



2022 72' Riviera Convertible Sport Fisherman 72

"SAMPLE PURCHASE POWER BOAT"



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Pre-Purchase Report of Marine Survey

Of the Vessel

"SAMPLE PURCHASE POWER BOAT"

2022 72' Riviera Convertible Sport Fisherman 72

Conducted By

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Prepared For

SAMPLE CLIENT

Date Of Survey: January 12, 2024

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INTRODUCTION

PURPOSE & SCOPE

The attending Surveyor attended aboard the 2022 Riviera Convertible Sport Fisherman 72 SAMPLE PURCHASE POWER BOAT, at the request of SAMPLE CLIENT, beginning January 12, 2024. The Survey was requested to determine the physical condition and value of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives, or generators, nor the propulsion system's or the auxiliary power system's operating capacities. Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer is engaged. Vessel tankage was visually inspected where accessible. No obvious leakage was observed unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers, and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. The Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed. This signed report represents the findings of the Survey and supersedes any and all conversations, statements, and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty, or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Report of Survey:

APPEARED:

Indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE:

Fulfilling its function adequately (usable at the time of Survey).

POWERED UP:

Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

USE OF "A", "B" or "C":

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

The number of asterisks in this General Information section refers to the source of related information as follows:

- ** Per Manufacturer's Documentation
- *** Per Registration Documentation
- **** Per BUC Book Data

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

SURVEYOR NOTES

TRIAL RUN COMMENTS

A trial run was not performed during the Survey inspection NOR was it requested.

OUT OF WATER INSPECTION COMMENTS

An out-of-the-water inspection of the hull's whetted surfaces and running gear was performed during the Survey inspection.

ELECTRICAL INSPECTION COMMENTS

AC and DC power was used to power up the electrical systems specified in this report only unless otherwise noted.

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

The vessel's HIN (Hull Identification Number) was verified during the Survey inspection.

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ENGINE/MECHANICAL SURVEY

There was no Mechanical/Engine Surveyor onboard during the Survey. If an issue arises with the propulsion, it is recommended and understood that all propulsion & auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition.

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED	Pre-Purchase for Buyer, Condition and Value/Insurance
DATE OF INSPECTION	January 12, 2024
FILE NUMBER	011224-PSGMI
VESSEL TYPE	Sport Fisherman / Hard Top
VESSEL BUILDER	The Riviera Group, Coomera Qld, Australia
HIN (HULL IDENTIFICATION NUMBER)	REDACTED - Per Hull ID
MODEL YEAR	(per Hull Identification Number)
YEAR BUILT	2021 (per Hull Identification Number)
VESSEL CLASSIFICATION/STANDARD	Recreational

PRE-PURCHASE REPORT OF MARINE SURVEY

DOCUMENTED HAILING PORT	REDACTED
U.S.C.G. DOCUMENTATION NUMBER	REDACTED Current - Verified online
U.S.C.G. DOCUMENTED FOR	Recreation
LENGTH OVERALL (LOA)	77' 8" ****
BEAM	19' 8" ****
DRAFT	6' 1" ****
DISPLACEMENT	103,618 lbs. ****
DEPTH	11.3 ***
GROSS TONNAGE	107
NET TONNAGE	86
LOCATION OF SURVEY INSPECTION	Pureto Los Cabos Marina
LOCATION OF BOTTOM INSPECTION	The Marine Group, Puerto Los Cabos
VESSEL OWNER	REDACTED
VESSEL OWNER ADDRESS	REDACTED
PERSONS IN ATTENDANCE DURING SURVEY	George Malhiot, Sr. Marine Surveyor REDACTED ATTENDEES

ENGINE SPECIFICATIONS

ENGINE MODEL

Twin, MAN Marine Diesel V12-2000 D2862LE496 Turbocharged & Aftercooled, with Common Rail Fuel Injection.

ENGINE HORSEPOWER

2000 @ 2300 RPM
TOTAL 4000

ENGINE HOURS

REDACTED - PORT
REDACTED - STBD

ENGINE SERIAL NUMBERS

REDACTED - PORT

REDACTED - STBD

RATING & VALUATION

VESSEL OVERALL RATING

ABOVE AVERAGE to EXCELLENT

ESTIMATED MARKET VALUE

\$5,867,500

ESTIMATED REPLACEMENT COST

\$7,000,000

VESSEL CONSTRUCTION

HULL ARRANGEMENT

HULL DESIGN TYPE

Modified-V, planing type, with a flared bow, hard chines, and lifting strakes.

PRE-PURCHASE REPORT OF MARINE SURVEY

HULL MATERIAL

Reportedly, solid FRP (fiber-reinforced plastic) below the waterline, with End-Grain Balsa Wood sandwich core above the waterline.

EXTERIOR FINISH

Blue Gel - Serviceable

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well kept.

TRANSOM

Reportedly, cored transom with centered - starboard & port transom doors. - Serviceable

SWIM PLATFORM

"Small" Cored fiberglass swim platform. Attached and was in serviceable condition

BOARDING SWIM LADDER

A telescoping stainless steel boarding ladder was installed at the swim platform. - Serviceable

BULKHEADS

Athwartships reinforcement was enhanced by Marine Plywood bulkheads, bonded/tabbed to the hull with FRP (fiber-reinforced plastic). - Serviceable

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by cored fiberglass longitudinal stringers and athwartships transversals vacuum-bagged to the hull. - Serviceable

BILGES

A painted surface was used in the bilges. Recommend keeping the bilges clean & dry.

GENERAL BILGE CONDITION

Some minor amount of water was observed collecting in the bilges.

FINDING B-1

CHAIN LOCKER DRAINAGE

Overboard at the port & starboard lower bow. - Serviceable

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear, where sighted. - Serviceable

VESSEL LIST

The vessel did not have any significant listing, during the Survey (a nearly straight waterline was observed).

DECK ARRANGEMENT

DECK MATERIAL

Reportedly, cored FRP (fiber-reinforced plastic) with white gel coat and textured non-skid.

FINDING C-1

DECKING OVERLAY

Teak cockpit and Mezzanine deck overlays. - Serviceable

FINDING C-2

RUB-RAILS

Stainless steel compression striker rub-rails. - Serviceable

HULL-TO-DECK JOINT TYPE

Overlap "Shoe Box" type joint. - Serviceable
No issues were observed

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

FRP (fiber reinforced plastic).

BRIDGE ARRANGEMENT

BRIDGE MATERIAL

Reportedly, cored FRP (fiber-reinforced plastic). - Serviceable

BRIDGE TYPE

The flybridge provided the helm station and crew seating area.

HARD-TOP

Fully enclosed flybridge with open aft overhang - Serviceable

EXTERIOR EQUIPMENT

EXTERIOR BRIDGE EQUIPMENT

Two Isotherm - one refrigerator and one freezer - Serviceable

COCKPIT/AFT DECK EQUIPMENT

Freezer to port and wet bar and grill to starboard.
Tackle storage
Cookout Epicure BBQ Grill - Electric - Serviceable

Upper cockpit - "hume" refrigerator
Clear Ice - Icemaker - entry way to lower are of tool room. - Serviceable

(See Finding)

FINDING C-3

GENERAL EXTERIOR SOFT-GOODS CONDITION

The vessel's exterior soft-goods appeared serviceable with no significant weathering

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's hardware.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants. (one exception)

FINDING B-2

EXTERIOR LIGHTING

All illuminated when tested.

EXTERIOR WASHDOWNS

Forward washdown - fresh / salt - starboard forward by anchor locker.

CABIN VENTILATION

It was provided by the foredeck hatches and the main companionway door.

DECK HATCHES

Monitor frequently for signs of leakage. Opening deck hatches on the decks operated. (See Findings)

FINDING B-3

EXTERIOR DOORS

The exterior doors appeared serviceable. The swinging companionway door opens and closes with no issue.

