

To: Barry Neustein
115 San Marina Way

Date: January 20, 2020

Report of Survey

This is to certify that the undersigned surveyor did, at your request, attend the 2005 87' West Bay SonShip, **DREAM WEAVER**, while in her berth at Old Port Cove in North Palm Beach, while underway in the ICW and Lake Worth and while in dry dock at Seminole Marine in Palm Beach Gardens, Florida on January 15, 2020 for the purpose of conducting a **hull condition and valuation survey** of the yacht.

This report is for the exclusive use of Barry Neustein and is presented in good faith and constitutes the condition as then found. This survey is based upon the observed condition of the yacht. Latent defects that cannot be determined without the opening or removal of decking, sheathing, joiner work, and/or assembly or disassembly of all machinery including plumbing, engines, wires, etc., are not covered by this survey. Unless otherwise stated, the surveyor made no actual measurements or calculations at the time of this inspection. Reported measurements and capacities were obtained from published sources.

It is further agreed by the aforesaid Barry Neustein that Marine Consulting & Design, LLC and Willard A. Burpee shall not be held liable or responsible for any errors, omissions, or oversights in the surveying of the above described yacht. The undersigned assumes no responsibility for any defects and is to be held harmless for conditions subsequently arising. The report does not warrant, expressly or implied, or guarantee the condition of the yacht. The undersigned is not responsible for any incidental, special or consequential damage of any kind in reliance on, arising from, or in connection with 3rd party use of this report. The use of this report shall be construed to be an acceptance of the foregoing conditions.

Broker John Pribik, Captain Roger Ford, diesel technician and surveyor Joe Stafford were present throughout the inspection. A photography crew was also present at various times throughout the inspection.

GENERAL DESCRIPTION

Name of Vessel: DREAM WEAVER	Date of Survey: January 20, 2020
Builder: West Bay SonShip	Where Built: Delta, British Columbia
Year Built: 2005	Model Year: 2005
H.I.N: BZH07026C505	Official No: 1172916
Hailing Port: Palm Beach, Florida	Vessel type: enclosed flybridge motoryacht

LOA: 86'2"	BEAM: 21'6"	DRAFT: 5'6" (per builder)
Hull Type: modified deep-vee		Construction: molded fiberglass composite

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Marine Consulting & Design, LLC

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Keel: integral, full	Transom: curved w/integral steps & platform
Integral transom platform	Stem: raked
Ballast: concrete & sand	Stringers & Frames: FRP composite
Bulkheads: (3) full	Exterior Finish: white gel coat
Rigid vinyl rub rail with stainless steel rub strip	Engine room vents in hull topsides
(12) Opening ports in topsides	Black boot stripe
Black antifouling paint	Transom steps port & stbd
Hand-held shower in transom	Washdown hose fitting in transom
Dockside water in transom	Stainless Railings on transom platform
Stainless steel handrails on transom	Weathertight transom door to crew quarters

Decks & Superstructure

White gel coat finish	Non-skid on walking surfaces
Molded composite structure	Raised bulwarks
Fixed glass windows	Stainless steel safety railings
Gates: (2) port & (2) stbd	Stainless steel swim ladder
Gangway: Tide-Ride, (4) stations	Side doors to lower helm, weather-tight
Raised cabin trunk forward of lower helm	Storage lockers in fwd trunk
Molded hatch into forepeak locker	Stainless mooring bitts on transom
(2) Port & (2) stbd spring cleats	Port & stbd aft deck cleats w/24V capstans
Pantograph windshield wipers at both helms	Dual beam searchlight
Dual Kahlenberg trumpet air horns	Port & stbd navigation lights
Courtesy lights along sides of house	Hinged door into aft saloon
Molded aft deck transom seat	Cover over aft deck table
Pedestal mounted table on aft deck	Wet bar on aft deck w/LPG grill
Norcold reefer in wet bar	Storage locker port & stbd on aft deck
Stainless railings around aft deck	Port & stbd & aft gates on aft deck
Sunscreens over both windshields	Molded stairway to F/B aft deck
(2) Video cameras, aft view	
Molded flybridge with fixed windows	Hinged door to aft bridge deck
Signal mast on flybridge canopy w/large sat dome, (2) open radar scanners, anchor light, masthead light, deck flood lights	Jacuzzi against flybridge aft bulkhead
(4) Deck chairs & (2) portable tables	Sun pads on jacuzzi
Hatch over stairway to aft deck	Ensign staff with ensign
Flood lights on F/B canopy	Name board lights on F/B canopy
Searchlight on F/B canopy	Aft bridge deck sun shade, st/steel frame
St/steel safety railings around F/B deck	Engine room vents in bridge structure

