

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: July 15, 2014

Our file #: 14 – 28270web

This inspection was performed upon the request of the client listed above on July 11, 2014 while the vessel was afloat at Marina del Rey, California and the crew and the owner attended.

VESSEL DESCRIPTION

Builder:	Sunstate Marine / Palatka Shipbuilding, Inc.	Doc. #:	Removed for privacy
		HIN:	None
Model/type:	Motor yacht	Engines:	Two Detroit Diesel
Year:	1984	Name:	Removed for privacy
Length:	140' (reported)	Hailing Port:	Eugene, OR
Draft:	7' (approx.)	Gross Tonnage:	207
Beam:	23' 6" (reported)	Displacement:	267,485 lb.

HULL & STRUCTURE

Keel & bottom: Steel construction, unknown plate thickness, not examined, unknown ballast type or weight, anti-fouling paint

Topsides & transom: Steel construction, painted white with black boot stripe

Decks & superstructure: Steel construction, teak planked decks, painted white elsewhere

Deck hardware: Flybridge bulwarks and stainless steel safety rail, upper deck safety rail, folding helicopter pad safety rails, two sets of foredeck bits with hawse holes, set of stern bits with hawse holes, set of amidships bits with hawse holes, two side boarding gates, teak hand rails

Longitudinals/stringers: Steel longitudinals, 8" tall center stringer, five 4" x 4" angle iron longitudinals per side on 26" centers

Athwartships/bulkheads/frames: Steel frames and bulkheads, 7" x 4" angle iron frames on 6' centers in forward bilge

Layout/interior components:

Upper deck: Crow's nest up ladder to port forward on top of hardtop, hardtop forward on upper deck covers large dome sunlight on centerline forward, bar to starboard and bench seating to port, aft is raised spa tub on centerline and helicopter deck aft with

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passageway to port between spa area and heli-deck, steps to port aft from upper deck to flybridge

Flybridge: Boat deck aft with rail lift, exterior seating, electric double sliding doors forward of boat deck lead to sky lounge (upper deck saloon), sky lounge has sofa to starboard, day head forward of sofa, bar to port, spiral steps on centerline forward of bar lead down to main deck, door to side deck to port of spiral steps, door to port forward to pilothouse, pilothouse has helm forward and bench aft, captain's cabin to starboard aft of pilothouse with ensuite head aft, wing doors on both sides of pilothouse, exterior deck has steps aft of pilothouse on both sides down to main deck, deck forward of pilothouse includes a bench seat on the same level and center steps lead down and forward to foredeck

Main deck: Aft is exterior dining area with steps on both sides aft to cockpit, to starboard aft in cockpit is transom door to swim platform, to starboard forward on aft deck are steps up to flybridge, on centerline forward on aft deck are double electric sliding doors to saloon, engine room below saloon with access via exterior door and ladder to port forward of aft deck, main deck saloon has sofa to port aft, bar to starboard forward of sofa, glass door leads to galley forward of bar, wing door to side deck in dining area, formal dining to port forward, forward of dining table is spiral steps leading up to flybridge and down to lower deck, day head to starboard forward of spiral steps. Owner's stateroom forward with door to port, office area upon entry, full width state room forward with walk in lockers forward on both sides, center forward island berth, ensuite head to starboard aft and hidden door to galley to starboard aft in head.

Lower deck: Crew area forward with twin cabins forward (port and starboard) with bunk berths, one head per side aft of cabins, laundry area, third cabin to port aft, galley area on centerline and dinette to starboard, spiral steps up to galley/main deck to starboard aft and watertight door to port aft to guest cabin passageway. There are two guest cabins per side in passageway, three have queen beds and starboard aft cabin has twin beds, all have ensuite heads. Aft is fifth guest cabin / gym with head to starboard.

