Currents Marine Survey, LLC

Surveyors That Inspect What You Expect

1998 63' Sunseeker Predator

"ZEUS"

Membership with the Society of Accredited Marine Surveyors and the American Boat & Yacht Council

Ph. 253-359-6733
www.currentsmarinesurvey.com/
ron@currentsmarinesurvey.com

Report of Marine Survey

Insurance Limited Condition & Valuation Survey

"ZEUS"

1998 63' Sunseeker Predator

CONDUCTED BY

Ron Thompson

CURRENTS MARINE SURVEY, LLC

PREPARED FOR

xxxxxxxx

October 26, 2021

INTRODUCTION

PURPOSE & SCOPE

The Surveyor from Currents Marine Survey, LLC attended aboard the 1998 Sunseeker Predator "ZEUS", at the request of xxxxxxxx. October 26, 2021. The Survey was requested to determine the physical condition and value of the vessel "at time of survey". No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities.

The mechanical/engine and generator survey was performed by Kevin Ambrose, a marine diesel engine specialist, at the time of survey. Questions about the condition of these systems should be directed to the owner or engine surveyor.

An out of the water inspection of the hull's wetted surfaces and running gear was performed during the survey inspection. The running gear was examined without the removal of any hardware or coatings and the hull bottom was sounded approximately every 6 inches with a phenolic hammer. Any reference to bronze, aluminum or stainless steel materials is a color reference only, as the actual metallurgy cannot be determined without laboratory testing.

A limited sea trial was performed at the time of this survey.

Some electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring (conductors) was inspected from a general perspective where accessible. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged.

Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. The tankage was not opened or internally inspected unless otherwise noted. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed.

This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

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

DEFINITION OF TERMS

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

APPEARED:

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

SERVICEABLE:

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

POWERED UP:

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

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

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

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

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

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

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

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

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED:	Condition & Value Finance/Insurance
DATE OF SURVEY INSPECTION:	October 26, 2021
FILE NUMBER:	#CMS2021-10-69
VESSEL TYPE:	Hardtop Yacht
VESSEL BUILDER:	Sunseeker International Limited
HIN (HULL IDENTIFICATION NUMBER):	XSK00968C898
MODEL YEAR:	1998
YEAR BUILT:	1998 (per Hull Identification Number)
DOCUMENTED HAILING PORT:	Seattle, WA
U.S.C.G. DOCUMENTATION NUMBER:	1197136 (current)
STATE REGISTRATION NUMBER:	(Affixed decal was missing).
STATE REGISTRATION DECAL NUMBER:	(Affixed decal was missing).
VESSEL MATERIAL:	Fiberglass
LENGTH OVERALL (LOA):	65'7", as reported by BUC VALUE PRO
REGISTERED LENGTH:	63'
LENGTH ON DECK (LOD):	59'7", as reported by BUC VALUE PRO
BEAM:	15'7" , as reports by BUC VALUE PRO
DRAFT:	Measured approximately 4'6" at props.
DISPLACEMENT:	Weighed approximately 62,391 lbs. on the travel-lift scales.
DEPTH:	4'1"
LOCATION OF SURVEY INSPECTION:	Shilshole Marina, Seattle, WA
LOCATION OF BOTTOM INSPECTION:	Seaview CSR Boat Yard, Shilshole location.
VESSEL OWNER:	xxxxxxxxx
VESSEL OWNER ADDRESS:	Washington
PERSONS IN ATTENDANCE DURING SURVEY:	Ron Thompson (surveyor), Kevin Ambrose (engine surveyor)
WEATHER CONDITIONS PRESENT:	Heavy rain, windy conditions, 50 degrees.