WINDOWS

Monitor frequently for signs of leakage. None were observed - Serviceable

WINDSHIELD

Tempered glass pilothouse windshield with three (3) windshield wipers/washers.

FINDING B-4

DECK RAILINGS

Stainless Steel railings ran from amidships around the forward perimeter of the vessel. No bleeds or issues were noted

HAND RAILS/GRAB RAILS

Stainless steel handrails were located at convenient locations of the vessel.

DAVIT/CRANE

ADC Davits & Cranes - Serviceable

DECK DRAINAGE

The self-bailing deck drains in the cockpit. - Serviceable

CLEATS

Cleats throughout the vessel were stainless steel. - Serviceable

LINE CHOCKS

Stainless steel bow line guide chocks. - Serviceable

ANCHOR PLATFORM

Molded fiberglass bow pulpit with stainless steel fairlead anchor roller chute. - Serviceable

EXTERIOR STORAGE

Various exterior lockers and storage areas appeared serviceable where sighted.

ROD HOLDERS

Rod holders were installed in the cockpit gunwales. - Serviceable

FENDERS

Various fenders were observed onboard (amount included unknown).

MOORING LINES

Dock/mooring lines were observed onboard and at the vessel's mooring (amount included unknown).

COMMENTS

Ladder on upper cockpit was loose

FINDING A-1

FISHING EQUIPMENT

FISHING EQUIPMENT

Cockpit tackle drawer/storage lockers, with bait-prep rigging station, sink, and Chest Freezer.

COCKPIT SHADE

Small which Brow type shade - Sunbrella appeared serviceable

OUTRIGGERS

Rupp Marine, double spreader anodized aluminum outriggers, with center rigger. Recommend periodically servicing/tuning the spreader cable rigging and adjusting the extension arm hardware as necessary. (Hydraulic system) - Serviceable

Outrigger reels included - not tested

ROD HOLDERS

Rod holders were installed in the gunwales. Flybridge aft

LIVE BAIT-WELLS

Tested and operated

Center Cockpit - - Serviceable

Transom - Serviceable - (See Finding)

FINDING B-5

FISH BOXES

Two (2) in-deck fish boxes were located under the port & starboard cockpit deck. - Serviceable

WASH DOWNS

Tested in the aft and forward - operated when tested

BAIT PUMP

Tested and operated

CABIN APPOINTMENTS

INTERIOR

MAIN CABIN ARRANGEMENT

Forward was seating to the port and settee to the starboard with table adjustment for bunking.

Aft was the galley to port, store information, and starboard counter space.

Forward down would be the access to the stateroom.

GALLEY ARRANGEMENT

The Galley was located aft port side.

HEAD ARRANGEMENT

Three (3) Dometic 24-volt Heads. - Serviceable

1 - lower tool room

1 - ensuite to the forward vee berth

1 - ensuite to the aft stateroom

1 - guest to the double bunk

SHOWER ARRANGEMENT

The integral shower in the head was tested and operated. Showers were separate except for the lower guest head, which was integrated.

INTERIOR CABINETRY & TRIM

No significant wear & tear was observed on the interior cabinetry and trim. Like New - Serviceable

INTERIOR DOORS

Gloss-finished cabin doors. Excellent Condition - Serviceable

CEILING HEADLINERS

Headliner material was vinyl in good condition

WINDOW TREATMENTS

Shades operated up and down electronically. - Serviceable

FLOORING

Laminate flooring - New Condition

GENERAL INTERIOR & SOFTGOODS CONDITION

No significant wear & tear was observed on the interior surfaces and soft-goods. Like New - Serviceable

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The general maintenance of the interior soft goods was serviceable. Like New

WATER INTRUSION COMMENTS

None sighted.

INTERIOR ODOR COMMENTS

None noted

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12/24 Volt DC and 110 volt AC lighting fixtures. All lights illuminated.

HVAC/AIR CONDITIONING SYSTEM

Forward - No issues noted

Midship Stateroom - No problems noted

Salon - No problems noted

Flybridge - Control Board not operating

Heating was included

LAUNDRY SYSTEMS

Miele W 1 and Miele T 1 - Serviceable

VACUUM SYSTEM

The system was not tested, connection located - Serviceable

EVIDENCE OF INSECTS

None

EVIDENCE OF RODENTS

None

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

Television in the Salon and staterooms did power and all were - Serviceable

STEREO SYSTEM

Tested and operated with all remote locations in the staterooms, cockpit, forward bow, and flybridge.

All systems were manufactured by Fusion. Speakers throughout the vessel forward, aft, in the salon and lower staterooms were - Serviceable

SATELLITE TELEVISION SYSTEM

KVH TracVision Digital Satellite TV Antenna.

FINDING C-4

ONBOARD WIFI SYSTEM

Star-Link System - Serviceable

FINDING C-5

GALLEY EQUIPMENT

REFRIGERATION

All were observed operating. One on the flybridge was turned off. - Serviceable

FREEZER

System operating at the time of Survey

WINE CHILLER

Wine Chiller was operating

ICE MAKER

Hoshizaki Crushed Ice Maker - Tool Room

Clear Ice cubed - port side going down to tool room.

All icemakers were functioning. at the time of survey

OVEN

Miele Stainless Steel Oven. - Serviceable

STOVE

Miele five two-burner Stove with Touch Control and Ceramic Glass Cooktop.

MICROWAVE OVEN

Microwave Oven. Tested and operated well

DISHWASHER

Fisher & Paykel DishDrawer. - Serviceable

GALLEY SINK

serviceable without issue

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

MANUFACTURE DATE

2020

NUMBER OF CYLINDERS

Twelve (12) in a V configuration.

ENGINE STARTER VOLTAGE RATING

24 volt.

ENGINE LABELS & NOTICES

The data tags were in place with no obstructions

ENGINE DISPLAYS

MAN-Marine Diesel Engine Systems Monitoring Displays. Engine Room & Helms

ENGINE INSTRUMENTATION

Main engine instrument gauges were installed at the helm and in the engine room

ENGINE ALARM SYSTEM

Sounded when keys were on

ENGINE EXHAUST SYSTEM

Closed System Cooling with Raw water-cooled with raw water/exhaust gas mixing risers, and flexible hoses to fiberglass surge pipes & mufflers, exiting through transom-mounted discharges.

ENGINE COOLING SYSTEM TYPE

Closed reservoir-type cooling with raw water cooled exhaust. - Serviceable

ENGINE DRIVE BELTS

The engine's drive belt guards were protected. No access to view belts. Refer to the engine survey report

THROTTLE & SHIFT CONTROLS

Tested and operated well in slip as well on the operation to the shipyard and berthing into the new slip.

EMERGENCY ENGINE SHUT-DOWN

The engine shut-down button was located at the helm and engine room. - Serviceable

COMMENTS

SEE ENGINE SURVEYOR'S REPORT

TRIAL RUN INFORMATION

ENGINE STARTUP

The engines started without excessive cranking or excessive exhaust smoke.