Ground Tackle

Muir vertical anchor windlass	Handheld remote
Rope deck pipe	Chain rode in chain locker

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150# st/steel plow anchor

Stainless steel anchor roller

Forepeak chain locker w/deck hatch

Overhead light

Tender & Davit

Steelhead SM2500R, 2500# hydraulic davit on aft end of F/B deck
(tender & cradle have been removed)

Tender cradle deck fittings

ACCOMMODATIONS

VIP Stateroom

Forward with queen berth and ensuite head

Cedar-lined locker to port with drawers and cabinets port & stbd

Carpet sole, paneled overhead with recessed lights & Indirect lights

Vinyl head liners & hull liner, carpet overlay on sole

Two overhead hatches and two opening ports

Ensuite head compartment with granite top sink vanity, granite tile sole, stall shower with molded liner, mirrored overhead with recessed lights, Royal Flush marine toilet, exhaust fan, opening port.

TCL TV with satellite receiver & DVD player

Guest Stateroom

Twin berths with night table, stowage under berths

Mirrored headboard

Cedar-lined hanging lockers & (2) bureaus

(2) opening ports

Ensuite head compartment with granite top vanity, stall shower, exhaust fan, Royal Flush marine toilet, mirrored overhead w/recessed lights

Vieta TV with satellite receiver

Master Stateroom

Full-beam stateroom with private entrance from main deck

King sized berth with nightstand on both sides, (2) reading lights

Mirrored headboard

Vinyl paneled overhead with recesses lights, carpet over plywood sole

(4) Opening ports

Bureaus and cedar-lined lockers

(2) settees

Sony TV with DVD and satellite receiver

Desk with chair

(3) Cedar lined lockers

Ensuite head compartment with granite tile sole & countertops, stall shower, mirrors with recessed lights overhead, Royal Flush toilet, bidet, exhaust fan

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Crew Quarters

Access from transom door with access to engine room
Electric distribution panels
Full crew galley with sink, 2-burner stove top, microwave, coffee maker, cabinets & drawers
U-Line reefer under counter, Vizio TV, settee with table
Pantry/storage locker with Whirlpool stacked clothes washer & dryer
Access to steering under entry stairs and to center bilges
Access to port & stbd shower power with Cable Masters & 25kVA transformers
Cabin with double berth to port with Hitachi TV, simulated wood sole, hanging locker,
Ensuite head with stall shower, vacuum flush toilet, sink vanity, exhaust fan
Ensuite head compartment with molded shower, fresh water flush marine toilet, marble
top sink vanity, exhaust fan, recessed lights
Access to all batteries under sole & in pantry

Lower Helm

At the forward end of the main deck with (5) windshields & cellular blinds
(3) Pantographic wipers with wash
Weathertight doors to port & stbd side decks
Helm console with leaning post, stainless-steel steering wheel
(2) CAT LED panels
CAT electronic engine controls
Keyed engine ignition with stop switches
Panasonic phone system
Icom M502 VHF
Azimuth 1000 compass
AP25 autopilot
Argonaut MFD with NavNet C-map NT
(2) Northern Lights instrument panels
Roku TV

Galley with Dining Saloon

Full-beam saloon at forward end of main deck open forward to lower helm
L-settee to port with single benchseat on forward side of granite topped table on slide
Granite countertops with stainless-steel sink
Custom wood cabinetry with tableware storage
Recessed lights overhead, indirect lights under cabinets
Sub Zero refriger/freezer with (2) additional refrigerated drawers
Marvel wine cooler
Miele Incognito dishwasher
KitchenAid trash compactor
GE micro-convection oven with fan & light above (4) burner stove top
Cherry overlay on sole with carpet runners

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Main Saloon

U-shaped sofa to port with coffee table

Wood blinds on fixed side & aft windows, cellular blinds on aft doors

Sony TV on lift with DVD and satellite receiver, Onkyo AV receiver TX-NR676

Vinyl paneled overhead with recessed light

Cherry wood overlay on sole

Sofas and casual chairs

Sliding window and double doors to aft deck

Passageways to master stateroom, galley/dining and guest cabins

Enclosed Fly Bridge

Access from main deck stairway

Fixed windows and hinged door to aft bridge deck

(5) Windshields with pantograph wipers

Helm console forward with Stidd helmseat

L-settee with pedestal-mounted table raised 2-steps above deck

Day head to stbd with Royal Flush toilet, sink vanity, exhaust fan

(2) overhead hatches with blackout screens

Instrument console with CAT LED panels, electronic engine controls & CAT backup controls