RATING & VALUATION

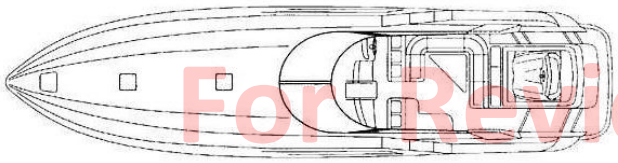
VESSEL OVERALL RATING:	**ABOVE AVERAGE**
ESTIMATED MARKET VALUE:	**$396,550**
ESTIMATED REPLACEMENT COST:	**$2,310,000**

VESSEL CONSTRUCTION

HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

Performance Yacht | List of main features: Large cockpit, Gen set, Air conditioning, passerelle, Raymarine navigation package, wet bar at cockpit with icemaker, retractable roof, full, concealed galley, sleeps 6 in 3 staterooms, automatic dingy garage.



HULL DESIGN TYPE

Deep V Hull with cored hull sides and prop pockets with exaggerated bow, hard chines and lifting strakes.

HULL MATERIAL

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

EXTERIOR FINISH

White gelcoat, with dark grey 3M wrap over 90% of the surface.

GENERAL EXTERIOR CONDITION

The exterior of the vessel was well kept.

TRANSOM

Cored transom with aft transom garage. Was visually in serviceable condition where sighted.

SWIM PLATFORM

Cored fiberglass swim platform. Was visually in serviceable condition where sighted.

BOARDING SWIM LADDER

Folding stainless steel boarding ladder installed at the swim platform. In serviceable condition.

STRINGERS/TRANSVERSALS

Hull stiffness was provided by cored fiberglass longitudinal stringers and athwartships transversals. Where sighted, no exceptions noted.

BILGES

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

CHAIN LOCKER DRAINAGE

Overboard port lower bow. The drain appeared clear and serviceable where sighted.

BILGE LIMBER HOLES

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

DECK ARRANGEMENT

DECK MATERIAL

Core-Cell Closed Cell PVC Foam cored decks, Epoxy glassed with white gel-coated non-skid. Decks were percussion sounded and found in serviceable condition. No exceptions sighted.

DECKING OVERLAY

Teak cockpit and Mezzanine deck overlays. Found in exceptional condition. Swim platform area was teak overlay as well but had been painted over by previous owners. No exceptions sighted.

RUB-RAILS

Stainless steel compression striker rub-rails. No exceptions sighted.

HULL-TO-DECK JOINT TYPE

Appeared to be an overlapping flange type joint.

BRIDGE ARRANGEMENT

BRIDGE TOP

The helm/bridge had a fiberglass/composite panels retractable sunroof. Demonstrated. No exceptions sighted.

HARD-TOP

Fiberglass Sport Spoiler, with retracting sun-roof.

EXTERIOR EQUIPMENT

GENERAL EXTERIOR HARDWARE EQUIPMENT

No significant corrosion was observed on the vessel's hardware. There were 6 horn type stainless steel cleats found throughout the vessel with port & starboard bow line chocks. All cleats and line chocks were securely mounted, in good condition and provided normal service. Line hawse pipes were installed port & starboard at the transom, were in good condition and provided intended service. A stainless steel bow railing was installed on the vessel's deck, following through to amidships on either side. Stainless steel handrails were located at convenient locations on the cabin house sides. The vessel was equipped with a stainless steel anchor roller. Ground tackle was sighted to be one (1) Lewmar Delta style stainless steel anchor (approximately 55lbs.), Length of rode and chain not confirmed. The vessel is equipped with a Simpson-Lawrence 12 volt windlass. The windlass appeared to be in good condition and was briefly powered up/tested. The self bailing deck drains at the port & starboard aft cockpit corners were in serviceable condition and provided intended service.

COCKPIT/AFT DECK EQUIPMENT

The aft deck included a wet-bar sink and U-Line Refrigerator/Icemaker. In serviceable condition.

EXTERIOR SEATING

Double bridge helm seat and bridge crew seating with vinyl cushions. Additional seating was provided in the aft settee which also included a removeable table and coaming bolsters. The exterior cushions were sighted in serviceable condition with no exceptions noted.