CONSIDERATIONS

SEE ENGINE SURVEY REPORT

Engines were in limp mode waiting on a sensor replacement.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE ROOM AIR BLOWERS

Blowers were operational

SEACOCKS/SEA-VALVES

Stainless Steel ball valves and seacocks - Serviceable
Intakes were stiff - continue to excercise monthly

RAW WATER STRAINERS

Recommend monitoring and cleaning the sea-strainers frequently. - Serviceable

HOSES

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage, or chafing but refer to the engine surveyor's report if any. - Serviceable

HOSE CLAMPS

Double clamped, where sighted. Always recommend installing corrosion resistant marine grade stainless steel T-bolt type hose clamps and/or solid banded (non-open slotted) hose clamps where appropriate. - Serviceable

MACHINERY SPACE WATER SUPPLY

A freshwater hose connection was located in the forward engine room. - Serviceable

TOOL BOX

Located forward of the engine room in seperate tool room - Serviceable

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

V- Drive Quickshift gearboxes. - Sea Torque Shafts - Serviceable

TRANSMISSIONS/GEARS

Twin Disc. Model No MGX-6620 RV

GEAR RATIO

Data tags stated 2.42

GEAR SERIAL NUMBERS

9A4141 - Port

9A4142 - Stbd

GEAR CONTROLS

MAN-Marine Diesel Rexroth Mecman Electronic Controls. - Verify with engine surveyor - Serviceable

COMMENTS

SEE ENGINE SURVERYORS REPORTS

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Integral fiberglass. - unable to inspect tankage - verify material

NUMBER OF FUEL TANKS

Two (2)

FUEL TANKAGE CAPACITY

2695-Gallons

FUEL LEVEL MONITORING

The fuel gauge installed at the helm station. - Serviceable

Additional fuel readings - digital at the fill location on the port side of the hull - Serviceable

Site gauges by ltr were located in the engine room - Serviceable

FUEL TANK MANUFACTURER LABELING

None sighted, due to access.

FUEL TANKAGE SECURING

Glassed in

FUEL FILL LOCATION

Port

FUEL FILL MARKING

The deck fuel fill fittings were marked as to fuel type.

Guages were adjacent to the fills. - Serviceable

FUEL TANK VENTILATION

Port, above the fills - Serviceable

FUEL TANKAGE & FUEL FILL GROUNDING

Unknown due to access. Recommend verifying grounding. If plastic tank, not needed.

FUEL FILL HOSE/PIPE

Type A2 USCG Approved Fuel Hose, where sighted.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines, where sighted.

FUEL TRANSFER SYSTEM

Not tested

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

24/12 Volt systems.

Czone Systems - Serviceable

BATTERIES

Always recommend load testing the batteries for condition (all terminal conductors should be wholly disconnected from the batteries before load testing).

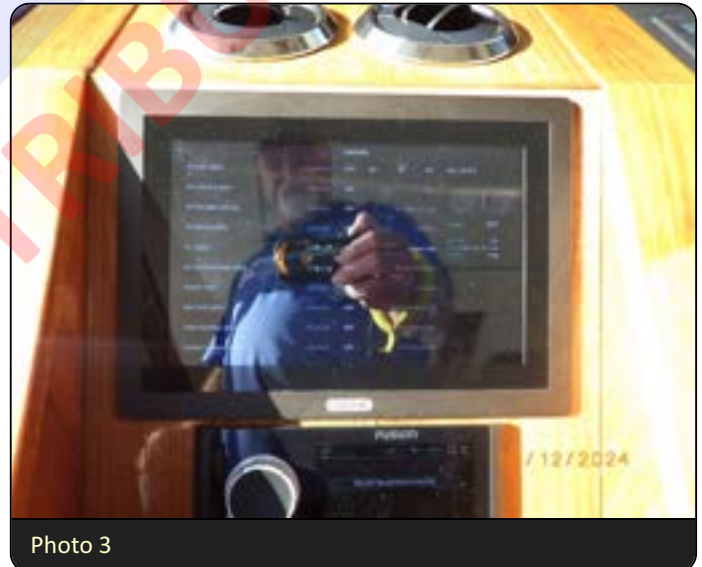
All the batteries were secured and inaccessible without moving equipment or storage. Engine room - entryway against bulkhead

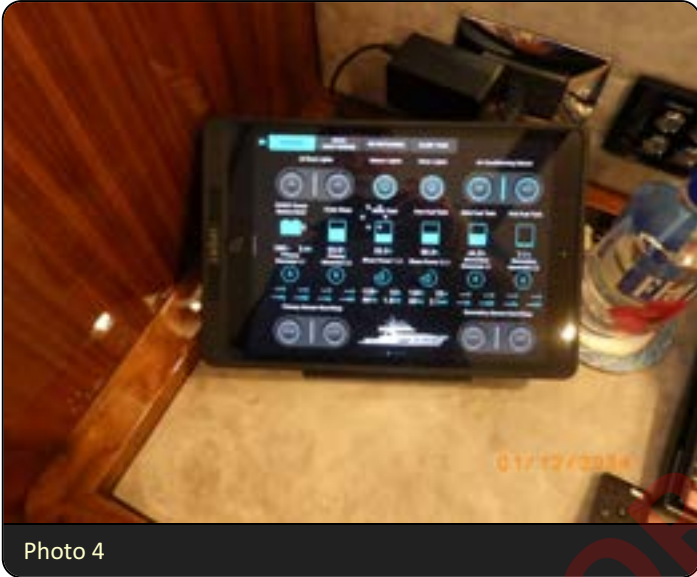
BATTERY SWITCHES

All switches were tested and operated well without any apparent issue(s)

DC ELECTRICAL SYSTEM MONITORS

Digital DC voltage control panels were located throughout the vessel. - Serviceable





BATTERY CHARGER

Charging system powered up - tested and verified.

BONDING SYSTEM (ABYC E-2 & E-11)

There were no bonding or grounding exceptions identified during the Survey, but for one exception.

FINDING B-6

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

It has appeared to be well supported and secured, where sighted.

Always recommend installing chafe gear at all key friction points where wires/cables and hoses transit the vessel against sharp edges. Also, recommend waterproofing all wiring connections that may be exposed to moisture.

No issues were observed - Serviceable

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

120/240 Volt @ 60Hz.

AC SHORE POWER PHASE RATING

Single Phase.

BATTERY CHARGER INLET

50 Amp. 120/240-volt shore power inlets with Twin Glendinning Cablemaster. - Serviceable

AC SHORE POWER CORDS

Double 50 Amp. Vinyl shore power cord. - Serviceable

AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

Limited access of panel but what appears to be organized and maintained.

CONSIDERATIONS

AC shore power was made available during the Survey. Outlet polarity and AC systems were tested.

AC generator power was made available during the survey and was tested with no issues.

CABLE MASTER

Cablemaster operated well

GENERATORS/AUXILIARY POWER

GENERATORS

GENERATOR MODEL

- 1) Cummins - MDKDP - 1970305
- 2) Cummins - MDKDS - 1902799

GENERATOR SPEC

Spec: A.

GENERATOR FUEL TYPE

Diesel.

GENERATOR KILOWATT RATING

- 1) 17 kW
- 2) 29 kW

GENERATOR VOLTAGE RATING

120/240 Volts AC @ 60 Hz.

GENERATOR PHASE RATING

Single Phase.

GENERATOR STARTER VOLTAGE RATING

24 Volt.

GENERATOR HOURS

- 1) 259.4
- 2) 489.9

GENERATOR SERIAL NUMBERS

- 1) H190621462
- 2) A230709124

GENERATOR LABELS & NOTICES

Appropriate labels were installed.

GENERATOR COOLING SYSTEM TYPE

Closed coolant with raw water exhaust type. Change Zinc Anodes regularly. - Serviceable

COMMENTS

SEE ENGINE SURVEY REPORT

WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL

Polyethylene.

WATER TANKAGE CAPACITY

Reportedly, 264 gallons

WATER TANKAGE SECURING

The water tankage was framed in.

FRESHWATER TANKAGE VENTILATION

Sides of the vessel

FRESHWATER PUMP

Powered up and operated without issue

FRESHWATER PIPE/HOSE PLUMBING

Red & blue plastic PEX type (Cross-linked Polyethylene) tubing and rubber hoses.

CONSIDERATIONS

Recommend periodically sanitizing the vessel's water tankage and water delivery systems.

