

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: March 9, 2015

Our file #: 15 – 28446web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on March 3 & 4, 2015 while the vessel was hauled at Ventura Harbor Boat Yard, underway, and while afloat at XXX, Oxnard, California and the client, the broker and the current owner attended the first day, and the undersigned surveyor attended.

VESSEL DESCRIPTION

Builder: Paragon

Model: Enclosed pilothouse, cockpit MY

Year: 2006

Length: 92'

Draft: 6' 7"

Beam: 21' 7"

specifications from various sources

Reg. #: Removed for privacy

HIN: Removed for privacy

Engines: Two Caterpillars

Name: Removed for privacy

Hailing port: Juluit, R.M.I.

Weight: 90 tons (travel lift's scale)

Displacement: 190,000 lb. (dry)

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified V-shape, shallow keel, hard chines, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, reported foam core above waterline, white with blue boot stripe, full upper and aft lower rub rails, blue stripe about superstructure forward

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, teak decks aft, molded nonskid deck surface forward of aft deck and upper deck, fiberglass bulwarks, teak covered foredeck

Deck hardware: Stainless steel bow rail, integral anchor roller, fourteen opening port lights, side boarding gates, set of stern bits with hawse holes, cockpit to crew cabin door, set of aft deck bits with hawse holes, two sets of side horn cleats, two foredeck bits with hawse holes, foredeck hatch

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Vessel is a raised pilothouse, cockpit motor vessel. Raised pilothouse deck is accessed from exterior steps to port aft from aft deck or interior steps to starboard. Aft on pilothouse deck is boat deck with exterior dinette forward, port side door to enclosed pilothouse with head to port aft, dinette to starboard aft, bar to port forward and helm on centerline forward. Ladder to port aft from boat deck to hard top above pilothouse. Interior steps to starboard forward in pilothouse lead down to main deck. Aft on main deck is aft deck with dining area aft and steps on both sides aft down to cockpit. On centerline forward in cockpit is transom door to crew area. Crew area has galley / workshop / mate bunk to port aft, head to starboard aft, captain's cabin forward of head, engine room door forward and spiral steps up to saloon to port of engine room door. Automated sliding double doors between aft deck and saloon. Saloon has sofa to port and wet bar and TV to starboard. To starboard forward in saloon are spiral steps down to master stateroom. Master stateroom has center island berth, love seat to starboard, desk to port, locker to starboard aft and head to port aft. Forward of saloon is galley to port with door to side deck and day head to starboard. Forward of galley is dining area with table and doors on either side to side decks. Steps to starboard forward in dining area lead down to guest cabin landing. Aft in landing is VIP cabin with seating / children's cabin to starboard, berth to port and head to port forward. Forward in landing is lifting step for access to forward bilge and forward of step is forward cabin. Forward cabin has center forward berth, small seating area to port and head to starboard aft.

Bilge: Holding minimal water

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in good structural condition. The anti-fouling paint is thin. There are "blisters" visible above the starboard chine, where the anti-fouling paint is missing. The blisters are visible in the gray primer / barrier coat, none were probed. There is fiberglass damage visible to individual tubes inside the primary exhaust discharges (visible from below). The transducer on the starboard hull bottom is not mounted flush in the fairing block. There is fairing compound loose by the starboard forward strut. There was an area that exhibited an audible difference on the port hull bottom between the rudder and the aft strut. The hull sides and transom were visually inspected and randomly sounded (as possible). The vessel is a Delaware registered vessel, the registration numbers are not displayed. The hailing port on the transom is the Republic of Marshall Islands (RMI), the current owner stated that process of flagging the boat in RMI was begun but was not completed. There is damage visible above the anchor in the cut out and there are a few anchor dings on the bow. There is a group of arcing vertical stress cracks on the starboard side of the anchor strike plate and a group of longitudinal arcing stress cracks running aft from the top of the anchor strike plate. There has been a repair performed on the starboard side above the second and third (from forward) port lights. This repair patch is approximately 2' x 4'. The current owner stated that this resulted from contact with a piling. The vessel was somewhat dirty and the sun was only available on one side of the vessel during the haul out. These conditions limit the ability to see anomalies. There is a gelcoat difference between the scuppers on the starboard side and there are cracks between the scuppers, apparently coming back through the repair. There is damage on both sides aft on the swim platform. There was an unfair area noted on the port side of the hull, above the boot stripe, between the fifth and sixth port lights (from forward). There is damage to the upper rub rail on the port side above the fourth port light. The hull sides