Steering wheel, trim controls, Simrad AP25 autopilot

Bow & stern thruster control panel

Azimuth 1000 compass

Engine start/stop panels

ICOM M602 VHF's & lower helm VHF remote

Cobra VHF port & stbd of helm

Kahlenberg horn control panel

Wesmar stabilizer control panel

Auto Anchor control panel

(3) VEI multi-function displays

(2) Furuno AIS

96-mile & 72-mile Furuno radars, Furuno NavNet

Furuno GP-33

(2) Furuno RD-30

Lenovo computer with navigation suite & weather & large Sceptre monitor

Canon printer, wireless router inside console

Speed, Depth & Wind indicators

Light control & indicator panel

Windshield wiper/washer control panel

ACR searchlight panel

Sea Tel, TV-at-Sea control panel

Anchor windlass control panel

(4) small displays for CCTV (engine room, port & stbd aft view) & infrared night vision

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Custom wood cabinetry

Carpet sole

Day Head with granite countertop, sink, Royal Flush toilet, exhaust fan

Mirror above sink & on overhead with recessed lights

Engine Room

Access from crew quarters and through aft deck hatch

AC & DC lights

Sound insulation

Twin CAT C32 rated at 1652 HP at 2300 RPM, S/N RXB02214 port, 02215 stbd

ZF 2060 marine transmissions, 2.4:1 ratio

Engine Hours: see Stafford report

Isolator engine mounts

Stainless-steel exhaust risers, ceramic insulation, wet ends, hose connected to FRP pipe

Main engine exhausts through-bottom with by-pass through transom

Engine instrument panel on each main engine

3.5" stainless steel shafts with dripless shaft packing glands

Racor 751000MAX primary fuel filters & Cat secondary filters per engine

Racor filter on fuel polishing system

Hynautic power steering system, pumps on main engines

Electric engine controls at both helms and port & stbd aft deck control stations

Stainless steel exhaust risers, water cooled, hose connected to FRP tube

Basket strainers on engine and pump intakes

Natural & forced ventilation (variable speed, 220V) (no dampers were found)

Tankage

Fuel tanks: welded aluminum tank with (3) compartments, 3000-gallon capacity

Secured across fwd end of engine room

Port & stbd deck fill plates each side deck

Compartments cross-connected, (3) level gauges

Vents overboard

Shutoff valves on suction lines

Rated hoses with shutoff valves at tanks

Fuel polishing system

Fresh Water: single polyethylene tank secured under master berth, 600 USG capacity

Deck fill plate, vent overboard

Water heater tank in engine room, expansion tank aft

Black Water: 395-gallon FRP tank in fwd bilge crew quarters with pump & seacock,

Deck plate for pump out on main deck

Gray Water: (2) FRP tanks center engine room bilge & fwd bilge with 220V pumps

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Hydraulic Oil: aluminum tank for Wesmar systems in engine room with sight-gauge
Fills at tanks, vent to atmosphere

Lube Oil: 52-gallon clean oil & 46-gallon used oil tank located under the stbd generator

Pumps

24V automatic bilge pumps in aft, midship, engine room & forward bilges

Fuel polishing system pump

(2) Mach 5 ~ 220V freshwater pumps

24V Head Hunter freshwater pump

24V lube oil transfer system for main engines, gears & gensets

(3) 24V gray water sump pumps

110V Air compressor in engine room for horns and general service

Nutone central vacuum unit in engine room

Hydraulics pumps PTO both main engine transmission for Wesmar

Hydraulic pumps PTO main engines for Hynautic steering

Wesmar DSP-4800 stabilizers and hydraulic system for thrusters, windlass and davit

Village Marine Tec 1600, model SPW watermaker in engine room

(2) 24V blackwater discharge pumps in forward bilge

Vacuum generator in engine room for crew head

Miele W3038 washer & T1403 dryer in forward companionway

Whirlpool stacked washer & dryer in crew pantry

Air Conditioning

(2) 24,000 Btu & (1) 12,000 Btu Dometic condensing units in engine room, seawater cooled