HOT WATER SYSTEM

WATER HEATER

Twin Kuuma Stainless Steel - Serviceable

WATER HEATER TYPE

Marine Grade 120 volt.

WATER HEATER CAPACITY

11 Gallons each

WATER FILTRATION SYSTEM

DESALINATION (FRESHWATER MAKING) SYSTEM

Blue Water Legend 1850-1 (fully automatic) Capacity - Serviceable

BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

Holds 159 gallons

BLACKWATER TANKAGE

Polyethylene Blackwater (sewage) holding tank. - Serviceable

BLACKWATER SYSTEM DISCHARGE

Macerating type overboard discharge pump and deck pump-out fitting. - Serviceable

CONSIDERATIONS

The vessel's operator is responsible for determining what type of MSDs (marine sanitation devices) are prohibited & permitted by law in the location of the vessel's intended use.

GREYWATER SYSTEM

GREYWATER TANKAGE

Plastic greywater sump tank. - Serviceable

STEERING SYSTEMS

STEERING SYSTEM TYPE

"Fly-By-Wire" Steering Control with Joystick Control. - Serviceable

NUMBER OF STEERING STATIONS

One (1) helm station at the bridge.

Aft port flybridge - full helm

Stbd Cockpit - only joystick system

PRE-PURCHASE REPORT OF MARINE SURVEY

all were - Serviceable

UPPER RUDDER BEARINGS & RUDDER SUPPORT

Rudder post and packing appears to be of normal color without issue or leaks were noted

THRUSTER

Hydraulic bow and aft thrusters operated when used. - Serviceable

FINDING B-7

TRIM TAB SYSTEM

Humphree Marine Electro-Hydraulic Trim Tabs. - only operates when the engine is running - automatic. - Serviceable



Photo 5

GROUND TACKLE

ANCHORS

Ultra Plow Stainless Steel Anchor - Serviceable
80 kg = 176 lbs
SN# CX190722203

ANCHOR RODE TYPE

None - All-Chain - Serviceable
18,950 LBS RATING

ANCHOR WINDLASS

Muir 4500 Engineering Pty, Ltd. 24 volt Windlass. Tested and operated
Tested at the remote located at the starboard forward anchor locker and by the helm. - Serviceable

Muir AA560 Chain counter - Serviceable

CONSIDERATIONS

Anchor Washdown operated - Serviceable

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Portables were located at battery station on the starboard side.

Three Garmin Remote mics were located, one at the aft helm and two at the forward helm.

COMPASSES

Ritchie 3" Compass. Recommend having the compass swung, providing a current deviation card. - Serviceable

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Five (5) Garmin GPS-Map 8422 - Multi-Functional Touchscreen Navigation Display, with GPS Chartplotter.

FINDING B-8

INFRARED NIGHT VISION CAMERA

FLIR Mariner Infrared Night Vision Camera. Tested - Serviceable

CCTV CAMERA SYSTEM

All were serviceable - observed at the helm.

ANTENNAS

The antennas appeared to be well mounted where sighted.
Skylink antenna was - Serviceable

ELECTRONICS COMMENTS

Well protected and clean and all appeared to operate well without issue(s)

SAFETY EQUIPMENT

SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

It is highly recommended that U.S.C.G. Type I Offshore Life Jackets be provided for each passenger on board if the vessel operates offshore.

U.S.C.G. Type II Near-Shore Buoyancy Devices & Type III Flotation Aids are not recommended for offshore use.

It was located at the forward bow storage.

FINDING B-9

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Throwable devices must be immediately available for use. They should be on the main deck within arm's reach, hanging on a lifeline or other easily reached location.

All were - Serviceable

FIRE EXTINGUISHERS (33 CFR 175.310)

All fire extinguishers onboard should be inspected/serviced annually by qualified service personnel and securely mounted in prominent locations.

Last date of service was November 29, 2022.

FINDING A-2

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

None sighted.

SOUND PRODUCING DEVICES (33 CFR 83)

Tested and operated well

NAVIGATION LIGHTS (33 CFR 83)

All Navigation Lights illuminated when tested.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

Found properly displayed in the engine room.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

Found properly displayed in the galley area.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

Supplied by Surveyor. Vessels over 39'4 are required to have a written Waste Management Plan.

FINDING B-10

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

The U.S.C.G. International and Inland Navigation Rule Handbook were not observed on board. This official government rulebook is required on all vessels over 39'4" in length. Also known as Nav-Rules CG169, contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

FINDING B-11

GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)

Powered up.

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM

Fixed Fire Suppression Tank in the engine compartment. Automatic thermal activation, with override switch. - The inspection tag was current.

Monitor - Fire Detection by Marinelec D109 - Serviceable

FINDING A-3

BILGE HIGH WATER ALARMS

Tested, but did not hear the sounding device.

FINDING A-4

LIFE RAFTS

A current inspection tag was observed.

8 Man Raft

SN# RE8-22/505

In Service: 11/22

Next Service: 11/2025

E.P.I.R.B.

Re-register with new ownership, as necessary.

Beacon ID: 2DCCB 1996C FFBBFF / Registration Expiration July 28, 2024

FIRST AID SUPPLIES

None sighted. Highly recommend a full Medical Kit and the periodic renewal of any outdated medical supplies.

CARBON MONOXIDE DETECTORS (ABYC A-24)

All systems for CO were detected in all living quarters. - Serviceable

SMOKE DETECTORS (NFPA 302)

All smoke detections were inclusive with the CO system were in all living quarters - Serviceable

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

Powered up in engine room, aft, midship, and forward and operated without issue.

CONSIDERATIONS

Highly recommend weekly testing of bilge pump operation, adequate de-watering ability, and removal of any bilge pump debris.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

Two (2) bronze alloy, five-bladed, unknown pitch propellers

Tested for blade variation - none were found

- Serviceable

PROPELLER SHAFTS

Reportedly, Aquamet 22 Stainless Steel, 3 1/2" inch diameter. - Serviceable

PROPELLER SHAFT LOGS

The shaft log was fiberglass, with a bronze shaft log bearing mounted in the hull. - Serviceable

PROPELLER SHAFT STRUTS

Two (2) cast Bronze I-Beam type propeller shaft struts. Scratch Tested and Tested Well

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The Cutless Bearings showed no signs of significant wear.

RUDDER MATERIAL

No issues were observed

TRIM TAB SYSTEM

Was not tested - no sea trial - cannot test without engines in operation. System was automatic - Serviceable

THRUSTER

Bow and Stern - Four bladed Bow Thruster propellers. operated well

ANTI-ROLL CONTROL STABILIZER SYSTEM

SeaKeeper 18 Anti-Roll Control Gyro Stabilizer. - Was not tested - no sea trial - test and prove when mechanical is completed.

DRAINAGE THROUGH-HULLS

Stainless steel discharge/drainage through-hulls. - Serviceable

HULL TRANSDUCER

The transducers appeared serviceable, where sighted.

HULL GROUNDING PLATES/EARTHING PLATES

Appeared serviceable. Starboard aft area

SACRIFICIAL ANODES

No significant waste was observed on the Zinc Anodes. Monitor frequently.

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable. Poor Condition

FINDING B-12

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted with one minor exception

FINDING C-6

HULL INSPECTION CONSIDERATIONS

Inspection of the hull's wetted surface was partially hindered, due to the vessel's position on the travel-lift straps and the presence of antifouling paint/coatings covering the hull's wetted surface. Unexposed areas precluded inspection. A percussion hammer sounding was performed on the hull's accessible wetted surfaces.

UNDERWATER LIGHTS

Tested on the hard and operated - Serviceable

VESSEL DOCUMENTATION

HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

The vessel's HIN (Hull Identification Number) displayed on the starboard transom did conform to the standard format mandated by the U.S.C.G.

