



**PATTON MARINE, INC.**  
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**August 20, 2010**  
**File No. 10011-10**  
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Mr. Edward Harvey  
c/o Harvey, Inc.  
16609 Cantrell Road, Suite 12  
Little Rock, AR 72223

**RE: "EMERALD ISLE", 1992**  
**126' Christensen Motor Yacht**

Dear Mr. Harvey:

At your request, through Captain Jeromy Mold, this undersigned independent marine surveyor has attended the 126' motor yacht named "EMERALD ISLE".

Date of Examinations: August 19, 20, 2010  
Scope of Examinations: Walk-through of the yacht with description by various categories. This is a yacht audit.  
Location of yacht: She was examined while afloat, "alongside starboard-to" at 15<sup>th</sup> Street Fisheries Docks, Ft. Lauderdale, Florida

This is an audit for general condition only and is not to be used for other purposes. This survey is conducted following recommendations and standards for pleasure and recreation motor and sailing yachts published by the United States Coast Guard, the American Boat and Yacht Council, and the National Fire Protection Agency (NFPA 302).

**Notes:**

***This examination was limited, and is NOT a "Pre-Purchase/Condition" survey.***

***\*This was a walk-through, approximate one (1) day examination.***

***\*There was no dry-docking for hull bottom and running gear examination.***

***\*There was no trial run conducted.***

***\*The equipment testing was limited as could only be done while dockside.***

***\*The temporary crew (captain, engineer, deck hand, and stewardess) was in various stages of preparation for an auction sale.***

***\*There was no separate electrical, air conditioning, or propulsion & power generation machinery examination done. Some of such reported recent past surveys or service done on the aforementioned categories are referenced in this audit.***

**RECENTLY REPORTED RETROFITTING**

The following underwritten bullet items in this section denote some, but not all of the "recent" (meaning within the last two to three years) refit, re-conditioning or service work reportedly performed while the yacht was out of its periodic service. As could be expected with a temporary crew aboard, the records, documents and validating paperwork or yacht logs were limited on this date.

- Diver underwater examination of hull bottom, running gear with video recorded, August 2010
- Electrical survey carried out, ac and dc systems, January 2009. Reported that all recommendations were heeded and repairs/modifications made
- Vibration analysis port side, March 2009
- Propulsion running gear: couplings, shafts, bearings, propellers removed, serviced, tuned, aligned, replaced, repaired as necessary, March 2009
- Starboard engine overhauled, May, 2009
- One generator (not clear which) voltage regulator repair, May 2009
- Vibration analysis starboard side, October 2009
- New model (2009) main tender substituted
- Gray water pumps rebuilt/replaced (no work invoice)
- Black water macerator pump rebuilt/replaced (no work invoice)

Further noted hereunder are reported works carried out in 2007 or later. However, documentation and work orders were not presented for verification. Alleged re-fitting work was conveyed verbally, only.

- Hydraulic systems (bow thruster, stabilizers, crane), recondition & refit
- Stabilizer fin stocks dropped, seals bearings replaced
- Port main engine overhauled

- Port and starboard 60 kW generators overhauled
- Some galley appliances substituted
- Partial navigation/communication electronics replaced/upgraded
- Sea water and all system flexible hoses replaced as needed
- Three (3) air conditioning condenser units substituted
- Various fancoils (air handlers) substituted, added
- New water desalinization system installed
- New fresh water ionizing system installed
- Fresh water tank flushed, coatings checked and serviced as necessary
- EPIRP replaced
- Bilges cleaned
- Black water tank cleaning done
- Substantial interior re-fit was done
- Some entertainment video refitting
- Satellite television system refit

\*\*\*\*\*

The following is the August 20, 2010 audit examination.

All notes and general recommendations below shall be noted in ***“Bold Italic”***.

**GENERAL:** "EMERALD ISLE" is a custom-built fiberglass motor yacht.

Designer:	Glade Johnson
Builder:	Christensen Shipyards Limited
Location:	Vancouver WA
Year built:	1992
Production Hull Nr.:	0011

She is of fiberglass (glass reinforced plastic-“GRP”) construction with a foam core hull topsides and decks. She has a raked stem, transom stern, long box sectional skeg keel with a molded fiberglass swim platform. She has flush decks with a raised pilothouse and flybridge, with an aft cockpit. She is twin diesel engine powered. The yacht has a well organized and indexed set of drawings and plans.

***She was originally built to ABS Safe Net, but is no longer “in Class”.***

“EMERALD ISLE” is a St. Vincent and Grenadines registered yacht. A copy of her certificate of registry was seen onboard. It states the following:

-Name:	"EMERALD ISLE"
-Official No.:	5324

-Call Sign: J8Y2855  
-IMO No.: N/A  
-Yr, & Port of Registry: 2001 Kingstown  
-Previous Name of Ship: EMERALD ISLE  
-Previous Port of Registry: Georgetown  
-Date: 05/09/1995  
-Name, Residence, & Desc. Of Owners: Yacht Emerald Isle LTD  
Georgetown Grand Cayman  
-Shares: 100%  
-Recorded: 29/06/2001  
-Particulars of Ship:  
Where Built: USA  
When Built: 1992  
Name & Add. of Builders: Christensen Motor Yachts, Washington  
Type of Ship: Pleasure yacht  
Gross Tonnage: 241  
Net Tonnage: 72  
Hull Material: F glass  
No. Of Decks: 1  
No. Of Mast: 1  
Length: 35.05M  
Breadth: 7.72M  
Molded Depth: 3.20M  
-Particulars of Engines:  
No. of sets: 2  
Description of Engines: Diesel  
When Built: 1992  
No. cylinders: 12  
Diameter of cylinders: 484  
Length of stroke: 500  
KW: 789  
Name &Add. of Makers: Caterpillar Diesel Corp (***Typo-manufacturer is Detroit Diesel***)  
Detroit - USA  
-Classification Society: Not applicable  
-Signed and Sealed: Geneva-24 February, 2010  
-Certificate Expires: 31<sup>st</sup> January, 2011

A copy of her International Tonnage certificate was seen onboard.

***She appears to carry no St. Vincent issued "Ship Station Radio Licence" at this time.***

Her principal dimensions are as follows:

-Length Overall: 126'

-Beam: 26' 6"  
-Designed Draft: 7'

**HULL:**

The hull is protected by solid black rubber rubbing strake at the deck shear and above the boot stripe from amidships to aft around the swim platform.

No. Port lights port side: Ten (10) oval opening  
No. of port lights starboard side: Eight (8) oval opening port lights by Freeman  
Hull color: White  
Shear stripe: Through main deck and bridge deck window line  
Emerald green  
Boot stripe: Emerald green  
Name on transom: EMERALD ISLE  
Hailing port: Kingstown  
HIN: KHT 00011E292

**HULL CONSTRUCTION:**

The following is derived from the undersigned's knowledge and past experience with CSL construction methods. Examinations were limited to localized visual bilge inspections.

The hull is of all hand laid up fiberglass construction with a double sandwiched Airex foam core. There is a fiberglass sheathing on the hull bottom and fiberglass layers between two (2) layers of approximately 1" thick Airex foam. The Airex foam core is reportedly vacuum bagged to the fiberglass skin.

Longitudinal and transverse framing is of fiberglass over foam core. She has web frames throughout of double thickness 1" plywood fully glassed to the hull.