and transom are in satisfactory cosmetic and good structural condition. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory – good structural and good cosmetic condition. There are various cracks about the deck and the superstructure. There are cracks on the exterior of the superstructure below the saloon side windows. 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 – good condition. One of the dogs on the port light in the captain's cabin was stiff and was not moved. The struts for the pilothouse windows are weak and will not keep the windows open. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. There are cracks visible in the sole in several of the cabins (visible when the carpet is lifted). We did not lift all interior carpet. Cracks were seen below the carpet in the captain's cabin, below the carpet in the master stateroom and below the carpet in the V.I.P. cabin. The structural reinforcements appear to be in "as-built" condition. The bilge is holding moderate water; the origin of the water is beyond the scope of this survey. There was water dripping from a limber hole outboard of the starboard propeller shaft seal and it was apparently trapped water and the source is unknown. There is water in the forward engine room bilge. There is a wet rust stain visible to port of the centerline forward in the engine room bilge. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory – good cosmetic condition. There is water damage below the windows to port in the pilothouse. There is sun damage below the windows in the pilothouse, more significantly visible forward and at starboard. Part of the covering for the sole in the crew area is missing. The captain's head countertop is cracked. The pilothouse sole is damaged. Overall, the finish including the matching of the veneers, veneer seams and fine details are slightly substandard. There is water damage in the locker to starboard forward in the cabin. A panel forward of the pilothouse head is not fair at a seam and several seams throughout the vessel are not fair. This survey is not a mould inspection. The condition of the coring, in the stringers, deck, and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Good

MACHINE SYSTEMS

Main engines: Two Caterpillar model 3412, 1,400 h.p. @ 1,300 rpms, 2004 vintage, hours on engine meters: Port – 3064, Starboard 3064

Engine application: Diesel, six cylinders, twin turbocharged

Serial Numbers: Port – 9KS04130, Starboard – 9KS04131

Transmissions: ZF model 2050A, ratio 2.467:1A, port serial # 50016546, starboard serial # 50016545

External/peripherals: Suitable application, satisfactory installation, PTO on both transmissions

Engine controls: Glendinning electronic controls, three on pilothouse and one wired

remote with two stations

Exhaust systems: Wet system, dry insulated risers at engines, flexible hoses, fiberglass mufflers, fiberglass tubes, primary hull bottom discharges in engine room with pressure relief discharges through transom

Propulsion gear/shaft logs: Flexible couplers, Tides Marine dripless shaft seals, 9 cm diameter (approx.) stainless steel propeller shafts, one bronze "V" and one bronze "I" strut per shaft, 42" (approx.) diameter 5 blade NI-AL-BR counter rotating propellers, stern tube bearings

Steering system/rudder ports: SeaStar hydraulic system, stainless steel rudders, two actuators, tie bar, unknown type seals, steering wheel at center helm station, Simrad FU25 jg stick to port on aft deck

Ventilation: Four engine room fans

Generator: 33 KW Northern Lights forward, model M984N-33 KW, serial # 9842-35573, 20 KW Northern Lights aft, model K844-?2-20KW, serial # 3442-38870, hours on hour meters 33 KW 1016 and 20 KW 3157

External/peripherals: Suitable application, satisfactory installation

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

Location of through hulls as visible in travel lift's slings: Port – one underwater light and two aft, one underwater light on transom, exhaust, sea chest and one aft of amidships, fin stabilizer, transducer and one amidships, six near waterline, Starboard – bow thruster, one forward, three amidships (one with screen), transducer and stabilizer amidships, sea chest, exhaust and one aft of amidships, three and one underwater light aft, one underwater light on transom, four at waterline

Seawater systems: Reinforced hoses, double clamped connections

Bilge pumps: Rule electric / automatic aft and forward in engine room, AC pump and manifold to starboard forward in engine room, manual pump in crew area, Rule pump in lazarette

