

MARINE PRESALE CONDITION & VALUATION SURVEY

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CIRCA MARINE EXPIDITION 85'

DEO JUVANTE



Survey Prepared for

Thierry Verstraete

Survey Performed by Jason Caple Associlims. C647

Diploma of Marine Surveying, Lloyds Maritime College Certificate of Class Surveying, Lloyds Maritime Institute **ABYC Certified Marine Standards Advisor** ISM/ISPS Auditor, Lloyds Register Member American Boat & Yacht Council (ABYC) Member and Committee Member (Canada Branch) International Institute of Marine Surveyors (IIMS)





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VESSEL & SURVEY INFORMATION

VESSEL SPECIFICATIONS & GENERAL INFORMATION

(Published specifications & direct measurements)

Vessel Information					
Vessel name (if any) DEO JUVANTE	,	Official number 347690 – CE CLASSIFIED			
Port of registration OOSTENDE		Vessel Registry/License Number B409319			
Year built/imported. 2022	Hull identification num NZ-CIR2	ber (if any) 24002E222	Vessel typ	e PLEASURE	
Vessels build type. POWER DRIVEN	Vessel Builder – Serie CIRCA MAR	es model INE NZ – 24M	Vessel hul	I type DISPLACEMENT	
Length (m) Breadth 25.9	(m) 5.90	Depth (m) 1.81	1	Gross/Reg tonnage 99	
Hull construction material ALUMINUM		Superstructure material ALUMINUM		IINUM	
Hull color ALUMINUM		Superstructure color	ALUM	linum	
Propulsion no. 1 SHAFT DRIVE	Type	Type INBOARD		Power (Kw) 372	
Propulsion no. 2 SHAFT DRIVE	Type	Type INBOARD		v) 372	
Other Machinery (describe) GENERATOR		Power (Kw)	2	2	
Fuel Type/s DIESEL	Fuel Type/s	-	Fuel Type	/s -	
Vessel Operational Information					
Vessel Type PLEASURE		Maximum number of p	bassengers 1	2	
Areas of operation WORLDWIDE OPERATIONS					
Operating period (current owner) 3 YEARS					

SURVEY & VESSEL DESCRIPTION

Type of Survey:	Condition and Valuation	
Survey Date & Time:	March 28 th – In Water Inspection April 16 th – Out of Water Inspection a	ind Sea Trail
File Number:	BM202526	
Vessel Builder	Circa Marine & Industrial, Whangarei	NZ
Location of Survey:	Victoria BC and Port Angeles WA	
Survey Commissioned By:	Thierry Verstraete	
Address	Kasteeldreef 60, 8020 Hertsberge, Be	lgium EU
Phone No.	+1-236-638-6350	
Email:	Thierry.verstraete@northseachalleng	ge.com
Persons In Attendance:	Owner/Representative	Thierry Verstraete – Owner Daragh Nagle – Canada Agent
	Principle Marine Surveyor	Jason Caple AssocIIMS.
Assistance Provided:	Yes – Full Vessel History Since Constr	uction
In/Out of Water:	In and Out of Water	
Vessel Access:	General Access – No Fixed Panel or E	quipment Removal
Daily Temp °C:	8°C	
Daily Humidity %:	85%	
Cloud/Rain:	Clear	
Vessel General Description:	The Circa 24m Offshore Motor Yacht constructed predominantly of alumin that consists of the main deck accom entertainment area, interior entertai foredeck containing the anchor equip	is a is a twin engine powered, custom superyacht num. The vessel is constructed as a tri-deck level vessel modating a closed aft cockpit with seating and nment salon and dining area, full size galley and open oment and kite control equipment.
	The lower deck comprises of the aft I containing the vessels generator, Wa room, port and stbd midship guest ca storage and ensuites, stbd midships of with full ensuite and fwd laundry/pur	azarette and swim step arrangement, steering flat termaker and general equipment, aft midships engine abins complete with onboard entertainment systems, crew cabin and separate port side head, fwd main cabin mp room and fwd lazarette.
	The upper deck comprises of the enc Navstation/office/salon and open aft superstructure roof houses the full an receiving/broadcasting equipment.	losed central fwd main helm station, midships deck with tender and launch davit. The top deck rray of solar panels and navigation

VALUATION ASSESSMENT

The value of the vessel and valued equipment is primarily determined through various websites, consultation with knowledgeable boat brokers, personal experience, current listings, and available price sources and local market demands. Significant premiums may be paid for freshwater vessels in exceptional conditions. Current Fair Market Value is the price, in terms of currency or its equivalent, that a willing seller will accept for property from a willing buyer, neither party being under undue pressure to act on the matter. The assigned value assumes that the components, systems, sails, or equipment not inspected during the survey are in serviceable condition with considerations to age and wear.

The assessed valuations are solely for the vessels' hull and machinery only. Values of transport trailers, cradles, floating lift docks, lift cranes and other non-standard or non-affixed equipment that is used in conjunction with the vessel's operation or transportation are not included with any of the assessed valuations listed in this report. This valuation opinion is intended for insurance and financing purposes only and is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel financial or otherwise.

COMPARITIVE VALUES (USD)

Length	Boat	Year	Listed Price	Sold Price	Location	Source
78'	Circa Marine	2017	\$6,500,000	N/A	EU	Broker Listing
24M	Circa Marine	2021	\$3,999,000	N/A	AUS	Broker Listing
70'	Circa Marine	2018	\$3,995,000	N/A	CAD	Broker Listing
70'	Circa Marine	2019	\$4,000,000	N/A	US	Broker Listing

VESSEL VALUATION

All Hull and Equipment Valuation	Dated Condition Value
Hull	\$3,300,000
Machinery & Rig	\$1,200,000
Total Vessel Current Fair Market Value	\$4,500,000
Total Vessel Replacement New	\$5,500,000

CONDITION RATING

CONDITON RATING DEFINITIONS

- **EXCELLENT (Bristol):** Maintained in mint/Bristol condition, better than factory loaded with extras (rarity)
- ABOVE AVERAGE: Has had above average care and equipped with extra/new equipment
- SATISFACTORY: Ready for sale or use and equipped for her intended use subject to deficiency corrections
- AVERAGE: Ready for sale or use subject to deficiency corrections with potential sale price reductions
- FAIR: Requires considerable maintenance or yard period to prepare for sale
- **POOR:** Substantial yard work required
- **RESTORABLE:** Enough vessel to restore the boat to usable condition

Subject to correction of deficiencies and recommendations listed in the Findings & Recommendations division of this report, the vessel is <u>ABOVE AVERAGE</u> and is <u>SUITABLE</u> for its intended use. Deficiencies subject to regulations should be addressed in a timely fashion.

In accordance with the request for a marine survey for the purpose of evaluating its present condition, 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 March 28th and April 16th, 2025

SCOPE OF SURVEY

SCOPE OF SURVEY

The purpose of this inspection and survey report is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's overall structural and affixed equipment condition, and seaworthiness at the time of survey and by reporting the condition of applicable Transport Canada and ABYC construction standards and any deficiencies pertaining to the applicable standards quoted in each section of this report and to present the surveyors opinion as to the vessels condition reference only and are only fully applicable for conformity for commercial registration purposes or for vessels that fall within the scope of current vessel conformity standards. Certain parts of the structure, systems and equipment may be inaccessible without removing decks, tanks, machinery, bulkheads, and headliners etc. or in the case of cored structure, drilling core samples. This would be prohibitively time consuming, potentially destructive, costly to restore and not within the scope of this survey. Coatings build up, corrosion; marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect the vessel and will be noted accordingly in the appropriate sections of the report. The vessel is surveyed as found, loose gear and accessories are neither inventoried nor inspected.

All accessible Seacock's are activated and tested by hand pressure only. Cosmetic or comfort issues may be addressed where there is significant effect on the value of the vessel. Electrical and Electronic equipment may be tested by powering up but only if there is sufficient power available via the vessels DC and or AC power systems. A complete analysis of the vessels electrical systems would require the services of a qualified Marine Electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, V-drives, transmissions, sail drives and or stern drives although visual condition of all machinery will be reported in the appropriate sections of the report. Fuel burning equipment or appliances will be visually inspected and not be started or ignited by the surveyor.

Any reference to bronze, aluminium or stainless-steel materials is a colour reference for convenience only, as the actual metallurgy cannot be determined without laboratory testing. Be advised that thermal, ultrasonic, moisture meter readings and percussive soundings on frozen structures are not reliable and all means of electronic measurement in any conditions is not an absolute condition measurement of any materials without further sampling methods used to determine absolute material condition. Thermal and Moisture meter readings on composite structures are relative and moisture percentages cannot be fully determined by these meters and any recordings taken are purely a basis for further investigation if noted.

The statements in the survey are the personal opinions and observations of the undersigned surveyor and are for the consideration of the party or persons retaining him, with no guarantees express or implied. The surveyor cannot predict how the vessel, or its systems will perform over time and therefore this report is only valid at the time of survey. No right of action against the surveyor for negligence, or breach of contract or otherwise, accrues to anyone other than the party's retaining surveyor and it is both restricted and limited to the cost of the survey herein provided. All photographs remain the property of Broadwater Marine. This report may be used as an example of the surveyor's work with all vessels and personal identifiers redacted. Acceptance and or use of this report remains the exclusive property of Broadwater Marine until the accompanying survey and agreement is signed by the client and the invoice is paid in full.

DEFINITIONS

DEFINITION OF TERMS

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.).

CONSIDERED:

It is the opinion of the surveyor that the operational status of the stated item is in a serviceable/operational condition although due to many unseen variables absolute condition status cannot be fully determined, and service life cannot be accurately stated.

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.

FIT FOR INTENDED USE

Use which is intended by Survey Purchaser (present or prospective owner)

NEXT INSPECTION PERIOD

The time frame between insurance periods for private vessels – every 5 years The time frame between flag or class inspections for commercial vessels – every 2.5 years

GOOD CONDITION

Nearly new, with only minor cosmetic issues noted.