DOCUMENTATION COMPLIANCE (46 CFR 67)

The vessel's U.S.C.G. Documentation Number & decal were displayed onboard.

The vessel's name and hailing port were displayed according to U.S.C.G. Documentation Standards.

FINDINGS & RECOMMENDATIONS

Deficiencies noted under "FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain it's value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS
- B. SECOND PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 COMMENTS

The ladder fasteners were either loose or lack support.

RECOMMENDATION

Secure ladder and fastener.



FINDINGS & RECOMMENDATIONS

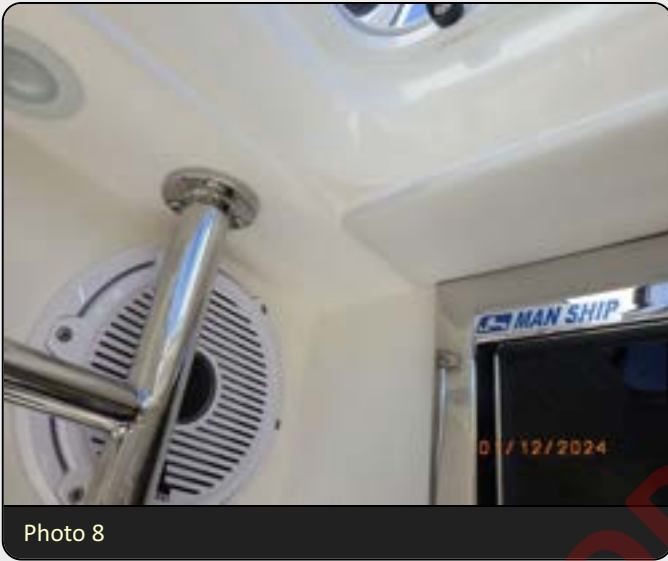


Photo 8

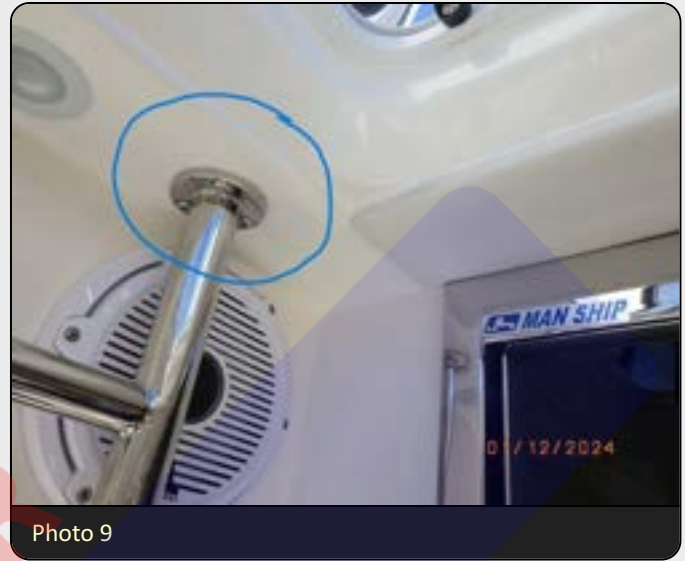


Photo 9

FINDING A-2 FIRE EXTINGUISHERS (33 CFR 175.310)

The hand-held fire extinguishers did not have current annual inspection tags. Just past the yearly inspection date of November 29, 2022

RECOMMENDATION

Recertify and provide at least one additional fire extinguisher to comply with ABYC and NFPA recommended standards for fire protection.



Photo 10



Photo 11

FINDINGS & RECOMMENDATIONS



Photo 12

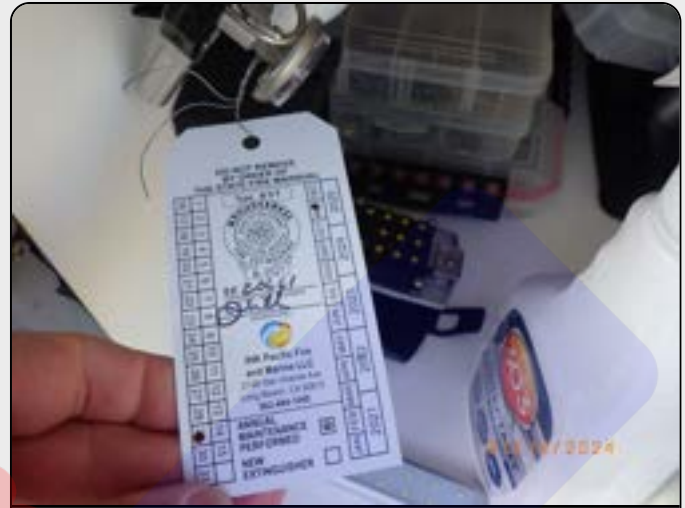


Photo 13

FINDING A-3 FIXED FIRE SUPPRESSION SYSTEM

The expiration date of annual inspection will be due in November of 2024

RECOMMENDATION

Have the system re-certified in November of 2024



Photo 14



Photo 15



Photo 16

FINDING A-4 BILGE HIGH WATER ALARMS

Tested but did not hear the sounding device.

RECOMMENDATION

Prove and verify

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

FINDING B-1 GENERAL BILGE CONDITION

The bilges required de-watering.

RECOMMENDATION

Remove water and dry the bilge. Monitor if water continues to enter.

FINDING B-2 GENERAL CAULKING/SEALANT CONDITION

The transom bait tank inner caulking on the bottom may be splitting open.

RECOMMENDATION

Re-seal transom bait tank.

FINDING B-3 DECK HATCHES

Gas strut fasteners were loose.

- * Joystick Controller cover at the starboard cockpit
- *

RECOMMENDATION

Tighten the fastener to secure

FINDINGS & RECOMMENDATIONS



Photo 17



Photo 18

FINDING B-4 WINDSHIELD

The port washer hose was cut or broken off.
Blades were a season or more old.

RECOMMENDATION

Replace with new.
As for maintenance, change blades yearly to prevent etching on the glass when blades degrade.



Photo 19



Photo 20



Photo 21: End of the rubber hose

FINDING B-5 LIVE BAIT-WELLS

Unknown leak of water from the port center side of the tank - Possibly the seal inside the tank.
Water leaked on the electricals in the aft bilge

RECOMMENDATION

Rinse with fresh water, use salt-away- coat all electrical with T9 corrosion protectant or any similar product of your choice.

GET ON THIS RIGHT AWAY - avoid the gremlin as I call it.



Photo 22



Photo 23: Common blistering of the underside top of the transom bait tank. - Moisture Cause

FINDINGS & RECOMMENDATIONS



Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31: Leak coming from above



Photo 32

FINDING B-6 BONDING SYSTEM (ABYC E-2 & E-11)

Aft - Bait pump scoops - Bronze - Tested with meter - no continuity registered.

RECOMMENDATION

Properly connect all metals exposed to seawater contact or flow to the vessel's bonding system to help minimize electrolytic corrosion from stray current and/or enhance lightning protection, as necessary (ABYC E-2 & E-11).

Verify connection and continuity with the main plate on the transom.

FINDINGS & RECOMMENDATIONS



Photo 33



Photo 34



Photo 35



Photo 36

FINDINGS & RECOMMENDATIONS

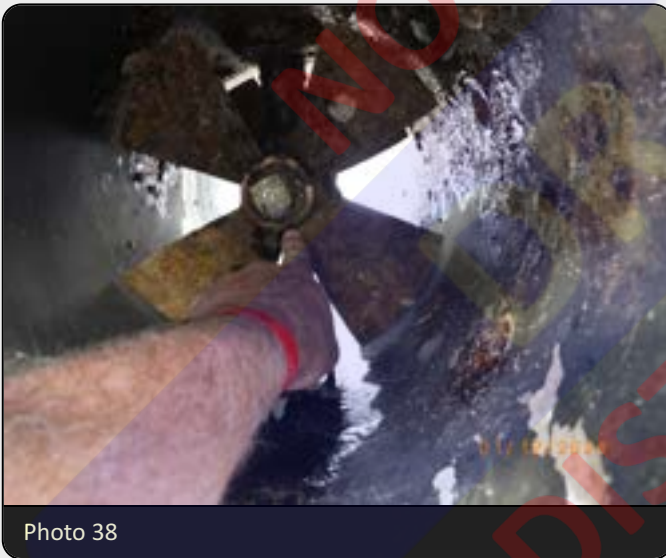


FINDING B-7 THRUSTER

Zincs were depleted on the bow and stern

RECOMMENDATION

Replace the zincs with new.