Comments: The engines and transmissions were visually inspected and tested during a sea trial. The client intends to have a mechanical survey performed. Please refer to that report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear good. At high speeds the engine intake manifolds "smoked", the cause is beyond the scope of this survey but may have been something applied to the intake manifolds. There is a fluid leak inboard near the center of the starboard engine. Tags on the Racor fuel filters indicate there were new filters and oil installed on October 7, 2011. The engine controls functioned normally. The exhaust system is properly arranged and installed. There is a leak at the exhaust hose leading into the port engine's muffler. There was water dripping from the muffler while underway. 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 was movement of the starboard propeller shaft while underway and it appeared to increase with rpms. The port propeller shaft's flexible hose coupling (pedro hose) is wrapped with some type of material (tape). There is an excessive water leak at the port propeller shaft seal and a minor water leak at the starboard propeller shaft seal. There is minor surface pitting on the propellers, including what may be cavitation to port and what appears to be normal galvanic corrosion on both. The propeller edges are not smooth. The propellers tracked fairly evenly when spun with a fixed object adjacent to the blades. The markings on the propeller were not legible. There is a slightly larger gap between the port propeller and the strut than starboard (2 3/8" and 2"). There are visible gaps between the propeller shafts and the forward strut bearings. The aft strut bearings are not visible. The stern thruster exhibits surface rust in the lazarette. Underway, wide open throttle was approximately 2275 rpms to port and 2312 rpms to starboard per the tachometers. The steering system was visually inspected and test operated. The steering reservoir located to port in the engine room had 8 p.s.i. and the tag states maintain to 25-30 p.s.i. and the reservoir was approximately half full of fluid. The steering system functioned normally. The engine room blowers were energized. The generators were visually inspected, test operated and the 20 KW unit was loaded. The 20 KW generator functioned normally. The 33 KW generator did not put out electricity to the vessel. The cause of this condition is unknown and may be related to one of the distribution components. There is an apparent oil leak at the aft generator's valve cover. There is coolant in the 33 KW generator's drip pan. There is a water leak forward on the 33 KW generator, there is surface corrosion on the seawater pump and surface corrosion on the heat exchanger. The through hulls were visually inspected and many of the valves were manipulated. The through hulls are in satisfactory condition. We could not shut the two waste discharge through hull valves to port aft in the engine room because the handles contact hoses. We could not move a through hull valve to starboard forward in the engine room as the handle was either stiff or seized. We did not access the through hulls or test valves near the port lazarette chine as accessibility is extremely limited. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are in satisfactory condition. None of the submersible bilge pumps were tested. The AC electric bilge pump was energized, but it was not tested for function. The manual bilge pump was not tested.

Summary: Good

TANKAGE

Fuel: Aluminum 6.0mm tanks forward of engine room, apparently four tanks plumbed as two, 945 gallons to port and 1050 gallons to starboard, center forward level gauge, two 850 gallon tanks forward of lazarette, 945 gallon tank below master berth, 4,600 gallon total capacity (listing specifications)

Fill & vent: Three fill fittings per side on side of superstructure above walk around deck amidships, hoses mostly inaccessible, 1700, 2300, 1000 – marked on fill fittings

Feed & return: Flexible hoses, Racor filters with vacuum gauges, transfer system, active

tanks forward of engine room

Water: 2.0mm stainless steel tank, 258 gallon capacity, starboard aft lazarette, deck fill fitting to starboard of transom door (threshold), deck fill fitting to starboard forward, 688 gallon stainless steel (2.0mm) tank below V.I.P. cabin, 950 gallon total capacity (listing specifications)

Holding: Fiberglass tank in engine room bilge, deck fitting to port of transom door (threshold), stainless steel tank to port aft in lazarette (unknown capacity), deck fitting to port aft on superstructure, 350 gallon total capacity (listing specifications)

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 – good condition. Most of the hoses are apparently original. Some of the hoses are hard. There are several spongy hoses, particularly to port aft in the engine room, serving the steering system. There is debris in the Racor filter bowls. 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 was low water pressure at several spigots including in the pilothouse. We did not get hot water at several spigots. There are two water heaters and it is unclear why there was no hot water at some of the spigots. There is corrosion on fittings forward below the captain's berth. The fuel hoses are not labeled per U.S. convention. The accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

