

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: November 22, 2013

Our file #: 13 – 28095web

This inspection was performed upon the request of the client listed above on November 16 & 17, 2013 while the vessel was afloat at Shelter Bay Marina at the Panama Canal, Sherman, Panama and Captain Greg Landers attended.

VESSEL DESCRIPTION

Builder: Westship

Doc. #: Removed for privacy

Model/type: Flybridge cockpit motor yacht

HIN: Removed for privacy

Year: 2004

Engines: MTU 12V/4000

Length: 145'

Name: Removed for privacy

Draft: 7'

Hailing Port: Wilmington, DE

Beam: 28'

Weight: unknown

* U.S. Documentation

Displacement: 281 G.T. / 209 N.T. *

HULL & STRUCTURE

Keel & bottom: Composite fiberglass construction, not examined

Topsides & transom: Composite fiberglass construction, painted "Graystone" hull with blue boot stripe

Decks & superstructure: Composite fiberglass construction, white painted superstructure, teak planked exterior decks, upper and lower thin nonskid (mooring hardware access) decks with grab rail and safety tracks

Deck hardware: Two sets of bow bits with hawse holes, three sets of horn cleats on hawse holes on raised main deck, set of stern bits with transom corner fair leads, fender cleats, fiberglass bulwarks with hand rails, freeing ports, opening port lights

Longitudinals/stringers: Fiberglass encased longitudinals, unknown core

Athwartships/bulkheads/frames: Fiberglass composite bulkheads and athwartships reinforcements

Layout/interior components: Flybridge has hardtop, helm on centerline forward, bar to starboard, bench seat and table to port and spa tub aft. Steps to starboard aft lead down from flybridge to exterior aft upper deck area with boat deck aft and open area forward. Steps to starboard from this deck lead down and aft to aft main deck. Sliding door forward on upper deck leads to sky lounge which has sofa to port aft, bar to starboard forward, desk to port forward, day head forward of desk, AV room forward of bar with inboard door, and spiral steps down to saloon forward and to port of centerline.

Marine Claims Assistance - Vessel Inspections

1276 Scott Street – San Diego, CA 92106

TEL 619.223.7380 800.944.4789 FAX 619.223.7390

office@themarinesurveyors.com - themarinesurveyors.com

Forward of sky lounge and through door is pilothouse, pilothouse has dinette to starboard aft, helm forward, navigation station to port aft and wing doors on both sides forward. Exterior forward on upper deck level is walk around decks forward of pilothouse, steps on both sides lead down and aft to main deck walk around decks, forward of pilothouse is seating area, forward is pass through deck on centerline to foredeck. Foredeck has anchor rode locker with deck hatch access and two large lockers. Aft on main deck level are steps on both sides aft and down to cockpit. Aft deck has dining area aft, bar to starboard forward, side decks and sliding door to port of center to main saloon. Main saloon has bar to port aft, sofa to starboard aft, formal dining table forward, double doors to side deck to starboard forward, continuation of spiral steps to port of centerline down to guest cabin landing, door to port forward to galley and large sliding door to galley on starboard side from passageway to master stateroom. Day head to starboard forward in passageway, doors forward to master stateroom. Master has center island berth, sofa and desk to starboard, vanity to port and full width head forward with doors on both sides. Galley has dinette aft, pantry to port forward and steps to port forward lead down to crew cabin area. Lower deck has swim platform aft, transom doors on either side and bait tank on centerline. Center water tight transom door leads to "gym" area to starboard, storage room to port aft. captain's cabin to port forward, electrical control station to starboard forward and engine room with centerline watertight hatch forward. Forward of engine room and accessible from spiral steps forward in saloon are four guest cabins with centerline landing. Twin aft cabins include two single berths and two forward cabins include king berths, all cabins have ensuite heads (aft of aft cabins and forward of forward cabins). Crew area forward on lower level is accessible via steps to port forward and down from galley and includes crew lounge to port aft, laundry room to starboard aft and three cabins forward. Two side cabins with bunk berths and three berths in forward cabin. All crew cabins have ensuite heads.