Cabin soles and non structural bulkheads appear to have a foam core with fiberglass sheathing on each side. The bulkheads are properly bonded and fiberglass tabbed to the hull laminates. The box sectional keel and up to the keel stringer port and starboard side appears to be of solid fiberglass laminate.

The hull structure is stiffened with two (2) each port and starboard side longitudinal stringers in the hull bottom which form the tunnels outboard of the tanks on either side. The inboard longitudinal stringers become the bilge tank outboard sides. The hull bottom longitudinal continue aft to the transom through the engine room and lazarette where they become the engine beds and rudder supports. The main decks are reported to be a foam cored sandwich. The deck beams appear to be fiberglass over foam core.

The superstructure and house appears to be a fiberglass inner and outer laminate over a cross link PVC foam core.

Where accessible for examination of hull interior structure, all fiberglass tabbing of longitudinals and transverse framing is well done. There are sealed limber holes to facilitate water drainage in the bilge area.

The hull structure as could be seen with limitations appeared in sound structural condition at this time.

**ZINCS:**

***Please refer to the hull bottom zinc condition as per the recent underwater video recorded by "Mrs. G.'s Diving".***

**TANKS:**

All onboard liquid contents tanks were visually examined, externally only. No external signs of leaks or damage were found during these examinations. It is to be noted that the tanks are not totally accessible or visible on all sides.

**FUEL TANKS and SYSTEM:**

No. of Tanks:	Five (5)
Tank Construction:	Center tanks are fiberglass construction and integral Port and starboard day tanks welded aluminum
Tank Fill:	Port and starboard side deck in house side
Tank Vents:	To vent overflow tanks in port hull side
Fill Manifold:	Forward engine room bulkhead on center
Fuel Supply & Return Manifold:	Aft on center

<u>Tank Name</u>	<u>Location</u>	<u>Reported Capacity</u>
Tank No. 1	Forward bilge on center	1670 US gallons
Tank No. 2	Forward bilge on center	2820 US gallons
Tank No. 3	Mid bilge on center	1750 US gallons
Port Day Tank	Port aft engine room	590 US gallons
Starboard Day Tank	Starboard aft engine room	<u>500 US gallons</u>
Total Reported Capacity:		7330 US gallons

***Note: capacities were derived from drawings only. Placards, labels, and advertising may indicate a discrepancy regarding the tank volumes. A full time crew may use a bunkering fuel counter to determine more definite gallon capacities.***

***The top of tank no. 1 was noted with a slight diesel oil odor beneath the crew sole forward. No leaks were noted, but the top of the tank should be scrubbed.***

Fuel Transfer Pumps (2):

Location: Forward engine room in drip pan  
Manufacturer: N/A  
Type: Steel head gear pumps  
Transfer Filter: Maker not determined

The pumps are fitted with pressure and vacuum gauges. (Pump not tested).

Flow Meter:

Location: Forward engine room bulkhead starboard side  
Manufacturer: Gas Boy  
Meter Reading: 931,652 US gallons (*it was not determined how many times this meter may have turned over*)

**FRESH WATER TANKS and SYSTEM:**

No. of Tanks: One (1)  
Location: Aft guest bilge (beneath VIP cabin sole) on center  
Reported Capacity: 1750 US gallons  
Tank Construction: Fiberglass and integral  
Tank Fill: Starboard side deck

Fresh Water Pressure Pumps (2):

Location: Starboard forward engine room below generator  
Manufacturer: Head Hunter Mach V  
Type: Jet pumps

Hot Water Heater (Boiler) (1):

Location: Aft engine room starboard side  
Manufacturer: Rheem  
Model No.: D02628  
Capacity: 71 US gallons

Fitted with water temperature gauge. The hot water ring main is fitted with one (1) hot water circulating pump, by GRUNDFOS. This pump was seen outboard of the boiler.

**WATERMAKER:**

Location: Control room starboard side  
Manufacturer: HRO Systems  
System hours: Reported "0"-unit was pickled

Model No.: Not determined, name mark is "Seafari"  
Serial No.: Not determined  
Rated product flow: Reported 1400 GPD (not confirmed)  
No. of Membranes: Two (2) membranes

Fresh Water Purification

The yacht has an Ionizer with regeneration filtration system made by Culligan. The system is located adjacent/aft of the watermaker.

Salt Water Pressure Pumps (2):

Location: Starboard engine room under generator set  
Manufacturer: Sears  
Model: Hydra glass shallow well jet pump

Both salt water pressure pumps feed the anchor chain wash and deck hose bibs or can be valve-diverted for the marine toilets for sea water flushing.

Sprinkler Pump (1):

Location: Under starboard generator aft  
Manufacturer: Sears  
Pump type: 2hp high pressure sprinkler pump

This pump is plumbed to the internal sprinkler system throughout the yacht. At this time, the sprinkler system supply is fresh water only. The sea water line was found disconnected.

**GRAY WATER TANK and SYSTEM:**

Location: Amidship bilge on center  
Tank Construction: Fiberglass  
Reported Capacity: 110 US gallons  
Tank Monitor: Control room wheelhouse panel, full and pump run indicator

Discharge Pumps (2):

The pumps are installed internally to the tank and were not seen.

Gray water tank system testing was not done. However there were no back odors or problems reported.

**WASTE TANK and SYSTEM:**

No. of Tanks: One

Location: In fiberglass box sectional keel  
Reported Capacity: 900 US gallons

Fitted with automatic level switch  $\frac{3}{4}$  and full.

Discharge Pumps (2):

Location: Inside tank  
Pump Type: Macerator

Marine Toilets (11):

Manufacturer: American Standard

- Operating on fresh or salt water.

Heads are operating on fresh water at this time. The waste holding tank can also be discharged via deck pump out starboard side.

**LUBE OIL TANKS and SYSTEM:**

No. of Tanks: Two (2)  
Location: Inboard of port and starboard fuel oil day tanks integral  
Used Oil: Port side  
Reported Capacity: 65 US gallons  
Clean Oil: Starboard side  
Reported Capacity: 130 US gallons

Lube Oil Transfer Pump:

Portable 110 volt, AC gear head pump with quick disconnect fittings and hoses, which was seen stowed in the control room bilge. There was a reported 24 Vdc back-up portable transfer pump, as well. The system was not tested.

**THROUGH-HULLS:**

As an annual maintenance project or at each haulout, it is recommended that all of the seacocks and sea strainers be disassembled, cleaned, inspected, and lubricated. ***All of the isolation and diverter valves could afford a "working" and freeing up at this time.***

Main Sea Water Intakes:

Location: Engine room forward, port and starboard side

- 12" x 12" fiberglass sea chest with clear tops
- Two (2) each 3" bronze body gate valves for port and starboard main engines and auxiliaries

Overboard Discharges:

All bronze body ball valve types.

**RUNNING GEAR:**

The running gear was inspected only from main engine mounts to shaft stern gland. The following is a list of the drive train, as could be seen from the engine room.