AC system: 50A/125/250V shore power cord on electric cable caddy, two 50A/125/250V shore power inlets to port on transom, one 50A/125/250V inlet on each side of foredeck lockers, 110 and 220 volt system

DC system: Two Odyssey PC I700 sealed 12 volt batteries to port in engine room, one battery switch to port in engine room, two PC1200 & two PC 1700 batteries to starboard aft in engine room, four battery switches to starboard aft in engine room, 12 volt system

Wiring: Multi-strand wires

Circuit protection: Primary panel aft in engine room includes main AC circuit breakers, sub panel aft in engine room, distribution panel in crew cabin includes branch AC & DC circuit breakers, two AC & two DC multi-meters and two AC source selector switches, three circuit breakers under captain's bunk, main AC circuit breakers to port in lazarette, distribution panels in dining area and pilothouse with various meters

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 condition. The condition and age of the batteries is beyond the scope of this

inspection. The current owner stated that the vessel has all 60 hertz components in the AC system and a frequency converter for use in 50 hertz areas. He stated that all of the shore power inlets go through either the frequency converter or the inverters, limiting the load that can be accommodated. He suggested that modifying the electrical system to allow direct feed to the main distribution panel would increase the functionality and usefulness of the system. Circuit breakers tripped several times during the survey, including the dock circuit breaker and a circuit breaker to port in the lazarette. The circuit breaker to port in the lazarette was not well secured. The function of the HVAC system is questionable. There was intermittent functionality of several of the components, including the control panel which is located to starboard in the engine room and is difficult to access. The engine room air handling system is reportedly inoperative. We were able to prove the heat function in the pilothouse. We were not able to definitively prove either heat or air conditioning functions elsewhere, though all air handlers were energized and the fans functioned. The satellite television system and the satellite telephone system are not currently active and were not tested. The Furuno chart plotters do not have chart data available. There are two switches on the pilothouse helm console concerning "GPS", they were not used and the current owner does not know their function. There was no temperature information on the RD30 unit at the helm console. There is an extra microphone outlet at the pilothouse helm console, its function is unknown. The 20 KW generator does not show that it is running on the Night Watch system, the function of the Night Watch system is beyond the scope of this survey. The 33 KW generator did not supply electricity to the vessel. The Link 10 alternator output monitors, forward in the engine room, were blinking "reset" and the port unit was blinking "CCC". The over current protection system for the vessel includes circuit breakers which are scattered throughout the vessel and not limited to and contained in distribution panels. The RD30 unit in the captain's cabin had no information. The cable caddy would not retract the cable. The spotlight has one bulb that illuminates and it will not turn side to side. The water maker was making 35-gallons per hour, per the indicator. The instant hot water device is inoperative. There is an open ground at the AC electrical outlet to port of the forward guest berth. A light fixture is missing in the starboard locker in the forward guest cabin and there are dead ended wires behind a panel in this locker. We did not get any music from the Bose stereo system in the forward cabin. Several of the indicator lights on the various electrical distribution panels did not illuminate.

The following lights did not illuminate: center forward engine room AC light, port forward overhead crew cabin, most of the lights in the captain's cabin, one at the doorway leading into the crew area from the cockpit, several of the cockpit and aft deck courtesy lights (at least five), a port forward exterior bright courtesy light near the foredeck, one by the galley to side deck door, one by each of the dining area to side deck doors, starboard reading light in the master stateroom, one light to starboard overhead in the master stateroom, reading light in the V.I.P. seating area, art light in the guest landing, one overhead in the forward cabin and the courtesy / rope lights in the forward cabin.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Five 2.5 lb. dry chemical units - 2002, two 5 lb. dry chemical units – 2005, at least two non approved (U.S.C.G.) units

Fixed fire system: Two Fireboy clean agent bottles in engine room, agent quantity: 44.8, tags not visible, AC fire pump to port in lazarette

