

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: February 12, 2015

Our file #: 15 – 28426web

This inspection was performed upon the request of the client listed above on February 5 & February 10 2015 while the vessel was afloat at Gran Peninsula Shipyard, Ensenada, Mexico and during a brief sea trial offshore of Ensenada.

VESSEL DESCRIPTION

Builder:	CBI Navi	Reg. #:	Removed for privacy
Model/type:	Cbn 37 / pilot house motor yacht	Prior official #:	Removed for privacy
Year:	2002	HIN:	Removed for privacy
Length:	113'	Engines:	Two Caterpillar
Draft:	13.78'	Name:	<i>"Removed for privacy"</i>
Beam:	23.62'	Hailing Port:	None
specifications from various sources		Weight:	167.29 MT (light ship)

HULL & STRUCTURE

Keel & bottom: Steel construction material, not inspected, bulbous bow

Topsides & transom: Steel construction material, blue paint finish, red boot stripe, rub rail

Decks & superstructure: Superstructure is reportedly aluminum, unknown type of transition between steel and aluminum, white paint finish, teak deck surfaces

Deck hardware: Stainless steel safety rails, antenna mast, set of rolling bow chocks and bits, watertight pilothouse wing doors, side boarding gates, bulwarks with teak cap rails, freeing ports, two sets of stern bits with roller chocks, sets of side cleats

Longitudinals/stringers: 3" steel longitudinals on 12" centers

Athwartships/bulkheads/frames: Various size steel "T" frames on various centers

Layout/interior components: The pilothouse top is an open deck with access through spiral steps to port aft to the exterior portion of the aft pilothouse / flybridge deck. The aft flybridge deck is an open space covered with a hardtop overhang, with walk around decks on both sides, spiral steps to port aft leading down to the aft main deck area. There is a sliding door between the sky lounge and the aft flybridge deck. There is a door to starboard forward from the sky lounge to a passageway, to port on the passageway is the captain's stateroom, to starboard are steps down to the main deck

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

and forward is a door to the pilothouse. Wing doors on both sides of the pilothouse lead to the walk around decks and exterior wing stations, forward of the pilothouse are steps on both sides leading down to the side decks on the main deck level and a walkway forward from the pilothouse provides access down to the foredeck area. Aft on the main deck is a dining area which is covered by a hardtop / aft flybridge deck, to port forward are the bottom of the spiral steps leading to the flybridge, on both sides are walk around decks leading to the steps up to the upper deck level, to starboard aft is an exterior door accessing the engine room, on centerline forward are sliding doors to the saloon and to port forward is an access door to an entryway. The door aft in the entryway leads to the saloon, a door inboard leads to the day head and a door forward leads to the galley. Aft in the saloon to starboard is a bar, forward in the saloon is the formal dining area, to starboard of the formal dining area are steps up to the upper deck and a wing door to the side deck. To starboard forward of the formal dining area are steps down to the lower deck / guest staterooms and all the way forward to starboard is the door to the master stateroom. The master stateroom includes a center aft island berth, starboard forward walk in locker / closet and port forward is a sunken, full width head. On the lower level in the guest cabin area are three cabins, to port forward is a cabin with double berths and ensuite head to port aft, to starboard forward there is a cabin with double berths and an ensuite head to starboard aft and aft is the V.I.P. stateroom with a center aft island berth, a starboard aft ensuite head, starboard love seat, port vanity and port aft walk in locker / closet, down steps and forward from the galley are port and starboard cabins with bunk berths and ensuite heads and a storage / laundry area forward, accessible from either cabin.