FINDINGS & RECOMMENDATIONS



Photo 40: Continuity with transom plate

FINDING B-8 MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Two (2) Garmin 8422 were non-operational - Port side of the helm and aft port flybridge helm

RECOMMENDATION

Investigate further and service as necessary.



Photo 41



Photo 42

FINDING B-9 WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

The life jackets were stored in their original manufacturer's plastic packaging.

RECOMMENDATION

In order to comply with USCG Safety Regulations, all PFD's must be removed from their plastic packaging to be considered accessible.

FINDINGS & RECOMMENDATIONS



Photo 43



Photo 44

FINDING B-10 "WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

A vessel Owner/Captain written "Waste Management Plan" was not observed onboard.

RECOMMENDATION

Provide proper written "Waste Management Plan" to comply with the Marpol Annex V and 33 CFR 151.57, as necessary. Fine for non-compliance.

FINDING B-11 U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

A U.S.C.G. International and Inland Navigation Rules Handbook was not observed on board. This official government rulebook is required on vessels 12M or 39'4" and more extensive. Also known as Nav-Rules CG169, it contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

RECOMMENDATION

Provide the latest version of the Navigation Rulebook to comply with USCG Regulations. Fine for non-compliance.

FINDING B-12 ANTIFOULING PAINT

The "Prop Speed" coatings were failing in several areas.

The antifouling bottom paint appeared to be at the end of its serviceable life.

RECOMMENDATION

Clean, prepare and repaint, as necessary.

For Prop Speed & anti-fouling paint

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

FINDING C-1 DECK MATERIAL

Gel coat damage - marine tex was applied - off color.

Port steps

RECOMMENDATION

Repair in accordance with good marine practice, as necessary.

FINDINGS & RECOMMENDATIONS



Photo 45



Photo 46

FINDING C-2 DECKING OVERLAY

Slight wear in some areas
Marred mark noted (Located at the flybrider upper aft deck)

RECOMMENDATION

Repair, refinish, or replace the decks, as necessary.



Photo 47: *Small marring - upper aft deck*



Photo 48

FINDING C-3 COCKPIT/AFT DECK EQUIPMENT

Dog ear latch - cover for the BBQ, Wet bar would not latch.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

FINDINGS & RECOMMENDATIONS



Photo 49



Photo 50



Photo 51



Photo 52

FINDING C-4 SATELLITE TELEVISION SYSTEM

Unknown if account had been released

RECOMMENDATION

Have the unit reprogrammed as necessary to new owner

FINDING C-5 ONBOARD WIFI SYSTEM

Sale of vessel

RECOMMENDATION

Transfer to new account

FINDING C-6 OSMOTIC HULL BLISTERS

Minor air cavity at the starboard stern. Size was 30% of an pencil eraser head

RECOMMENDATION

No treatment or repair was needed.



NOT FOR
DRAFT
DISTRIBUTION

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience to develop an opinion of the OVERALL VESSEL RATING OF CONDITION after the Survey has been completed and the findings have been organized logically.

The grading of condition developed by BUC RESEARCH and accepted in the marine industry for a vessel at the time of Survey determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE for a similar ship sold within a given period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION" is a vessel maintained in mint or Bristol fashion (usually better than factory new, loaded with extras, a rarity).

"ABOVE AVERAGE CONDITION" has had above-average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale, requiring no additional work, and typically equipped for her size.

"FAIR CONDITION" requires usual maintenance to prepare for the sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough hull and engine exist to restore the boat to a usable condition.

As a result of the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by my experience, my opinion is:

ABOVE AVERAGE to EXCELLENT

STATEMENT OF VALUATION

1. The "FAIR MARKET VALUE" is the most probable price in terms of money, which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably, and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale, as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acts in their best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or terms of financial arrangements comparable to it and
- e. The price represents a standard consideration for the vessel sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

BucValuPro sets the value at a range of \$6,485,000 - \$7,050,000 for Better Condition (Above Average) with a replacement value of \$6,355,000 but reported that a replacement would now range at around \$7,000,000

Soldboats.com had Zeor (0) sold listings.

SUMMARY

Yachtworld.com had no used vessel listings.

This vessel was an upgrade from 1800 hp to 2000 hp each.

Consideration of the BUCValu Pro and the depreciation of the vessel would support the current value stated. The average of the depreciated value from 7,000,000 of 25% - 5,250,000 and the BUCvalu Pro valuation of 6,485,000 for better condition and taking the average would give the valuation opinion of: \$5,867,500.

Estimated Fair Market Value is determined using a cross-reference of data from Soldboats.com, BUC Used Boat Pricing Guides, NADA, Yachtworld.com, and other online sales listings or dealers. Adjustments are made for conditions and related equipment. The Estimated Market Value is for the vessel in its condition on the date or dates of the Survey before any repairs or maintenance.

After consideration of the reliability of the data, the extent of the necessary adjustments, and the condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$5,867,500

Five Million, Eight Hundred Sixty-Seven Thousand, Five Hundred US Dollars (USD)

Estimated Replacement Cost is determined using a cross-reference of data obtained from Boat Dealers and other online resources.

The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. The "ESTIMATED REPLACEMENT COST" of the vessel is:

\$7,000,000

Seven Million US Dollars (USD)

SURVEYOR CREDENTIALS

Surveyor Credentials Include:

NAMS Associate Marine Surveyor, IIMS Affiliate Marine Surveyor, USPAP Compliant Appraiser, recognized with the ASA, Trained at Chapman School of Seamanship basic and advanced Damage Claims. Member of the following associations: ABYC, MICA, MUSC, NFPA, NSBC, TAPA, and a former USGC Auxiliary member.

Acceptance and use of this report by the client acknowledge the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic, cleaning, or opening to expose parts or conditions ordinarily concealed. No tests for tightness or soundness were conducted other than the conditions noted visually.

Acceptance and use of this report acknowledge the client's understanding that no determination of stability or structural strength has been made, and no opinion is expressed.

Acceptance and use of this report acknowledge the client's understanding that Ocean Marine Surveyors, Inc and its employees do not accept any responsibility for damage or deterioration not found or discovered during the survey nor for consequential damage, deterioration, or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents, and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands, or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages, and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay, or expense was caused by the negligence, gross negligence, or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and

SUMMARY

with the knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

SUMMARY

In accordance with the request for a Marine Survey & Appraisal of the SAMPLE PURCHASE POWER BOAT, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on January 12, 2024. Subject to the correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

SURVEYOR'S CERTIFICATION

I certify that to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the documented assumptions and limiting conditions and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias concerning the parties involved.