Flotation devices: Fourteen adult type II, two child type II, three adult type I, life ring with MOB strobe, life ring

Horn/distress flares: Air horn with compressor, flares aboard – May 2014

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

Anchor & ground tackle: 300 lb. Paragon anchor (CQR type), 300' (reported) chain rode, chain to port in lazarette, Danforth S3000 anchor in lazarette

Other equipment: Engine room flood plate, fire axe, fire hose, abandon ship kit, life raft (not seen)

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 appear suitable for near coastal use. Current distress signal flares are not aboard. A suitable sound signaling device is aboard. The navigational and anchor lights are properly arranged, installed and functional. The all around light and the stern did not illuminate. The MOB strobe light did not illuminate. 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 anchor rode appears to be all chain, with no line connection at the bitter end. The high water alarm and bilge pumping system were not tested. We did not inspect the contents of the abandon ship kit that reportedly contained an EPIRB.

Summary: Satisfactory

ACCESSORIES

Electronics: Furuno Navtex NX-300, Sea Tel TV-AT-SEA and Wave Call antenna control panels, computer with Max Sea navigational software (2006 version), two Furuno Navnet controllers with Vei monitors – radar / plotter / sounder, two Furuno GPS/WAAS navigator, two engine room and aft camera, Elbex EXS143 camera selector, Furuno RD-30 unit, B & G Network wind unit, Night Watch system, ICOM IC-M602 VHF, Simrad AP25 autopilot

General equipment: Hydraulic bow and stern thrusters, Wesmar CPS1000 gyro controller for fin stabilizers, engine room ventilation system and controller, two Caterpillar electronic controllers, Aqua Air chilled water HVAC system with controls in pilothouse, captain's cabin, crew lounge, saloon, galley, dining area, master stateroom, V.I.P. cabin and forward cabin, rudder angle indicator, sea chests, engine room engine instrumentation includes two engine mounted temperature gauges, digital tachometer, oil pressure, fuel pressure, volts and hour meter (per engine), Ritchie Powerdamp compass, Charles battery chargers include two 30A 24V 5000 series and one 20A 12V 5000 series, oil change unit, oil tanks, intercom, AC & D waste discharge pumps, fuel transfer pumps, A/Sea frequency model AC-24 converter, new and waste oil tanks in engine room bilge (fiberglass), Aqua Whisper water maker, two Xantrex SW series inverter / charger, Charles Iso Boost 50 transformer, Charles C-Power AC automatic control device, tool boxes, Xantrex inverter controllers, Sub Zero 249FF and 249RP refrigerator and freezer, sump collector and pump in aft crew area bilge, ICOM IC-M502 VHF, Furuno RD-30 (captain's cabin), Braille Rubik's cube, captain's cabin Vizio TV and Panasonic CQ-D55501U stereo / DVD, captain's head includes Tecma electric head, sink and shower enclosure, G.E. clothes washer and dryer, zinc anodes on thrusters, transom and propeller shafts, swim platform safety rails, Maxwell stern capstan, double transom doors, Hooka air supply, TV / telephone inlet, water pressure inlet, transom wash down, cockpit sink, cockpit bait tank, aft deck dining table, two aft spotlights, Polaroid DVD (crew), exterior courtesy lights, Torrid MVS-20 water heater, crew area sink and countertop, crew microwave oven, interior courtesy lights, powered lazarette hatch lift, Besenzoni passerelle (manual), Caliber water pressure pump (lazarette), bait pump, aft deck sink, aft deck refrigerator Isotherm model 1130BA4MK0000, automatic saloon doors, two Pompanette helm chairs, pilothouse dinette, desk, bar and day head with Tecma head and sink, walky-talkies, ICOM IC-M34 handheld VHF, Xbox game console, Samsung DVD / VHS, boat document library, bar sink and refrigerator with icemaker, Maxwell 4500 hydraulic windlass with pilothouse and remote control, foredeck dinette, forward water pressure inlet, Novurania 530DL inflatable tender with 115 h.p. Yamaha four stroke outboard engine model FH5TXRD with serial # 68VX1043930 and tender HIN PKD1547IL405, Nautical Structures Euro 2200 tender davit, owner away and med lights, two boat deck floodlights, tender chocks, upper deck dinette with two tables, sink, Isotherm model 1130BR4MK0000 refrigerator, double Gaggenau electric grills, pilothouse television, saloon television on elevator, U-line refrigerator / icemaker model U-C0298-03, saloon sink, Avanti wine cooler – 16 bottles, deck furniture, Bose stereo, saloon sofa, chairs and table, saloon window blinds, carpet runners, Sub Zero 736TC refrigerator, Thermador convection oven, G.E. Profile microwave oven, double galley sink, Thermador 4-burner electric stove, G.E. Profile trash compactor, two Fisher &