Bilge: Holding minimal water, much of the bilge has fresh paint

Comments: The vessel was inspected while afloat. The hull bottom was not inspected. The hull sides and transom were visually inspected. The port side of the vessel was to the dock and the starboard side of the vessel was inspected only from a distance on shore. The blue paint on the hull sides was applied during the recent haul out. The vessel was launched the day prior to our inspection, after a three to four month yard stay. There are small pieces of tape marking flaws in the paint. There are numerous small maintenance jobs underway, including replacement of various appliances and equipment. Work is underway in the garage, engine room and galley. The hull sides and transom are in excellent structural and excellent cosmetic condition. The deck and superstructure were visually inspected. The deck and superstructure are in excellent structural and satisfactory – good cosmetic condition. We did not do a detailed cosmetic / paint job inspection. There are paint patches in the starboard boarding gate's threshold. There is corrosion below the port generator's exhaust discharge. There is corrosion on the aft edge of the port day tank. Portions of the starboard aft engine sole and the black water tank (located here) were replaced during this yard stay. The pilothouse navigation desk drawers are missing several pulls and the pilothouse sole has a marginal finish. The carpet is loose and wrinkled in several locations. There is discoloration of the carpet to starboard aft in the sky lounge and the carpet edges are frayed in the V.I.P. cabin. There are stains on the bulkhead forward above the television in the master stateroom. There is ballast in the swim platform bilge that is not secured. Insulation on the bottom of several bilge access hatches disintegrated and crumbled. 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 registration number is not visible on the bow

as it is pending reinstallation following the paint job. The structural reinforcements including the longitudinals, frames 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 ballast to starboard in the V.I.P. bilge, it is only marginally secured. The interior cabin spaces are currently disorganized, as the vessel is being put back together after the yard stay. The exterior of the vessel is dirty. There is soot in the garage. Much of the interior is clean, but loose components are in many locations and external cushions are piled in the saloon. There is a paint odor in the locker forward on the upper deck. The windows on both sides of the saloon forward have wavy lines in the laminate. The interior of the vessel is in satisfactory - good cosmetic condition. The galley and crew area are in marginal cosmetic condition, exhibiting significant wear. There are stains on the cosmetic upholstered covers to starboard aft in the sky lounge aft the starboard window. There are discolorations on the covers forward of the support sky lounge window. Some of the art work is pending reinstallation. There is a nail in the covers between the aft port saloon windows. There is cosmetic damage to the wood about the second from aft port saloon windows. This survey is not a mould inspection.

Summary: Good

MACHINE SYSTEMS

Main engines: Two Caterpillar model 3412, 1,100 h.p. each, port main engine – engine room hour meter is 5,651 hours and the electronic hour meter is 6,402 hours, the starboard main engine – engine room hour meter is 6,488 hours and the electronic hour meter is 2,590 hours

Engine application: Diesel, inboard, 12 cylinders, twin turbocharged, after cooled

Serial Numbers: S – 9K500792, P – 9K500791

Transmissions: ZF model BW255, ratio 3.450, starboard serial # 50006619, port serial # 50006618

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

Engine controls: Rexroth electronic controls, pilothouse interior and two side exterior wing stations

Exhaust systems: Wet system, insulated sections at engines, hull bottom discharges with pressure relief tubes

Propulsion gear/shaft logs: Not examined, steel packing glands (not examined)

Steering system/rudder ports: Hydraulic system, electric pump to starboard aft in lazarette, three actuators, unknown type seals, tie bar, pilothouse and two wing stations

Ventilation: Lazarette blowers, six engine room blowers

Generators: Two 55 KW Northern Lights, port serial # LM349136-0500, starboard serial # LM-347783-0500, port generator's engine room hour meter is 18,736 hours and the starboard generator's engine room hour meter is 16,532 hours

External/peripherals: Suitable application, satisfactory installation, sound boxes

