adjacent battery switch, 12 and 24 volt system

Wiring: Mostly original multi – strand wires

Circuit protection: Main AC circuit breakers in starboard aft deck locker, AC and DC sub panel to port forward in engine room, circuit breakers and relays in boxes forward in engine room, helm panel has charger controls, AC and two DC digital multi – meters, AC and DC distribution panels at helm with branch circuit breakers

Comments: The electrical system including the shore power cord, shore power inlets, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition. The condition and age of the batteries is beyond the scope of this inspection, the generator battery is apparently 2019 vintage. The vessel was built and still has a 50 hertz 220 volt AC electrical system. The polarity varied throughout the vessel and with the generator versus shore power and from outlet to outlet. Some of the outlets tested with normal polarity, most had reverse polarity or no ground. There were no GFCI outlets or an ELCI device. Numerous lights are inoperative including three lights forward in the engine room (and the switch is damaged), many external courtesy lights, one port transom step light, the sunshade lights, lights in the crew cabin, lights above the galley counter were intermittently functional, the port lamp by the master

berth, one courtesy light on the steps to the owner's cabin, the automatic locker light in the starboard cabin, the underwater lights and two lights to starboard in the salon. The passerelle control is loose. The autopilot drifts several degrees to starboard after the course is set. There is no bucket in the aft deck ice maker. The aft deck grill is inoperative. The crew HVAC unit did not get cold and displayed an error message, "HPF". The outlet in the crew head is inoperative. The starboard and central windshield wipers did not function well and the washer hoses are loose. The underwater lights appear to be full of water and did not illuminate. The HVAC hose is disconnected from the fixture aft of the salon tv. There is a 220 to 110 volt step down device in a locker to port aft in the salon. This area includes many power strips and various electrical connections and wires, the wires are not well organized and secured. The fire pump circuit breaker in the box to port forward in the engine room appears to be tripped: there is a loose yellow device which appears to be a control and a circuit breaker in the box. The fire pump was briefly energized, so it has a power source. The water maker shut down during our first attempted test, but functioned properly on our second test. There are 635 hours on the water maker's hour meter with suggested service interval at 500 hours. To starboard aft in the engine room there are unsecured wires with loose butt connectors and an open junction box. The AC and DC multi meters at the helm have damaged screens. There was no sounder function on the multifunction device and the fathometer appears to be inaccurate. There are loose wires outboard of the helm. The air conditioner compressor outboard of the helm rattles and exhibits corrosion. We did not test all the entertainment devices, the Bose stereo in the master did not energize, but it may not have been plugged in. There are outlets in the heads which are labeled 120 / 230. The voltage at these devices was 135 and 260 per our meter. The washer / dryer did not function normally, we could not make the dryer move, we could not make the door open and the exterior door is cracked. The thermostat on the HVAC control in the galley appears to read inaccurately. It registered 65 degrees and would not energize but the ambient temperature was higher than 65 degrees. We did not hear the fans energize in the two aft heads. The center head towel rack did not appear to get warm.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I (2016 tag) on aft deck, (2014 tag) in crew cabin, in starboard cabin locker, in forward cabin locker, type A size II type B:C size I (2020 tag) at helm, (2020 tag) in galley, (2020 tag) in forward cabin locker

Fixed fire system: Sea – Fire FD 1500m, FM – 200, annual maintenance tag date November 2020

Flotation devices: Adult type III and type II – extensive, life ring with retrieving line

Horn/distress flares: Air horn, four handheld flares expired September 2019 and four expire December 2023

Navigational/anchor lights: Separate side lights, stern light, mast head / steaming light, all around / anchor light

Anchor & ground tackle: Delta type anchor (size not legible), chain rode, Danforth anchor reported (not seen – size unknown), chain and line rode (aft)

Other equipment: Emergency electric fire / bilge pump in port seat locker on aft deck, life raft (no case), first aid kit, four First Alert smoke / CO alarms, eight person life raft with service due date December 2020