Bilge: Holding moderate water, oil in engine room

Comments: The vessel was inspected while afloat. The hull bottom was not inspected. The vessel was moored with the starboard side towards the dock; the port side was inspected from an adjacent dock only. The survey was visual with very limited percussion testing. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in good structural condition and excellent cosmetic condition. The hull sides have been painted in the recent past. The paint job was reportedly completed two years ago at Thunderbolt Marina in Savannah, Georgia. Currently there is soot on the hull sides, as the vessel is in transit from the West Coast of the United States to the East Coast of the United States. The deck and superstructure were visually inspected. The deck and superstructure are in good structural and satisfactory cosmetic condition. The deck and superstructure have not been repainted. While the general condition is satisfactory – good, a careful inspection reveals many cosmetic deficiencies. On the flybridge there are covers that have been removed and reinstalled, with missing bolts and marginal cosmetics. There are blisters in the paint near the deck to starboard aft on the flybridge. There are cracks at the radii (junctions) of many external components including both sides of the foredeck (forward and aft), on both sides forward of the boat deck on the bulwarks, on the inboard edge of the steps between the aft deck and the upper deck and at a similar location on the steps between the upper deck and the flybridge. There is damage about the starboard forward boarding gate, there is rub damage on the threshold and there is damage about the

latch. The teak decking is original and weathered, particularly on the foredeck. There are stains on the aft deck. The helm station hatch covers have hinges, however they cannot be hinged open due to safety rails above them (design) and the hatch covers must be completely removed. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the several port lights were opened and closed. Overall the deck hardware is in good condition. The lock for the saloon to aft deck door is "sticky". The flybridge pedestal chairs' upholstery is in poor condition. The flybridge bar stools' seat cushions' upholstery is damaged. There is cosmetic damage to the personal water crafts' chocks. The Nautica tender's aft mounting blocks are not centered on the wooden supports. The water toys and tender exhibit normal use and wear damage, the covers were not completely removed and these toys were not surveyed. The aft deck dinette seat cushions are wet. 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 bilge is holding minimal water. There is prior water accumulation in the port crew cabin head bilge and the forward crew cabin head bilge. There is oil in the engine room bilge. There was water found accumulated in the anchor rode locker, the locker drain was plugged. This drain was unclogged during the survey. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory – good cosmetic condition. There have been cosmetic upgrades including some new carpet, new headboards and new seat upholstery. Much of the interior is original. The headliner in the sky lounge, and elsewhere, exhibits cosmetic damage. The captain states this is a problem with the type of headliner (Majilite fabric). The natural stone in the starboard forward VIP cabin is cracked outboard of the tub. The cosmetics of the crew area forward and aft are satisfactory – marginal; there is damage to the headliner and sideliner. There are water stains in several of the guest lockers including the port aft, starboard forward and port forward cabin lockers. Accesses were cut above the televisions in the guest cabins' lockers, the accesses are not covered. Locker doors in the sky lounge's day head and the forward crew head are loose. This survey is not a mould inspection. The condition of the coring, in the stringers, deck, hull and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Good

MACHINE SYSTEMS

Main engines: Two MTU model DDC 12V 4000, 2,735 h.p. @ 2100 rpms

Engine application: Diesel, twelve cylinders, twin turbocharged, after cooled

Serial Numbers: Port – 5262000792, Starboard – 5262000794

Transmissions: ZF model 4650, ratio 2.759:1A, port serial # 50008708, starboard serial # 50008707

External/peripherals: Suitable application, satisfactory application

Engine controls: Detroit Diesel electronic controls with stations: flybridge, pilothouse interior, two pilothouse wings (exterior)

Exhaust systems: Wet system, dry insulated risers at engines, hull bottom primary discharges, fiberglass tubes, flexible hoses

Propulsion gear/shaft logs: Dripless seals, below waterline components not examined

Steering system/rudder ports: Hydraulic system, two actuators, four stations, unknown type seals

Ventilation: Delta T engine room ventilation system

Generator: Two 99 KW Northern Lights, starboard serial # LM-426774-1006, port serial number not visible and not obtained

External/peripherals: Suitable application, satisfactory installation, sound boxes, PTOs on both generators, hours on meters – port – 18,061, starboard – 17,845

Seawater systems: Reinforced hoses, double clamped connections, main sea chests forward in engine room

Bilge pumps: Approximately fifteen DC submersible/automatic pumps throughout the vessel, including four in aft bilge, one in swim platform, one in aft crew area, two in engine room and several in guest and crew cabin spaces, AC pump and manifold to port aft in engine room