Main Engine Mounts:	Resilient type, spring loaded
Reverse Gear Mounts:	Resilient type
Reverse Gear Coupling:	LO-REZ flexible type, model no. 20RTU2
Shaft Grounding Brushes:	Installed and connected
Shaft gland type:	Dripless type seal, by LASDROP
Seal Cooling Supply:	Port and starboard main engine bypass with crossover
Propeller Shafts:	4" diameter Armco Aquamet 17 (from drawings-shafts were seen corrosion free on internal portions)

**STEERING:**

Type:	Electric over hydraulic,
No. of Stations:	Four (4) stations
Flybridge:	Jog steering with rudder angle indicator
Wheelhouse:	28" diameter stainless steel Destroyer wheel with jog steering
Port and Starboard Wing:	Jog steering

Wheelhouse Wheel:

- Manual positive displacement helm pump (***not tested***)

Manufacturer:	Appears completely custom installation
Jog Steering (NFU):	<b><i>(not tested)</i></b>
Robertson Jog Steering (FU):	<b><i>(not tested)</i></b>

Autopilot Steering:

Robertson AP9 Mark II

Hydraulic Rams (2):

Jockey Bar:	4" box section steel with adjustable starboard end
Rudder Stocks:	5" diameter Aquamet 17 (from drawings)

Rudders: NOT SEEN

Limited visual exam was made on the starboard side tiller only. The gear was found clean, painted and corrosion free, properly greased.

**BOW THRUSTER:**

Type: Hydraulic  
Manufacturer: HPS (Hydraulic Power System)  
Reported Hp: 56  
Propeller Diameter: NOT SEEN

Hydraulic power is supplied from either port or starboard generator for half power or both generator PTO's for full power. The bow thruster is operated from the sun deck, port and starboard wing stations or wheelhouse.

The tunnel top was examined, found clean and leak-free. The hoses appeared in good condition and well supported.

**STABILIZERS:**

Manufacturer: Naiad  
Control Head & Reservoir Location: Forward engine room bulkhead starboard side  
Mode No.: 403  
Serial No.: 910407  
Assembly No.: 01337  
Relief Valve Set At: 1500 psi  
System Voltage: 24 volt, DC

Hydraulic power is supplied by port main engine forward end belt driven PTO and starboard main engine aft end direct drive PTO. Cooling water supplied from each port and starboard main engine cooling water bypass with crossover.

Fin Location: VIP stateroom in watertight compartments  
Controls: Wheelhouse  
Fin Indicator: On/Off switch with low oil indicator light

**BILGE SYSTEMS :**

Forepeak:

The chain locker bilge drains to direct overboard in the bow thruster bilge, starboard side.

Bow Thruster Bilge:

Access: Via watertight Freemans hatch, starboard forward crew head.  
Protected By: Automatic / manual 24 volt DC Rule 3700 submersible bilge pump with float switch and high water alarm.  
2" copper pipe suction with foot valve to primary bilge system  
Bilge Condition: Clean and dry.

Crew Bilge:

Access: Via watertight Freeman's hatch on center  
Protected By: Automatic/manual 24 volt, DC Rule 3500 submersible bilge pump with float switch and high water alarm  
2" copper pipe suction with foot valve to primary bilge system

There was fresh water accumulation in this bilge.

Port and Starboard Guest Accommodation:

Access: Via watertight Freeman's hatch on center  
Protected By: Automatic/manual 24 volt, DC Rule 3700 submersible bilge pump with float switch and high water alarm

Engine Room:

Protected By: Two (2) automatic/manual 24 volt, DC Rule 3700 submersible bilge pumps with float switches and high water alarm  
2" copper pipe suction with foot valve to primary bilge system  
2" copper pipe suction with foot valve direct to bilge pump

There is some standing water and oil seen in this bilge.

Lazarette Bilge:

Access: Under control room floor hatch on center  
Protected By: Automatic/manual 24 volt, DC Rule 3700 submersible bilge pump with float switch and high water alarm  
2" copper pipe suction with foot valve to primary bilge system

There is some water in this bilge.

Cockpit:

Access: Via cockpit deck hatches  
Protected By: Automatic/manual 24 volt, DC Rule 3500 submersible bilge pump with float switch and high water alarm  
2" copper pipe suction with foot valve to primary bilge system

Access to the bilge pump, switch and alarm is restricted.

Each submersible bilge pump has a manual and automatic switch operated from the control room or wheelhouse panels. All seven (7) bilge pumps were proven automatically.

All six (6) high water bilge alarms were tested and proven. Audible alarm and visual alarm light in control room. Visual light in the engine room was seen. ***The crew siren has been disconnected. The bilges were found generally wet as noted above. There were no odors or mildew noted at this time. The air conditioning "fancoil" condensation catch pans are plumbed to drain directly into the bilge. The fancoil drain plumbing should be modified to divert all water to sump pumps for discharge overboard. Bilges should be maintained clean and dry.***

***Besides the constant water production from the chilled water system and evaporator condensation from the air conditioning system, most of the yacht bilge was found clean and well painted.***

#### **BILGE and FIRE SYSTEM:**

Pump Location: Engine room below port generator

#### **Pump No. 1 (Bilge):**

Manufacturer: Jabsco  
Type: Rubber impeller type  
Rating: 83 gpm

***This pump was found seized at this time. Repair is in order.***

#### **Pump No. 2 (Bilge/Fire):**

Manufacturer: Sta-Rite  
Type: Steel body centrifugal type  
Rating: 84 gpm at 20 psi

#### **Pump No. 3 (Fire Pump):**

Manufacturer: N/A  
Type: Bronze body type centrifugal with operation from the wheelhouse, aft deck emergency panel or engine room switch

Two (2) of the three (3) stations tested and proven (engine room and aft deck).

Fire Hoses:

One (1) each port and starboard main deck  
One (1) at the control room outside the engine room door

***The mid section bilge was flooded with fresh water, however, the automatic pump does level and evacuate, not allowing emergency (primary) pump testing. Note: it appears the primary bilge pumping manifold valves are primarily designed to open under pressure. With this system set up, the bilge pumps are trying to open the valve seats under suction. Several of the cupronickel pipe steel clamps were corroded and all clamps should be further check and replaced if needed.***

The starboard forward fire hose was run out on deck. Fire pump no. 3 was tested and proven with full pressure and good stream.

Emergency Bilge/Fire Pump (Portable):

Location: Bosun's locker  
Manufacturer: IPT  
Model No.: 2P5  
Type: Engine driven, Yanmar 3.3 kW diesel engine

This pump was not run and tested.

**COMPRESSED AIR SYSTEM:**

No. of compressors: Two (2)  
No.1 location: Aft control room starboard side fixed  
Manufacturer: Not Known (belt driven-newly fitted Marathon motor)  
Use: Single stay supplies air to pneumatic systems, ship's horns, doors, engine air mounts and service air chuck  
No.2 location: Aft control room beneath stairs - semi portable  
Manufacturer: Appeared to be Kobalt  
Type: 120 volt AC oil less single stay. This compressor is temporarily in use to supply compressed air to the pneumatic controls for port and starboard generator PTO clutches

**AIR CONDITIONING:**

Manufacturer: Marine Air System  
Type: Chilled water loop with reverse cycle heating  
Model No.: MCW192 (001RC)  
No. of compressors: Four (4)  
Compressor & condenser location: Aft engine room port side on compressor flat

Total BTU's:	Cool cycle 192000BTU
Reverse cycle:	211200 BTU (nominal 16 tons)
Cooling Amps per condenser:	14.4
Heating Amps per condenser:	15.9
Refrigerant type:	Not determined

Salt water cooling pump (1):

Location:	Under compressors
Manufacturer:	Scott
Type:	Bronze centrifugal

Circulating Pump (1):

Location:	Under compressor
Manufacturer:	Scott bronze centrifugal type

***This pump was noted with a slight leak beneath the impeller case. This may also be the result of saturated neoprene insulation at the suction pipe connection.***

Fan coils:

Total BTU:	N/D
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Main System Control Panel:

Location:	Control room port side
Manufacturer:	Marine Air hydromatic system monitor

- Four (4) compressor circuit breakers
- Four (4) flow indicator lights
- One (1) sea water supply switch
- One (1) chilled water pump switch

Fan Coil Controls:

Manufacturer: Lunaire Marine micromatic with LED readout

All air conditioning units appear to be working at this time. The air conditioning was not tested on reverse cycle for heat. The yacht was found cool and comfortable with outside temperature at 93° F, and humidity 85%.