48k, 30k, 10k, & 7k Dometic condensing units in fwd bilge

(2) 220V seawater cooling pumps in engine room

Control panels at each evaporator

Electric

12V, 24V, 110/220V distribution panels in crew's quarters and at both helm stations

Main switches and meters in crew's quarters

100-amp 224V shore cord thru-transom port & stbd on cable masters & (1) inlet on foredeck

25kVA Isolation transformer port & stbd in crew quarters with auto-shore power selectors

Hubbell phone/TV inlets in transom

(6) #8A8D AGM batteries centerline under crew cabin sole

(8) #8A8D AGM batteries s in crew quarter's pantry

(5) Battery Disconnect switches in crew's quarters: 12V & 24V House, gen & main engine

Battery Chargers: Newmar PT24-45W and PT40U in engine room

Xantrex 1800W inverter in crew pantry

Cathelco system installed in auxiliary seawater intake, center aft in engine room

Sacrificial zinc anodes were found on the trim tabs, the main shafts, bow & stern thrusters

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(2) Northern Lights 25kW gensets port & stbd in engine room with sound shields
4866 hours port genset, 4989 hours stbd genset hour meters at lower helm panels
Lift mufflers and exhaust separators for each generator
Racor R25P fuel filter on each generator

Safety and Fire Fighting Equipment

(8) person liferaft strapped on cradle on the bridge deck (certification required 12/20)
EPIRB on aft deck with registration & battery expired
EPIRB in ditch bag, not registered and no battery date observed
Emergency marine signals (flares) expired
(2) Life Slings aft on flybridge deck
Life Ring on aft deck with lifeline
Type I and Type II life jackets found aboard in cabins, flybridge & aft deck lockers
Halotron 2A10BC (15.5#) portable fire extinguishers were found aboard with units in
accommodation spaces, galleys, and engine room
Chemetron FM-200 fire suppression system in the engine room (tag 01/19)
All flares observed have expired.
Kahlenberg dual trumpet air horns
Navigation and anchor lights
Emergency bilge suction of main engine intakes

INSPECTION PROCEDURE

The vessel was inspected externally and internally. All compartments were opened and examined with the exception of the fuel, water & holding tanks. The hull, decks and structural attachments were visually inspected and sounded with a phenolic hammer where accessible without removing fixed panels and found in sound condition. The hull bottom was pressure washed and all hard marine growth was removed from the running gear.

The structural interior of the vessel was inspected where accessible without major removals. All partitions and bulkheads were inspected where accessible and found to show no signs of weakness due to flexing or separation of their attachments. *It should be noted that access to the hull's reinforcements (stringers, frames, and bulkheads) is limited due to internal cabinetry, fuel tanks and the like.*

The rudders, shafts, struts, propellers, shaft logs and through-hull fittings were examined "in situ". The vessel, its equipment and systems were examined for function and with consideration for compliance with current industry standards. Exceptions to these standards are noted in this report. Naval architecture and engineering analysis were not a part of this survey. It is not the intent of this report to fully inventory the equipment and spare parts on the vessel. Naval architecture and engineering analysis were not a part of this survey. It is not the intent of this report to fully inventory the equipment and spare parts on the vessel. All machinery was installed according to applicable standards (see Stafford report).

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The survey was made without removals of interior structure or destructive examination. Fuel and water tanks were not opened but were examined externally where accessible. No signs of leaks were noted, but none of the tanks were full. **All tanks should be filled to capacity and checked for leaks.**

A trial run was conducted in the ICW and in Lake Worth. **Joe Stafford conducted an inspection of the engines and generators and his report will be issued under separate cover.** The engines were run at various speeds including wide-open-throttle of 2360 RPM where a speed of 27-knots was recorded. Additional speeds were measured as 10-knots at 1140 rpm, 20-knots at 1800 rpm and 24-knots at 2100 rpm (see Stafford report). A backdown tests were not conducted, but the engines were noted to hold firm on their mounts during maneuvering. No excessive smoking was noted at the exhausts. All instruments at the helm console read within normal limits of acceptability (see Stafford report). Steering, bow thruster and engine controls performed as designed, except as noted.

A deviation card was not observed and should be completed by a qualified compass adjuster. All compasses and the autopilot compass require adjustment. All ship-to-shore radios should be bench tested on an annual basis as per FCC regulations. The VHF's were used during sea trials. The Sat Phone was not tested as it is not connected to a service provider.