Paykel dish drawer dishwashers, pantry, instant hot water device, garbage disposal, two galley elevators, main deck day head includes Tecma head and backlit sink and fan, dining area TV elevator (not tested), Splendide 2100 clothes washer / dryer, cedar lined locker, master stateroom includes king berth, loveseat, desk, Bose stereo, Vizio TV master head includes Tecma head, spa tub, two sinks and shower enclosure, backlit sinks and fan, V.I.P. cabin includes Tecma head in seating area, sink by head, Vizio TV, Bose stereo, convertible seating area to bunk berths with sliding room separator, safe, V.I.P. head includes Tecma head, sink, shower enclosure and fan, two Mach 5 AC water pressure pumps (forward bilge), Sterilight water sterilizer, Seagull IV water filter water pressure accumulator tank, ship's vacuum, crew safe, forward cabin has Bose stereo Vizio TV, forward guest cabin head includes Tecma head, sink and shower enclosure

SUMMARY

The vessel is a composite fiberglass enclosed pilothouse cockpit motor vessel. The vessel was reportedly designed by Paragon, the Taiwanese builder. The current owner is the original and sole owner. He took delivery of the vessel in Taiwan and cruised the vessel on its own bottom to its current location. He stated that the engines, transmission, generators and most of the components and systems are original. He stated that the vessel was hauled and the bottom was painted 1.5 years ago at Driscoll Boat Works in San Diego. He stated that he knew of no problems with the vessel and of no significant events in the vessel's history, such as submersions, collisions, groundings, fires etc... The vessel was inspected while hauled and afloat and during a sea trial. The vessel is basically structurally and mechanically sound. The vessel has had very little use in the recent past and there are many deficiencies. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a cruising motor vessel.

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.

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 and prove the all around / anchor light properly functional.
2. Service and prove the stern light properly functional.
3. Service and prove the MOB strobe light properly functional.
4. Service and prove the high water alarm properly functional.
5. Service and prove all bilge pumps functional, including the submersible bilge pumps in both manual and automatic modes and the emergency AC electric bilge pump and manifold.
6. We strongly encourage connecting the anchor chain to the vessel with a section of smaller looped lines. This will allow emergency disconnection with a knife. Conversely, provide a suitably sized bolt cutter to enable cutting of the anchor chain in an emergency.
7. Maintain the fixed and portable fires extinguishers per N.F.P.A. recommendations.
8. Provide federally required, approved and current distress signal flares. If the vessel is to go offshore, provide upgraded signal flares.
9. We did not inspect the life raft, it was reported that a six person life raft is aboard. Maintain the life raft per the manufacturer's recommendations.
10. Display the Delaware registration numbers or any new legally required identification if the ownership is transferred.
11. Determine the source of the water forward in the engine room bilge and elsewhere as applicable, eliminate the source(s) of the water and remove the water to allow detection of any future leaks.
12. Determine the source of the wet rust stains to port of centerline forward in the engine room bilge. Eliminate the source and service if / as necessary. Remove the staining to allow detection of any future weeps or leaks.
13. Determine the significance of the different audible sounds when percussion testing the hull bottom between the port rudder and the aft strut and address if / as necessary.
14. Determine why the port propeller shaft's Pedro hose is wrapped and address appropriately.
15. Service to eliminate the water leak at both propeller shaft seals, more significantly to port.
16. Service to eliminate the water leak at the port engine's exhaust hose to muffler connection. Clean water and salt crystals from this area to allow detection of any future weeps or leaks.