My compensation is not contingent upon reporting a predetermined value or direction in value or demand in value that favors the client's cause, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

I have personally inspected the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

The report was written on January 15, 2024



George Malhiot
NAMS Associate, IIMS Affiliate Surveyor
Member of ABYC, MICA, MUSC, NFPA, NSBC, TAPA
USPAP Compliant Appraiser and Damage Claims

PHOTOS



Photo 55



Photo 56



Photo 57



Photo 58

PHOTOS

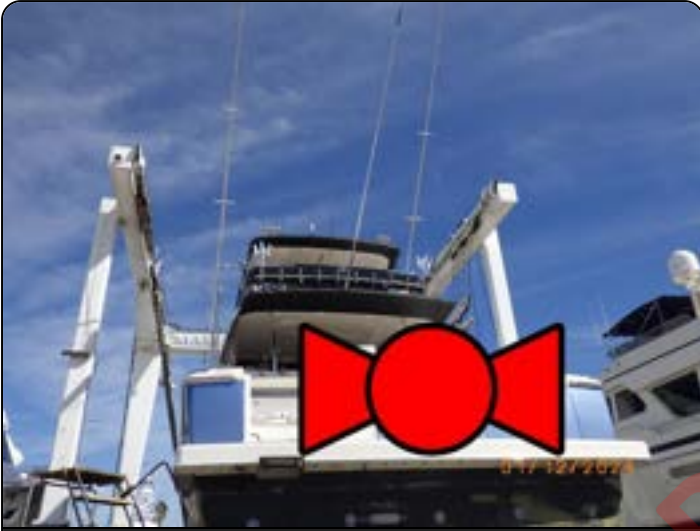


Photo 59



Photo 60



Photo 61



Photo 62

PHOTOS



Photo 63



Photo 64



Photo 65



Photo 66

PHOTOS



Photo 67



Photo 68



Photo 69



Photo 70

PHOTOS



Photo 71



Photo 72



Photo 73



Photo 74

PHOTOS

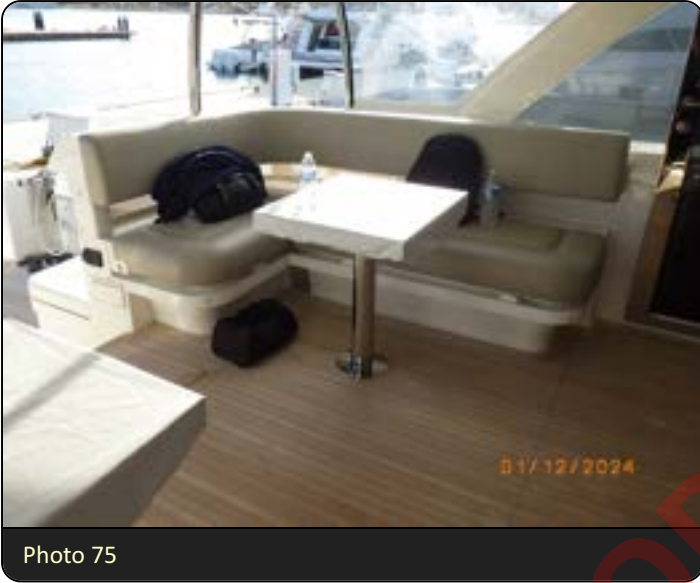


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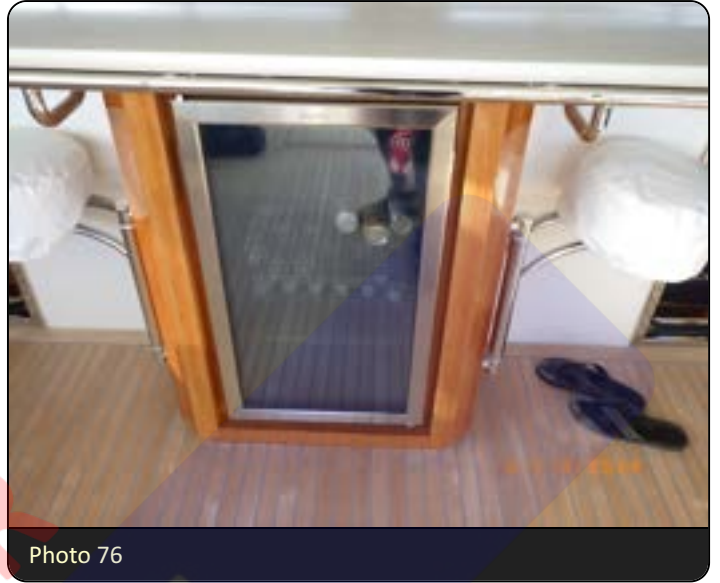


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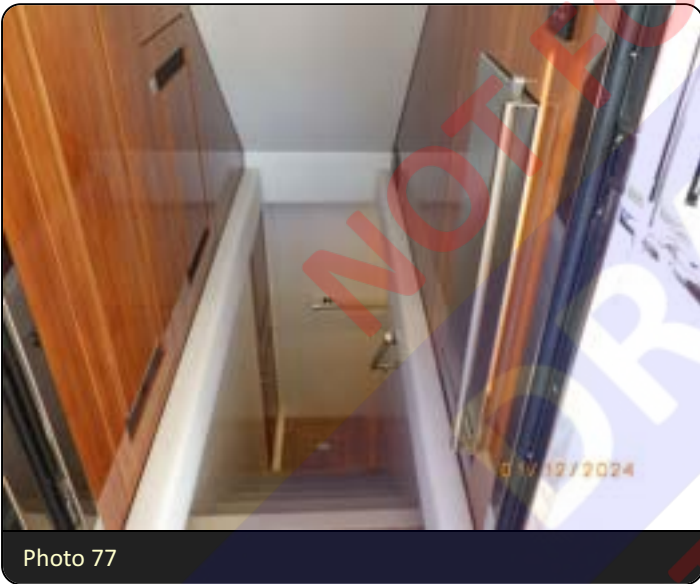


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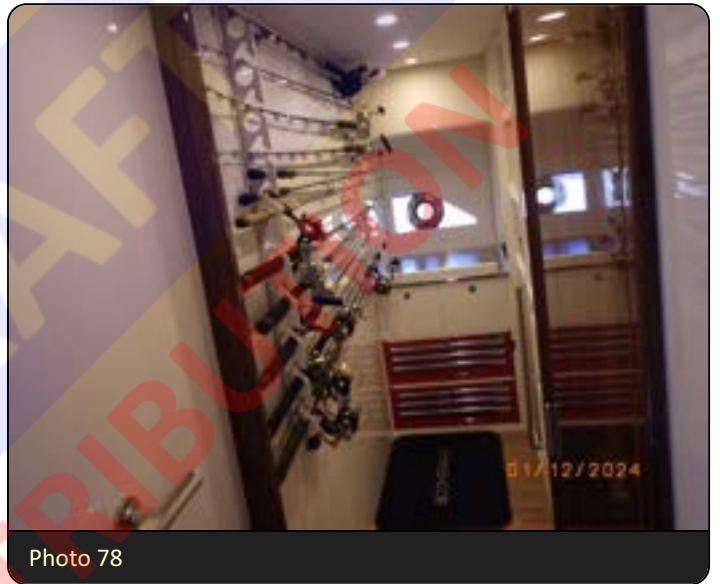