FAIR CONDITION

Denotes the system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION

Unusable as is, requires repairs or replacement of system, component or item to be considered functional.

<u>USE OF "E", "S", "M", "U":</u>

Use of the letter's "S","M"," U" in the body of this report will indicate the item in questions level of operational condition within the scope and confines of the vessel type standards used to evaluate a vessel or marine structure (see below). It is the strictly the opinion of the surveyors' observations and his/her evaluation weather a particular assessed/inspected item falls within the dated parameters of the various standards used. It is also recognized that any item marked "U" is considered to have a deficiency that will be commented on in the Deficiencies and Recommendations Division of this report.

DESCRIPTION OF THE LETTERS "E", "S", "M" & "U"

E "EXCELLENT"	 The evaluated condition of equipment, build materials, surfaces and coatings are new or in new like condition. None to extraordinarily little visible signs of wear and tear Extreme care has been taken in looking after the vessel and associated equipment from abuse and environmental damage. Potential immediate resale value would be at the highest obtainable current market value.
S "SATISFACOTRY"	 The evaluated condition of the equipment, build materials, surfaces and coatings are considered to have some age/environmentally appropriate wear and tear. Minimal age-appropriate surface scratching, scoring, staining, or wear sighted. The condition of equipment has obvious signs of the described item, having been maintained and cared for over its lifetime. The original described item has been replaced with new equipment and has had appropriate use to render the item in a used condition regardless of age.
M "marginal"	 The evaluated condition of the equipment, build materials, surfaces and coatings are considered to have significant or a larger percentage of damage or wear to the described items. Minimal to no care or maintenance has been applied to the item described. The item described is in a non-operational or has significant wear at the time of inspection but could be operational with minor repairs or quick replacement. The described item has had significant modifications or has been replaced to render it non-compliant for a marine environment application under current Canadian vessel construction codes but is functional for the intended purpose. The use of inappropriate materials or equipment for repair or replacement of described items. Significant deterioration of described item. In a state of repair Items are close to their expiry date.
U "UNACEPTABLE"	 The evaluated condition of the equipment, building materials, surfaces and coatings are considered to have been neglected and in no way cared for or maintained. There is significant sighted damage to the described item, yet it is still in service. The item described is damaged, not operational or has been modified in such a way that it is unsafe for use. The item described is damaged beyond repair and must be replaced. Required items missing. Structural integrity defects sighted or detected. Fastening/Securing methods defective Items have expired their usable date.

VESSEL CONDITON DESCRIPTION, & FINDINGS

FINDINGS

Findings and recommendations in the table below describe and outline any hull, machinery, or equipment non-conforming deficiencies, specifically those that come under the guise of Transport Canada Regulations, ABYC Standards or Class Safety Regulations that the vessel is subjected to and provide recommendations for improved vessel safety and operations.

Items listed as deficiencies (Defic.) should be considered a priority item regarding safety or construction non-conformity in relation to applicable Transport Canada Safety and Construction Regulations, ABYC Standards or Class Safety Regulations. Recommendations made are not necessarily mandatory under applied regulations. Classification of deficiencies or recommendations are the opinion of the surveyor and time frames give for rectifications of the correction of listed items are gaged on experience failure rates in given conditions

It is the responsibility of the owner to rectify any listed non-conformities/deficiencies within a reasonable time frame and to at best attempt or complete recommendations at his/her discretion, not as a mandatory requirement, but as good practice for vessel maintenance and safety. Recommendations not completed by the next inspection period are not to be considered a significant risk to the vessel, but closer inspection of the listed area is recommended at the next inspection period and condition noted on the subsequent report.

Rating	Description of Rating Classification
А	Deficiency or Recommendation to be rectified within 30 days of report issue date or date of purchase
В	Deficiency or Recommendation to be rectified with 60 to 90 days of report issue date or date of purchase
С	Class Rating is a Suggested Correction and is recommended to be rectified before the next inspection period
D	No Rated Deficiencies or Recommendations – All Category System Equipment Good, Listed items/comments
	are the Surveyors opinions only in the interest of good practice and not a mandatory requirement

SAFETY EQUIPMENT, SECURITY & FIRE SUPRESSION

Defic.	Rec.	Class.	Description
		В	Flare Updates Required – Disposal of Expired Flares
		С	Safety Equipment Inventory on Purchase/Re-registry of Vessel

PROPULSION SYSTEMS

Defic.	Rec.	Class.	Description
		С	Repair to Port Side Stabilizer Fin Delamination and Next Haul Out Period
		С	Recommend Sacrificial Wear Patch Installation On Rudders (see description below)

ELECTRICAL SYSTEMS

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

WATER SYSTEMS

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

FUEL SYSTEMS

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

HVAC SYSTEMS

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

NAVIGATION & COMMUNICATION ELECTRONICS

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

DOMESTIC EQUIPMENT & VESSEL INTERIOR

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

DECK EQUIPMENT

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

<u>RIGGING</u>

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

VESSEL STRUCTURE

Defic.	Rec.	Class.	Description
		D	No Deficiencies or Recommendations

CONDITION STATEMENT

SAFETY EQUIPMENT, SECURITY & FIRE SUPRESSION

- 1. It is to be noted that assessing the vessel safety equipment was done in Canadian Waters and to Canadian requirements. There was the full complement of safety equipment for this size of vessel onboard at the time of survey that meets the current Transport Canada SOR-2010-91 Part 2 Requirements. Subject to this survey for the client, it is understood that the vessel may not be operating in Canadian waters after the sale and may be subject to different equipment requirements that are yet to be determined for the future registry and flag state requirements.
- 2. It is not a requirement of the seller to leave onboard or supply non-fixed safety equipment to meet current requirements for the buyer, an inventory of all stored safety equipment is to be done prior to any operations and safety equipment onboard is to meet the requirements of the governing marine authority.
- 3. For reference the safety equipment required and found on board for this size vessel as per Transport Canada Requirements are as follows:
 - Personal Flotation Device or Life Jacket of an appropriate size for each person onboard
 - One Reboarding Device
 - One Buoyant Heaving Line or Lifebuoy is attached to a buoyant line at least 30m.
 - Two SOLAS Life Buoys
 - One Lifting Harness
 - One Anchor and at Least 50m of Cable, Rope, or Chain in any Combination
 - Bilge Pumping Arrangements
 - A Watertight Flashlight
 - Twelve pyrotechnic distress signals Type A, B, C or D, not more than six of which are smoke (Type D).
 - Navigation Lights
 - One Magnetic Compass
 - One Radar Reflector
 - Two sound signaling devices that meet the requirements of the *Collision Regulations*, including a portable sound signaling device.
 - Federal Type A Marine First Aid Kit or equivalent
 - SBC Fire Extinguishers at Each Access to any Accommodation and Machinery Space
 - SBC Fire Extinguishers at Each Access where Fuel Burning Cooking, Heating or Refrigeration is fitted.
 - Two Fire Axes
 - Four Buckets at least 10 lts. each
- 4. The general safety equipment kept onboard at the time of the survey is generally in very good condition overall, all sighted equipment installed on the vessel was found to be in viable locations, and ready for operation, however there are some small safety equipment issues that need attention.
- 5. Some of the sighted flares are just past expiry dates, it is recommended that these flares be replaced and expired ones be removed from the vessel and disposed of accordingly.
- 6. Dedicated fired buckets and axes were not sighted, however they may have been stored in a location that may have been missed, however it is to be noted that due to the vessel being listed for sale and with the potential of other flag state requirements may affect the types of fire safety equipment to be kept onboard and it is not currently considered an item that must be addressed immediately.
- 7. Sighted fire suppression equipment onboard at the time of survey is generally in very good condition, charged ready for operation and in good secure locations allowing ease of access to acquire in need of an emergency.
- 8. All interior and deck fire extinguishers along with the fixed fire suppression systems in the engine room (CO²) are within the indicated service date as sighted on all extinguisher service tags, it is noted that all the extinguishers and fixed fire suppression are manufactured in 2022 and are all well within service lifespans.
- 9. All Navigation lights were tested for operation, and all were found to be in good working order for specific configurations.

PROPULSION SYSTEMS

- 10. The general operational and standing observations of the propulsion system are considered to be in very good condition considering the hours of both units and it was observed that both units have been continually serviced and fully maintained over the ownership of the vessel as sighted from the very clean visual condition of the engines and associated equipment along with sighted service records on serviceable items of the engines.
- 11. The shafting and seals are overall in very good condition and were found to have very little to no surface defects, corrosion or general wear, current shaft seals are original and are less than 5 years old.
- 12. Shaft bearing clearance measurements were taken and wear on the nitrile bearings were found to be in good observable condition with no signs of misalignment or excessive wear, no clearances exceeded 0.12mm (0.005") this is considered within standard wear tolerances for this size of shaft.
- 13. Propellors and rudders were found to be in excellent condition, a new coating of Propspeed was applied to the propellors and the rope cutters were found to be in good condition with no sighted dulling of cutting surfaces or indication that there has been any fouling.
- 14. It is noted that during the out of water inspection there are two wear points on the top end external sides on both the rudders in the general area of the rudder posts, at the time of inspection it was not clear the cause of this wear and why it is in the same location on both rudders however it is conceivable that there is a light cavitation stream or flow coming from the propellors or keel creating the wear in the sighted locations, due to the miles the vessel has done it is not considered detrimental to the operations of the vessel but it is recommended that at the next out of water period that these potential wear points be re-laminated or a sacrificial wear patch be installed.
- 15. It was noticed that there is minor delamination occurring on the bottom of the port side stabilizer fin, at the time of inspection it was not considered serious however there will continued deterioration during the in water period, it is recommended that repairs be made at the next out of water period.
- 16. It is obvious from the overall condition of the propulsion systems that there has been great care and good maintenance done with the current ownership of the vessel.