EXTERIOR LIGHTING

Two 12 volt LED lights were observed in the cockpit area with courtesy lights. The exterior lights were in serviceable condition. Exception sighted. See finding.

FINDING C-1

EXTERIOR SHOWER

Hot/cold shower in the starboard transom wing. Demonstrated.

DECK HATCHES

Three opening deck hatches on foredecks. Exceptions sighted. See finding.

FINDING B-1

EXTERIOR DOORS

Sliding, stainless steel-framed companionway door with tempered glass window. The watertight exterior door slid open and closed with little effort and was serviceable for intended use.

WINDSHIELD

Wrap-around tempered glass windshield with two (2) windshield wipers/washers. Demonstrated.

BOW RAILING

Stainless steel bow railings started at midships to bow pulpit. No exceptions sighted.

BOARDING PASSERELLE

Electro-Hydraulic Passerelle, installed at the port stern. Exception sighted. See finding..

FINDING C-2

STERN GARAGE

Transom tender garage with electro-hydraulic hinged swim platform/tender garage door, tender guide rollers and electric tender winch strap. Powered up. No exceptions sighted.

FENDERS

Various fenders were observed onboard (amount included unknown).

MOORING LINES

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

UNDERWATER EQUIPMENT & HULL INSPECTION

UNDERWATER EQUIPMENT

Two (2) five bladed 30" bronze propellers with nuts/cotter pins.
Propeller shafts are 2 5/8"" diameter constructed of stainless steel.
Two (2) cast Bronze I-Beam type propeller shaft struts.
The propeller shafts exit the hull through fiberglass shaft logs, which were in good visual condition.
The shaft seals were bronze hex nut type packing glands, which appear to be in serviceable condition. Monitor frequently, and adjust / repack the packing glands as necessary.
The struts cutless bearings had some wear/play, but continue to provide intended use.
Bronze rudders are installed with stainless rudder posts, through bronze rudder ports with hex nut type rudder packing glands.
Bennett 12V electric/hydraulic trim tabs were installed.
Bow and stern thrusters were installed.
Sacrificial anodes were installed on the propeller shafts, trim tabs and transom. All are were 1/2 wasted and require replacement.

PROPELLERS

Two (2) five bladed 30'' x 40 pitch propellers with nuts/cotter pins. Appeared to have recently been tuned. No exceptions sighted.

PROPELLER SHAFT STRUTS

Two (2) cast Bronze I-Beam type propeller shaft struts.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The Cutless Bearings showed no signs of significant wear.

RUDDER MATERIAL

Bronze. Rudders were check for toe-in, toe-out and found to be true. Measure at 72" top and bottom of rudders.

RUDDER MOUNTING

Mounted in dripless rudder seal carrier bearings. No exceptions sighted.

TRIM TAB SYSTEM

Lenco Marine 12 volt DC electric Trim Tabs. Demonstrated.

THRUSTERS

Five bladed bow and stern thruster propellers. Stern thruster port propeller was broken completely off. Owner order replacements for both stern props at time of survey. See finding.

FINDING B-2

HULL SEA-STRAINERS

The hull was equipped with raw water strainer screens and scoops. Monitor/clean often.

DRAINAGE THROUGH-HULLS

Bronze and stainless steel hull discharge/drainage through-hulls. No exceptions sighted.

HULL TRANSDUCERS

The transducers appeared serviceable, where sighted.

HULL GROUNDING PLATES/EARTHING PLATES

Both grounding plates were wasting or wasted. Replacements were being ordered to fit the configuration. Will be replaced on next hull-out.

SACRIFICIAL ANODES

The underwater Zinc Anodes were wasting or wasted. Most anode that required replacement were serviced at time of survey. Additional, special order anodes would be replaced at next hull-out. Reported by owner to be within the next 60 days.

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable.