Through hulls & components: Steel sea chests, steel pipes, valves

Seawater systems: Steel pipes, sea strainers

Bilge pumps: Four small pumps, two primary electric pumps and manifold to starboard forward 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 technician for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear good. Upon startup and throughout the sea trial the port transmission oil pressure was higher than the starboard side. The engine controls functioned normally however the engine synchronizer function was inoperative. The vessel was taken on a sea trial. The engines ran and the transmissions shifted normally. Wide open throttle was 2070 rpms (port) and 2050 rpms (starboard) per the tachometers. The top speed of the vessel in a significant seaway was approximately 13-knots. The exhaust system is properly arranged and installed. There was a leak reportedly discovered at the water injection point into the starboard engine's primary exhaust collector, aft of the starboard generator. This leak was repaired with a weld repair and no leak was noted during the sea trial. There are rust stains in this area. The propulsion components were not inspected. The propeller shafts were observed underway. There is an excessive water leak at the port propeller shaft seal. The steering system was visually inspected and test operated. The steering system functioned normally. The autopilot is inoperative. The autopilot exhibits an error message, "gyro failed". The engine room blowers were tested. The generators were visually inspected, test operated and loaded. It is reported that the generator's dealer replaced the electronic cards in the generators in 2014. The starboard generator had a diesel fuel smell. The through hulls were visually inspected and 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. There is water below the water makers and the water makers are currently being serviced and are not functional. The air conditioning units are not currently installed or functional. Repairs to starboard aft in the engine room required their removal. There are stains in what appear to be the drains from the crews' showers, in the crew bilge area. There is a small active water leak to starboard in the crew bilge area. There are rust stains to starboard aft in the crew bilge area. The flybridge aft deck icemaker is reportedly dripping water and it was turned off and therefore not tested. The fire/wash down/bilge pumps had not been primed and were not tested. There is a water leak to port in the engine room, inboard of the fin stabilizer. Fluid has accumulated on top of the port fin stabilizer assembly. There is a water leak into a small plastic container aft of the water heaters to port aft in the engine room. The stabilizers required an adjustment during the sea trial. The portable bilge pumps have been removed and not yet reinstalled in the engine room and garage. The black water system was not tested. A small pump to bring seawater to the system

is reportedly pending installation and new plating was put in the tank. The black water tank is currently empty.

Summary: Good

TANKAGE

Fuel: There are four large storage tanks in the amidships bilge and two smaller day tanks outboard in the engine room, 10,210 gallon total capacity

Fill & vent: Fill fitting to port aft in garage, metal tubes, transfer system

Feed & return: Steel tubes, manifold forward in engine room, Racor filters, flexible hoses

Water: Unknown tank locations, 2,600 gallon fresh water and 1,000 gallon ballast watery

Holding: Tank to starboard aft in engine room, unknown capacity

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory – good condition. The condition and age of the fuel (and water) and the integrity of the tanks, (fuel, water, holding) pipes 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 sediment and carbon filters are currently removed from the fresh water system. The faucet fixture in the saloon wet bar is loose. The water makers are being worked on and were not tested. The accuracy of tank level gauges is beyond the scope of this survey. The aft water pump did not pressurize the water system. The Alfa Laval centrifuge had its last technical service in April 2013. There was no water from the windshield washer.

Summary: Good

ELECTRICAL SYSTEMS

AC system: Two 380-415V inlets to port in lazarette, shore power cord, two A-SEA model AC 45F-3 power system units, 50 Hz system, 380, 230 and 110 volt components

DC system: Two Lifeline GPL-8DL batteries to port aft in lazarette, one 12 volt 4D cell battery for each generator, four 8-D 12 volt wet cell batteries between engines three battery switches but near engines, 24 volt system

Wiring: Multi-strand wires

Circuit protection: Primary circuit breakers to port in lazarette, circuit breakers by generators, main distribution panel aft in engine room includes 220V AC & 24V DC circuit breakers and meters, four AC voltmeters, four AC ammeters, two AC Kilowatt meters, two AC Hz meters, one synchronizer, three DC ammeters and one DC voltmeter, AC & DC distribution panel in pilothouse includes 220V AC and 24V DC circuit breakers, four AC & two DC voltmeters, four AC and two DC ammeters and a light

panel, G.F.C.I. outlets, a sub panel forward of the galley and a sub panel to starboard aft in the engine room