Comments: The engines and transmissions were visually inspected. The vessel had just transited the Panama Canal and the captain reports that the engines were functioning properly. The captain reports that the engines underwent a “W-5” service by W.W. Williams; he described the service as addressing all the engines’ peripheral components. The captain reports there were excessive oil leaks that were repaired by Valley Detroit Diesel in Orange County in the recent past. There are oil leaks remaining and there is oil in the engine room bilge. There is no engineer currently aboard. The engine controls reportedly functioned normally from all stations. The exhaust system is properly arranged and installed. The propulsion components were not inspected. The port propeller shaft seal has an excessive water leak. The steering system was visually inspected and test operated at the dock. The steering system functioned normally. There is a hydraulic fluid soaked rag below the flybridge helm pump. The engine room blowers were energized. One of the engine room blower fans is inoperative. A temporary fan is installed on the starboard forward engine room bulkhead. The generators were visually inspected, test operated and loaded. The generators functioned normally. A ventilation fan for the starboard generator is inoperative and a temporary fan is in place. The port generator has been painted. The sound box was removed from the starboard generator. The through hulls were visually inspected and a few of the valves were manipulated. The through hulls are in good condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are in satisfactory – good condition. Water is accumulating below the air conditioner units, to starboard aft in the engine room. The cover has been removed from the top of the air conditioners. There is a hydraulic fluid leak at the port fin stabilizer and water and hydraulic fluid have accumulated below it. There is a minimal hydraulic leak at the starboard fin stabilizer. There are salt crystals in the bilge below

the starboard fin stabilizer. There is minimal hydraulic fluid and grease by the bow thruster. There is a loose sea strainer in the engine room bilge. The electric bilge pumps were visually inspected. A few of the pumps were test operated. The lazarette bilge pumps pump from the outboard compartments to the inboard compartments and the inboard pumps discharge overboard. A pump in the bilge in the engine room serving the waste system exhibits salt crystals. A temporary pump is installed forward in the engine room bilge, to replace a pump which failed during the voyage. The captain reports that one of the freshwater pumps is leaking water. The dive compressor system was reportedly damaged by a grounding / flooding event. The vessel struck a submerged object, damaged the port strut box and rudder and was repaired at Rybovich in Palm Beach, Florida.

Summary: Good

TANKAGE

Fuel: Five fiberglass fuel tanks, in bilge in crew area, both sides of guest quarters, forward and day tank forward of engine room bulkhead, 11,250 gallon total capacity

Fill & vent: Port and starboard fill stations on main deck superstructure aft of amidships, fill manifold forward in engine room, fill hoses not seen

Feed & return: Metal tubes and flexible hoses, manifold to port forward in engine room

Water: Two deck fill fittings on starboard main deck, one forward and one aft of amidships, 2,500 gallon total capacity, tank material and location unknown

Holding: One deck fitting per side on main deck aft of amidships, two aluminum tanks in guest area bilge (500 gallon 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 good 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. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. The accuracy of tank level gauges is beyond the scope of this survey. The forward water tank vents into the anchor chain locker. We found the anchor chain locker full of water, as the drain was clogged. The drain was unclogged and the locker was drained during the survey. The anchor chain locker drain was plugged with mud and is undersized. There is a rusty hose clamp on a hose connection in the port aft bilge in the lazarette and stains below indicative of a weep or leak. The aft water tank's sending unit is under repair and the aft water tank is not in use. There is a blue hose used for the seawater intake for the diesel fire pump; the hose is likely designed for engine exhaust. There are weep stains on a tube connection in the starboard aft guest cabin bilge. There is an open hose near the air conditioners (engine room) reportedly for use in the freshwater flushing of the air conditioners' cooling tubes.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: Two 480 volt shore power cords to starboard on electric cable caddies, two shore power inlets (one per side on transom), 220 & 110 volt systems

DC system: Fire pump battery, AV room batteries, center engine room battery bank, main battery switches aft in engine room, battery switches in AV room, twelve batteries in secure covered plastic boxes aft in engine room bilge, three batteries between engines, 12 & 24 volt systems

Wiring: Multi-strand wires

Circuit protection: AC & DC panels in AV room, two AC panels in pantry, G.F.C.I. outlets, main distribution panel to starboard in crew area includes six AC source selector switches, two touch screen controls, eleven AC analog gauge sets, two AC digital gauge sets, AC main and branch circuit breakers, DC main and branch circuit breakers, DC source selector switch, nine analog gauges, main AC circuit breakers by cords (starboard side of engine room)