Comments: Safety equipment for firefighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. There is an extensive inventory of personal flotation devices and they were not carefully inspected. Current distress signal flares are aboard. A suitable sound signaling device is aboard. The CO / fire alarms sounded when tested, they are not interconnected. A garbage placard was seen. We did not see an oil placard, waste management plan or a copy of the navigation rules. The navigational and anchor lights are properly arranged, installed and functional. The all around / anchor light is dim. The ground tackle including the anchors and rodes was visually inspected as installed and appears satisfactory. The entire length of the anchor rodes was not inspected and should be inspected prior to use. The primary anchor rode is all chain. There is no bale on the anchor roller. The primary anchor appears to be slightly distorted. We did not see the secondary anchor. The windlass is inoperative in the free spool mode. There is a life raft aboard that is no longer in its case and has a date of August 2013. There is a second life raft in a case with service due date of December 2020.

Summary: Satisfactory

ACCESSORIES

Internal sea strainers, Horizon Seafari water maker, two Lewmar electric stern capstans, exterior courtesy lights, aft deck seating and table, helm sunroof, tv / phone inlet, besenzoni passerelle, transom shower, water pressure inlet, wash down fixture, trim tabs, stern camera, Marine Air HVAC system with controls in crew cabin, salon (two), owner's cabin, starboard cabin, galley and forward cabin, Yacht controller wireless engine and thruster controller, aft deck electric grill, aft deck ice maker and refrigerator, electric extending aft deck sunshade with lights, aft sump collector and pump, crew head has vacu – flash head, shower fixture and sink, three wind shield wipers, foredeck sun pad, spot light, two satellite domes, directional tv antenna, Lewmar two direction electric windlass with foredeck and helm controls, foredeck washdown, lifting swim platform, Williams RIB Turbo – jet 325 with HIN WTFT2583I617, sacrificial anodes on both sides of hull bottom aft, tabs, plot form and thrusters, seven under water lights, salon tv on elevator, Bose stereo, KVH Gyro Tracbox, safe (below aft salon bench seat), oil change pumps (apparently) by engine, Gianneschi 24V .37 kw fresh water pressure pump, Horizon Seafari water maker, ASEA AC18 power converter, Sterling galvanic isolator, Pro Marine Pro Nautic 12 – 30P battery charger, Newmar GI – 50 galvanic isolator, Newmar PT – 24 – 95U battery charger, U – Line U – 115WCB – 00 wine cooler, Sanshin HR – 1012 spotlight controller, Simrad AP25 autopilot, Raymarine St 60 depth, two MAN digital engine displays with “faux analog” tachometer / hour meter, temperature, oil pressure and volts, fuel and water tank level gauges, rudder angle indicator, two Garmin GPS MAP 8215 with plotter / radar / AIS, bow and stern thrusters,

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Icom Command mic vhf, audible engine alarm, besenzoni adjustable helm chair, electric sliding window at helm, Horizon HX 890 handheld vhf, Miele galley refrigerator, four burner electric stove, Panasonic Dimension 4 microwave / convection oven, galley sink, garbage placard, Bosh dishwasher, Sony tv, Bose stereo (master), silver spoon, port light weather covers and drawings below love seat in master, safe below master berth, owner's head includes vacu – flush head, sink and shower enclosure, Pharo multi – nozzle shower fixture, three towel drying racks, Miele WT2670 combination clothes washer dryer, sump collector with Whale Gulper 220 pump, autopilot compass on centerline in owner's bilge forward, electric waste discharge pump, sump collector with Whale Gulper 220 pump in galley bilge, Sharp tv, starboard head has vacu – flush head, sink and shower enclosure, Sony tv, Bose stereo in forward cabin

SUMMARY

The vessel is a composite fiberglass motor vessel equipped with two diesel engines and a diesel generator. The vessel was built in Poole, Dorset, England. We did not get the ownership and maintenance history, but the broker mentioned that the current owners have only owned the vessel for a couple years. We did not obtain any disclosure statement regarding any known problems with the vessel or any significant events in the vessel's history (such as submersion, collisions, fires, etc.). The vessel was inspected in its slip, underway in San Diego Bay and while hauled. The vessel is basically structurally sound. The vessel has an average amount of deficiencies for a vessel of this vintage. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a coastal cruising vessel.