ELECTRICAL SYSTEMS

- 17. The vessels installed systems pertaining to both the DC and AC systems are in very good condition and have been installed to the best possible standards with exceptionally good access to switching and cabling, there is no fault to be found with any of the current installations and all AC and DC connected systems and equipment were found to be fully functional for the required operations.
- 18. All cabling runs that could be sighted and inspected were found to be well secure at the correct intervals, properly sealed at bulkhead and deck penetrations with no signs of chaffing on cabling at vulnerable locations, terminal connections that were accessible on equipment were pull tested and found to be fully secure.
- 19. Service and Engine Start Batteries were load test for general condition and quality of charging, and all were found to be in good serviceable condition and able to handle required loads and all appeared to have had consistent charging applied resulting in good internal cell condition.
- 20. The shore power connection was in very good condition and free of any signs of overloading or terminal deterioration, Continuity tests were performed, and the system was found to be in good working order and the installation has been done to the best possible standards and is fully compliant with ABYC E-11 Standards.
- 21. The generator was tested under full load and found to be able to handle all loading requirements with multiple high power draw systems operational at the same time.
- 22. At the time of survey, the batteries on the tender were low and required charging, cabling operations for charging was observed and was sighted to provide a good supply of power to the tender.

WATER SYSTEMS

- 23. The potable water systems were found to be in excellent condition and pipework and associated operational equipment were found to be in good order, the system was fully tested at all interior faucets for operation, and all were found to be fully functional with good pressure and water flow
- 24. The installed filter systems that are usually found in this type of vessel along with a pressure accumulator that provides the system with good constant water flow through the vessel, this system was found to be in good order with no signs of deterioration of the attached equipment, pipework, and fittings.
- 25. The main tank, because of its location and the securing of the inspection panels, could not be fully inspected for interior condition and debris contents but due to the overall excellent condition of the vessel and systems, along with the observations of water flow through the clear supply pipework the tanks are considered to clean and free of debris and the content of water to be potable.
- 26. Testing of the system for a water quality sample was taken to determine the potability of the water, the water was found to be a good potable water quality with low mineral content and general hardness.

WATER SYSTEMS (Cont.)

- 27. The black water system was found to be in good operational condition with all directional control valves fully functional and able to send wastewater to the black water tank or to overboard.
- 28. All cabin heads were tested for operation and found to be in good operational order, testing of the owners head when the water system had been isolated during the out of water period found that the main water pump had limited time to get a prime so it is recommended that a note be made that when primming the water system it is to be done from an open faucet.
- 29. The Watermaker was started to test the low pressure and high pressure pumps for operation but was not tested for production and flow of potable water due to the location of the vessel at the time of inspection and the potential of forcing fowled marina water across the membranes, the system in general and all pumps operated as required so there is little to no concern that the system will not produce potable water.

FUEL SYSTEMS

- 30. The general fuel supply to the engines and heating system from the day tank via the main fuel tanks is in excellent condition overall, all sighted hose and manifold connections are secure and well-sealed from either air entering the system or leaks from the hose connections.
- 31. The filter arrangement for the separation of potential water from the fuel was found to be exceptionally clean with no signs of serious water contamination or fitting deterioration.

HVAC SYSTEMS

- 32. The engine room powered fresh air ventilation system, and its associated equipment is in good condition, all sighted blowers, ducting, and connected cowlings were well secure and free of deformations restricting air flow and operated when powered up.
- 33. The Air Conditioning system was powered up for operation and was found to be fully functional supplying a good flow of cooled air quickly to all available outlets within the vessel, all components of the system were found to be in good order and generally excellent condition.
- 34. The diesel heating system was operational at the time of the survey and was found to be in good working order.
- 35. Individual venting of heads was found to be fully operational and working well clearing stagnant air from the required space, vent filter covers were found to be clean and free of excessive debris
- 36. Hatches used for methods of natural air movement ventilation are in good condition, well-sealed and latch securely where required.

NAVIGATION & COMMUNICATION ELECTRONICS

- 37. All the electronic AC and DC powered navigation equipment used for the aid of navigation are in good working order, all helm station electronics were sighted to be functional and provided accurate chart positioning, all available functions of the navigation system were performed and observed by the surveyor.
- 38. All other listed communication equipment was tested for operation and was individually powered up or already running during the static dock and sea trail of the vessel, all tested equipment was found to be fully operational and provided the required operations for communications and safe navigation.

DOMESTIC EQUIPMENT & VESSEL INTERIOR

- 39. The hot water system was fully tested from the AC electrical from the shore power and generator electrical sources, thermal tests showed good temperatures at faucets throughout the vessel and found a good supply of hot water when the system was on either shore power or generator AC supply.
- 40. The cooktop and stove were found to be in good working order and all cooktop elements were tested along with the stove for rates of temperature rise speeds.
- 41. Majority of Interior furniture and cabinetry in all cabins and entertainment areas are in very good and clean condition with no sighted excessive surface defects of any kind, all areas have been well looked after and kept free of moisture, staining and general wear.
- 42. It is noted that the stairwell to the lower deck where it raises to gain access to the black water systems and stbd stabilizer cofferdam interferes with the wall light switch, there is some light scuffing from this contact, however due to the arrangement care will have to be taken when lifting the stairs as modifications are not totally necessary.

DECK EQUIPMENT

- 43. The listed deck equipment is generally in good overall condition, all mooring fixtures and fastenings are well secure and free of deformation or stress.
- 44. The anchor, chain and windlass are in good condition and was found to be in good operational order from deck and bridge controls, the anchor was disconnected from its securing, and the windlass was tested for operation but not under full load, it was found to function in both directions and is considered that it will have no issue raising and lowering the anchor under full loading conditions.
- 45. The deck davit (tender lift) arrangement was not tested for lifting capabilities, however all attached lifting equipment was assessed for potential loading and appears to be in good condition from the observations taken, fastenings and connections are in good secure condition and free of serious corrosion.
- 46. The tender was found to be in very good and clean condition, the onboard systems were powered up and tested to the onboard conditions and the engine was inspected for general surface and observational conditions, all parts and equipment of the tender are considered to be in good operational condition and there is no concern that the engine will not operate once launched.

RIGGING

47. The overall condition of the standing and running rigging for the flying of the kite systems is very good and there are clear signs there have been continued maintenance and good upkeep of the rigging. The fittings and fastenings associated with the mast and kite control systems are well secure and show no signs of deterioration or stresses on connections with little to no signs of corrosion in vulnerable locations around winches

VESSEL STRUCTURE

- 48. The vessel hull and deck structure are sound and all welded seams were found to be in very good condition at the hull to deck connections and around all the through hull fittings and penetrations, there is no sighted deterioration of exterior of interior welded connections on framing and plating at available visible locations and all topside surfaces are in very good condition with no significant staining or surface deterioration although there were a few polished wear areas from fendering sighted on the port topsides but what was sighted was no cause for concern for the potential of wear on hull material.
- 49. Ultrasonic thickness measurements taken around the hull at multiple locations were found to be very good along the entire length of the keel and underwater hull surfaces, and around the external hull fastenings and equipment and at the stern tube and rudder connections.
- 50. There is sighted light spot corrosion on the bow thruster tube, aft of the flange seal, and some light saltwater staining in the general area, at the time of inspection there is no observable water leaking past the flange plate, so it appears the seal is good. However, the saltwater staining appears to have come from the crash pump seawater intake, the area should be checked regularly to ensure the seal is good and there is no seawater ingress from either the bow thruster or seawater intake.
- 51. The Antifouling is in very good condition with good, sighted adhesion to the hull surface, at the time of inspection the coating had been newly applied and had very good adhesion so it is considered that the coating will be effective for the next 24 to 36 months before any recoating will even need to be considered.
- 52. The cockpit area, surfaces and material coverings and in excellent to very good condition and it is obvious that the vessel has been cared for over the lifetime of ownership.

ONBOARD SYSTEMS & STANDARDS CONFORMITY LIST

1. Scope

To outline and define the vessels below listed equipment details, and rate overall condition of listed onboard systems that are inspected as part of this division.

2. Responsibilities

Owner: To ensure the correct and safe operation of onboard systems and its associated equipment along with keeping onboard systems in a well-maintained state defined by the manufactures, builders, or suppliers of listed and inspected equipment.

3. Construction Standards Referenced Per Division Item

The list of standards referenced per heading of this division for the condition evaluation of onboard systems does not reflect standards compliance unless otherwise stated. Most often because of vessel construction dates and consistently changing or revised standards, Transport Canada and ABYC construction standards are used as a baseline for what is considered the safe working condition surrounding specific onboard systems unless otherwise stated in the deficiencies and recommendations division of this report. Note that Safety Equipment, Security & Fire Suppression System standards are considered relevant for all vessel to follow and short of major reconstruction to onboard systems, Transport Canada and ABYC safety and fire system standards should be followed as closely as possible.

Any systems or specific items rated as <u>unacceptable</u> (U) will be considered non-conformant to current or laid keel dated construction standards and recommendations of repair or replacement made to the effect of the identified system or item must be dealt with in a timely manner or in the case of the vessel having to be hauled out to make effective repairs be done at the first available opportunity.