Comments: The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and many 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 batteries located between the engines are scheduled to be replaced. Replacement batteries are aboard. The vessel was built in Italy and utilizes a European electrical system, including primarily 220 volts 50 Hz. There are miscellaneous transformers and the three new refrigerators are 60 Hz and 110 volt units. A light in the bilge space by the steering gear has a broken lens. The lower spotlight is not properly functional. The aft flybridge deck refrigerator has damaged plastic. The two American style outlets aft of the sky lounge door have an open ground per our tester and would not trip with our tester. We did not test most of the European style outlets. Several of the light switches to port forward in the saloon are not in their original condition. Many are "proud" and some of the trim fixtures are loose. Numerous lights are inoperative, see the list of lights under secondary recommendations. Two of the switches on the starboard side of the master berth are "sticky". A new air compressor has been installed, the motor was damaged during installation and it is not currently functional. A new clothes washer has been installed. Three new refrigerators were installed in the galley. A new battery charger has been installed. Many of the courtesy lights to the crew cabins are damaged. The lights in the port crew head are inoperative. Several of the light fixtures in the crew cabins are loose. One light in the starboard crew head is inoperative. The Sky TV (satellite) system is not currently functional. There is no TV on the elevator designed for the TV in the saloon and the elevator is inoperative. The light in the microwave oven in the galley is inoperative. The electric winch for the tender functioned intermittently. Work is underway on a light to port overhead in the V.I.P. cabin. There is no chip in the Northstar 952X plotter. There was an error message "gyro fail" on the autopilot and the autopilot is inoperative. We did not test the fuel transfer system or fuel centrifuge. We did not test the forward A-Sea converter. The crew was unsure of the function of the AIS system and the Inmarsat systems. The Wave Track 80 by Orbit Marine performs an unknown function. There is no detailed information in the primary computer navigation system. There was no boat speed or wind speed on the B & G instruments. A temporary speaker wire is run for a high water alarm, reportedly due to a temporary hull plate issue and patch performed prior to the trip from Puerto Vallarta to Ensenada.

Summary: Good

SAFETY AND LIFE SAVING

Portable fire extinguishers: Twelve units, certification expires 12/2015

Fixed fire system: Sea Fire unit with 95 lbs. of FM-200 for engine room, fire hose on flybridge to port aft, four CO2 bottles (port aft deck locker) – 2013, fire hoses with two deck stations

Flotation devices: Four life rings, numerous adult SOLAS 74 PFDs

Horn/distress flares: Air horn, flares aboard expire – April 2015

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

Anchor & ground tackle: Two Navy type anchors (size not visible), chain rode, anchor hawse pipes

Other equipment: First Alert CO alarm – engine room, fire blanket, 406 MHz EPIRB (battery expired May 2014), with current (April 2015) hydrostatic release, sea shell horn, two 16 person RFD Beaufort model MK4 life rafts, Came security fire alarm system, Magelis alarm, 406 MHz in pilothouse – 2018 battery, abandon ship kit, first aid kit, fire axe, fire fighting devices, fire hoods, smoke alarm with senders throughout the vessel

Comments: Safety equipment for firefighting protection appears satisfactory – good. The portable fire extinguishers have current inspection tags. The crew report that the fixed fire suppression system was visually inspected in December 2014 but there are no current inspection tags. The crew stated that they have paper work from that inspection, it was not reviewed. Personal flotation devices appear suitable for offshore use. Current distress signal flares are aboard. The flares are "low end" flares and they expire in April 2015. The boat is equipped with an air horn, it was not tested. 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. Both windlasses were briefly tested. The carbon monoxide alarm in the engine room is tripping, likely due to an expired battery. Only one of the life rafts has a current inspection date engraved. Both of the rafts were reportedly inspected. We did not inspect the abandon ship kits or the first aid kits. Two of the life rings do not have MOB strobes and the two MOB strobes on alternate life rings did not illuminate. The proper function of the alarm systems is beyond the scope of this survey. No high water alarm was seen. The senders for the high water alarm have not been connected. The fire alarm sounded in the engine room and the garage, the crew believes the senders need to be cleaned due to the maintenance work that has been performed in the area.

Summary: Satisfactory – Good

ACCESSORIES

Navigational electronics: Furuno inmarsat, Furuno Navtex receiver NX-500, Sailor compact HF SSB RE2100, Raymarine Ray 430 loud hailer, Orbit Marine Wave Track 80, Garmin 3010C GPS Map, Furuno bottom scope, Northstar 952X GPS navigator, Furuno FM-8500 VHF radio telephone, two Vei monitors, Anschutz Pilotstar D autopilot, Cassens & Plath compass, B & G Hydra 2000, depth, boat speed, wind direction and wind speed instruments, Simrad IS80 electronic compass, computer, two Furuno radars, Interphase Twinscope bottom scope, Satcom C printer, various handheld radios

General Equipment: Hydraulic garage door, tender rail mounted lift, tender chocks, Samsung clothes washer, Powermate PLA3706056.NS air compressor and accumulator tank, Mastervolt Mass 24/50 battery charger, two Gianneschi water heater, two electric