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE MODEL

Twin, MAN Marine Diesel D2842-LE406, 21.93 Litre (1,338 cid). Turbocharged & Aftercooled with Airseps.

MANUFACTURE DATE

Data tags stated 1997.

ENGINE HOURS

600 hours, observed on the engine's digital hour meter.

ENGINE SERIAL NUMBERS

Port: 70086851473301 Starboard: Unknown due to limited access.

ENGINE LABELS & NOTICES

Limited access only allowed for partial photos of tags. See below.

ENGINE DISPLAYS

MAN-Marine Diesel MMDS-LC Engine Systems Monitoring Displays.

ENGINE ALARM SYSTEM

Audible/visual engine alarms at the helm.

ENGINE EXHAUST SYSTEM

Raw water cooled with "Hard-Coat Insulated" stainless steel exhaust mixing risers by "Marine Exhaust Systems Inc.", and flexible connection silicone hoses to fiberglass surge pipes & mufflers, exiting through aft, side discharges.

ENGINE COOLING SYSTEM TYPE

Closed reservoir type cooling with raw water cooled exhaust.

ENGINE DRIVE BELTS

Belt & pulley condition was hindered due to limited access.

ENGINE SYNCHRONIZER

Synchronization was provided by a MAN-Marine Diesel Rexroth Mecman electro-mechanical unit.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers.

ENGINE BLOCK HEATERS

Hot Start Engine block heaters. Recent upgrade and replacement per owner.

COMMENTS

The engines and gen set were inspected and surveyed by Diesel-Systems Co. Kevin Ambrose. All reference and questions regarding the condition of the machinery should be directed to this inspector.

TRIAL RUN INFORMATION

ENGINE STARTUP

The engines started with some excessive exhaust smoke. Reported by engine inspector, due to low hours on engines the excessive exhaust should clear with use.

VIBRATION COMMENTS

No significant hull or running gear vibrations were observed while underway.

ENGINE CONTROL STATION OPERATION

Engine controls were operated at the helm station without exception.

STEERING TEST

The steering components were observed while the steering wheel was turned hard over several times without exception.

ENGINE PERFORMANCE

Recorded Engine Performance and Average Speed:
9.3 knots @ 1,000 RPM.
11.6 knots @ 1,200 RPM.
16.3 knots @ 1,500 RPM.
20.6 knots @ 1,800 RPM.
26.7 knots @ 2,000 RPM.
28 knots @ 2,100 RPM.
29.3 knots @ wide open throttle.

VESSEL LOADS

Reportedly, approximately 50% fuel load, 50% water load, low/medium gear load and four people onboard.

TRIAL RUN CONDITIONS

A coastal trial run was performed in 0-1 foot sea conditions.

ENGINE SPACE COMBUSTION AIR VOLUME

The engines appeared to have adequate air flow and combustion during the trial run.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE SPACE VENTILATION

Natural air flow ventilation was provided by the hull side vents and fans. Powered up.

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type. Lubricate, exercise and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.

RAW WATER STRAINERS

AG Bronze alloy with sight glass and underwater scoop strainers. Strainers appeared to be clear of debris. No exceptions sighted.

HOSES

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing.

TRANSMISSIONS / GEARS / DRIVES

TRANSMISSION OVERVIEW

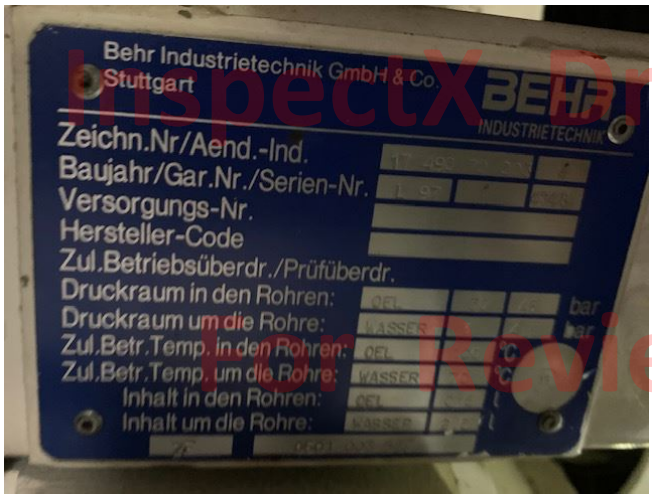
BEHR transmissions are V-drive with engine mounted coolers, coupled to 2 5/8" stainless steel shafts. Safety wiring was installed on both shaft couplers.