SAFETY EQUIPMENT, SECURITY & FIRE SUPPRESSION SYSTEMS

SAFETY SYSTEMS

ITEM	DESCRIPTION	E	S	Μ	U
LIFEJACKETS TYPE I	None Sighted	-	-	-	-
LIFEJACKETS TYPE II	Adult Vest Type – Total Not Confirmed		•		
LIFEJACKETS TYPE III	None Sighted	-	-	-	-
LIFEJACKETS TYPE IV	None Sighted	-	-	-	-
LIFEJACKETS TYPE V	None Sighted	-	-	-	-
IMMERSION SUITS	6 x Nippon LSA – Adult Size		•		
TYPE IV FLOTATION DEVICE	2 x PVC Foam Filled Life Rings		•		
OTHER FLOTATION DEVICES	No Specific	-	-	-	-
MAN, OVERBOARD RESCUE	Water Level Swim Step		•		
LINE THROWING DEVICE	Bagged Throwing Line		•		
LIFELINE/RAILING ETC.	Aluminum Stanchion and Spectra Line		•		
LIFE RAFTS / SERVICE DATE	Viking 6 Person		•		
VISUAL DISTRESS SIGNAL	2 x Orange Smoke – Exp 07/2021				•
VISUAL DISTRESS SIGNAL	4 x Red Parachute – Exp 09/2027		•		
VISUAL DISTRESS SIGNAL	2 x Orange Hand Smoke – Exp 10/2025		•		
VISUAL DISTRESS SIGNAL	2 x Red Handheld – Exp 12/2025		•		
FIRST AID KIT	General First Aid Equipment Onboard		•		
MARINE SAFETY KIT	Stored General Safety Equipment Onboard – Multiple		•		
	Locations				
EPIRB/EXPIRATION DATE	2031		•		
COLREGS/RULES OF THE ROAD	Multiple Publications Onboard – Worldwide Locations		•		
SHIPS HORN	12V DC Electric-Fundamental Frequency		•		

SAFETY SYSTEMS (Cont.)

ITEM	DESCRIPTION	E	S	Μ	U
NAVIGATION & ANCHORING LIGHTS	Masthead Red & Green – LED		٠		
NAVIGATION & ANCHORING LIGHTS	Port and Stbd Superstructure Red and Green – LED		٠		
NAVIGATION & ANCHORING LIGHTS	Docking Floodlights		٠		
POLLUTION PLACARDS	Oil and Garbage		٠		
SEARCHLIGHTS	12V DC Electronic Directional Control		٠		
AUXILIARY.EMERGENCY LIGHTING	Handheld Flashlights		٠		

FIRE SUPPRESSION

ITEM	DESCRIPTION		S	Μ	U
FIRE BUCKET	Not Sighted	-	-	-	-
FIRE AXE	Not Sighted	-	-	-	-
FIRE EXTINGUISHERS	5lb ABC Dry Chemical Class A B C Fire – Bridge		•		
FIRE EXTINGUISHERS	10lb ABC Dry Chemical Class A B C Fire – Aft Deck		•		
FIRE EXTINGUISHERS	10lb ABC Dry Chemical Class A B C Fire – Galley		٠		
FIRE EXTINGUISHERS	10lb ABC Dry Chemical Class A B C Fire – Fwd		٠		
	Lazerette				
FIRE EXTINGUISHERS	10lb ABC Dry Chemical Class A B C Fire – Lower Deck		٠		
	Fwd Hallway				
FIRE EXTINGUISHERS	10lb ABC Dry Chemical Class A B C Fire – Aft		٠		
	Lazarette				
INSPECTION DATE	Last Inspection Date - October 2024 - All Extinguishers		٠		
FIRE/SMOKE ALARMS	Boning Alarm System		٠		
FIRE/SMOKE DETECTION	12V DC Lower Accommodation and Main Deck Ceiling		٠		
	Detector Head				
FIXED FIRE SUPPRESSION	Fireboy Fixed Fire Suppression System		٠		
FIRE SUPPRESSION LOCATION	Engine Room Aft Bulkhead		٠		
INSPECTION DATE	Last Inspection Date – October 2024		٠		
MANUAL/AUTOMATIC RELEASE	Manual and Auto Release		•		
FIRE SUPPRESSION VENTILATION	Engine Room Main Air Intake Fan Ventilation		•		
VENTILATION DAMPERS	Belimo 24V DC Auto Vent Dampers		•		
FIRE PUMP	Fwd Crash Pump		٠		
CO DETECTORS	None Sighted		٠		
DEWATERING ARRANGEMENT	Five Separate Bilge Spaces		•		
BILGE ALARMS/MONITORING	Maretron System Monitoring		•		

SECURITY

ITEM	DESCRIPTION	E	S	Μ	U
LOCKS, VESSEL ENTRY	Aft Deck and Bridge Deck Key Lock Entry		٠		
CCTV/CAMERA SYSTEM	4 Camera Local System		•		
SECURITY SAFE	Port Midships Stairwell		•		

Constructio	on Standards Associated with Above Listed Onboard Systems St	andard Deficiency Present	•	
	Transport Canada Standards Reference – TP 1332 (No ABYC Alternative)	& SOR/2010-91		
8.11	Emergency Lighting		-	
10	Fire Safety		-	
PART 2	Safety Equipment for Pleasure Craft - Clause 200 to 222		-	
PART 4	Passenger Vessels Not More Than 15 Gross Ton and Not More Than 12 Passen	gers	-	
ABYC Standards Reference				
A-4	Fire Fighting Equipment		-	
A-14	Gasoline and Propane Gas Detection Systems		-	
A-16	Installation of Electric Navigation Lights		-	
A-23	Sound Signals Appliances		-	
A-24	Installation of Carbon Monoxide Detectors and Alarms		-	
A-34	Smoke and Detection Systems		-	
H-22	Electric Bilge Pump Systems		-	
S-7	Boat Capacity Labels		-	
S-32	Warnings and Safety Signs for Boats		-	
T-5	Safety Signs and Labels		-	
T-24	Owner Operator Manuals		-	
TH-22	Educational Information About Carbon Monoxide		-	

PROPULSION – ENGINES, TRANSMISSIONS, THRUSTERS & STABILIZATION

ENGINES

ITEM	DESCRIPTION	E	S	Μ	U
ENGINE MANUFACTURER	MAN		٠		
ENGINE YEAR	2020		٠		
ENGINE WARRANTY	Active		٠		
ENGINE MODEL	D2676 LE 451		٠		
RATED ENGINE POWER	382 kW		٠		
MAX. RATED RPM	1800		٠		
CYLINDERS	Six		•		
SERIAL NUMBER – PORT	39699		•		
SERIAL NUMBER – STBD	39686		•		
ENGINE HOURS – PORT	1823		•		
ENGINE HOURS - STBD	1819		•		
COOLING SYSTEM	Seawater Cooled Charged Air Cooler and Plate Heat		•		
	Exchanger by Rubber Impeller Pump				
ALARM SYSTEMS	MAN, System Monitoring		•		
ENGINE BED	Four Point Fixed Vibration Dampers		•		
VENTILATION	Dorades Box Forced Air Fans – Variable Speed Drive		•		
FUEL FILTERS	Primary Racor Filters		•		
FUEL FILTERS	Secondary Spin On Cartridge		•		
FUEL HOSES	USCG Type A with Stainless Steel Fittings		•		
EXHAUST LINE	Stainless Steel and Exhaust		•		
EXHAUST MUFFLER	Waterlift Wet Exhaust		•		
BLOCK HEATERS	N/A	-	-	-	-
SHAFT SEAL TYPE	Mechanical Seal		•		
ENGINE CONTROLS	Mathers Cruise Command Electronic Shift/Throttle		•		
ENGINE SYNCHRONIZER	Electronic Synchronizer		•		
AUXILIARY CONTROLS	Aft Deck Docking Controls		•		
ENGINE MONITORING/GAUGES	MAN/Maretron Digital		٠		

TRANSMISSIONS

ITEM	DESCRIPTION	E	S	Μ	U
TRANSMISSION MAKE	ZF Marine		•		
TRANSMISSION MODEL	ZF 550-1		•		
REDUCTION RATIO	3.042		•		
SERIAL NUMBER – PORT	20387889		•		
SERIAL NUMBER – STBD	20387888		•		
TROLLING VALVES	N/A	-	-	-	-

<u>STEERING - THRUSTERS – STABILIZERS – TRIM TABS</u>

ITEM	DESCRIPTION	Ε	S	Μ	U
STEERING SYSTEM	Fly By Wire and Conventional Hydraulic Steering		٠		
EMERGENCY STEERING	Manual Helm Pump		٠		
STEERING RESERVOIR	Aluminum Tank – Keel Cooled – Volume Not Confirmed		•		1
BOW THRUSTER	Side Power 24V DC		•		
STERN THRUSTER	N/A	-	-	-	-
STABILIZATION	Speed Fin Stabilizers		•		
STABILIZER MODEL	Humphree 24V		٠		1

Constructio	Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Present					
	Transport Canada Standards Reference – TP 1332 (No ABYC Alternative)					
9.1 - 9.4	Machinery Systems	-				
	ABYC Standards Reference					
A-33	Emergency Engine /Propulsion Cutoff Devices	-				
E-30	Electric Propulsion Systems	-				
H-26	Powering of Boats	-				
P-1	Installation of Exhaust Systems for Propulsion and Auxiliary Engines	-				
P-4	Marine Inboard Engines and Transmissions	-				
P-6 Propeller Shafting Systems		-				
P-14 Mechanical Propulsion Control Systems		-				
P-17	Mechanical Steering Systems	-				
P-18	Cable Over Pulley Steering Systems for Outboard Engines	-				
P-21	Manual and Assisted Hydraulic Steering Systems	-				
P-22	Steering Wheels	-				
P-23	Mechanical Steering and Propulsion Controls for Jet Boats	-				
P-28	Electric/Electronic Control Systems for Propulsion and Steering	-				
S-30	Outboard Engine and Related Equipment Weights	-				
S-33	On Water Engine Emissions Testing	-				
TH-22	Educational Information About Carbon Monoxide	-				

ELECTRICAL SYSTEMS

GENERATOR

ITEM	DESCRIPTION	Ε	S	Μ	U
MANUFACTURER	Onan/Cummins		•		
MODEL NUMBER	MDKDP		•		
SERIAL NUMBER	3200834184		•		
GENERATOR HOURS	1118		•		
KILOWATTS	22		•		
VOLTAGE	240		•		
NO. OF CYLINDERS	Four		•		
RPM/HERTZ	50		•		
FUEL PUMP	Mechanical		•		
FUEL FILTERS	Primary Water Separator Type Filter		•		
EXHAUST LINE	Secondary Fine Micron Spin on Filter		•		
EXHAUST MUFFLER	Exhaust Rated Wire Reinforced Rubber		•		
VENTILATION	Water Lift Type		•		
	Engine Space Inline Blower		•		