Overall Summary: Satisfactory

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE

Removed

NEW REPLACEMENT VALUE

Removed

INVESTMENT

N/A

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel's condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the soldboats.com reported sale prices and the yachtworld.com listings below. The 72 Predator sales around the world average \$654,000. The 2006 vessel that sold in October 2021 in Palm Beach, FL was reported at \$837,000 and described updated cosmetics. The 2006 listing in Miami for \$899,000 has Caterpillar engines and extensive upgrades and recent maintenance and is described as "immaculate". The surveyed vessel is in average condition and the value is above the average worldwide due to the location. Covid-19 created a demand and value spike which increased the value of all the comps, the future of that demand spike is uncertain.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
68	Sunseeker Predator 68	2004	13-Jun-22	550,000	649,000	Miami Beach, FL, USA
71	Sunseeker Predator 72	2005	10-May-22	549,585	594,551	Lavagna, Italy
73	Sunseeker Predator 72	2006	19-Apr-22	669,494	688,480	Olbia, Italy
75	Sunseeker 75 Yacht	2008	28-Mar-22	1,200,000	1,299,000	La Paz, Mexico
73	Sunseeker Predator 72	2006	15-Mar-22	599,547	644,513	Palma de Mallorca, Spain
72	Sunseeker Manhattan 66	2006	6-Mar-22	789,606	789,606	Main Beach, Queensland, Australia
72	Sunseeker Manhattan 66	2006	9-Feb-22	705,605	789,606	Main Beach, Queensland, Australia
70	Sunseeker 75 Yacht	2004	7-Feb-22	699,471	798,396	Palma de Mallorca, Spain
73	Sunseeker Predator 72	2006	7-Feb-22	579,562	644,513	Palma de Mallorca, Spain
72	Sunseeker Predator 72	2007	20-Dec-21	519,607	519,607	Brindisi, Italy
73	Sunseeker Predator 72	2008	24-Nov-21	729,449	794,399	Marmaris, Turkey
73	Sunseeker Predator 72	2008	19-Nov-21	699,471	794,398	ibiza, Spain
73	Sunseeker Manhattan 70	2008	12-Nov-21	824,377	899,320	GOLFE JUAN , France
73	Sunseeker Manhattan 70	2008	3-Nov-21	849,358	899,320	Port Camargue, Gard, France
72	Sunseeker Predator	2006	26-Oct-21	837,000	849,000	Palm Beach , FL, USA
73	Sunseeker Manhattan 70	2008	21-Oct-21	824,377	989,252	Marbella, Spain
69	Sunseeker Predator 72	2007	24-Sep-21	499,622	594,551	La Spezia, Italy

72	Sunseeker Manhattan 66	2005	3-Sep-21	531,420	571,854	Mount Batten, Devon, United Kingdom
68	Azimut 68S	2006	7-Apr-22	600,000	780,000	Miami Beach, FL, USA
68	Azimut 68S	2006	6-Apr-22	600,000	700,000	Miami Beach, FL, USA
68	Azimut 68E	2005	18-Feb-22	625,000	699,000	Freeport, NY, USA
69	Azimut 68S	2007	15-Feb-22	170,000	185,000	Freeport, NY, USA
68	Azimut 68 Plus	2005	22-Nov-21	674,000	725,000	Fort Lauderdale, FL, USA

Sunseeker Predator 72

US\$649,277 *

73 ft / 2006
Valletta, Malta
BreezeYachting.swiss

Sunseeker Predator 72 Motor Yacht

US\$699,000 *

73 ft / 2007
Hong Kong, Hong Kong
Ocean Independence (Hong Kong)