***The number of fancoils was not determined for this audit, but substantial refitting of the air handling system has been reported. There was repair work and necessary maintenance being carried out on the cooling system at this time. It appears that one of the compressors may need replacement.***

**MAIN ENGINES:**

"EMERALD ISLE" is powered by a pair of Detroit Diesel 12V 92TA fresh water cooled marine diesel engines.

	<u>Port</u>	<u>Starboard</u>
Hour meter:	3230.1	60.7
Engine model No.:	12V92TA.1080HP	12V92TA.1080HP
Engine serial No.:	12RF015034	12VF005801
Start voltage:	24 volt DC	24 volt DC
Main engine mounts:	Resilient type adjustable	
Primary fuel filter:	Racor 1000 FG dual bowl filter/water separator with vacuum gauges fuel	

Main engine control maker:	ZF	
Model Name.:	Micro Command Electronic	
Serial No.:	911035329	911035330

Reverse gears manufacturer:	ZF	ZF
Gear model No.:	BW250	BW250
Gear serial No.:	2949	2950
Ratio:	3.090:1	3.090:1

**Main Engine Exhausts:**

Blanketed risers to overhead collectors. Stainless steel salt water injected spray ring to fiberglass underwater exhaust boxes with bypass pipes and keystone valves which also appear to be directed underwater.

**GENERATORS (3):**

The generators are located port and starboard side in the engine room. The starboard aft control room generator is in a sound shield.

	<u>Port</u>	<u>Starboard</u>	<u>Aft</u>
Hour meter:	N/D	Not clear	N/D
Manufacturer:	John Deere	John Deere	John Deere
Model No.:	60kW at 1800 rpm	60kw at 1800rpm	35kW at 1200rpm
Serial No.:	T06359B224321	T06359B224320	TO427692105
Electrical end serial #:	AD133219-CNC	AD138065-CNC	ADL16701CNJ

Generator mount: Pneumatic type with individual air supply valve (Note: these pneumatic mounts do loose air pressure.)  
Primary fuel filters: 1 each Racor RT62 fuel filter/water separator spin off type

Generator Exhaust:

Each generator can exhaust directly overboard or via underwater soot cleaners with dry stack gas. There were no leaks noted at this time.

***The generator data tag etchings are worn and obscured. A general assessment of the main generators is needed. Full determination both of service and work history should be considered.***

**ELECTRICAL:**

***This is a brief descriptive only. Please refer to the more detailed survey carried out by Ward's Marine Electric in 2009.***

Main Systems:

- 120/240 volt AC 60Hz single phase
- 24 volt DC
- 12 volt DC

AC power is supplied by two (2) 100 amp shore power inlets at the port aft cockpit or one (1) of three (3) generator sets.

Shore Power Circuit Breaker Protection:

Location: Main AC distribution panel in the control room

- 100 amp circuit breakers for input and output voltage of each isolation transformer

Isolation Transformers (2):

- 24 KVA single phase 120/240 volt AC fitted with boost taps
- One (1) input, one (1) output volt meter for each transformer
- Leg 1 amp meter, leg 2 amp meter for each transformer
- Four (4) rotary selector switches for generator 1, generator 2, generator 3, shore power 1, shore power 2
- Four (4) 200 amp circuit breakers for each 48kW distribution panel
- Three (3) generator start panels with the following:
  - One (1) AC volt meter

- One (1) AC Hz meter
- One (1) amp meter leg 1
- One (1) amp meter leg 2
- One (1) each generator main circuit breaker (amperage not determined).
- Two (2) rows of clearly labeled circuit breakers in steel electrical boxes with steel cover plates

DC Systems:

Port and starboard generator start: 24 volt DC  
Aft generator start: 12 volt DC

Batteries:

Engine room port side: Two (2) x 12 volt CATERPILLAR DC lead acid, wired in series to give 24 volts DC  
Engine room starboard side: Two (2) x 12 volt CATERPILLAR DC lead acid wired in series to give 24 volt DC

Both port and starboard battery banks are secured in fiberglass covered vented battery boxes.

Battery Charging:

- Port and starboard main engine alternators

Location: Starboard engine room aft  
Manufacturer: Dolphin  
Input volts: 120 AC  
Output volts: 24 DC / 40 AMP

Battery Protection:

- Rotary isolator selector switches for each port and starboard main engine/ generator start bank inboard of main engine with parallel switch.
- DC distribution panel for alarms and bilge pump at control room panel

House Service and Electronics Banks:

Forward of Portuguese bridge in brow:

Both banks secured in fiberglass vented battery boxes with secured lids. ***The starboard box vent hose was disconnected.***

Battery Chargers (2):

Manufacturer: Ratelco (appeared disconnected)  
Port side.: Dolphin  
Input voltage: 120/240 volt AC  
Output voltage: 24 volt DC / 100 AMP

DC distribution panel located at wheelhouse port side fitted with rotary isolation switches. All circuit breakers are clearly labeled.

**BONDING SYSTEM:**

The bonding system consists of a solid copper wire run through the bilges and connected to through-hull s and underwater running gear by way of machine screw fastenings and stainless steel hose clamp connections. What wire connections were seen appeared clean. ***The fuel tank top and transfer plumbing bonding should be checked.***

**ENGINE ROOM:**

The engine room is accessed via a watertight dogging door with window on center from the control room or starboard side deck watertight fiddly door and ladder. ***Note: the engine room watertight door gasket should be replaced and all other watertight doors and hatches on the yacht should be re-checked for seal conditions.***

All systems and machinery in the engine room are listed under their respective headings. The main engines have stainless steel hand rails at the inboard sides.

Engine Room Protection:

- Halon 1301 fire suppression system with manual pull outside engine room door.
- Single centerline overhead system outlet over port and starboard main engines.
- Two (2) hand held ABC portable fire extinguishers
- One (1) overhead CCTV camera (***CCTV camera system is not working***)
- One (1) fire bell
- One (1) fire alarm
- One (1) red warning light
- One (1) blue warning light
- Overheads and side walls are perforated aluminum panels over unknown insulation
- Decking is all removable sections of painted aluminum panels.

Lighting: Six (6) Vapor Lock 4' florescent light fixtures

DC incandescent light fixtures

Forced Ventilation:

Port side aft air intake: 27" axial blower  
Starboard side forward extractor: 27" axial blower

- Each engine room blower is fitted with frequency drive soft start in the port center forward control room.

**CONTROL ROOM:**

Access: Via a watertight dogged door, pneumatically operated from the aft cockpit with five (5) aluminum steps down.