AC POWER

ITEM	DESCRIPTION	E	S	Μ	U
SHORE POWER RECEPTIACLES	Marinco 32A - 240 V Single Phase Connection – Stbd		•		
	Transom Connection Sockets				
SHORE POWER CABLES	Heavy Duty 10/3 Marine grade cable		•		
WIRING	AWG Marine Grad Tinned – 3-5-10 Percent Voltage Drop		•		
	Rated				
CIRCUIT BREAKERS	Heavy Duty Single Throw RCBO Type – Schneider Electric		•		
MAIN SHORE POWER BREAKERS	Approved Type Three Pole AFCI 32 Amp Breakers		•		
SHORE POWER TRANSFORMERS	32 A Single Phase		•		
GALVANIC ISOLATORS	Installed - Not Sighted	-	-	-	-
AC SWITCHBOARDS	Fore Peak and Lower Deck Hallway		•		

DC POWER

ITEM	DESCRIPTION	Ε	S	Μ	U
BATTERIES – SERVICE	10 x 12.8V 300AH Victron Lithium Phosphate		•		
BATTERIES – ENGINE START	4 x 12V Group 31 AGM		•		
BATTERIES – GENERATOR/S	1 x 12V Group 31 AGM		•		
BATTERIES LOCATION	Fwd Lower Deck Lazerette and Under Floor Main Cabin		•		
	Bathroom – Service Battery Banks				
BATTERIES LOCATION	Engine Room – Engine Start Batteries		•		
BATTERIES LOCATION	Lazarette – Generator Start Battery		•		
CABLE CONNECTIONS	Lug – Ring and Captive Terminal		•		
WIRING	AWG Marine Grad Tinned – 3-5-10 Percent Voltage Drop		•		
	Rated				
TERMINAL PROTECTION	Insulated Boot and Heat Shrink		•		
BATTERY BOXES	Custom Frame and Strap Containment		•		
BATTERY VENTILATION	Natural Air Movement		•		
BATTERY CHARGERS	Victron 230V 50Hz Inverter/Charger		•		
BATTERY SWITCHES	Single Pole Rotary – Multiple System		•		
INVERTERS	Victron 230V 50Hz Inverter/Charger		•		
DC SWITCHBOARD	Lower Deck Fwd Hallway – Multi Switch Panel		•		

BONDING SYSTEM

ITEM	DESCRIPTION	E	S	Μ	U
MAIN BONDING CONDUCTOR	Single Point Ground Connection		•		
THROUGH HULL FITTINGS	Hull Connection		٠		
SEA STRAINERS	N/A	-	1	-	-
ENGINES	Common Negative to Ground Connection		٠		
GENERATORS	Common Negative to Ground Connection		٠		
PUMPS	Common Ground Bus Connection		٠		
MOTOR HOUSINGS	Common Negative To Ground Connection		٠		
ZINCS	Hull – Multiple Locations		٠		
ZINCS	Bow Thruster and Propeller Boss		•		
ZINCS	Stabilizer		•		

Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Present						
	Transport Canada Standards Reference - TP 1332 (No ABYC Alternative)					
8.1 - 8.10	Electrical Systems	-				
ABYC Standards Reference						
A-27	Alternating Current (AC) Generator Sets	-				
A-28	Galvanic Isolators	-				
A-31	Battery Chargers and Inverters	-				
A-32 AC Power Conversion Equipment and Systems		-				
E-2 Cathodic Protection		-				
E-10	Storage Batteries	-				
E-11	AC & DC Electrical Systems on Boats	-				
E-13	Lithium-Ion Batteries	-				
E-30	Electric Propulsion Systems	-				
S-31	Environmental Considerations for Electronic Systems and Components Installed on Boats	-				
TE-12	Three-Phase AC Electrical Systems on Boats	-				

WATER SYSTEMS

POTABLE WATER

ITEM	DESCRIPTION	Ε	S	Μ	U
TOTAL FRESHWATER	5200 Liters		•		
FRESHWATER TANK TYPE	Aluminum Integral Hull		•		
TANK LOCATION	Fwd Hull		•		
DECK FILL LOCATION	Fwd Port Side – Flush Deck Cap		•		
FRESWATER PUMP AC	2 x 240V Grundfos Pressure Accumulator Pumps		•		
ACCUMULATOR TANKS	In Pump System		•		
HOSE/PIPE TYPES	Sched 40 PVC		•		
HOSE/PIPE TYPES	PEX Pipe		•		
HOSE/PIPE TYPES	Reinforced PVC		•		
HOSE/PIPE TYPES	Wire Reinforced Rubber		•		
FRESHWATER FILTERS	Strainer and Wound Cartridge		•		
WATER TREATMENT	UV filter		•		
WATER HEATER	Webasto Isotemp 75-liter Electric		•		
PRESSURE RELIEF VALVE	75 PSI to Overboard		•		
HOT WATER CIRCULATION	Grundfos 240V Pump		•		
WATER MAKER	Sea Recovery – Dual Membrane – 1800 GPH		•		
FRESHWATER WASHDOWNS	Four Outlets		٠		
DECK SHOWER	Swim Step Outlet		٠		

BLACK WATER

ITEM	DESCRIPTION	E	S	Μ	U
HEAD/S TYPE	Tema Electric Macerator – MSD Type III		•		
TANK/S	Aluminum Integral Hull		•		
TANK CAPACITY	660 Liters		•		
TANK LOCATION	Port Center Midships		•		
HOSE/PIPE TYPES	Reinforced White Sanitary PVC		•		
HOSE/PIPE TYPES	Braided Clear PVC		•		
HOSE/PIPE TYPES	Sched 40 PVC		•		
PUMP OUT CAP LOCATION	Stbd Side Midships		•		
DISCHARGE PUMPS	12V DC Diaphragm Pump		•		
TREATMENT SYSTEM	N/A – Direct Discharge		•		

GREY WATER

ITEM	DESCRIPTION	Е	S	Μ	U
TANKS	Aluminum Integral Hull		•		
TANK CAPACITY	660 Liters		•		
TANK LOCATION	Stbd Center Midships		•		
HOSE/PIPE TYPES	Sched 40 PVC		•		
SUMPS	Shower and Sink Sumps with Manual Control		•		
SUMP LOCATIONS	Under All Showers and Sink Locations		•		
DISCHARGE PUMPS	12V DC Submersible Pumps		•		

DECK DRAINAGE

ITEM	DESCRIPTION	Ε	S	Μ	U
DECK ARRANGEMENT	Raised Toerail Open Aft Camber Deck		٠		
SCUPPERS	Port and Stbd Plus Transom Aft Cockpit Scuppers		٠		
DECK DRAINS	Open Deck Drainage		٠		

BILGE PUMPS

ITEM	DESCRIPTION		S	Μ	U
FWD BILGE PUMP	12V DC Diaphragm - 32 Liters/min – Forepeak		•		
MIDSHIPS BILGE PUMP	12V DC Diaphragm - 32 Liters/min – Stabilizer Coffer Dam		•		
ENGINE SPACE FWD BILGE PUMP	12V DC Diaphragm - 32 Liters/min		•		
ENGINE SPACE AFT BILGE PUMP	12V DC Diaphragm - 32 Liters/min		•		
STEERING/LAZERETTE PUMP	12V DC Diaphragm - 32 Liters/min		•		
PORTABLE BILGE PUMP/S	None Sighted	-	-	-	-
GASOLINE/DIESEL CRASH PUMP	Electric Pacer S Pump – High Volume Impeller		•		
MANUAL/HAND BILGE PUMP	None Sighted	-	-	-	-

Constructio	Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Present •			
Transport Canada Standards Reference - TP 1332 (No ABYC Alternative)				
3.6	Discharge of Sewage		-	
3.3.4	Drainage & Hull Penetrations		-	
	ABYC Standards Reference			
H-4	Cockpit Drainage Systems		-	
H-23	Water Systems on Boats		-	
TH-29	Sewage Systems		-	
H-22	Electric Bilge Pump Systems		-	

FUEL SYSTEMS

FUEL TYPE/S

ITEM	DESCRIPTION	Ε	S	Μ	U
TOTAL FUEL CAPACITY	14,000 Liters		•		
TANK CONSTRUCTION MATERIAL	Aluminum – Integral Tanks		•		
TANK LOCATION	Port and Stbd Aft Hull		•		
TANK LOCATION	Port and Stbd Midships Hull		•		
TANK LOCATION	Midships Central Hull		•		
TANK LOCATION	Fwd Central Hull		•		
TANK FILL LOCATION	Stbd Side Fwd – Flush Deck Fill Cap		•		
TANK FILL LOCATION	2 x Stbd Side Midships - Flush Deck Fill Cap		•		
TANK FILL LOCATION	Stbd Side Aft Quarter - Flush Deck Fill Cap		•		
TANK FILL LOCATION	Stbd Side Aft - Flush Deck Fill Cap		•		
TANK FILL LOCATION	Port Side Aft - Flush Deck Fill Cap		•		
VALVE MATERIAL	Stainless Steel Ball Valves		•		
FILLING LINES	Fixed Aluminum Pipework		•		
TANKS SECURED	Integral Hull Tanks		•		
TANKS BONDING	Common Hull		•		
FUEL PRIMING PUMPS	N/A	-	-	-	-
FUEL TRANSFER PUMPS	2 x Geared 230V Pumps		•		
FUEL SUPPLY HOSE	USCG Type A with Stainless Steel Fittings		•		
FUEL POLISHING SYSTEM	Inline Filtering Only		•		
ACCESS TO TANK FILLS	Open Deck Fills – Port and Stbd		•		

OIL TANKS

ITEM	DESCRIPTION		S	Μ	U
HYDRAULIC OIL	Portable Pales – Lazarette Swim Step Storage		٠		
CLEAN ENGINE OIL	Portable Pales – Lazarette Swim Step Storage		٠		
DIRTY ENGINE OIL	Direct Removal		•		
DIRTY SLUDGE OIL/FUEL	N/A	-	-	-	-
OIL TRANSFER PUMPS	Reverso Oil Change Pump System		٠		