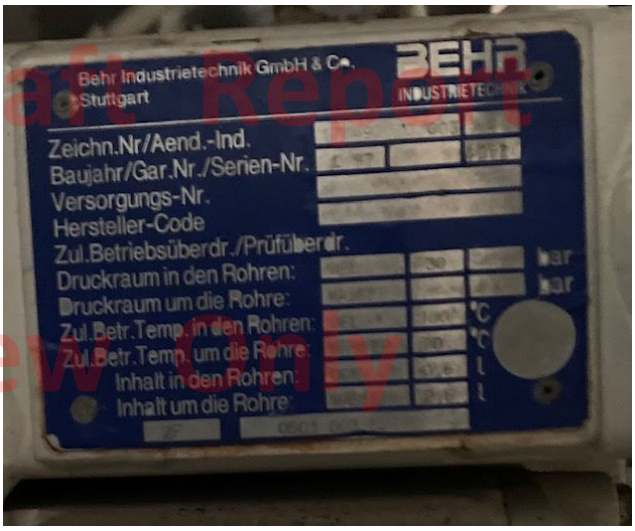
DRIVE SYSTEM TYPE

V-Drive.

GEAR SERIAL NUMBERS

Unknown (data tags were illegible). See tags below.





PROPELLER SHAFTS

Size: 2 5/8" Stainless Steel.

SHAFT BONDING BRUSHES

Shaft bonding brushes were installed at each shaft. Monitor for effective contact often.

PROPELLER SHAFT COUPLERS

Safety wiring was installed on both shaft couplers.

PROPELLER SHAFT SEALS

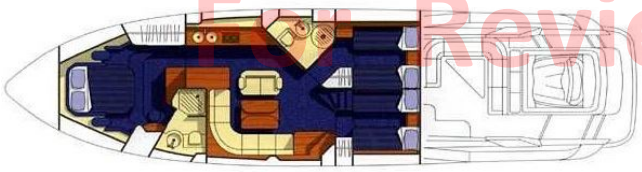
Dripless Shaft Seals, with extra seals and cooling & crossover hoses. Monitor frequently.

CABIN APPOINTMENTS

INTERIOR

SALON ARRANGEMENT

Large Double Bed forward with ensuite shower/toilet cabin, dressing desk with chair, flat screen TV and player unit, salon seating and dining desk to the port with full galley opposite, day shower toilet cabin to the starboard side with port and starboard pair cabins aft, VCR/TV's to both aft cabins. Companionway steps up into the cockpit and ample seating, settee and sun-lounge area. Aft through port transom to swim deck and dinghy garage access.



GALLEY ARRANGEMENT

The galley was located in the starboard forward salon. It was a concealed galley beneath gloss cherry cabinetry with two SubZero refrigerators directly port.

ACCOMMODATION ARRANGEMENT

Forward VIP stateroom berth with ensuite head. Port & starboard guest stateroom berths that share the day head/shower to port.

SHOWER ARRANGEMENT

Stall type showers in the heads. Demonstrated.

INTERIOR CABINETRY & TRIM

The interior gloss finished cherry cabinetry and trim. Sighted in exceptional condition and well care for.

CEILING HEADLINERS

Headliner material was vinyl. No exceptions sighted.

FLOORING

Carpeting in the Salon and cabins. No exceptions sighted.