Photo 78

PHOTOS



Photo 79



Photo 80



Photo 81



Photo 82

PHOTOS



Photo 83



Photo 84



Photo 85



Photo 86

PHOTOS



Photo 87

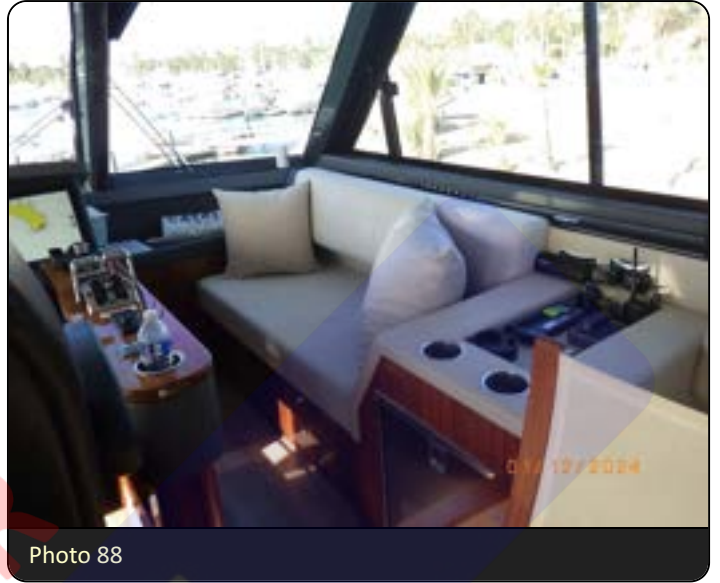


Photo 88



Photo 89



Photo 90

PHOTOS



Photo 91



Photo 92

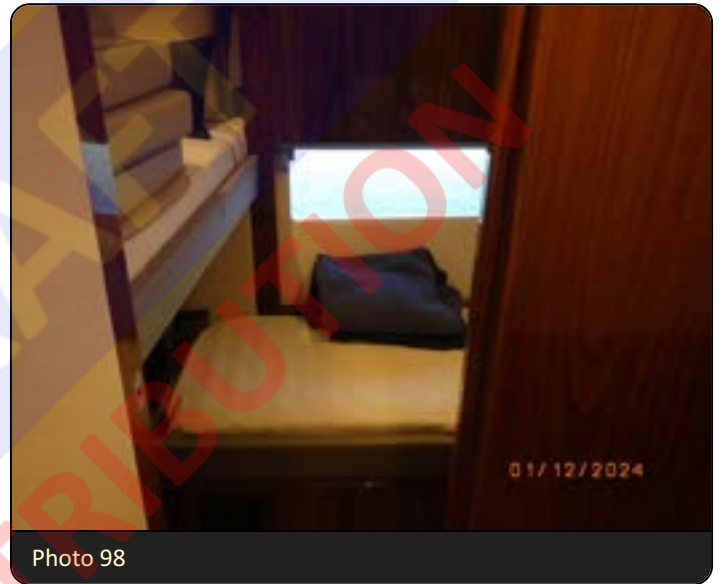
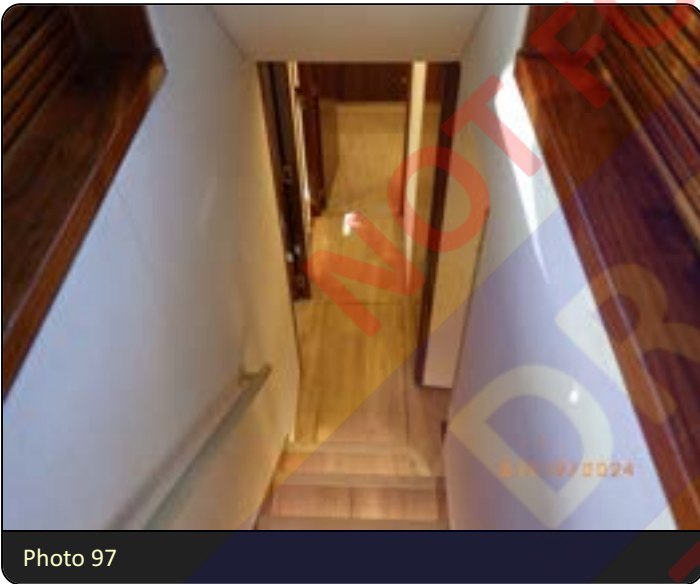


Photo 93



Photo 94

PHOTOS



PHOTOS



Photo 99



Photo 100



Photo 101



Photo 102

PHOTOS



Photo 103



Photo 104

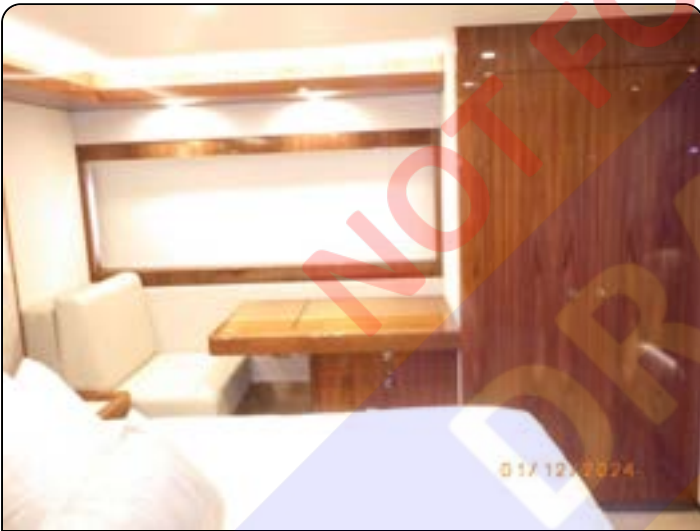


Photo 105



Photo 106

PHOTOS



Photo 107



Photo 108

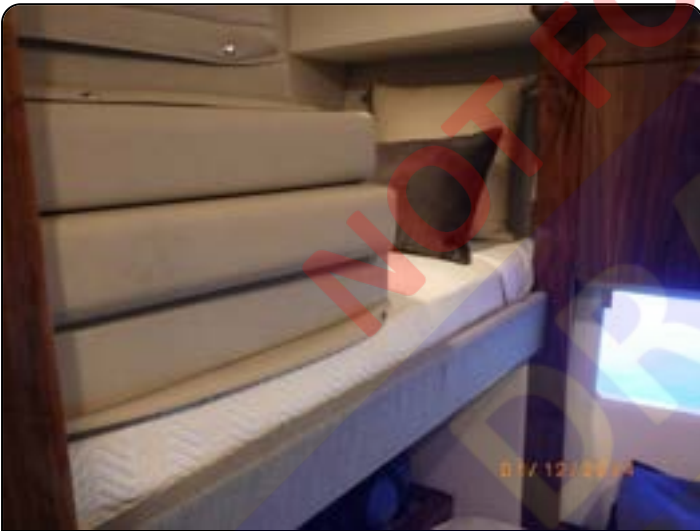


Photo 109



Photo 110

PHOTOS



Photo 111



Photo 112



Photo 113



Photo 114

PHOTOS



Photo 115



Photo 116



Photo 117



Photo 118

PHOTOS



Photo 119



Photo 120

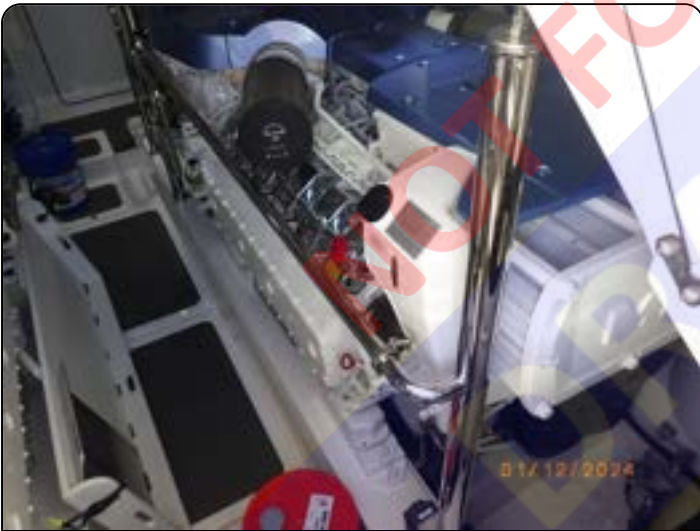


Photo 121



Photo 122

PHOTOS



Photo 123



Photo 124



Photo 125



Photo 126

PHOTOS



Photo 127



Photo 128



Photo 129



Photo 130

PHOTOS



Photo 131



Photo 132



Photo 133



Photo 134