Bilge: Clean and dry

Comments: The vessel was inspected while afloat and underway. The hull bottom was not inspected. No ultra sonic testing of the plate thickness was performed. The date of the last haul out is unknown. The captain reports that the vessel was extended approximately nine years ago at Bay Ship in San Francisco. They reported added approximately 20' in the middle of the vessel and 15' in the stern. They also added an aluminum superstructure on the top of the vessel. Following the major structural work at Bay Ship, the vessel was towed to The Marine Group in San Diego where the mechanical systems, electrical systems, interior and electrical electronics were all refit. Sharp Design (marine architects) were involved with the project. The owner states that the hull, helicopter deck, propulsion components and stabilizers are the only original things remaining. The engines and generators are reportedly nine years old. The hull sides and transom were visually inspected, but only while the starboard side was towards the dock. The hull sides and transom are in good structural and cosmetic condition. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good structural and good cosmetic condition. The seats of the crow's nest flex underfoot. There is mould / mildew in the seat lockers in the

forward storage locker on the upper deck. There is corrosion about the foredeck fire station and prior repairs in this area. There is paint failing and corrosion about the steering compartment access hatches and about the aft cockpit scuppers. There is orange "peel" paint on the bulwarks above the port cockpit scupper. 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 good condition. The structural reinforcements including the stringers and bulkheads were visually inspected. The structural reinforcements appear to be in "as-built" condition. There is minor surface rust forward in the engine room bilge. The stringer inboard of the starboard transmission is pitted; this area is painted, preventing further corrosion. The bilge is holding dry. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in good cosmetic condition. There are a few miscellaneous problems with door and locker latches, handles and pulls. This survey is not a mould inspection.

Summary: Good

MACHINE SYSTEMS

Main engines: Two Detroit Diesel, series 60, model 6062 HK23, 450 h.p. @ 1800 rpm

Engine application: Diesel, inboard, 6 cylinders, turbocharged, after cooled

Serial Numbers: P – 06R0718378, S – 06R0718794

Transmissions: Twin Disc model DD-5114V, ratio 4.59:1, starboard serial number 5HK830, port serial number 5HK829

External/peripherals: Suitable application, satisfactory installation

Engine controls: DDEC electronic controls, engine room start / stop, pilothouse and remote station

Exhaust systems: Wet system, dry insulated risers at all engines (five), engine room hull side discharges, steel tubes, fiberglass inline mufflers, high temperature flexible hose couplers, hull side external exhaust tubes (sponsons),

Propulsion gear/shaft logs: Bronze packing glands

Steering system/rudder ports: Hydraulic system, two electric pumps and tank to starboard aft in engine room, two actuators, bronze packing glands, rudders not inspected

Ventilation: Two engine room fans, two blowers

Generator: Port – 40 KW Northern Lights, model M668Q-40L with serial number – 6682-13138, starboard – 65 KW Northern Lights, model MP445H-HE? with serial number 4452-31061, aft 92 KW Northern Lights model 0642-35073, serial number M1064A/92KW

External / peripherals: Suitable application, satisfactory installation, hours on meters: starboard – 2297, aft – 2196, port – 253

Through hulls & components: Steel through hulls, sea chests, bronze valve

Seawater systems: Steel tubes, ABS tubes, flexible hoses, PVC tubes

Bilge pumps: Engine driven pump forward on starboard engine, AC electric pump and manifold forward in engine room, Rule submersible electric / automatic in engine room

Comments: The engines and transmissions were visually inspected and tested during a sea trial. This survey is not a mechanical survey. Please consult with a qualified mechanic for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear good. The engine controls functioned properly. The exhaust system is properly arranged and installed. There is a leak from the port engine's exhaust system, outboard of the port generator. The propulsion components were not inspected. The starboard propeller shaft's packing gland is bent at its bolts. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blowers were energized. The generators were visually inspected, test operated and the aft generator was loaded. The generators functioned normally. There are stains in all of the generators' pans. The insulation in the top of the starboard generator's sound box is loose. There are stains around the starboard generator's turbocharger. There is a fuel leak at the aft generator. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. We could not move all of the through hull valves. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory – good. We did not test operate the bilge pumps.

Summary: Good

TANKAGE

Fuel: Seven tanks, three per side wing tanks and centerline day tank, capacities in gallons: forward 1600 (x2), wing 1800 (x2), aft 1500 (x2), day 1800

Fill & vent: Two fill fittings per side, steel tubes

Feed & return: Flexible fuel grade (US) hoses, Racor filters with vacuum gauges (dual filters for engines), stainless steel manifold and transfer pump to starboard aft in engine room, centrifuge to starboard aft in engine room

Water: Fill fitting to port on foredeck, two tanks aft, 2,436 gallon capacity

Holding: Tank forward of engine room, treatment tank to port aft in engine room, plastic tank in forward bilge, unknown capacity

Gray water: Tank below crew mess sole, unknown capacity

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. The tanks are mostly inaccessible for inspection. 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. There is a water leak above the fresh water pump # 1 in the engine room. The accuracy of tank level gauges is beyond the scope of this survey.