Comments: The electrical system including the shore power cords, 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 - good condition. The captain reports that several, but not all, of the batteries have been replaced. The condition and age of the batteries is beyond the scope of this inspection. There is a damaged knob for the night sight camera at the flybridge helm. There is a stereo receiver below the flybridge console which is not secure. The face plate for the flybridge stereo cover is broken. The refrigerator at the flybridge bar is rusty. One of the cameras is not functional and is scheduled for replacement. There is work underway on the satellite system below the pilothouse helm console. The aft deck bar's refrigerator is rusty, to a lesser extent than the flybridge refrigerator. An exterior light near the galley to deck access door is missing its lens and is dripping water. There are items stored in the forward shore power storage container. The captain reports that the port "*Fighting Irish*" name board is allowing a water leak.

Summary: Satisfactory - Good

SAFETY AND LIFE SAVING

Portable fire extinguishers: Twelve 5 lb. dry chemical units, eleven CO2 units, thirteen 2.5 lb. dry chemical units all with inspection tag date 9/13/2013, one large foam unit and one Halotron unit in engine room

Fixed fire system: Two fire stations (hoses and pump controls) on main deck (one per side), separate hose and pump at entry door from cockpit, Kidde clean agent system for engine room with inspection tag date 9/3/13, AC fire pump

Flotation devices: Numerous type II adult, life ring, two life rings with throw rope, numerous type I adult

Horn/distress flares: Air horn, flares aboard (current)

Navigational/anchor lights: Separate sidelights, steaming, masthead / steaming, all around / anchor lights, towing light

Anchor & ground tackle: Two Navy type stainless steel anchors, integral hawse pipes and receivers

Other equipment: Two 20 person Viking solas A pack life rafts – service due March 2013 with current hydrostatic releases, 406 MHz EPIRB with 7/19 battery and current (but unmarked) hydrostatic release, ACR SART (Pathfinder 2) with expired battery (2008) smoke alarms throughout, ship's bell, starboard forward cabin escape hatch, evacu-8 hoods in cabin lockers, engine room escape hatch, fuel over flow alarm, fire axe, backboard, diesel fire / bilge pump with manifold, watertight engine room hatch, high water alarm, MOB strobe light with throw rope, first aid / trauma kit, two oxygen bottles, two AEDs

Comments: Safety equipment for firefighting protection appears good. Personal flotation devices appear suitable for offshore use. Current distress signal flares are aboard. A suitable sound signaling device is aboard. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use. The captain states that he does not carry gasoline aboard the vessel. The captain states that he runs the diesel emergency fire / bilge pump on a regular basis. Several components require inspection and/or service, including the liferafts and sart and the condition of the medical supplies is beyond the scope of this survey.

Summary: Good

ACCESSORIES

Electronics include: Northstar 952X GPS Navigator, Simrad AP50 autopilot, Vei monitor, B & G HS2000 multi-function device, Wagner model ISO rudder angle indicator, five exterior cameras, Furuno FCV-1200L color LCD sounder, ICOM IC-M602 VHF, B & G wind speed and direction meter, five vei color monitors, Furuno controller, navigation computer, six Extron MKP-1000 controllers, two B & G HS2000 units, Isis ship's monitor with RGM ISIS control, Wagner model 150 rudder angle indicator, electronic compass, Simrad AP50 autopilot, Garmin GPS map 740, ICOM IC-M602 VHF, Furuno FA-150 Universal AIS, Furuno side scan sonar, Ritchie compass, navigation station equipment includes three monitors, B & G HS2000 unit, Pioneer stereo, Furuno FM-8500 VHF, Furuno FS-1562-25 SSB, Northstar 952X GPS, satellite telephone, lap top, JRC NKG-800 weather fax, handheld VHF radios