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TEL 619.223.7380 800.944.4789 FAX 619.223.7390
office@themarinesurveyors.com - themarinesurveyors.com

water pumps with pressure accumulator tank, two Technicomar model SL/500 water makers, fuel centrifuge, manual fuel pump, electric fuel pumps, generator instrumentation includes oil pressure, engine temperature, DC voltage and hour meter, engine mounted engine instrumentation includes digital tachometer, engine oil pressure, fuel pressure, engine oil temperature, transmission oil temperature and jacket water temperature, engine room camera, Mastervolt Charge Master 24/80-3 and smaller (size not visible) battery chargers, engine room lights, Aqua Air chilled water HVAC system, two electric waste vacuum pumps, Hamann Wasser Technik waste treatment system, aft deck dining area, exercise equipment, Glomex TV antenna, two spotlights, wing stations include electronic engine instruments, rudder angle indicator, engine start and stop switches, NFU rudder control and bow thruster control, three windshield wipers, two electric windlasses, anchor wash down, three exterior water spigots, anchor rode locker lights, Scotsman AC46 icemaker, Whirlpool beverage refrigerator, two Stidd pilothouse helm chairs, Dell Inspiron lap top computer, HP Photosmart 270 all in one printer, Iridium and KVH satellite telephones, QC ARC 3000 fin stabilizers, pilothouse engine instrumentation includes two sets of electronic and faux analog instruments, vanity, Panasonic telephone system, navigation desk with Samsung monitor, freshwater and service fuel tank level gauges, Coby video camera monitor, Captain's cabin includes Sharp TV, Samsung VCR, Sony CD/DVD player and B & G Hydra 2000 unit, Sony stereo, sky lounge includes sofa chairs, Sharp TV, two Xantech power amplifiers, Panasonic Sky TV satellite box, direct TV satellite box, Sony CD / DVD player, Samsung VCR, Denon AVR-3803 AV surround sound receiver, saloon sofas and chairs, formal dining table, formal dishes, carpet runners, saloon TV on elevator, saloon bar with ??? QM20 icemaker, Electrolux EA 3200 BL refrigerator, double sliding doors between exterior decks, saloon and sky lounge, master stateroom AV system includes direct TV box, Niles SI-245 amplifier, Sky TV box, Sony CD/DVD player, Panasonic sky TV box, Sony CD changer, Samsung VCR, Denon AVR-3803 AV surround receiver, chair and ottoman, walk-in closet (locker), golf clubs, Sharp TV, sunken fill width head with vacuum head, bidet, two sinks and tiled, glass enclosed shower, three Whirlpool refrigerators, crew dining are in galley, Sharp TV, Horizon Quest VHF, Sony stereo, Miele 2-burner electric stove, electric oven, Teka dishwasher, Panasonic microwave oven, two electric stern capstans, main aft deck dining area, Scotsman AC56 icemaker, VIP head includes head, bidet, shower and sink, Sharp TV, two direct TV boxes, Sky TV box, Sony CD / DVD player, Samsung VCR, Denon AVR-2802 surround receiver, guest heads include heads, bidets, sinks and showers, guest cabins include TVs, direct TV boxes, Sony DVDs and Sony stereos, numerous air mattresses, indirect lights, blinds, passerelle, Hotpoint Ariston electric oven, two crew heads include electric heads and sinks, one has shower enclosure, Miele W989 clothes washer and T679C clothes dryer, Miele B890 rolling press, seashell collection, Miele four burner electric stove (six burners in total), Boston Whaler 240 Outrange tender equipped with two 150 h.p. Mercury Verado outboard engines, swim platform shower, Newmar Phase Three PT-24-95U battery charger, portable boarding ladder