The generators were run throughout the sea trials and tested under load. All instrument readings were nominal (**See Stafford report**). Significant portions of the electrical wiring looms could not be inspected without removal of fixed panels. If a detailed inspection of the vessel's electrical systems is desired, a qualified marine electrician should be engaged.

The entertainment equipment throughout the yacht was not tested.

COMMENTS & RECOMMENDATIONS

An asterisk (*) denotes an item which affects the safety of the vessel or its crew and should be repaired before the vessel can be considered a good marine and fire risk.

Safety & Fire Fighting Equipment

1. *Certify or replace the EPIRB
2. *Install smoke/CO alarms in main passageways
3. *Carry an approved emergency signal kit aboard at all times
4. *Carry required charts, International Rules of the Road aboard at all times
5. *Carry a properly sized First Aid kit aboard at all times
6. *Certify the fixed fire suppression system in the engine room including all shutdowns.
7. Note that the ventilation fans are not equipped with dampers. Manual closures should be installed to prevent oxygen from flowing back into the engine room after the system has discharged.

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8. The certification date for the portable fire extinguishers is this month.
9. Consideration should be given to installing bilge high-water alarms in all bilges.

Hull, Decks & Superstructure

10. *Signs of leakage were observed at the starboard stabilizer actuator. The Captain reported that the yard had a difficult time removing the fin during the dry dock and service period. The bearings were replaced and modifications were made to the fin reportedly to keep it from scraping the hull. This unit must be serviced by qualified Wesmar technicians and proven watertight after launching.
11. A number of the windshield wipers at both stations do not function. Service and prove operation as desired.
12. The latches on the sliding doors to the side decks were in the process of being serviced. Service and prove operation.
13. The acrylic panels on the port & stbd transom gates and on the deck hatches have been degraded by UV sunlight and should be monitored to determine when replacement is required.
14. Some type of finish coating or sealant has been applied to the non-skid surfaces on the flybridge deck and was found to be peeling away. This is cosmetic in nature, but the coating should be removed.
15. No all of the seat & window covers were observed in place.
16. Cracking and stress cracks were observed on the outboard sides of the aft deck bulwarks. This is cosmetic in nature and can be cured by stripping away the gel coat and refinishing with an enamel (such as Awlgrip).
17. The teak overlay on the transom platform is worn from cleaning away softer wood grains. This is cosmetic in nature.
18. All molded gel coat surfaces appear to be original and would benefit from a professional wash and wax.
19. The antifoulant (bottom paint) is at the end of its effective service life and requires fresh coatings. The PropSpeed coatings are mostly worn off the running gear and require refinishing. All intake external strainers should be removed, repainted and the through-hulls cleaned and painted.
20. No signs of electrolysis were observed on the running gear or the through-hulls or the thrusters. Closure inspection is required after the antifoulant coatings have been removed.
21. The bow thruster zincs have worn away and require replacement.
22. The upper hinge cover on the transom door is missing. Replace as desired.
23. The watertight seal on the transom door should be tested with a water hose and adjusted or repaired if required.
24. All opening ports were not opened and/or checked for leakage. No signs of leakage were found, however all units should be opened and serviced as required on an annual basis.
25. Secure all LPG tanks stowed in the aft deck wet bar locker as required.