- 2 x 4' vapor lock florescent light fixtures.
- One (1) x CO2 fire extinguisher
- 1 x 2' vapor lock florescent fixture
- Three (3) DC incandescent light fixtures
- One (1) overhead smoke detector
- One (1) overhead carbon monoxide detector

Port Side:

- Engineers desk
- Air conditioning control panel forward
- 24 volt DC circuit breaker panel and alarm panel to starboard
- Storage crates and boxes for spares, systems manual shelf
- Stainless steel top workbench with tool drawers below aft
- Large pipe fitters bench vice
- One (1) bench grinder
- 1 x 110 volt AC outlet

Starboard Side:

- Main AC electrical distribution panel on center forward
- One (1) watermaker forward
- One fresh water ionizer forward
- One (1) night generator in sound shield to starboard
- Two (2) overhead oscillating fans above generator
- One (1) single stage air compressor
- One (1) utility plastic sink with hot and cold fresh water
- One (1) fire blanket

Forward:

- Storage box rack for spares
- One (1) fire hose with fire valve

**LAZARETTE:**

The lazarette is accessed via one (1) large and one (1) small opening deck hatches in the cockpit. This is a general storage area and gives access aft through crawl space to the steering gear. There are spare dock lines, and aluminum storm panels for main deck windows.

**FOREPEAK:**

The forepeak is accessed via a watertight flush deck Freemans hatch aft of the anchor windlasses. Generally this area gives access to the port and starboard chain bins and underside of the anchor windlasses. This area is found basically clean and in good condition at this time.

**GROUND TACKLE:**

Anchor Windlass (2):

Manufacturer:	Maxwell
Model No.:	5000
Hydraulic Operation:	Via port or starboard generator PTO
Type:	Vertical chain gypsies with vertical capstans
Secured In:	Molded fiberglass deck trays

***The windlasses were each briefly tested under hydraulic control only, paying out and retrieving a small amount of chain. The drums could not be freewheeled as the system clutch flat bar could not be located. This bar should be replaced.***

Main Anchors (2):

Nested in stainless steel anchor pocket

Weight:	Unknown
Type:	Galvanized stockless type

Spare Anchor:

None seen

Anchor Chains (2):

Unknown lengths of 5/8" galvanized chain with devil's claw adjustable retainers  
Stainless steel rollers and chain stoppers at the stainless steel hawse pipe heads

***The anchor chains are stowed in a divided chain locker, and are very corroded. Cold dipping/re-galvanizing may be considered, but purchase of new chains may be more economical.***

Additional Ground Tackle:

Foredeck:

- Two (2) each port and starboard side stainless steel fairleads
- Two (2) each port and starboard side stainless steel mooring bits

Port & Starboard Side Decks:

- Two (2) each port and starboard stainless steel fairleads
- Two (2) each port and starboard stainless steel mooring bits

***Note: three (3) of the side deck fairleads were noted with fiberglass fractures beneath, and routine reinforcement should be checked when the yacht is next in a yard for painting (Please see EXTERIOR FINISH below).***

Aft Deck:

- One (1) each port and starboard side stainless steel fairleads
- One (1) each port and starboard side stainless steel Herishoff cleat

Aft Cockpit:

- Two (2) each port and starboard stainless steel fairleads
- Two (2) each port and starboard mooring bit
- One (1) each port and starboard warping winches

Manufacturer: Maxwell  
Model No.: 3500  
Hydraulic Operation: With foot switches

Swim Platform:

- One (1) each port and starboard side Herishoff deck cleats

### HYDRAULICS:

System location: Port engine room aft of generator  
Manufacturer: Custom

The system is fitted with a main storage tank and additional header tank. The hydraulic system has a separate heat exchanger.

The hydraulic power is supplied by either port or starboard generator pneumatic clutch driven PTO's, reported to be 57hp. The hydraulic system services the port and starboard stern warping winches, the boat deck crane, the bow thruster, supplementary power for the bow thruster, and the anchor windlasses.

### ELECTRONICS, COMMUNICATION, and NAVIGATION EQUIPMENT:

The following is a list of electronics, communication, and navigation equipment seen aboard the yacht.

#### Wheelhouse:

- Ship's magnetic compass - Ritchie Power Damp
- Ship's gyro compass – **Not operational**
- Wind, speed, and direction - Brooks and Gatehouse-**not working**
- Loud hailer - Raytheon Ray 420-**not working**
- Rudder angle indicator - Tellcor Instruments
- VHF radio –ICOM IC-M604
- Temperature gauge - sea, engine room and outside temperatures
- GMDSS radio telephone – Furuno 8500
- Hand held VHF radios - three (3) - Standard Horizon-**not working**
- CCTV monitor - Panasonic with four (4) cameras-**not working**
- Boat speed and depth - Brooks and Gatehouse Hydra 330
- Color depth sounder - Raymarine
- Radar - Furuno 72 mile range
- Radar – Raymarine with ARPA
- Navigation computer – Raymarine E 180 (reported) with aerial overlay
- Three (3) x Raymarine 19" LCD monitors flatscreen
- Chart plotting system - Noble Tech
- GPS - Northstar 941X
- GPS - Leica MX 412 navigator-**not working**
- Autopilot - Robertson AP9 Mark II
- Satellite communication - Mini-M Nera
- Depth sounder – Furuno RD 30
- AD converter - Furuno
- Cellular telephone - Tellular
- Telephone system - Panasonic Hybrid
- Ship's clock and barometer - Brass Wheems & Plath

- One (1) UPS for 110 volt AC navigational electronics

Sky Lounge:

- HP Office Jet Pro 8500 Printer/scanner/fax

Sun Deck:

- Gyro repeater compass
- Autopilot - Robertson AP9 Mark II repeater
- Boat speed and depth - Brooks and Gatehouse Hydra 330
- Loud hailer - Raytheon Ray420
- VHF radio – Furuno 8500
- Rudder angle indicator

**ENTERTAINMENT EQUIPMENT:**

The following entertainment equipment was seen aboard the yacht. All televisions listed are flat screen HD units.

Main Salon:

- Color television - 37" Sylvania
- DirecTv SATTV receiver
- DVD player - JVC
- Surround sound receiver - Yamaha RX-596
- Six (6) speaker selector box - Niles HDL-6
- Seven (7) overhead stereo speaker system

Master Stateroom:

- Color television - 20" Vizio
- DirecTv SATTV receiver
- AM/FM stereo receiver - Sony STR-D590
- Four (4) overhead stereo speakers

Sky Lounge:

- Color television-32" Sony
- DirecTv SATTV receiver

Wheelhouse:

- AM/FM CD player - Sony CDX-C5050X
- Two (2) overhead stereo speakers

VIP Stateroom:

- Color television - 32" Sony
- DVD player-Phillips
- Two (2) overhead stereo speakers
- DirecTv SATTV receiver

Port Guest Stateroom:

- Color television - 32" Sony
- Two (2) overhead stereo speakers

Starboard Guest Stateroom:

- Color television - 32" Sony
- DirecTv SATTV receiver
- VHS/DVD-Go Video

Crew Mess:

- Color television - 20" Vizio
- DirecTv SATTV receiver
- VCR/DVD-Zenith
- Four (4) overhead stereo speakers

Captain's Cabin:

- Color television - 20" Vizio
- Two (2) overhead stereo speakers
- DVD player-Cyberhome
- DirecTv SATTV receiver

Engineer Cabin:

- Color television- 13" Toshiba/VCR combo (not flatscreen)

Main Galley:

- Two (2) overhead stereo speakers

Sun Deck:

- AM/FM CD player - Sony CDX-C5050X with twin speakers

All lower state rooms, aft deck, and galley have piped music through the main salon audio system.