SUMMARY

The vessel is a steel hulled motor yacht equipped with two diesel engines and two diesel generators. The vessel was built in Italy and was completed in 2002. The vessel has an aluminum superstructure. The history of the build of the vessel is uncertain. We did not obtain any ownership history. Our prior inspection of the vessel was in March of 2012 following an extension which was added at Gran Peninsula Shipyard. The shipyard's representative reports that during this yard stay, that lasted three to four months, extensive work was performed. The rudders were removed. The propellers, propeller shafts and all through hull valves were removed. These components were serviced and reinstalled. The firefighting / bilge pump valves were found to be bad. They attempted to replace the valves but the replacement valves did not fit. The old valves were repaired. Steel plating was replaced including at the black water tank, under the chain locker, and the starboard gray water tank, and an oil tank, and some in the lazarette. The boat yard states that the repairs were done to RINA class. The hull bottom was painted and the blue hull sides were painted. Some exterior teak work was performed. Most of the tanks and the bilge were painted. Ballast was removed from the swim platform and reinstalled. The garage door rams were serviced. The aft air intake covers were remade. They remade the stairs that cover the passerelle and service the rams for the passerelle. The generators were serviced and some electrical work was serviced. They enlarged the swim platform scuppers, polished the anchors and checked the anchor chains. A sea trial was performed on February 10, 2015.

Overall Summary: Good

VALUES

ACTUAL CASH VALUE

NEW REPLACEMENT VALUE

INVESTMENT

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. The fixed fire extinguishing system was reportedly serviced, but no current tag is displayed. Display a current tag on the fixed fire suppression system.
2. Service the carbon monoxide alarm in the engine room and maintain it per the manufacturer's recommendations.
3. Replace the battery in the EPIRB on the upper deck as it expired in May 2014.
4. Prove the horn properly functional upon repair of the air compressor.
5. Only one of the light rafts has a current inspection tag. Display a current inspection tag on both life rafts.
6. Complete the service to the water makers, test and prove them properly functional.
7. Complete the reinstallation of the air conditioner units, test and prove all units properly functional.
8. Repair the courtesy lights on the crew steps.
9. Eliminate the water leak to starboard in the crew bilge.
10. Determine the source of the stains to starboard aft in the crew bilge, eliminate any leaks. Remove stains and paint to allow detection of any future weeps or leaks. Service further if/as necessary.
11. Service and prove the flybridge aft deck icemaker properly functional as it reportedly has a water leak.
12. Service and prove the satellite television properly functional.
13. Repair and prove the air conditioner properly functional.
14. Prime and prove the bilge / fire / wash down pumps properly functional and test the systems.
15. Service the water pressure pump(s) and prove it / them properly functional.
16. Assure that the ballast in the swim platform and to starboard in the VIP bilge is properly secure.
17. Eliminate the water leak to port forward in the engine room. Remove fluid from the bilge in this area to allow detection of any future weeps or leaks.
18. Determine the source of the fluid accumulated on top of the port fin stabilizer assembly. Eliminate the source. Remove the fluid to allow detection of any future weeps or leaks.
19. Eliminate the water leak into a small plastic container aft of the water heaters.
20. Provide and install a suitable chip for the Northstar 952 plotter.
21. Service and prove the autopilot properly functional and eliminate the "Gyro fail" error message.

22. Train in the use of the AIS System.
23. Assure that the primary navigational system has the proper software installed and train in its use.
24. Complete the installation of the senders in the high water alarm system and prove it properly functional.
25. Service the fire alarm systems which alarmed in the engine room and the garage and prove it properly functional.
26. Train in the use of the Inmarsat System.
27. The stabilizers needed adjustment on the sea trial, assure that they are properly adjusted and service as necessary.
28. Service and prove the engine synchronizer properly functional.
29. Eliminate the diesel odor from the starboard generator.
30. Service the propeller shaft seals as necessary. The port propeller shaft seal was leaking water excessively during the sea trial.
31. Display the registration number which was removed for painting.
32. Address corrosion below the port generator exhaust discharge fitting, remove corrosion aft on the port day tank and the engine room bilge. Eliminate the cause of the corrosion. Clean and paint to allow detection of any future weeps or leaks.
33. Assure the vessel has current and suitable smoke signals and stress signal flares.
34. Service the abandoned ship kit and first aid kit and assure they are current and suitable for the intended usage of the vessel.
35. Service and prove the MOB strobe lights properly functional. Assure that all life rings are equipped with MOB strobes
36. Complete the installation of the missing water filters in the water system.