COMPRESSED GAS

No Fixed or Portable Compressed Gas Systems Installed Onboard

Construction Sta	ndards Associated with Above Listed Onboard Systems	Standard Deficiency Present	•
	Transport Canada Standards Reference - TP 1332 (No ABYC A	Alternative)	
7.1-7.12	Fuel Systems		•
	ABYC Standards Reference		
A-1	Marine Liquefied Petroleum Gas (LPG) Systems		-
A-22	Marine Compressed Natural Gas (CNG) Systems		•
A-26	LPG and CNG Fueled Appliances		-
C-1	Primer Bulbs		-
C-2	Carbon Canisters for Marine Applications		-
H-24	Gasoline Fuel Systems		-
H-25	Portable Marine Gasoline Fuel Systems		-
H-33	Diesel Fuel Systems		-
UL 1102	Standard for Nonintegral Marine Fuel Tanks		-
UL1105	Standard for Marine Use Filters, Strainers, and Separators		-
UL 1106	Standard for Marine Manually operated Shutoff Valves for Flammabl	e Liquids	-
UL 1130	Standard for Mechanically and Electrically Operated Fuel Pumps for	Marine Use	-

HVAC – VENTILATION, HEATING& AIR CONDITIONING

VENTILATION

ITEM	DESCRIPTION	E	S	Μ	U
VENTILATION FANS	Common Dorades and Head Compartment Powered		•		
	Extraction				
BLOWERS	Engine Room Pressurized Air		•		
SCOOPS AND COWLINGS	Deck PVC and Aluminum Dorades and Dorades Boxes		•		
SCOOPS AND COWLINGS	Superstructure Water Sheading Grill – Engine Room		•		
	Ventilation				
DUCTING	PVC and Insulated Aluminum Ducting		•		
HATCHES	Sealed Aluminum Deck Hatches – Fore and Aft		•		
PORTHOLES	Topside Toughened Glass - Cabins		•		

HEATING

ITEM	DESCRIPTION	E	S	Μ	U
HEATER TYPES	Direct Expansion Reverse Cycle		•		
HEATER TYPES	EBERSPACHER M12 Diesel Heater		٠		
FLOOR HEATING	Diesel Heater Hot Water Supply Heating		٠		
HEATING CAPACITY	Not Confirmed		٠		
CIRCULATING PUMPS	240V Grundfos Continuous		٠		

AIR CONDITIONING

ITEM	DESCRIPTION		S	Μ	U
A/C SYSTEM MAKE	Dometic		•		
CHILLER/COMPRESSOR LOCATION	Stbd Side Engine Room – Dual Compressor		•		
AIR HANDLERS/BLOWERS	Multiple Cabin and Deck Locations – Nine Units Identified		•		
COMPRESSOR/BLOWER UNIT	Standalone Unit - Dometic DTG 12 - Lazarette		•		
COMPRESSOR/BLOWER UNIT	Standalone Unit - Dometic DTG 16 – Engine Room		•		
COMPRESSOR/BLOWER UNIT	Standalone Unit - Dometic DTG 16 - Forepeak		•		
COOLING CAPACITY	Up to 12000 to 16000 BTU Per Unit		•		
REFRIDGERANT	R22		•		
SEAWATER PUMPS	240V Impeller		•		
CIRCULATING PUMP	Dual 240V Impeller		•		

Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Present •			•	
Transport Canada Standards Reference - TP 1332 (No ABYC Alternative)				
6.1-6.5	Ventilation Systems		-	
ABYC Standards Reference				
A-6	Refrigeration and Air Conditioning		-	
A-7	A-7 Liquid and Solid Fueled Boat Heating Systems		-	
H-2	Ventilation of Boats Using Gasoline		-	
H-32	Ventilation of Boats Using Diesel Fuel		-	

NAVIGATION & COMMUNICATION ELECTRONICS

BRIDGE/HELMSTATION/NAVSTATION

ITEM	DESCRIPTION	E	S	Μ	U
COMPASS	Oil Filled and Furuno SCX20 Satellite Compass		•		
AUTOPILOT	Simrad AP70 with Follow Up and Non – Follow Up Lever		•		
GPS	Furuno		•		
GPS NAVIGATOR	Furuno Time Zero		•		
MONITORS	Hatteland 32"		•		
MONITORS	2 x Furuno TZT3 16"		•		
CHART PLOTTER	Furuno Time Zero on Hatteland 32"		•		
RADAR	Furuno DRS25A-NXT 25W Doppler		•		
RADAR	Furuno DRS4D-NXT 25W Doppler		•		
ECHO SOUNDER/SONAR	Forward Facing Sonar		•		
SPEED LOG	GPS Based		•		
WIND GAUGE	Masthead DBX2		•		
VHF RADIO	ICOM GM600		•		
HANDHELD VHF RADIOS	ICOM IC-M930		•		
SSB RADIO	Thrane		•		
CHAIN COUNTER	Maxwell Digital		•		

ADITIONAL ELECTRONICS & COMMUNICATIONS

ITEM	DESCRIPTION	Ε	S	Μ	U
AIS	Furuno FA170-GPA Class		•		
NAVIGATION COMPUTER	PC Based		•		
NAVIGATION SOFTWARE	Furuno Timezero		•		
PRINTER	Canon		•		
MULITFUNCTION DISPLAY	Maretron		•		1
ONBOARD INTERNET NETWORK	Starlink		•		1
WIFI ROUTER	My-Link Router		•		1
SAT PHONE	Iridium		•		
INTERCOM	Furuno LH5000		•		
NAVTEX	Furuno NX-700		•		
WEATHER STATION	Aquatec AIS Instrument		•		
INMARSAT	Iridium		•		

Constructio	Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Present •		•	
ABYC Standards Reference				
T-17	Compass Installation		-	
A-16	Installation of Electric Navigation Lights		-	
A-23	Sound Signal Appliances		-	

DOMESTIC EQUIPMENT & VESSEL INTERIOR

GALLEY, DOMESTIC EQUIPMENT

ITEM	DESCRIPTION		S	Μ	U
STOVETOP	Bosch Induction		•		
OVEN	Bosch 60cm		•		
MICROWAVE	Bosch Convection		•		
RANGHOOD/VENTILATION	Stovetop Suction		•		
SINKS	Twin Coated Stainless Steel - Interior		•		
SINKS	Single Stainless Steel – Aft Deck		•		
GARBURATOR	240 Sink Fitted		•		
DISHWASHER	Fisher and Paykel Under Counter Draw Type		•		
REFRIGERATION	Bosch 90L 240V Stand Alone Domestic Fridge/Freezer		•		
REFRIGERATION	Liebherr 1510 – Crew Cabin		•		
REFRIGERATION	Isotherm 65L Inox Under Counter – Aft Deck		•		
REFRIGERATION	Award 60BL Wine Fridge		•		
REFRIGERATION	Isotherm 49L Under Counter - Flybridge		•		
FREEZER	Bosch 240V Stand Alone Domestic Fridge/Freezer		•		
ICEMAKER	Isotherm Under Counter		•		
GARBAGE DISPOSAL	N/A	-	-	-	-
WASHER	Bosch Front Loader		•		
DRYER	Bosch Front Loader		•		
BBQ	Teppanyaki Hot Plate and Deep Fryer – Aft Deck Cooking Arrangement		•		

ENTERTAINMENT ELECTRONICS

ITEM	DESCRIPTION	Ε	S	Μ	U
SATELLITE TV SYSTEMS	Starlink Internet		٠		
TERRESTRIAL TV SYSTEMS	N/A	1	1	-	-
TV/DVD/MEDIA PLAYER	Samsung 43' LED TV with Samsung Sound Bar – Main		•		
	Salon				
TV/DVD/MEDIA PLAYER	Samsung Monitor - Guest and Crew Cabin		٠		
SOUND SYSTEMS			٠		
MEDIA CENTER	Cabin Units		٠		
REMOTE CONTROLS	Unit Remotes		•		

INTERIOR FURNISHINGS

ITEM	DESCRIPTION		S	Μ	U
INTERIOR WALL PANELING	Ameron Coated Timber and Plywood		٠		
TRIM & MOLDING	Ameron Coated Timber and Plywood with Aluminum Trim		٠		
FLOORING MATERIAL OR COVERINGS	Flexiteak and Carpet		٠		
OVERHEAD PANELING	Foam and Fabric/Synthetic Leather Panels		٠		
SOFT FURNISHING & SEATING	Combination of Memory and Latex Foam		٠		
TABLES	Custom Dining Room Table		٠		
COUNTERS	Dekton Laurent Porcelain Stone		٠		
BEDDING MATERIALS	Memory Foam Mattresses		٠		
CABINETRY	Custom Timber and Plywood		٠		
STORAGE OPTIONS	Interior and Exterior Cabinetry		٠		
LIGHTING	24V LED		٠		

Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Pr		Standard Deficiency Present	•
	ABYC Standards Reference		
A-3	Cooking Appliances		-
A-30	Cooking Appliances with Integral LPG Cylinders		-
T-17	Compass Installation		-

DECK EQUIPMENT

DAVITS, CRANES, GANGWAYS ETC.