***The large Sea Tel gyroscopic antenna receiver is reported in need of calibration and balancing. Note: during most of the survey, the satellite reception was steady and clear while at dockside.***

**APPLIANCES:**

The following is a list of appliances seen aboard the yacht. None was tested.

Main Galley:

- Refrigerator/freezer Sub-Zero (forward port side in pantry)
- Microwave/Convection oven GE
- Garbage macerator in outboard sink
- Two (2) x drawer style Fisher Paykel dishwashers
- Refrigerator/freezer Sub-Zero (aft side of galley)

- 6-burner glass top stove by Miele
- Two (2) x Fisher Paykel ovens under
- Stove hood extractor fan Best high performance

Crew Galley:

- Refrigerator/freezer GE model
- Garbage disposal  $\frac{1}{2}$  hp heavy duty by Badger
- Microwave oven GE model

Laundry Room:

- Two (2) x washing machine and dryers - stackable units- Maytag model
- GE full height freezer (**very frosted, requires service**)
- Rowenta Iron

Main Salon Bar:

- Icemaker U-Line
- Bar refrigerator Norcold model

Aft Deck:

- Refrigerator/ice machine Sub-Zero model

Boat Deck:

- Electric barbeque grill by Jenn-Aire
- Refrigerator/ice machine Sub-Zero model

**DECK ARRANGEMENT:**

Sun Deck:

Access is via stainless steel / teak rung ladder from bridge deck starboard side. The flybridge is protected by an approximately 24" high molded fiberglass bulwark with stainless steel frame plexi-glass windscreen forward. ***The windscreen is deeply crazed and requires replacement.***

- Full engine control and navigational equipment forward on center with storage locker below and single helm seat.
- The decks are painted white non-skid finish.
- Port and starboard stereo speakers.
- Port and starboard courtesy lights.
- Port and starboard deck scupper drains.
- Bulwark storage lockers aft port and starboard side.
- Electronics and communication whip antennas port and starboard sides.
- Two (2) 16 man life rafts port and starboard of center
- One (1) 406 MHz EPIRB port forward

Mast:

The main mast is aluminum fabrication painted white with aluminum steps starboard side. The mast is triple spreader which carries the following:

- Anchor light
- Wind speed direction anemometer
- Large Sea Tel Dome
- Carlyle & Finch searchlight
- Two (2) aft flood lights
- One (1) bow steaming light
- Triple Kahlenburg air horns with inland light
- Two (2) Aqua Signal flood lights
- Four (4) hailer horns
- Two (2) radar antenna
- One (1) Mini-M satellite communication antenna
- Port and starboard signal halyards
- Port and starboard guy wires
- Miscellaneous navigational antenna

At the mast base is a dual 110 volt AC GFCI receptacle and telephone inlet socket.

Portuguese Bridge Deck:

This is protected by 37½" high molded fiberglass bulwark forward, 35" high aft.

- Waterproof access hatch forward on center
- Four (4) courtesy deck lights
- Two (2) each port and starboard deck scupper drains
- One (1) each port and starboard wing control stations
- One (1) each throw rings with strobe lights and retrieving lines attached
- One (1) each port and starboard house side watertight wheelhouse entry doors
- One (1) each port and starboard side stainless steel hand rail
- Three (3) each port and starboard overhead deck lights

Aft Bridge Deck:

Protected by molded fiberglass overhead.

- Four (4) overhead light fixtures
- Three (3) overhead speakers
- The decking is teak veneer overlay
- One (1) each port and starboard deck scupper drains
- One (1) each port and starboard side 110 volt AC GFCI outlet
- Wet bar with storage lockers below port side, barbeque grill, and refrigerator
- Ships bell port side

- Teak framed glass double sliding doors to sky lounge on center
- Access to sun deck starboard side
- Crescent shape seating with storage lockers below aft on center
- Two (2) molded fiberglass coffee tables

Boat Deck:

The boat deck is painted with white non-skid, protected by molded fiberglass bulwarks port and starboard sides with 1 ¼" welded stainless steel handrail secured on top.

- The custom tender crane is stowed facing aft on the port side
- Port and starboard generator dry stack exhausts
- The main tenders and personal water crafts are stowed on this deck on custom aluminum and teak tender chocks.
- Two (2) each port and starboard side deck scupper drains
- Stainless steel framed deck opening with stairs to main deck starboard side
- Three (3) stairway courtesy lights

Foredeck:

The foredeck is protected by approximately 36" height raised bulwarks with oval teak rail cap. The decks are overlaid with teak veneer.

- Forward stainless steel jack staff
- Molded fiberglass seating in bow area
- Hailer speaker forward below
- Hydraulic lever controls forward
- 125 volt 30 amp receptacle x2 forward
- Salt water wash down hose bib forward
- Watertight Freemans hatch access to forepeak on center
- Boson locker aft in forward house on center with watertight dogging hatch with pneumatic air shocks. The boson locker is storage for general cleaning gear and stowage of emergency crash pump. The boson locker is clean and well organized.

Port and Starboard Side Decks:

Protected by approximately 37 ½" high molded fiberglass bulwarks with oval teak rail cap on top.

- Five (5) each port and starboard side large freeing ports
- Nine (9) each port and starboard side overhead deck light
- One (1) each port and starboard fresh water hose bib
- Fuel oil tank vent port side
- One (1) each port and starboard side main entry watertight doors
- One (1) each port and starboard hose side fire hose lockers

- One (1) each port and starboard side opening inboard boarding gates
- Stainless steel hand rail at house side port and starboard side
- One (1) each port and starboard long boat hooks
- One (1) each port and starboard house side fueling stations
- One (1) each port and starboard fresh water hose bibs aft
- Watertight hatch to engine room blowers port side aft
- Engine room fiddly watertight door starboard side aft
- Access stair to boat deck starboard side aft

Aft Deck:

The aft deck is protected by the overhead boat deck.

- Ten (10) overhead light fixtures
- Two (2) overhead stereo speakers
- CCTV camera forward on center
- Wet bar with refrigerator storage locker below port side, storage lockers above
- Teak frame glass hinged opening door to main salon on center forward
- Teak framed cabinet with storage lockers and counter top starboard side storage lockers above
- Emergency shutdown and fire system control panel starboard side
- Watertight firefighting equipment locker starboard side
- L-shaped seating with storage lockers below port side, large teak dining table with seating for ten (10)
- Aft deck storage locker offset starboard
- One (1) throw ring with strobe light and retrieving line attached starboard side
- Two (2) aft deck scupper drains

The aft deck area has glued down indoor/outdoor carpet over fiberglass sub-deck. Aft cockpit entry steps aft to starboard.

Aft Cockpit:

The aft cockpit is protected by 32" raised bulwarks with varnished teak rail cap. The decking is teak veneer overlay.

- Four (4) fishing rod holders in rail cap
- Large freeing port on center aft
- Fish door starboard side
- Two (2) 100 amp shore power inlets port side
- One (1) pneumatic control watertight door access to control room on center
- Cockpit lazarette access hatch offset starboard
- Large cockpit lazarette access hatch with gas shocks offset port side

Swim Platform:

The swim platform is accessed from the fish door starboard side cockpit with hot and cold shower hose at door inset.