Summary: Good

ELECTRICAL SYSTEMS

AC system: A/Sea model AC36HF-3 converter / transformer, 110 & 220 volt system, 200 amp shore power inlets to starboard and port forward

DC system: Battery switch in starboard generator's sound box, five battery switches aft of engines, engine room batteries include six 8D, one 4D and two group 31 lifeline 12 volt AGM batteries, 12 & 24 volt system, twelve 8D Lifeline AGM batteries in bilge forward of crew area, one battery switch by forward batteries

Wiring: Multi-strand wires

Circuit protection: Main distribution panel in engine room, sub panels in galley and pilothouse (two), engine room panel includes main and branch AC circuit breakers, four AC source selector switches, seven digital multi-meters, DC circuit breakers, flybridge sub panel, flybridge panel includes AC & DC branch circuit breakers, AC & DC digital multi meters, sub panel in galley has AC 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 good condition. The condition and age of the batteries is beyond the scope of this inspection. There is a portable fan pointed at the A/sea device in the engine room. There is a portable fan below the pilothouse console. There is a junction box missing a cover behind the main distribution panel in the engine room. The batteries are not contained in boxes and the engine room batteries are not secured. The port engine room light is inoperative. The generator's battery parallel switch is labeled "normally off" but is currently "on". There are three AC electrical wires unused and unsecured to port in the lazarette. The starboard forward guest cabin and the captain's cabin air conditioners were not cold.

Summary: Good

SAFETY AND LIFE SAVING

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Portable fire extinguishers: Three in engine room tagged – Aug. 2013 (dry chemical, CO2 and FE-36), two on upper deck, three on flybridge, two in lazarette, two in galley, four in crew area, two in master stateroom, six in guest cabins

Fixed fire system: AC electric fire pump in forward engine room bilge, manifold forward in engine room, three stations, Halon 1301 system in engine room (96 lb.) tag date – Aug. 2013

Flotation devices: Four life rings, numerous type I and type II PFDs, one type IV cushion, three MOB strobes

Horn/distress flares: Ditch kit with current flares, air horn

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

Anchor & ground tackle: Integral anchor rode hawse pipes, chain rode, West Marine Trad 40 anchor in lazarette, two Navy type primary bow anchors (unknown size)

Other equipment: Two engine room accesses (one emergency hatch), engine driven fire pump forward on port engine, two 20 person Survitec SAS Solas A life rafts (08/14), ship's bell

Comments: Safety equipment for firefighting protection appears good. Personal flotation devices appear good for near coastal and offshore use. Current distress signal flares are aboard. A suitable sound signaling device is aboard. The navigational and anchor lights are properly arranged and installed. 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 life rafts have current certification and tags.