ITEM	DESCRIPTION	E	S	Μ	U
GANGWAY	Portable Aluminum – Transom Pinion Attachment		•		
PASSARELLE	N/A	-	1	-	-
DINGHY DAVIT	Transom Pivot Full Arm		•		
DINGHY WINCH	DC Electric and Poly Braid Line		•		
GARAGE DOOR	Transom Watertight Door		•		
SWIM PLATFORM	Framed and Fabricated Structural		•		
SWIM LADDER	Stainless Steel Tube		•		
SERVICE AIR COMPRESSOR	Portable Compressor		•		
DIVE AIR COMPRESSOR	N/A	-	-	-	-

WATERCRAFT

ITEM	DESCRIPTION	E	S	Μ	U
DINGHY/TENDER	Zerojet OC350 Electric Tender		•		
DINGHY/TENDER HIN	NZ-ZJT35471E222		•		
DINGHY/TENDER MOTOR TYPE	Jet Drive		•		
DINGHY/TENDER MOTOR DATA	11kW – 48V Electric Drive		•		
MISC. WATER TOYS	Three Poly Kayaks		•		

ANCHORING

ITEM	DESCRIPTION	Ε	S	Μ	U
ANCHOR WINDLASS	Maxwell VWC4000 Windlass		٠		
ANCHORS	Galvanized Delta		٠		
ANCHORS (SPARE)	Fortress F85 Aluminum		٠		
ANCHOR CHAIN	90 meters - G40 14mm		•		
CUTAWAY BITTER END	Poly Braid Line to Anchor Well Fixed Point		•		

MOORING

ITEM	DESCRIPTION	E S		Μ	U
MOORING/DOCKING LINES	Ten Heavy Poly Braided Line – Multiple Lengths 19mm to	,			
	16mm Dia				
DECK CLEATS	Welded Aluminum Tube and Post		•		
FAIRLEADS	N/A	-	-	-	-
DECK BOLLARDS	Welded Aluminum Post		٠		
DECK WINCHES	Fwd Lewmar 65 Evo Self Tailing Electric		٠		
DECK WINCHES	Aft Lewmar 65 Evo Self Tailing Electric		٠		
FENDERS			٠		

Constructio	Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Present		•	
Transport Canada Standards Reference - TP 1332 (No ABYC Alternative)				
3.4	Personal Watercraft		-	
ABYC Standards Reference				
H-28	Powering of Boats		-	
H-29	Canoes and Kayaks		-	
H-30	Hydraulic Systems		-	
H-40	Anchoring, Mooring and String Points		-	
H-41	Reboarding Means, Ladders, Handholds, Rails and Lifelines		-	

RIGGING

GENERAL RIG DETAILS

ITEM	DESCRIPTION	Ε	S	Μ	U
RIG TYPE	Pivot Arm – Kite Rig		•		
NAVTECH INSPECTION LEVEL (A, B or C)	N/A	-	-	I	-
ANNUAL RIGGING INSPECTION COMPLETED	N/A	-	-	-	-
SIX YEAR CYCLE MAST STEP COMPLETED	N/A	-	-	-	-
ANNUAL RIG TENSION MEASUREMENT RECORD	N/A	-	-	-	-

<u>MAST</u>

ITEM	DESCRIPTION	E	S	Μ	U
MAST	Aluminum L		٠		
SPREADERS	N/A	-	-	1	-
BOOM	N/A	-	-	-	-
POLES	N/A	-	-	-	-
VANG	N/A	-	-	-	-
GOOSENECK	N/A	-	-	-	-
SHEAVES	N/A	-	-	-	-
MAST STEP	Fixed Pivot Mounts		٠		
MAST SUPPORT	Spectra Line		•		
HAYLARD ENTRY/EXITS	N/A	-	-	-	-
MISC. ATTACHED MAST EQUIPMENT	N/A	-	-	-	-

STANDING & RUNNING RIGGING

ITEM	DESCRIPTION	Ε	S	Μ	U
OUTER SHROUDS	Adjustable Spectra		۲		
SHEETS	Spectra Line – Kite Line Control		٠		
WINCHES	AC Electrical Driven Captive		٠		

SAILS

ITEM	DESCRIPTION	Ε	S	Μ	U
MAINSAIL	Kite Type		٠		
SAIL SEAMS	Stitched Seam		٠		
SAIL BATTENS & POCKETS	Air Pocket Batten		٠		

Constructio	on Standards Associated with Above Listed Onboard Systems	Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Present •				
	USCG NVIC 02-16 Standards Reference					
46 CFR	177.202 (b)(12) Masts and Rigging Plan		-			
46 CFR	166.202 (b)(14) Masts and Rigging Plan		-			
46 CFR	177.330 Design, Materials and Construction		-			
46 CFR	116.330 Design, Materials and Construction		-			
46 CFR	169.309 (b), (c) & (e) Structural Requirements		-			
46 CFR	176.700 Repairs or Alterations		-			
46 CFR	115.700 Repairs or Alterations		-			
46 CFR	169.235 Repairs or Alterations		-			
46 CFR	176.402 (c)(1) Initial Inspection		-			
46 CFR	176.802 (a)(3) Subsequent Inspection		-			
46 CFR	176.840 Additional Inspection		-			

VESSEL STRUCTURE

HULL CONSTRUCTION, DECK, BILGES & SUPERSTRUCTURE

ITEM	DESCRIPTION	Ε	S	Μ	U
STEM	Plumb Stem		•		
STERN	Flat Transom with Extended Swim Step		•		
FRAMES	Welded Aluminum T and Angle Beam		•		
STRINGERS	Welded Aluminum Flat Bar		•		
STRINGERS	Welded Aluminum I-Beams		•		
BULKHEADS	Welded Aluminum Plate		•		
BILGE	Fwd Open Bilge – BKHD 18495 to 23545		•		
BILGE	Center – BKHD 7530 to BKHD 18495		•		
BILGE	Engine Room Bilge – BKHD 4310 to BKHD 7350		•		
BILGE	Lazarette – BKHD 1730 to BKHD 4310		•		
BILGE	Closed Swim Step Arrangement		•		
DECKS	Welded Aluminum I-Beams and Flat Bar		•		
DECK BEAMS	Full Welded Seam		•		
HULL-DECK JOINT	Full Welded Aluminum Plate		•		
TOPSIDES	8mm Aluminum Plate on Welded Framed		•		
SUPERSTRUCTURE	Aluminum Plate on Welded Framed		•		
BOW PULPIT	Stanchion Post and Spectra Laine with Formed Aluminum		•		
	Plate Toerail Coaming				
STERN PUSHPIT	Formed Aluminum Coaming		•		
RUB RAILS	Formed Aluminum		•		

UNDERWATER HULL AREAS

ITEM	DESCRIPTION	E	S	Μ	U
HULL	12mm Aluminum Plate on Welded Framed		•		
COATING	Black Antifoul		•		
UNDERWATER LIGHTS	N/A	-	-	-	-
KEEL	Port and Stbd Keel Coolers		•		
ZINCS	Hull and Prop Anodes		•		
SHAFTS	3 ¹ / ₂ " Inch Stainless Steel		•		
PROPELLORS	Dual Nibral 5 Blade		•		
STRUTS	Keel Cooler Stern Tube		•		
BEARINGS	Nitrile Rubber		•		
TRIM TABS	N/A	-	-	-	-
RUDDERS/DIRECTIONAL CONTROL	Composite Fin Blade		•		
RUDDER BEARING/FLANGE PLATE	Bronze and Delron Bushing Inserts and A-Framed		•		
	Aluminum Rudder Tubes				
BOW THRUSTER	Side Power Tunnel Thruster		•		
STABILIZER FINS	Humphree Electric All Speed Fin Stabilizer		•		

THROUGH HULL FITTINGS & SEACOCKS ABOVE WATERLINE

ITEM	LOCATION	Plastic	Ferrous	Non- Ferrous	E	S	Μ	U
THROUGH HULL FITTING	Port Fwd – Bilge Discharge			•		•		
THROUGH HULL FITTING	Port Fwd - Bilge Discharge			•		٠		
THROUGH HULL FITTING	Port Fwd – Air Conditioning Sea Water			•		•		
	Discharge							
THROUGH HULL FITTING	Port Midships – Bilge Discharge			•		•		
THROUGH HULL FITTING	Port Midships - Air Conditioning Sea Water			•		•		1
	Discharge							1

THROUGH HULL FITTINGS & SEACOCKS ABOVE WATERLINE (Cont.)

ITEM	LOCATION	Plastic	Ferrous	Non- Ferrous	E	S	Μ	U
THROUGH HULL FITTING	Port Aft Quarter – Heater Exhaust Outlet			٠		•		
THROUGH HULL FITTING	Port Aft Quarter – Engine Exhaust			•		•		
THROUGH HULL FITTING	Port Aft Quarter – Engine Water Bypass			•		•		
THROUGH HULL FITTING	Port Aft Quarter – Grey Water Discharge			•		•		
THROUGH HULL FITTING	Port Aft Quarter - Air Conditioning Sea Water Discharge			•		•		
THROUGH HULL FITTING	Port Aft – Bilge Discharge			•		•		
THROUGH HULL FITTING	Port Aft – Generator Exhaust			•		•		
THROUGH HULL FITTING	Port Aft – Watermaker Discharge			•		•		
THROUGH HULL FITTING	Port Aft – Bilge Discharge			•		•		
THROUGH HULL FITTING	Port Swim Step – Drain			•		•		
THROUGH HULL FITTING	Stbd Midships - Air Conditioning Sea Water Discharge			•		•		
THROUGH HULL FITTING	Stbd Midships – Bilge Discharge			•		•		
THROUGH HULL FITTING	Stbd Aft Quarter – Engine Exhaust			•		•		
THROUGH HULL FITTING	Stbd Aft Quarter - Air Conditioning Sea			•		•		
	Water Discharge							
THROUGH HULL FITTING	Stbd Aft Quarter – Engine Water Bypass			•		•		
THROUGH HULL FITTING	Stbd Swim Step – Drain			•		•		