SECONDARY

1. The following lights were found inoperative, service as necessary and prove: one port aft flybridge courtesy light, two aft overhead flybridge aft deck lights, anchor rode locker light, two lights to port in the saloon, one courtesy light on the steps between the dining area and the flybridge, one light in the entry way aft in the galley, two starboard main deck lights forward and one to port, two courtesy lights on the steps to the foredeck to starboard and one to port, the side courtesy light to the top and bottom of the steps to the guest and landing area, one light in the port guest cabin, one light in the guest landing, one port guest reading light, one port guest head light and both forward guest cabins' automatic locker lights, one light in the port guest head and both lights in the forward guest cabins' lockers. We did not test all interior courtesy lights.
2. Miscellaneous work continues on the vessel, complete the ongoing work including work on the steps between the swim platform and the aft deck.
3. Replace the miscellaneous locker knobs and assure that all locker and drawers will stay in place and all knobs are properly functional.
4. Consider improving the cosmetic appearance of the galley and crew area.
5. Determine the source of the stains on what appears to be drains from both the crew showers, eliminate the source of the stains and remove stains to allow detection of any future weeps or leaks.
6. Service and prove the lights in the port crew shower functional.

7. Properly secure any loose light fixtures, particularly in the crew cabins.
8. Service and prove the inoperative light in the starboard crew head functional.
9. Determine the significance of the stains on the cosmetic cover to starboard in the sky lounge aft of the starboard window. Address the cause and repair as desired.
10. Determine the significance of the discoloration on the cover forward of the port side sky lounge window. Determine the cause, eliminate the cause and repair as necessary.
11. Return the TV to the saloon TV elevator and prove the elevator functional if / as desired.
12. Re-hang all art work and distribute various components that are stored temporarily including components in the day head, saloon and garage.
13. Address the cause and damage to the wood about the second from aft port side saloon window as desired.
14. Service and prove the light in the galley microwave functional.
15. Service and prove the electric winch for the tender dependably functional as it functions intermittently.
16. Provide proper service for the Alfa Laval fuel centrifuge.
17. Complete the repair to the light on the port side of the V.I.P. cabin.
18. Replace the insulation on the bottom of the cabin sole hatches as three of these hatches were lifted and the insulation is failing badly.
19. Determine the difference in the disparity between the port and starboard transmission oil pressure gauges, address as necessary.
20. The function of the Wave Track 80 device is unknown, address as desired.
21. Service and prove the B & G boat speed and prove the B & G boat speed and wind speed instruments functional.
22. Remove the temporary speaker wire which was run for high water alarm due to an in haul bottom plate. The hull bottom plate was reportedly replaced.
23. Service and prove the windshield washer properly functional.
24. The following components were not tested or inspected: The tender and outboard engines were not tested though they were seen operating, the tender was not recovered, the fuel transfer system, fuel centrifuge, black water system, forward ASea converter, fire / bilge / wash down pumps and related components, all functions of entertainment devices and all functions of electronics.
25. Replace the lens on the light in the steering space as the lens is broken.
26. Service and prove the lower spotlight properly functional.
27. Address the physical damage to the refrigeration unit aft on the flybridge deck.
28. Address the open ground condition and determine with a tester at the two exterior AC electrical outlets aft of the sky lounge door.
29. Several switches are not properly installed, are not flush or otherwise unusual, including switches forward in the saloon. Service or replace as necessary.
30. There are "sticky" switches to starboard forward of the master berth, service or replace as necessary.
31. The electrical system and the outlets are European. Assure that there are proper and suitable adaptors and that the portable devices are designed for this type of electricity.
32. There are a few pieces of fine line tape marking small flaws in the paint job, pending service.
33. There is surface soot in the garage including soot on the steering pump.
34. Service to eliminate the paint odor in the locker forward on the upper deck.

35. The sole in the pilothouse has a worn finish, service as desired.
36. Carpet in several locations is wrinkled, frayed on the edges and some is discolored, address as desired.
37. The windows forward on both sides of the saloon have visible "lines" in between the laminate. Address as desired.
38. The undersigned pulled and broke the blinds to starboard in the master stateroom. Repair or replace and communicate the cost associated.
39. Service as a result of stains forward and above the television in the master stateroom. Eliminate the cause and repair damage as desired.
40. The port side of the vessel was toward the dock, the starboard side was inspected from a distance only. We did not do a detailed cosmetic / paint inspection. The vessel was just coming out of the yard after a paint job and much of the vessel was pending being washed.
41. The hull identification number is a Delaware assigned number, not a number from the manufacturer.

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

February 12, 2015
Date