General equipment includes: Five tv/telephone inlets (to starboard), integral swim platform with safety rails, two transom (to cockpit) doors, cockpit, transom shower, two transom bait tanks, gasoline storage and fueling system, aluminum antenna arch, flybridge hardtop, flybridge spa tub, flybridge bar with four fixed stools, four flybridge Stidd pedestal chairs, three stand up paddle boards, Integra DTR-5.4 stereo receiver, flybridge helm station includes wheel and jog stick steering, two Detroit Diesel electronic engine instruments, Pioneer DEH-700 stereo / CD, ACR searchlight, Raytheon Night sight Protect IR4000M infra-red camera, Extron MKP-1000 controller, American Bow Thruster controllers, flybridge bench seat and table, flybridge bar includes Kitchen Aid icemaker, sink, Sub Zero 249RP refrigerator, small water heater, Miele electric grill, satellite TV system, Lynx LP gas grill, wicker and teak patio furniture, Marquipt 2,500 lb. hydraulic tender davit, two personal water crafts with HINs HPSB1263K506 and HPSB2438D606, one automatic door, two aft deck floodlights, Nautica model RIB18WB rigid hulled inflatable tender with HIN – PTJ18901B010 equipped with a 115 h.p. Yamaha outboard engine (four stroke) with serial # 68VL1107593, exterior courtesy lights, sky lounge furniture includes sofa, chairs, table, desk, bar stools and storage lockers, bar with sink, Sub Zero 249RP refrigerator, Whirlpool Gold icemaker, small water heater, Marine Air air conditioning system, sliding saloon to interior passageway door, skybridge TV on elevator, skybridge window blinds, Epson XP-410 printer, Toshiba SD-4100 DVD player, Integra DTR-5.4 stereo receiver, Apple desk top computer, sky lounge head includes Vacu-flush head and sink, AV room equipment includes Mastervolt MASS 24 25 battery charger, 12/100-3 Charge Master battery charger, ship's alarm panel, pilothouse dinette, three pilothouse Stidd pedestal chairs, carpet runners, two Detroit Diesel electronic engine instruments, pilothouse helm includes wheel and jog stick steering, bow thruster control, three windshield wipers with wiper controls, Naiad fin stabilizers, numerous binoculars, chart table, Weems & Plath ship's clock and barometer, wing stations include engine steering, thruster and spotlight controls and rudder angle indicators, second spotlight, foredeck seating area, two Maxwell 6000 hydraulic windlasses, raw water anchor wash, master stateroom includes desk with Apple desk top computer, berth, sofa, table vanity, chair, TV, camera monitor, full width head with to Vacu-flush heads, shower, tub and two walk-in lockers, telephone system, cedar lined lockers with automatic lights, Integra DTR-5.4 stereo, Playstation, Toshiba SD-4100 DVD player, electric blinds, main deck day head includes Vacu-flush head and sink, central two level spiral stairs, galley dinette, galley includes Kitchen Aid model

Marine Claims Assistance - Vessel Inspections

1276 Scott Street – San Diego, CA 92106

TEL 619.223.7380 800.944.4789 FAX 619.223.7390

office@themarinesurveyors.com - themarinesurveyors.com

KSSS48FMX00 refrigerator / freezer with icemaker, double galley sink, galley includes monitor, double Kitchen Aid Superba ovens, Kitchen Aid microwave oven, five burner Kitchen Aid electric stove, Kitchen Aid dishwasher, Kitchen Aid trash compactor, small water heater, garbage disposal, saloon has formal dining table, storage lockers, Kitchen Aid wine refrigerator, Integra DTR-54 stereo, Toshiba SD-4100 DVD, saloon TV on elevator, Whirlpool gold icemaker, saloon bar with sink, aft deck bar includes Samsung flat screen TV, Sub Zero 249RP refrigerator, Kitchen Aid icemaker, two Maxwell 3500 electric stern capstans, aft deck dining table with bench and chairs, two sets of side boarding gates, Denon AVR-590 AV sound receiver, Toshiba SD-4100 DVD, passerelle, portable boarding ladder, four aft deck bar stools, stern anchor roller, water pressure inlet, four TV/telephone inlets in cockpit, two cockpit fish boxes, AC & DC steering pump, Atlas electrical system, ShorPower Classic 2 unit system, four gray water tanks, crew day head includes Vacu-flush head and sink, Miele T8003 clothes dryer and W3033 clothes washer, True T-49DT refrigerator, LG TV, LG TV (crew area), under water light system, aft crew computer, monitor and desk, two Village Marine Tec PW series water maker, two AC and one DC water pressure pumps with pressure accumulator tank, Alfa Laurel fuel centrifuge, Shelco water filter, two Mastervolt Mass 24/50 battery chargers, Separation Technologies The Bilge Bay oil water separation system, Jun Air air compressor, Cathelco corrosion control system, fuel transfer system with two pumps, Reverso oil change system, Orca sewage treatment system, various tank level indicators, Mastervolt Mass 24/100-C and 24/25 battery chargers, pump control panel, Naiad fin stabilizers, galvanic isolator, portable boarding ladder, engine room lights, Marine Air model SCW360 (006) – SEHN air conditioning system, two DDEC electronic engine instruments in engine room, generator's engine room instrumentation includes oil pressure, temperature, volts and hours, captain's cabin includes head with Vacu-flush head, sink and shower, four guest cabins with ensuite heads, two double berth cabin and two king size berths, heads have spa tub / shower, Vacu-flush head and sink, all cabins have Samsung TVs with dish network boxes, sump collector and pumps and batteries for condensate in guest area bilge, Ozone by Sterilight ozone generator, Miele T8003 clothes dryer and W3033 clothes washer, starboard black water tank flushing pump, Orca system valve on starboard black water tank, freshwater flush for air conditioning system, two aluminum gray water tanks, forward crew area includes lounge and three cabins, crew dinette, crew camera monitor, TV, Denon receiver, B & G HS2000 device, ICOM IC-M602 VHF, touch screen ship's system control, Samsung DVD, Samsung microwave oven, crew electric stove, sink, four Vanguard GE721 water heaters, two hot water circulation pumps, U-Line model U-C02175FW-00 freezer with icemaker and U-2175RW-00 refrigerator, two sets of Whirlpool clothes washers and dryers, waste and fresh oil tanks below generator's extensive inventory of "*Fighting Irish*" swag, owner aboard / absent lights