- Three (3) transom courtesy lights
- One (1) each port and starboard side Herrishoff type stainless steel mooring cleats
- One (1) swim ladder socket port side
- Two (2) mooring whip sockets aft
- Deck sockets for Marquipt passarelle stair starboard side

Generally the deck arrangement is very well laid out with good protection around working and lounging areas. The decks and exterior were found in clean, well organized condition. The aft deck table was set with dinnerware. The exterior appeared "show-ready"

**TEAK DECK:**

"EMERALD ISLE" has teak veneer overlay deck on the sun lounge aft deck, foredeck and port and starboard side deck, cockpit deck and swim platform deck.

Margin Boards: 3 1/8" x 5/8" thick double fastened with stainless steel screws and teak wood plugs on approximate 16" centers

Teak Planks: 2" x 5/8" thick fastened with stainless steel screws and teak wood plugs on approximate 16" centers

The margin boards are radius scarfed with black thiacol seams. The foredeck planking is nibbed to a 5 1/2" king plank.

***Generally the teak veneer decks appear original and are in fair condition as could be expected for their age. The foredeck, cockpit deck and swim platform deck are showing graining with a few raised screw heads and several missing bungs and seam voids on the foredeck. There are some dents and scars at the swim platform aft margin board. However, the overall deck thickness has endured.***

**TENDERS:**

Port Tender:

Manufacturer: AB 450  
Type: RIB  
Length: 4.5 meters  
HIN: VESTM 14020L 405

Outboard Motor:

Manufacturer: Tohatsu  
Model: 40C  
Serial No.: 04 8888 XP

Starboard Tender:

Manufacturer: Novurania  
Model: Equator 530  
Length: 17'4"  
HIN: PKD 17050 D809

I/O Motor and Stern drive:

Manufacturer: Volvo Penta  
Model No.: D3190SX (diesel)  
Serial No.: 2003013816

Both tenders are secured on custom aluminum tender chocks bolted to the main deck with canvas adjustable tie down system.

Personal Water Craft:

Port side:

Manufacturer: Bombardier  
Model: Sea Doo GTI 130  
HIN: CA-YDV 05312E808

- Set on teak tender block

Starboard Side:

Manufacturer: Bombardier  
Model: Sea Doo GTI 130  
HIN: CA-YDV 052605A808

- Set on teak tender block

No tender or PWC was started or launched and proven.

**CRANE:**

Location: Aft boat deck port side  
Manufacturer: Christensen  
Rated capacity: Not determined

The crane is hydraulic operating from the main hydraulic system. The crane is fitted with a double purchase 3/8" stainless steel cable with weighted ball and stainless steel hook. ***The crane requires painting and cosmetic re-touch. No inspection***

*certificate was seen, and if not recently done, the crane should be fully serviced. Noted was some buckling on the forward side of the slew gear shield. The unit was seen launching two (2) 16-person life raft canisters, and appeared to be operating without problems.*

### **EXTERIOR FINISH:**

*The entire yacht requires a re-painting at this time: topsides, bulwarks, superstructure.*

*As a cosmetic reference only, there were areas of light gel coat fractures noted at the starboard forward lower house at the deck/superstructure union, at the raised steps to the foredeck, port and starboard, the starboard bulwark gate, the forward well sections, outboard of the side deck teak planks, and in various vertical rail stanchion bases on the aft bridge (boat) deck. The Emerald window mask on the starboard side main deck was seen with light fractures at the aft master cabin window, and forward of the main foyer entry door.*

*None of this movement is a structural issue, again only cosmetic, and shall be spot-repaired when the re-painting occurs, along with renewal of all exterior caulking seams.*

### **Exterior Bright Work:**

Sun deck doors and cabinetwork, aft deck main doors and cabinet work, Portuguese bridge deck, and main deck aft cockpit bulwark cap boards, and all exterior teak is finished with a good build up of yacht varnish, which is done to high standards, but should be periodically renewed on schedule.

### **CANVAS and COVERINGS:**

Owing to time constraints all exterior covers were not seen, yet wing station heavy-duty white canvas covers appeared in good condition, as did the wheelhouse forward window black textalyne mesh cover. ***The sun deck helm chair cushion is deeply worn.***

***All exterior canvas cushions and coverings may be further checked and evaluated.***

### **INTERIOR:**

Guest accommodations: Four (4) stateroom's for eight (8) guests  
Crew accommodations: Three (3) cabins for six (6) crew

## ARRANGEMENT

### Crew Accommodation:

Access: Stairway from main deck  
Crew cabins: Two (2)

- Forward upper and lower single berth with storage lockers below.
- Chest drawers inboard, hanging lockers forward and aft.
- On-suite head with separate shower stall, vanity sink with storage lockers below

Each crew cabin has one (1) opening port light.

### Crew Mess:

- L-shaped seating with dining table for six (6)
- Small galley area aft with counter top enameled galley sink, teak cabinets above and below
- Two (2) large opening port lights
- Entertainment center inboard

### Captain's Cabin:

- Queen size berth aft with storage lockers below, Pullman berth above
- Small desk forward inboard
- Chest drawers outboard to starboard
- Large hanging locker outboard aft
- Night stand with two (2) drawers aft

### On-Suite Head:

- On-suite head with separate shower stall
- Vanity sink with storage lockers above and below

The cabin and head have one (1) each large opening port light

### Laundry Room - Port Side Opposite Captain's Cabin:

- Two (2) stack able washer/ dryers
- One (1) large enamel sink
- Storage lockers above and below
- One (1) large opening port light

### Guest Accommodations:

Access via narrow passageway from crew accommodation forward or stairway from starboard main deck entry foyer.

- The wall panels are all fabric covered with solid teak wood trim and doors
- Black granite floor tiles

Port Guest Stateroom:

- Queen size berth on center with two (2) night stands and storage lockers below
- Chest drawers outboard to port, large hanging locker aft inboard
- Two (2) large opening port lights

On Suite head:

- On-suite head with separate shower stall
- Wall and floor tiles all marble
- Mirrored glass vanity cabinets with opening port light behind

Starboard Guest Stateroom:

- Queen size berth on center with two (2) night stands and storage lockers below
- Small hanging locker aft outboard, chest drawers outboard to starboard and aft
- One (1) large opening port light

On-Suite Head:

- On-suite head with separate shower stall
- Vanity sink, mirrored glass vanity with opening port light behind

VIP Stateroom:

- King size berth offset starboard side with two (2) night stands
- Small vanity desk port side
- One (1) each port and starboard large walk-in closets forward and aft
- Chest drawers outboard to starboard
- Two (2) each port and starboard side large opening port lights

On-Suite Head:

- On-suite head with separate shower stall aft to port
- Marble floor and wall tile
- Vanity sink with mirrored glass vanity with large opening port light behind
- On-suite head with separate Jacuzzi bath tub aft to starboard
- Floors and wall marble tile
- Vanity sink with large mirror
- One (1) large opening port light

Master Stateroom:

The master stateroom is on the main deck forward.