17. Determine why the starboard propeller shaft appeared to wobble / vibrate while underway and the vibration increased at higher speeds. Address appropriately.
18. Determine the significance of the Link 10 alternator monitors located to port forward in the engine room blinking "reset" and the port unit blinking "CCC" and address appropriately.
19. Modify to allow shutting of the waste discharge through hull valves located to port aft in the engine room. The handles contact hoses.
20. Free up and prove the through hull valve located to starboard forward in the engine room functional, the valve was stiff or seized and was not moved.
21. The propellers exhibit various damage including rough edges, surface pitting (apparently galvanic and cavitation). Have the propellers serviced by a qualified facility.
22. Have a qualified machinist inspect the propeller shafts' strut bearings, replace if / as necessary. Some gaps were visible between the bearings in the forward struts and the shafts. The aft struts' bearings are not visible.
23. There is very limited access to the through hulls to port in the lazarette and the valves were not manipulated. Consider improving accessibility and test / prove the valves properly functional.
24. The stern thruster exhibits significant rust in the lazarette, address appropriately.
25. Due to various problems with the HVAC system, we suggest having a qualified technician inspect and service the system and prove it properly functional. The engine room unit, the control screen to starboard in the engine room and various other problems were noted. It is advisable to relocate the touch screen control to a more accessible area, preferably out of the engine room.
26. There are numerous problems with the AC electrical system, including the limitation of the load. The current owner reports that all AC power passes through the frequency converter or the inverters. Have a qualified marine electrician inspect the system and modify to allow a more functional system.
27. We strongly encourage making the Furuno multi-function devices fully functional as chart plotters, this will provide a redundant plotting system to the computer based system.
28. Service and prove the 33 KW generator properly functional and prove that it is providing power to the vessel as designed. The cause of the 33 KW generator not providing power to the vessel is beyond the scope of this survey and may be a component external to the generator.
29. Service and prove the electric shore power cable caddy properly functional as it would not retrieve the cable.
30. Service and prove the spotlight properly functional, only one light illuminated and the spotlight would not turn from side to side.
31. Clean the fuel filter bowls and fuel as necessary.
32. There are several hoses that feel hard and several hoses that feel "spongy" (including the steering system cooling hoses to port in the engine room). Most hoses are original. Inspect all hoses carefully, replace hoses as necessary.
33. There was no hot water at several of the spigots, sinks etc... Assure that the hot water distribution system is properly functional and service if /as necessary.
34. There are various gelcoat cracks about the deck and superstructure, including below the saloon side windows. The cracks appear to be only in gelcoat, but the root cause and significance is beyond the scope of this survey. Address appropriately.

35. There are cracks in the sole visible below the carpet in the master stateroom, VIP cabin and captain's cabin. The root cause of these cracks is beyond the scope of this survey. Address if / as necessary.
36. There is water damage in the starboard locker in the forward cabin. Service to eliminate the water leak, repair the damage. Replace the light fixture for this locker.
37. Service as a result of water damage below windows in the pilothouse, it is reported that the leaks have been eliminated, repair damage as necessary.
38. Eliminate the open ground condition at the AC electrical outlet to port of the forward guest berth.
39. Properly secure the main AC circuit breakers which are not properly secured to port aft in the lazarette.