Sunseeker Predator 72

US\$584,350 *

73 ft / 2007
Split, Croatia
YACHTS INVEST

Sunseeker Predator 72

US\$574,361 *

73 ft / 2006
South Of Turkey, Turkey
Sale Pending
B&C MARINE

Sunseeker Predator 72

US\$769,144 *

73 ft / 2006
Split, Croatia
Tramsek Marine

Sunseeker Predator 72

US\$744,172 *

73 ft / 2007
South of France, France

Idea Yachting Ltd

Sunseeker Predator 72

US\$694,227 *

73 ft / 2008

Antibes, France

YACHTS INVEST

Sunseeker Predator 72

US\$824,083 *

73 ft / 2008

Saint-Jean-Cap-Ferrat, Alpes-Maritimes, France

Aqua Marine

Sunseeker Predator 72

US\$674,250 *

73 ft / 2006

Egypt

Melitas Marine Ltd

Sunseeker Predator 72

US\$749,166 *

73 ft / 2006

Istanbul, Turkey

Cebi Yachts

Sunseeker Predator 72

US\$789,122 *

73 ft / 2008

Ibiza, Spain

Sale Pending

DP YACHTING INTERNACIONAL

Sunseeker Predator 72

US\$799,900 *

73 ft / 2006

San Diego, California, United States

Infinity Yacht Sales

Sunseeker Manhattan 66

US\$1,150,000 *

73 ft / 2007
Acapulco, Mexico
Nautikos

Sunseeker Manhattan 66

US\$639,859 *

73 ft / 2007
Alpes Maritimes, France
Boatshed Riviera

Sunseeker Manhattan 66

US\$634,860 *

72 ft / 2007
Antibes, France
ABYS Antibes Office

Sunseeker Predator 72

US\$899,000 *

72 ft / 2006
North Miami, Florida, United States
Victoria Yachts Sales

Sunseeker Predator 72

US\$724,841 *

72 ft / 2006
Puerto Portals, Spain
Arrival Yachts SL

Sunseeker Predator 72

US\$649,857 *

71 ft / 2007
Olbia, Italy
The Leading Yachts

Sunseeker Predator 72

US\$689,848 *

71 ft / 2006
Italy, Italy
The Leading Yachts

Sunseeker Predator 68

US\$630,000 *

71 ft / 2004

Panama, Panama

Boatshed Colombia

Sunseeker Predator 72

US\$698,846 *

70 ft / 2005

Mallorca, Spain

Yacht Smart

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Maintain the life raft per the manufacturer's recommendations. Discard the life raft with a tag dated of 2013 and with no case.
3. Service and prove the all around / anchor light properly functional, it was dim.
4. Provide and install a bale on the anchor roller, it has none.
5. Service and prove the windlass functional in the free spool mode, it was inoperative.
6. We strongly encourage installation of interconnected smoke / CO alarms.
7. Assure the vessel has all legally required carriage items including an oil placard, waste management plan and a current copy of the navigation rules.
8. The primary anchor rode is chained to the vessel, we encourage connecting the rode to the vessel with a line so it can be disconnected with a knife in the event of an emergency.
9. Repaint the hull bottom, the anti – fouling paint is thin.
10. Determine the significance of the audible differences on the transom including what appeared to be “soft” sounds within the port boarding steps and a small void on the starboard transom edge below the water line, address appropriately.
11. Display the US documentation number on a fixed structural member of the vessel per federal regulations and remove the prior official number.
12. Assure there is an accurate reading on the fathometer and upgrade the multifunction device with depth / sound functions as desired.
13. The thermostat on the HVAC controller in the galley was inaccurate, address appropriately.
14. The crew HVAC did not get cold and it displayed an error message, “HPF”. Service and prove it properly functional.
15. Display the HIN on the transom per federal regulations.
16. Clean the oil, water and debris from the bilge. Eliminate any cause of oil or water.
17. The starboard engine hour meter is inoperative, as possible determine the actual engine hours and service the hour meter function of the electronic gauges for future reference and maintenance purposes.
18. There is corrosion on the propeller shaft seals' water fittings, service to eliminate the corrosion.