THROUGH HULL FITTINGS & SEACOCKS BELOW WATERLINE

ITEM	LOCATION	Plastic	Ferrous	Non- Ferrous	E	S	Μ	U
THROUGH HULL FITTING	Port Bow – Seawater intake			•		•		
THROUGH HULL FITTING	Port Bow – Crash Pump Seawater Pickup			•		•		
THROUGH HULL FITTING	Stbd Bow – Fwd Sonar Array			•		•		
THROUGH HULL FITTING	Port Midships – Stabilizer – Coffer Dam			•		•		
	Cover							
THROUGH HULL FITTING	Stbd Midships – Stabilizer – Coffer Dam			•		•		
	Cover							
THROUGH HULL FITTING	Port Midships – Depth Transducer			•		•		
THROUGH HULL FITTING	Port Midships – Speed Transducer			•		•		
THROUGH HULL FITTING	Port Midships – Engine Seawater Intake			•		•		
THROUGH HULL FITTING	Stbd Midships – Engine Seawater Intake			•		•		
THROUGH HULL FITTING	Port Aft Quarter – Watermaker Seawater			•		•		
	Intake							
THROUGH HULL FITTING	Stbd Aft Quarter – Depth Transducer			•		•		
THROUGH HULL FITTING	Port and Stbd Central Swim Step –					•		
	Nonspecific Seawater Intake – No Connection							
SEACOCK VALVES	CPVC Schedule 80 Ball Valve – Fwd	•				•		
	Seawater Intake							
SEACOCK VALVES	CPVC Schedule 80 – Crash Pump Seawater	•				•		
	Pickup							
SEACOCK VALVES	CPVC Schedule 80 – Watermaker Seawater	•				•		
	Intake							
SEACOCK VALVES	CPVC Schedule 80 – Port Engine Seawater	•				•		
	Intake							
SEACOCK VALVES	CPVC Schedule 80 – Stbd Engine Seawater	•				•		
	Intake							
SEACOCK VALVES	ABS PVC Ball Valve – Port and Stbd Swim	•				•		
	Step							

Construction Standards Associated with Above Listed Onboard Systems Standard Deficiency Present •				
	Transport Canada Standards Reference - TP 1332 (No ABYC Alternative)			
1	Hull Serial Numbers	-		
2	Compliance Notices	-		
3.2	Structural Strength	-		
3.5	Protection From Falls	-		
3.3.2	Windows, Portlights, Deadlights, Hatches & Doors	-		
3.3.4	Drainage and Hull Penetrations	-		
5	Hull Design Requirements	-		
	ABYC Standards Reference			
H-1	Field of Vision for the Helm Position	-		
H-3	Exterior Windows, Windshields, Hatches, Doors, Portlights and Glazing Materials	-		
H-5	Boat Load Capacity	-		
H-8	Buoyancy in the Event of Flooding	-		
H-27	Seacocks, Thru-Hull Fittings and Drain Plugs	-		
H-31	Seat Structures	-		
H-35	Powering and Load Capacity of Pontoon Boats	-		
H-37	Jet Boats – Light Weight	-		
S-8	Boat Measurement and Weight	-		
T-1	Guidelines for the Use of Aluminum in Boat and Yacht Construction	-		
T-32	Design and Construction in Consideration of Aquatic Invasive Species	-		
T-33	Manufactures Statement of Origin	-		
TE-4	Lighting Protection	-		
TY-28	Boat Lifting and Storage	-		

RISK ASSESSMENT

Listed items on the risk assessment are primarily known as singular failure points in which the vessel could sustain the worst possible outcome of an incident should one of these items be compromised. Assessment of specific equipment's operational condition of risk is sometimes limited depending on the circumstances of the inspection. Inspection limiting factors, the vessels past information and Deficiencies & Recommendations will be considered when assessing the scale of risk of any listed item.

The final assessed scale of risk scores is assessed factoring all conditions at the time of inspection, should there be a specific listed item in a high scale of risk it is the responsibility of the owner to lower the scale of risk to the best of his/her abilities or employ the services of certified technicians to rectify the potential issue reducing the risk. Changes in vessel location, storage, ownership, or vessel equipment made after this dated inspection do not come into consideration.

Risk Factors

C = Condition of Associated Equipment	
L = Lifecycle of Associated Equipment (end of useful operation, redundancy,	
expiry)	
E = Environmental Considerations (vessel location, storage, level of use etc.)	

<u>Level of Risk</u> Score = C+L+E
Low = 0/10
Medium = 11/20
High = 21/30

Hazard Areas	Risk Event	<u>C</u>	L	<u>E</u>	Score
Hull Failure	Severe Water Ingress – Hull structure failure	1	1	2	4
	Underwater Seal Failure – Thru-hull fittings failure	1	1	2	4
	Sea Cock Failure	1	1	2	4
Ventilation	Risk of Explosion – Accumulation of dangerous gases	1	1	1	3
	Risk of exhaust gases into Accommodation Spaces	1	1	1	3
Fuel /Oil System	Risk of Spillage and/or Pollution	1	1	2	4
	Hose or Line Failure	1	1	1	3
	Hose and Line Securing Points Failure	1	1	1	3
Electrical System	Risk of Stray Current	1	1	1	3
	Grounding Failure	1	1	1	3
	Risk of Electrocution	1	1	1	3
Machinery	Propulsion Methods Failure	1	1	2	4
	Shafting Systems Failure	1	1	2	4
	Bilge Pumps Failure	1	1	1	3
	Steering System Failure	1	1	2	4
Fire Safety Systems	Fire Extinguishers Failure to Operate	1	1	1	3
	Fire/Smoke Detection Failure	1	1	1	3
Life Saving Systems	Personal Flotation Devices	1	1	1	3
	First Aid Equipment	1	1	1	3
Navigational Systems	Navigation Equipment	1	1	1	3
	Lights, Sounds and Signals	1	1	2	4
Vessel Security	Potential for Theft of Vessel	1	1	1	3
	Potential for Equipment Stolen from Vessel	1	1	1	3

Mandatory Standards & Reference Material Used

Government of Canada & Transport Canada	 Canadian Shipping Act 2001 S.C. 2001, c26 Small Vessel Regulations SOR/2012-91 Marine Insurance Act Vessel Registration & Tonnage Regulations SOR/2007-126 TP 511 – Safe Boating Guide TP 11249 – Ship Safety Standard for in-water Surveys TP 1332E – Construction Standards for Small Vessels TP 15111E – Small Vessel Compliance Program TP 14619E – Simplified Assessment of Intact Stability & Buoyancy TP 11717 – Standards for the Construction & Inspection of Small Passenger Vessels TP 15456E – Canadian Vessel Plan Approval & Inspection Standard
	 TP 14612E – Approval of Lifesaving Appliances, Fire Safety, Equipment & Products TP 13430E – Standard for the Tonnage Measurement of Vessels TP15211E – Canadian Supplement to the SOLAS Convention
American Boat and Yacht Council – ABYC	- American Boat & Yacht Council Standards and Technical information Reports for Small Craft
US Coast Guard Marine Safety Center	 MSC Guidelines for Review of Rigging Systems for Sailing Vessels Navigation and Vessel Inspection Circular No. 02-16
International Maritime Organization – IMO	 SOLAS – International Convention of the Safety of Life at Sea 1974 FSS Code – International Code for Fire Safety Systems MARPOL – International Convention for the Prevention of Pollution from Ships COLREG's – Convention on the International Regulations of the Prevention of Collisions at Sea
Maritime Coastguard Authority – MCA	 Marine Shipping Notice No, M.1675 – Instruction to Surveyors, Tonnage Measurement of Ships
AMSA Australian Maritime Services Association – AMSA	- Houseboat Practical Stability Worksheet – amsa538
International Institute of Marine Surveyors – IIMS	- IIMS Handy Guides
Society of Accredited Marine Surveyors – SAMS	- Survey Configuration Guide
Nautical Publications	- Extended List of Referenced Publications Available Upon Request

SURVEYOR'S CERTIFICATIONS

I have made a personal inspection of the vessel that is subject to this report.

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

The market value of the vessel is based on the average selling price of a vessel of this type and size according to materials at hand, considering all extras and accessories fairly depreciated, and is intended for insurance and financial evaluation, but is not intended to influence the purchase or non-purchase of the vessel.

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

The reported analyses, opinions, and conclusions are limited only by the reported 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 with respect to the parties involved.

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

The survey is based on my opinion of the facts presented and discovered with no warranty either specified or implied. Latent defects not to be found without opening or removal of sheathing, joiner work, or other parts of this vessel, are not intended to be covered in this report. Unless otherwise stated, the surveyor made no actual measurements or calculations at the time of the inspection. Reported measurements and capacities were obtained from published sources including listing materials, Power Boat Guide, or online resources.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

Neither the inspecting surveyor nor employees of Broadwater Marine guarantees the accuracy of this survey, or the condition of the vessel. Neither the inspecting surveyor, officers, directors, employees' representatives, nor agents of Broadwater Marine, under any circumstances whatsoever, are to be held responsible for any error of judgment, default, or negligence. Neither shall the inspecting surveyor nor its offices or directors, under any circumstances whatsoever, be held responsible for omissions, misrepresentation, or misstatement in any certificate or report.

This survey is conducted without prejudice to the rights of whomever it may concern.

Respectfully submitted.

J L Caple.

Jason L Caple AssocIIMS. C647

Diploma of Marine Surveying, Lloyds Maritime College Certificate of Class Surveying, Lloyds Maritime Institute ABYC Certified Marine Standards Advisor ISM/ISPS Auditor, Lloyds Register International Institute of Marine Surveyors Committee Member Member American Boat & Yacht Council (ABYC)



Photos of Significance









	24m Offshare Motor Yacht CIRCA 2810 A 12 + (TT) = 2,244 Kg Max 3 = 765 KW Max 3 = 765 KW
Description:	Description:
Tender Davit Load Capacity	Vessel Conformity Plate
Description:	Progrimtion
Description:	Description:
Smoke Canister Exp Date - 2021	Red Handheld Flare Expiry Date - 2021











	<image/>
Description: Port Topside – Fender Wear	Description: Fwd Underwater Hull – General Condition
<image/>	<image/>
Compass – Helm Station	Port Side Propellor



<image/>	Maretron DsMr10 DAY TANK FLEEL FLEEL HGH FLEEL DAY TANK FLEEL SYSTELM ON LOW Base Parter G13 We wanter Tank O * + + + FLEEL PUMP RUNNING PUMP RUNNING
Description:	Description:
Swim Step Seacock	Day Tank Gauge
Previntient	Description
Description:	Description:
Stabilizer Bolts – Wiring After Service	General Topside Weld Seam Condition