SECONDARY

1. Service and prove the following lights functional: The following lights did not illuminate: center forward engine room AC light, port forward overhead crew cabin, most of the lights in the captain's cabin, one at the doorway leading into the crew area from the cockpit, several of the cockpit and aft deck courtesy lights (at least five), a port forward exterior bright courtesy light near the foredeck, one by the galley to side deck door, one by each of the dining area to side deck doors, starboard reading light in the master stateroom, one light to starboard overhead in the master stateroom, reading light in the V.I.P. seating area, art light in the guest landing, one overhead in the forward cabin and the courtesy / rope lights in the forward cabin.
2. Water was dripping from a limber hole outboard of the starboard propeller shaft seal. Determine the source of the water and eliminate the source. Remove any remaining water and clean stains to allow detection of any future weeps or leaks.
3. Replace the missing covering on the sole in the crew area.
4. Free up the stiff dog on the captain's cabin's port light.
5. Improve cosmetics to the bow of the vessel including damage to the cut out for the anchor roller and anchor dings. Either repair the groups of longitudinal and vertical stress cracks near the anchor strike plate or monitor and repair as necessary.
6. Consider improving the cosmetic appearance of the repairs between the starboard scuppers and improving / modifying as necessary to prevent a repetition of the stress cracks in this area.
7. Recoat the hull bottom with anti-fouling paint as the anti-fouling paint is thin.
8. Determine the significance of the small blisters visible in the gray barrier coat above the chine and address if / as necessary.
9. Determine the significance of the damaged fiberglass at the top of tubes internal in the primary hull bottom engine exhaust discharges and address if / as necessary.
10. Upon next haul out address, modify and properly mount the transducer on the starboard hull bottom which is not flush on its fairing block.
11. Upon next haul out remove loose fairing from about the starboard forward strut, re-fair if / as desired.
12. Consider improving the cosmetic appearance of the patch on the starboard hull side between and above the second and third from forward port lights.
13. Repair the damage on both aft edges of the swim platform if / as desired.

14. Address the cosmetic anomalies / deficiencies internally and externally as desired. Consider washing the boat to allow for a more thorough inspection, spinning the boat to allow for a more thorough inspection (only port side to the dock), unfair areas and minor scrapes and scratches.
15. Service to eliminate the oil leak at the aft generator's valve cover.
16. Determine why the engines smoked about their intake manifolds at higher speeds, adjust appropriately.
17. Service to eliminate the fluid leak inboard near the center of the starboard main engine. Remove any fluid and stains to allow detection of any future weeps or leaks.
18. Determine the cause of the coolant in the 33 KW generator's drip pan. Eliminate the leak. Remove coolant to allow detection of any future weeps or leaks.
19. Service to eliminate the water leak forward on the 33 KW generator.
20. Service as a result of surface corrosion on the 33 KW generator's seawater pump and heat exchanger.
21. Service the steering system including returning the steering reservoir to its designed level of pressure and eliminating any leaks.
22. As tags on the engines indicate the fuel filters, oil filters and oil were last changed October 2011, we encourage proper service and maintenance of the engines.
23. Upon reconnection of the satellite TV or satellite telephone service and prove these components functional.
24. Determine the purpose and function of the switches at the pilothouse helm which are labeled "GPS / computer" and "GPS 1 / GPS 2", if the system is useful or necessary, assure it is functional.
25. Service to provide temperature data on the RD30 unit at the pilothouse.
26. Determine the function of the unused microphone outlet in the pilothouse helm and address any deficiencies.
27. Determine why the 20 KW generator does not show on the Night Watch system, service this system if / as desired.
28. There are circuit breakers scattered throughout the vessel, behind lockers, throughout the engine room and not accumulated and limited to distribution panels. Consider modifying to allow all circuit breakers to be located at distribution panels or otherwise providing a schematic for the location and function of the various circuit breakers.
29. Service and prove the RD30 unit the captain's cabin functional.
30. Service as a result of corrosion on plumbing fittings forward below the captain's berth.
31. Service as a result of low water pressure at numerous water fixtures.
32. The captain's head's countertop is cracked, address if / as desired.
33. The pilothouse sole has extensive cosmetic damage, address if / as desired.
34. Replace the struts for the pilothouse windows which are weak. Test and prove all other struts functional or replace as necessary.
35. The following components were not tested or inspected: dishwashers, battery chargers, all functions of inverters, transmit function on radios, bilge pumps, high water alarm, oil change system, ship's vacuum, clothes washer, intercom, fuel transfer pump, sump pumps, crew's stereo / DVD, we did not access all storage spaces including any with covers that were screwed down or difficult to access including all spaces in the crew area, Hooka system, AC fire pump, passerelle (in a bag in the lazarette), aft water pump, Command Mic, all entertainment devices, abandon ship kit, forward and all aft shore power inlets, forward water pressure

inlet, tender, outboard engine, window blinds, all interior lights, we did not remove carpet runners, we did not lift all interior carpets, we did not test the stove (power up only), combo clothes washer / dryer and all functions of electronics.

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

March 9, 2015
Date