- King size berth forward on center with two (2) night stands

- Chest drawers forward to starboard and port side
- Small vanity desk aft to port
- Large walk-in closets aft to starboard
- Linen closet aft on center

On-Suite Head:

- On-suite head with separate Jacuzzi bath tub aft to port
- Marble wall and floor tiles
- Vanity sink with large mirror
- Large clear picture window port side
- On-suite head with separate shower stall aft to starboard
- Marble wall and floor tile, w. mirrored glass
- Vanity sink with mirrored glass cabinet above

Dining Salon:

- Crescent shape cabinets port side
- Large circular dining table with seating for eight (8)
- Large picture window port and starboard side
- Aft to starboard is the marble topped sunken bar with storage cabinet outboard

Main Salon:

Open aft of dining salon

- Large crescent shape sofa with storage below port side
- Large coffee table on center
- Large picture window port and starboard side
- Storage lockers and cabinets aft port side
- Entertainment systems mid starboard side
- Desk and chair aft to starboard
- Teak framed glass double doors aft on center to aft deck

Sky Lounge:

Accessed via teak stairway from dining salon or wheelhouse

- Large L-shaped sofa port side with storage below
- Two (2) ornamental drum coffee table
- One (1) armed chair port side
- L-shaped teak writing desk and office equipment starboard side with bookshelves above, one (1) office chair
- Large picture windows port and starboard side
- Teak frame glass sliding double doors access to sun deck
- Day head forward on center:

Wheelhouse:

Accessed via port and starboard Portuguese bridge deck watertight doors or from the sky lounge aft

- Helm console forward with full engine instrumentation and navigation electronics
- Custom white leather colored helm seat
- U-shaped seating with small dinette table storage lockers below aft to port
- Single chair port side
- File cabinets starboard side with full size chart table above
- Storage locker aft to starboard

#### Main Galley:

Midships on main deck, accessed via port side deck entry door or pneumatically operated door from starboard entry foyer. ***Interior note: forward cabinet door beneath the sink was found with lower hinge detached—repair.***

- Large granite work island counter on center
- Double enamel sink with single stem faucet
- All galley appliances are listed under the separate heading

#### Comments:

The interior looks like new, as a recent re-fit was accomplished. New sink fixtures, marbles, leathers, wall coverings, ceiling panels, LED light fixtures, carpeting, soft goods have been refitted, to name a partial list. The original species of wood (appears teak) is still featured and looked undamaged, unstained, and without de-lamination.

Further, the interior was found very clean, and should be considered a prominent feature on "EMERALD ISLE".

#### **SAFETY EQUIPMENT:**

***The following is a list of safety equipment seen onboard. Expiration dates are noted where applicable. The yacht's temporary crew did their best to locate and demonstrate on short notice. A more detailed inventory may be taken and upgrades made where needed.***

#### Lifesaving:

- One (1) 406 MHz EPIRB with locator number - battery expiration 2013
- Guest accommodation emergency exits through port lights only
- Two (2) 16 man canistered life rafts – ***required service (in progress)***
- One (1) search and rescue transponder (SART) ***expired***
- Ample personal floatation devices to U. S. Coast Guard approved standards
- One (1) man overboard light/smoke signaling buoys - location bridge deck

- Three (3) throw rings with man overboard strobe lights and retrieving lines attached

Firefighting:

- Two (2) firefighting suits with air bottles and masks starboard aft deck locker (**inspection may be due**)
- One (1) fire axe starboard aft deck locker
- Emergency day tank fuel shutoff
- Emergency shutdown for fuel transfer pump
- Emergency air shutdown flaps for engine room
- Ample in-date fire extinguishers - expiration date June 2011
- Three (3) fire blankets
- Sprinkler system throughout the yacht operating on fresh water
- Halon fire suppression system for engine room - expiration June 2011
- Portable gas operated bilge/fire pump with appropriate hoses and strainer
- Fire alarm panel in the wheelhouse with new smoke/heat sensors in the overhead throughout the yacht
- Three (3) sea water firefighting outlets with hoses and fire wall capable

Audio/Visual:

- One (1) large C&F searchlight (**not functioning**)
- One (1) ships bell boat deck aft
- One (1) set of international running lights as per Rules (**Note: portable hanging NUC lights were not located on board at this time**)
- Some up to date hand held flares - expiration date 2011
- Closed circuit TV security cameras (**not working**)
- One (1) set of triple Kahlenburg air horns with inland light (**light not tested**)
- Navigation light safety panel in pilothouse

Miscellaneous:

- Aluminum/wood storm covers for required doors
- Aluminum storm covers for the required windows and port lights
- Panel in the pilothouse indicating open doors
- 24 volt DC emergency lighting
- Three (3) windshield wipers with washers
- De-fogger ducts for wheelhouse windshields
- High water alarms in all bilge and cofferdams (tested-all OK)
- Bilge pick ups valve connected through a manifold to the main bilge pumping system
- Bilge and fire pump systems are interchangeable through manifold

**COMMENTS/SUMMARY:**

"EMERALD ISLE" is a well designed and well-built motor yacht using proven methods and material. She is built with good quality gear and equipment, and is noted with simplicity in her engineering. She is proven to have been a successful charter yacht at one time.

Overall, the yacht appears to have had adequate and steady maintenance, and recent refitting efforts indicate that the present owners recognize the need for concerted upkeep on a marine vessel.

The builder of this yacht has been recognized for its composite hull and deck construction as being both state-of-the-art and solid. CSL hull 0011 appears built as such.

At the time of this audit, the temporary crew was diligently addressing basic maintenance items.

Generally "EMERALD ISLE" was found in very good condition for her age. Naturally, a new owner may wish to consider some further retrofitting and modernization, not limited to the notes and recommendations made above.

**GENERAL NOTES**

This survey is issued by the undersigned, who have exercised reasonable care in reporting upon the subject vessel. All details and particulars in this Survey are believed to be true, but are not guaranteed accurate. All judgments, conclusions, and recommendations are expression of opinion of the undersigned, based on his skill, training, and experience, after a review of previous reports as indicated above, the available market and photographic data, and after discussions with owners, crew, and others familiar with the vessel.

No part of this survey is issued as an expressed or implied warranty of the condition, life expectancy, seaworthiness, or value of the vessel or its systems, machinery, or equipment.

The undersigned have carried out the indicated studies and have issued this survey for the sole use of the specified instructing client for an agreed fee, based upon the intended use of the survey and legal liability of the undersigned.

Accordingly, others are not to use this survey, and are not to rely upon the contents of this survey, without payment to the undersigned of an additional agreed fee, based upon re-evaluation and examination of the same factors.

Further, the undersigned shall have no liability for consequential, no liability for personal injury damages, no liability for property loss damages, and no liability for punitive damages, all of which shall be deemed to have knowingly and voluntarily waived upon receipt and use of this survey. Further, in no event shall the legal liability for the undersigned of this survey, or Patton Marine, Inc. ever exceed the fee, less expenses, paid by the requesting party or their assigns, for the issuance of this survey, regardless of the number of claims, or suits, and regardless of whether under theory of tort, contract, warranty, outrage, or otherwise.

Instructing Client: This survey is prepared for:

Mr. Edward Harvey  
c/o Harvey, Inc.  
16609 Cantrell Road, Suite 12  
Little Rock, AR 72223

and as aforesaid, does not expressly or impliedly warrant or any way guarantee the condition, seaworthiness, or value of the vessel. It is further agreed by the aforesaid instructing client, that Patton Marine Incorporated, Mr. Robert E. Riley, of RER Marine, Incorporated, shall not be held liable or responsible for any errors, omissions, or oversights in studying and reporting upon the above described vessel.

The above survey has been prepared and submitted without prejudice to the rights or obligations of any party.

PATTON MARINE, INC.



Robert E. Riley  
Member SAMS/ABYC  
Marine Surveyor

August 20, 2010