19. Eliminate the heavy water leak at the starboard engine's sea strainer while underway.
20. Service and prove the aft smaller submersible bilge pump functional in the automatic mode, it was inoperative in the automatic mode.
21. The port swim platform latch was not engaged, service and prove it properly functional.
22. Free up and prove the engines' waste discharge and head overboard through hull valves functional, they were stiff and were not moved.
23. The vessel has a 220 volt 50 hertz AC electrical system which presents challenges. The suitability and functionality of the ASEA converter is beyond the scope of this survey. Consult qualified technician, assure the system is safe and suitable for continued use.
24. The AC outlets exhibited 220 volts and various polarities. As possible assure that all polarity is proper, homogenous and safe. If possible install GFCI or ELCI devices to protect all outlets potentially exposed to water.
25. Assure the 220 to 110 devices including the step down to port aft in the salon and outlets in the heads can handle potential loads or modify if / as necessary.
26. There are numerous power strips in the locker to port aft in the salon, consult with a qualified marine electrician and upgrade this installation. Comply with ABYC recommendations.
27. Fuel hoses labeled USCG type A1 are 2005 vintage. Industry standard service life for fuel hoses is ten years. Either replace the hoses or assure they are suitable for continued use. Consider replacing any hose which is not labeled per US convention including the tank vent hoses.
28. Eliminate the fuel leak at the starboard engine's lower aft filter. Remove spilt fuel to allow detection of any future weeps or leaks,
29. We strongly encourage the installation of a high water alarm.
30. The crew head is inoperative and the circuit breaker will not reset, address the condition causing the circuit breaker to not reset and prove the head properly functional.

SECONDARY

1. There are numerous inoperative lights, many are listed under electrical system comments above, service and prove them properly functional.
2. The center head's towel warming rack did not get hot, address appropriately.
3. We did not hear the fans in the aft two heads, service and prove them functional as desired.
4. The clothes washer / dryer did not function properly, service and prove it properly functional as desired. Address the cracked door.
5. The HVAC compressor outboard of the helm rattles and exhibits corrosion, service and maintain this component, eliminate the rattle.
6. There are a few loose wires which are not well organized, bundled and secured outboard of the helm, modify so these wires comply with ABYC recommendations.
7. The AC and DC multi meter screens on the helm are damaged, address or monitor and address as desired.
8. The headliner is sagging and the overhead panels are loose throughout the vessel, address as desired.