Summary: Satisfactory

ACCESSORIES

General equipment: Fostoria electric overhead heaters on upper and flybridge decks, Naiad fin stabilizers, Tidal Wave by Headhunter waste treatment system, waste transfer pump, waste discharge pump, Pura water filter and UV sterilization system, two Sea Recovery Aqua Whisper water makers, engine room camera, two Burks Pumps model T15WA6 water pressure pumps, two water pressure accumulator tanks, Marine Air air conditioning (chilled water) system with four compressors, three Hubbell model ME80-4.5-4.5 SLS water heaters, inclinometer, Electro-Guard corrosion meter, two DDEC engine room instruments and start/stop/throttle controls, engine room generator instrumentation includes temperature, oil pressure, volts and hour meters, tool boxes, Simon alarm system, bow thruster transformer, Newmar 2T-25 battery charger, intercom, walky-talkies, two remote controlled spotlights, crow's nest, antenna mast, upper deck includes skylight dome, bar, table, chairs and raised spa tub, U-Line icemaker, U-Line model U-2015RW-00 refrigerator, G.E. Monogram LP grill (flybridge), upper deck camera, aft facing camera on flybridge, tender lift, ten person teak picnic table, swim platform, Nautica rigid hulled inflatable tender (no visible HIN) with 115 h.p. Yamaha four stroke outboard engine, sky lounge includes two Sharp TVs, sofa and bar, handheld ICOM IC-AG helicopter radio, five monitors at pilothouse helm are all dedicated to separate functions, radar, Simon alarm system, Max Sea / weather, Navnet & ship's computer, radar controller, wiper controller with three windshield wipers, bow and thruster, Simrad AP50 autopilot, Furuno Satellite compass, Ritchie Powerdamp compass, Furuno GP-37 DGPS WAAS navigator, Naiad stabilizer control, two DDEC engine instruments, Furuno Navnet controller, Horizon Quantum GX236OS VHF, KVH F77 Satellite phone, pilothouse bench seat, two pilot house wing doors, rudder angle indicator, secondary emergency engine controls on pilothouse, flybridge bar includes sink, U-Line refrigerator and icemaker, Sony TV, flybridge day head has electric head and sink, captain's cabin on flybridge with ensuite head with electric head, sink and shower enclosure, exterior courtesy lights, Ideal electric two drum windlass, transom door, two fighting chairs, aft deck dining table, electric doors to sky lounge, three aft deck cameras, TV / telephone inlet, underwater lights, galley TV, 7-burner Wolf electric stove, Kitchen Aid trash compactor, Wolf oven, microwave oven, double galley sink, exhaust hood, garbage disposal, four Fisher & Paykel dish drawers, Sub Zero 601R refrigerator and 601F freezer, AV cabinet forward of galley includes satellite TV boxes, receivers and DVD, crew mess includes dinette, TV and sink, G.E. Profile microwave oven, Fisher & Paykel dish drawer, garbage disposal, two Miele W3033 clothes washers and two T8013C clothes dryers, Sub Zero refrigerator / freezer, two crew heads with electric heads, sinks, shower enclosures and fans, Newmar PT-24-95W battery charger, McCarrun VMI international constant volt Omni – step charger / DC supply, three crew cabins with bunk berths, Standard GX236OS VHF with RAM+ Mic, main deck saloon electric doors, Vidikron Plasma TV, main deck bar includes double drawer refrigerator, icemaker and sink, Sharp TV, dining table, master stateroom office has deck and Sharp TV, master stateroom includes TV, center island berth, electric fireplace, cedar lined lockers, master head includes double sinks, tub, shower and separate room with head, Toshiba TV, dimmable lights throughout, safes, watertight doors and hatches, four guest cabins, guest cabins have ensuite head, TVs, fifth guest room / gym, lower level AV rack includes eight Speaker Craft amplifiers, helicopter deck with 5,000 lb. rating (reported)

SUMMARY

The vessel is a steel motor yacht equipped with two diesel engines and two diesel generators. The vessel was built in Palatka, Florida as a yacht. The current owner purchased the vessel 15 years ago. The vessel has had major modifications including hull extensions and a complete refit, begun nine years ago and lasting several years. The owner stated that the Coast Guard may be willing to change the official age of the vessel, though that modification is pending. The engines and generators are reportedly nine years old. The vessel was not built to "class". The vessel reportedly has a range of 4,300 nautical miles at ten knots. The helicopter pad is original equipment and it is reportedly rated for 5,000 lbs. The vessel reportedly has an active chartering business; it is limited to twelve passengers per the captain. The vessel is basically structurally and mechanically sound. The vessel is actively and well maintained. The vessel is suitable for its intended purpose as an offshore cruising vessel.

The vessel's was a quality steel build by a little known company. The refit was done to a high standard, it is well maintained. The vessel has a helicopter pad. The layout is suitable for charter or private use with separate crew accommodations, large saloons and large exterior deck spaces. The vessel has relatively low horsepower engines. The vessel has an unusual and unique profile. The vessel was built in the United States and refit in the United States, using U.S. electrical system components and U.S. mechanical components.

Overall Summary: Good

VALUES

ACTUAL CASH VALUE

Removed

NEW REPLACEMENT VALUE

Removed

INVESTMENT

Removed

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.