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Mechanical & Electrical

26. The aft shore power connections were not tested as the vessel was docked "bow in" and the shore power was connected through the bow inlet. Test both inlets as required.
27. Joe Stafford's report is issued under separate cover and must be consulted to determine additional items that require repair or service.
28. *The Cathelco system was not in service as the anode in the auxiliary seawater intake basket strainer requires repair. Service as required.
29. Due to the age of the vessel, the through-hull fittings should be tested for conductivity using a silver chloride anode and a Fluke meter. This should be done with the Cathelco unit "off" and with it "on".
30. All of the batteries date from being 5-7 years old (as reported by the Captain). All units should be load tested to determine their remaining service life.
31. A few interior lights were found out of service. Service and repair as desired.
32. It was reported by the Captain that the Jacuzzi has not been used in over 10 years. Service and prove operation as desired.
33. The tender davit was not tested under load. Remove covers and panels, test unit under load and check for leaks.
34. Note: an instructional plaque should be installed adjacent to the fuel transfer system.
35. It was not possible to inspect the interior bottoms of the fuel tanks. No debris or sludge was observed in the Racor filters.
36. The lube oil transfer pump was not tested under load.
37. The lube oil tank(s) were not full, but no signs of leakage were observed.
38. Note that the Kahlenberg air compressor(s) have been replaced by a 110V unit located port aft in the engine room. This unit is lightly strapped in place and requires proper installation to prevent movement when underway in heavy seas.
39. *Cracked seawater hoses were observed on the watermaker. Inspect all hoses in that system and replace any found with cracked outer casings as required.
40. *Signs of leakage were observed in the hoses connecting the main engine exhaust risers to the FRP exhaust tubes and on the seawater hose connections to the risers. All hoses should be removed, inspected and replaced where found cracked, stiff or otherwise defective.
41. *Cracks were observed in the port generator exhaust hose. Inspect all generator exhaust hoses and replace if found cracked as required.
42. The main engine exhaust risers appear to be original equipment and show signs of leakage. Remove risers and inspect for signs of leaks and excessive wear. Replacement is normally required.
43. *A leak was observed in the port main engine exhaust by-pass located in the port aft locker. Service and prove hose connection. NOTE: signs of exhaust gases were observed in the port aft locker and in the crew head compartment.
44. *Signs of leakage were observed on the starboard shaft packing gland. Service and prove sound operation as required.

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45. The emergency bilge suctions on the main seawater intakes was not tested. Test during the next drydock to insure ease of operation.
46. See comments concerning engine room ventilation found above in "Safety & Fire"
47. The tank tender system requires testing by filling and discharging each tank.
48. *Protect all positive terminals against accidental short (note: use rubber guard or hard cover).
49. All exterior lighting was not observed in service.
50. Remove corrosion found on hydraulic hose fittings for steering and stern thruster located in the aft bilge. Apply protective coatings after removing corrosion.
51. The oil reservoir on the bow thruster was observed to be "low". Fill to recommended level and check system for leaks.
52. The gray water sump pump did not function and was overflowing into the bilge. Service and prove operation.
53. The Captain reported that the watermaker has been "pickled" and that the unit has not been operated in years. Service by a qualified technician is recommended.

Air Conditioning

54. The entire system should be serviced by an authorized technician. Both seawater pumps are not properly secured to their platforms. All return air filters and evaporator coils and condensate pans require cleaning.
55. The seawater intake basket strainer and seacock require cleaning and service.
56. Water was observed to flow out from under the crew refrig and from inside the crew pantry. Find source of leak and repair.

Sanitation System

57. Confirm operation of black water discharge system (pumps, switches, seacocks, tank senders) which could not be properly tested in protected waters.
58. The ball seal in the crew head appears to leak. Service and prove operation.
59. *Some of the blackwater discharge hoses have cracked outer casings and require replacement. Inspect all hoses in the system and replace where found cracked.
60. Service the "Y" valve in the discharge system which appears to be "frozen".

Navigation Electronics & Systems

61. The CCTV system functioned on three cameras: engine room and looking aft units.
62. The night vision system and related monitor in flybridge console did not function
63. Compile a compass deviation card and adjust all compasses as required.
64. The Autopilot was briefly tested and found operational however the system should be more thoroughly tested.
65. The windshield wipers and washers require service as some of the units did not function.

Entertainment Equipment

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Marine Consulting & Design, LLC

Willard A. Burpee Accredited Marine Surveyor - Designer - Consultant

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66. None of the entertainment systems were tested. Two TV units appear to have been removed.
67. The Sea Tel TV system was not tested.
68. Exterior speakers were not tested.

Tender & Davit

69. The operation of the davit should be tested under load.
70. The tender and its cradle have been removed.

Interior

71. The interior appears to be in above average, but original condition.

VALUATION

It is the opinion of the undersigned surveyor, considering the vessel's age and condition and in considering the equipment inventory and the maintenance and need of maintenance of the vessel and its systems and with comparison to the brokerage history of like vessels, that the

CURRENT FAIR MARKET VALUE is \$2,100,000.00 as found

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 reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no personal bias with respect to the property that is the subject of this report to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the

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cause of the client, the amount of value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.

- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the boat that is the subject of this report.
- No one provided significant professional assistance to the person signing this report.

This report is written without prejudice to the rights of whom it may concern by,

Willard A Burpee

Willard A Burpee
Accredited Marine Surveyor #365
Society of Accredited Marine Surveyors

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