9. Repair the detached fiberglass tabbing below the outboard berth in the starboard cabin.
10. Address the miscellaneous damage to the wood throughout the vessel, many areas of localized damage are listed under hull and structure comments above. Eliminate the cause for the wood damage.
11. Free up and prove the port light in the crew head functional, we could not open it.
12. Reattach the hinge which is disconnected from one of the electrical distribution panel doors at the helm.
13. Address the discoloration around the edges of the salon windows, apparently failing tint, as desired.
14. Properly secure the starboard sacrificial anode plate on the hull bottom aft.
15. Either repair the blisters on the hull bottom or monitor and repair as necessary.
16. There are numerous cosmetic issues on the hull, deck and superstructure, many are listed under hull and structure comments above. Address as desired.
17. The teak deck is likely original and exhibits normal wear, maintain or address deficiencies as desired.
18. The sun pad is wet, dry the sun pad, inspect below and address any deficiencies found.
19. Service as a result of cracks in the fiberglass near the forward end of the anchor roller, eliminate the cause and repair the damage.
20. The primary anchor is slightly distorted, repair or replace as necessary.
21. There are fittings on the bottom of the fuel tanks. ABYC recommendations prohibit fittings on the bottom of tanks, however this is fairly normal for vessels from other countries, monitor and address as desired.
22. Service the owner's head which had low vacuum pressure and prove it properly functional.
23. Eliminate the cycling of the vacuum generator.
24. Determine the source of the fluid on top of the starboard forward waste vacuum generator, eliminate the source and remove the fluid.
25. Properly secure the passerelle control panel.
26. The autopilot alters its course slightly to starboard after being set, determine the cause and significance and address as necessary.
27. Provide a bucket for the aft deck ice maker, the bucket is missing.
28. Service and prove the aft deck grill functional, it is inoperative.
29. There is no power to the AC electrical outlet in the crew cabin, service and prove it properly functional.
30. Service and prove the windshield wipers and washers properly functional, they exhibited various problems.
31. Reconnect the disconnected hose to the HVAC discharge fitting outboard of the television in the salon.
32. The fire pump circuit breaker in a box to port forward in the engine room appeared to be tripped and there is a loose yellow control / breaker device. The fire pump energized. Determine why the pump energized with the circuit breaker tripped, properly label breakers and properly secure the loose yellow device.
33. The water maker shut off when initially testing it, this may have been operator error. Determine the cause as possible and address if / as necessary. Maintain the water maker per the manufacturer's recommendations.
34. There are loose butt connections and a cover disconnected from a junction box to starboard aft in the engine room, address these conditions. Comply with ABYC recommendations.

35. We did not witness a cold start of the engines, consider witnessing a cold start and addressing any deficiencies.
36. Determine the source of the water which was dripping forward of the port engine's turbo charger. Eliminate the source and clean below to allow detection of any future weeps or leaks.
37. As possible eliminate the cause of the erosion and corrosion on the rudders, monitor and repair the rudders as necessary.
38. There is minor corrosion on the swim platform brackets, consider painting to reduce corrosion, monitor and address if / as necessary.
39. Hydraulic hoses to the swim platform appear to go from black to blue, with some black exterior ply damaged. Carefully inspect and determine the condition of these hoses and replace as necessary.
40. There are salt crystals on the steering pump and corrosion on the hydraulic device and fittings to starboard aft in the engine room. Clean this area, repair components as necessary, eliminate any cause of the corrosion.
41. The generator's vented loop is tied with a string to the ASEA device. We encourage mounting it to an adjacent fiberglass component.
42. There is water below the HVAC compressor's drip pan below the interior dinette. Determine why water is below the pan, modify to eliminate the cause.
43. We strongly encourage obtaining a disclosure statement from the current owners regarding ownership and maintenance history, a disclosure of any known problems with the vessel and a disclosure of any known events of significance, such as submersions, collisions, fires, etc.
44. Address the problems with the sunroof and port lights as necessary. There is staining by the sunroof and overhead sky lights and minor staining by port lights, re – seal, re – bed and otherwise eliminate leaks at these components and clean the stains to allow detection of any future weeps or leaks.
45. Properly secure the transom top safety rails, they are loose.
46. Service and prove the aft deck shade properly functional, it does not extend fully and it takes two people to operate. Assure it is properly functional.
47. Properly secure the starboard safety rail, it is loose.
48. Properly secure the metal trim pieces about the sunroof.
49. We did not locate and inspect through hull #12 (per our chart), locate, inspect and address any deficiencies.
50. The following components were not tested or inspected: sump pumps, below all of the carpet in the salon, blinds, clothes washer / dryer, oil change pumps, ASEA device, battery chargers, tv antenna, satellite system, sun pad was not removed, emergency fuel valves, washdown fixtures (no disconnect hose aboard), water pressure inlet, stern camera, tv / phone inlet, all functions of entertainment devices and all functions of navigational electronics (power up and basic functions were tested).


This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection, and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

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

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The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



September 14, 2022

By: Mr. Kells Christian, Surveyor
S.A.M.S. – A.M.S. # 301

Date