Comparable vessels considered include:

listing price

1988 (build) 2010 (refit) 138' W.A. Souter & Sons "D'Angleterre II" (alum)	\$3,400,000
1994 (build) 2007 (refit) 135' Codecasa "Ouranos Too" (steel)	\$5,100,000
1994 build 2012 (refit) 137' Palmer Johnson "Syrenka" (alum)	\$4,900,000
1982 (build) 2008 (refit) 137' Feadship "Centinela IV" (steel)	\$8,900,000
1991 (build) 2010 (refit) 138' Brooke Yachts "Philosophy" (alum)	\$9,384,000
2003 (build) 2008 (refit) 138' West Coast Custom "Forty Love" (frp)	\$13,000,000
2003 (build) 2013 (refit) 139' Alfamarine "Aktobe" (alum)	\$8,024,000
1992 (build) 2010 (refit) 140' Feadship "Never Enough" (alum)	\$15,500,000
2000 (build) 2013 (refit) 141' Christensen "La Sirena" (frp)	\$10,995,000
1991 (build) 2006 (refit) 141' Siar & Moschini "Sea Dream" (frp)	\$12,950,000
1995 (build) 2010 (refit) 141' Nicolini Shipyard "CD Two" (steel)	\$8,500,000
1996 (build) 2012 (refit) 144' Oceanco "Deep Blue II" (alum)	\$9,900,000
1987 (build) 2013 (refit) 142' Feadship "Mahogany" (steel)	\$9,850,000
1988 (build) 2006 (refit) 143' Van Mill "Starship" (alum)	\$7,950,000

The last two (**bold**) vessels are the most comparable based on available specifications. Many other listing and reported sales prices were considered, several knowledgeable sales professionals were consulted and the listing history of this vessel was considered.

Standard Form Key: All systems are rated based upon their appearance, ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

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. Service to eliminate the leak at the port engine's exhaust system, outboard of the port generator. Remove stains to allow detection of any future weeps or leaks.
2. Service as a result of stains around the starboard generator's turbocharger.
3. Eliminate the fuel leak at the aft generator. Clean to remove fuel to allow detection of any future weeps or leaks.
4. Determine why portable fans are in use to cool the A/sea device in the engine room and the pilothouse console. Provide more permanent and sufficient cooling systems if/as necessary.
5. Provide and install a cover for the exposed electrical junction box aft of the main engine room electrical panel.
6. Repair the inoperative port engine room light.
7. Determine why the generator's battery parallel switch is "on", address if / as necessary.
8. Assure that the three unused and unsecured AC electrical wires to port in the lazarette are de-energized or remove the wires.
9. Service and prove the air conditioning unit in the starboard forward guest cabin and the captain's cabin properly functional as they did not get cold.
10. Eliminate the water leak above the fresh water pump # 1 in the center of the engine room.
11. Properly secure the loose propane tanks below the propane grill.
12. A sign on the exterior of the port side locker, beside the spa tub suggests that a fire extinguisher and PFDs are stored in this area, they are not. Either store a fire extinguisher and personal flotation devices in this area or remove the signs.

SECONDARY

1. There is surface rust forward in the engine room bilge, remove corrosion, clean, prep and paint to prevent further corrosion.
2. The stringer inboard of the starboard transmission exhibits pitting / corrosion. This area has been painted, monitor and address if / as necessary.
3. The seats on the crow's nest flex underfoot, likely due to thin aluminum construction. Address if / as necessary.
4. Clean to eliminate mould / mildew in the forward locker and the seat locker on the upper deck. Eliminate the source of the moisture.

5. Address corrosion about the foredeck fire station. This area has had prior repairs, address the cause of this condition as necessary.
6. Address the paint issues about the steering compartment deck access hatches.
7. Address the paint issues and corrosion about the cockpit scuppers.
8. Address the orange peel appearance of the paint on the bulwarks above the port cockpit scupper as desired.
9. Address the miscellaneous problems with the door handles, locker latches and poles.
10. Service as a result of stains in all of the generators' drip pans. Remove stains to allow detection of any future weeps or leaks. Address weeps or leaks as necessary.
11. Properly secure the insulation above the starboard generator in the sound box.
12. Monitor the propeller shaft packing glands, the starboard gland is bent near the fasteners, repair / replace if necessary. The port packing gland was not accessed.
13. Assure that all through hull valves, including the engines' through hull valves are properly functional. Service and maintain.
14. Assure that all batteries are properly secured for worse case scenarios, comply with A.B.Y.C. (or similar) recommendations with respect to securing batteries. The engine room batteries are not currently secure.
15. The following components were not tested or inspected: we did not get under all berths, waste transfer pump, waste treatment system, waste discharge pump, water makers, windlass, fuel centrifuge, fuel transfer system, underwater lights, inverters, davit and engine, davit lift, all functions of electronics and all functions of entertainment devices.

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.

Kells Christian

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

July 15, 2014
Date