SUMMARY

The vessel is a composite fiberglass motor yacht equipped with two diesel engines and two diesel generators. The vessel was built in Tampa, Florida, U.S.A. The current owner purchased the vessel seven years ago and the vessel's prior name was "*Boardwalk*". The captain has been with the vessel for five years. He reports that the vessel has been actively used for the past two years but for a year and a half prior to that time he had a skeleton crew and it was used infrequently. The engines have had major maintenance recently. The generators are scheduled for major overhauls, likely in March 2014. The engines, transmissions and generators are original. Among upgrades in the recent past are a complete hull side paint job, new KVH satellite antenna, new interior carpet (partial) and many new pumps. The vessel was surveyed in transit and had just exited the Panama Canal, Panama. There were normal problems associated with a voyage of this length. The captain reported an incident that occurred when he was not aboard involving striking a submerged object, damaging the strut, strut box and rudder on the port side and resulting in a water intrusion event. Repairs were performed at Rybovich in Palm Beach, Florida. The vessel was inspected at the dock, no sea trial was performed and the vessel was not hauled for survey. Most of the systems and components were test operated and functioned normally. Overall the vessel is in good structural and satisfactory – good mechanical condition. The new paint job is in excellent condition. The deck, superstructure and much of the interior is original and is satisfactory cosmetic condition.

Overall Summary: Good

Standard Form Key: All systems are rated 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. In most instances the data found while researching the value is stored in our file for this survey. We primarily use market value analysis methodology for determination of value.

We have attached the most significant research data as a twelve page attachment. We spoke with several brokers and the manufacturer and discussed condition and value as part of our appraisal process. The appraisal process was market value analysis. The most significant factors of this appraisal are basic specifications, including construction material and current condition. Many of the comparable boats were built and maintained "in class", which adds value, this vessel is not. The market for this vessel is improving and the paint job and engine work has added value.

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 liferafts per the manufacturer's recommendations.
2. Maintain the sart (search and rescue transponder) per the manufacturer's recommendations.
3. Free up and prove the lock for the saloon aft deck door properly functional, it is "sticky".
4. Assure that the aft chocks for the Nautica tender are proper, they are off centered, modify if / as necessary.
5. Determine the cause of the crack in the natural rock edge of the tub in the starboard forward guest cabin. Eliminate the cause and repair the damage.
6. Replace the cover which has been removed from the top of the air conditioners, to prevent contact or accidents from damaging the air conditioners.
7. Determine the source of the water stains in the port aft, port forward and starboard forward guest cabin lockers. Eliminate the source of the water and repair damage as necessary.
8. Eliminate any hydraulic fluid leak at the flybridge helm station. Clean up spilt fluid and replace the hydraulic fluid soaked rag to allow detection of any future weeps or leaks.
9. Modify the lazarette bilge pumps which are currently "daisy chained" together. Comply with A.B.Y.C. or similar standards.
10. Service to eliminate the excessive water leak at the port propeller shaft seal.
11. Service to eliminate the reported leak at a freshwater pump.
12. Service and prove the engine room and generator's cooling fans properly functional.
13. Clean the oil from the engine room bilge to prevent discharging oil into the water.
14. Determine the significance of the water accumulation under the air conditioner units. Address as necessary.
15. Service as a result of salt crystals on the pump in the engine room bilge, reportedly serving the Orca waste system. Eliminate any weeps or leaks and clean salt crystals to allow detection of any future weeps or leaks.
16. Properly secure the unsecured sea strainer in the engine room bilge.
17. Properly install a bilge pump forward in the engine room bilge to replace the temporary unit which is not properly installed.
18. Service to eliminate hydraulic leaks from both fin stabilizers. Clean hydraulic fluid and water (and salt crystals) from below the fin stabilizers to allow detection of any future weeps or leaks.

19. The refrigerator at the flybridge bar is rusty, replace as necessary. The captain stated that it is scheduled for replacement.
20. Complete repairs to the satellite system and modem below the pilothouse helm console.
21. Eliminate the source of the water leaking from the exterior light for the deck by the galley wing door. Repair any damage to the light fixture as a result of leaking water and return the lens on the light fixture. Eliminate the water leak through the "*Fighting Irish*" name board.
22. Remove components stored in the starboard forward shore power cord container.
23. The forward water tank vents into the anchor rode locker, we strongly encourage venting tanks overboard, modify if / as practical.
24. Service as a result of a rusted hose clamp, and rust stains below it, in the port aft lazarette bilge. Assure all leaks or weeps are eliminated.
25. Complete the repair on the aft water tank's sender and bring the tank back into use.
26. Determine if the blue hose used in the diesel fire pump's seawater intake, is designed for this purpose. Replace the hose with suitable hose if / as necessary.
27. Service as a result of weep stains on a tube connection in the starboard aft guest cabin bilge. Clean to allow detection of any future weeps or leaks.
28. Assure there is no liability from the open hose connection for the flushing system for the air conditioner, eliminate any liability.

SECONDARY

1. Clean the bilge spaces below the port crew cabin head and the forward crew cabin head. Eliminate the water accumulation lines to allow detection of any future water accumulation events.
2. Address cosmetics throughout the interior of the vessel as desired. The most significant deficiencies are in the crew areas aft and forward.
3. Repair the damaged control knob on the Raytheon night sight infra red camera at the flybridge helm console.
4. Properly secure the loose stereo receiver below the flybridge console.
5. Replace the flybridge stereo cover plate which is broken at the hinge.
6. Replace the damaged security camera.
7. Complete the work on the satellite system and modem under the pilothouse helm.
8. Address existing engine oil leaks as possible.
9. Service as a result of hydraulic fluid and grease below the bow thruster.
10. Normal repairs and maintenance will be required after the end of the lengthy repositioning voyage through the Panama Canal. Address the minor problems and exterior soot, deck stains etc...
11. Replace the heavily weathered upholstery on the flybridge helm chairs, flybridge bar stools and various external covers.

12. Address the various cosmetic issues externally as desired including: flybridge structure covers (missing bolts and paint), blisters by fitting near the deck to starboard aft on the flybridge, personal watercraft chocks, cracks on the bulwarks on both sides forward of the boat decks, cracks on the inboard edge of the steps between the upper deck and the flybridge, cracks and prior repairs at various junctions on the foredeck (forward and aft), cracks at the upper inboard corner of the main deck to upper deck stairs, damage by the starboard forward boarding gate and miscellaneous small cracks and normal damage associated with age and usage.
13. Replace the stained headliner in the sky lounge and elsewhere as desired.
14. Secure the loose locker doors including one in the sky lounge day head and the forward crew head.
15. Address the normal weathering of the teak decks, particularly forward.
16. Consider modification of the wing stations' hatches to allow them to hinge open and remain attached.
17. Service as a result of the water below the aft deck seat cushions. Dry and consider modifying to prevent future water damage.
18. Reinstall the missing covers above the televisions in the guest cabins' lockers.
19. Address the normal wear and tear and usage damage on the water toys and tender.
20. Consider replacing the dive air compressor which was reportedly damaged during a water intrusion event. The significance, severity and any remaining damage from the water intrusion event is beyond the scope of this survey.

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. The submitting of this report should not be construed as a warranty or guaranty of the condition of the vessel, nor does it create any liability on the part of Christian & Company or the individual surveyor. 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.

Christian & Company, Marine Surveyors, Inc.



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

November 22, 2013
Date