COUNTER TOPS

Corian countertops in galley and heads. In serviceable condition.

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The general maintenance of the interior soft-goods appeared serviceable.

WATER INTRUSION COMMENTS

Some exceptions were observed (see Findings Appendix).

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 Volt DC and 110 volt AC lighting fixtures with LED bulbs where sighted.

HVAC/AIR CONDITIONING SYSTEM

Two (2) Cruisair Marine Air units. 16,000 BTU & 12,000 BTU with digital controls. Demonstrated.

CABIN HEATING SYSTEM

Separate heaters were located throughout the vessel.

LAUNDRY SYSTEMS

Bendix Clothes Washer & Dryer. Requires test/prove.

VACUUM SYSTEM

InterVac Design Central Vacuum System with hose and attachments. Requires test/prove.

VESSEL SAFE

Electronic Safe, installed in the stateroom. Inquire about safe keycode and operation.

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

Samsung television and DVD system in the salon. Samsung television with DVD Player in the master stateroom. Televisions with VHF in the guest staterooms. Samsung television mounted at bridge. (Required test/prove).

STEREO SYSTEM

Stereo/CD/Satellite Radio Player, and Audio/Video Receiver, with multiple speakers throughout bridge and cabin. Requires test/prove.

GALLEY EQUIPMENT

REFRIGERATION

Two (2) Sub Zero stainless steel refrigerators. Powered up.

STOVE

Kenyon double burner Stove with Ceramic Glass Cooktop. (Required test/prove).

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Aluminum.

NUMBER OF FUEL TANKS

Three (3).

FUEL TANKAGE CAPACITY

Reportedly, 800 gallons. Recommend verifying the fuel tankage capacity.

FUEL LEVEL MONITORING

Sight glass installed on port tank location.

FUEL TANK MANUFACTURER LABELING

None sighted. The ABYC required fuel tankage labels were not sighted on the fuel tanks.

FINDING C-3

FUEL TANKAGE SECURING

Aluminum straps with rubber chafe-pad protection.

FUEL TANKAGE LOCATION

Centerline under the forward cockpit deck and centerline in the forward engine room.

FUEL FILL LOCATION

Port & starboard amidships side decks, marked for diesel.

FUEL FILL MARKING

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

FUEL TANK VENTILATION

Port & starboard hull sides, below the fuel fills.

FUEL FILL HOSE/PIPE

Type A2 USCG Approved Fuel Hoses, where sighted.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines, where sighted.

FUEL SHUT-OFF VALVES

Ball valves at the fuel tanks and the Primary Fuel Filters.

MAIN ENGINE PRIMARY FUEL FILTERS

Four (4) Separ SWK-2000/18-UMK Primary fuel filter/water separators.

MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted Secondary Fuel Filter.

GENERATOR PRIMARY FUEL FILTERS

Engine mounted, spin-on type Fuel Filter.

FUEL FILTER CONDITION

Unknown, due to enclosed filter design type. Monitor/service often.

GENERATOR FUEL FILTER CONDITION

Unknown, due to enclosed filter design type. Monitor & service often.

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

The DC system is a 12 V system. The distribution panel was located in the salon to the port side and was equipped with analog voltage and amperage meters and a rotary selector switch to check the battery voltage and current draw.

BATTERIES

Group 27, 12 volt Sealed Batteries for thruster. Tested with fluke meter at 14.7 volts. Exceptions sighted. See finding.

Note: Main batteries were located in aft engine compartment and were not accessible without removing the tender garage floor. Always recommend load testing the batteries for condition (all terminal conductors should be completely disconnected from the batteries before load testing).

FINDING A-1

BATTERY SWITCHES

One (1) rotary switch located between the battery charger and inverter.

BATTERY ISOLATORS

Mastervolt Battery Mate Battery Isolators.

DC ELECTRICAL PANEL BREAKERS/FUSES

DC breakers at the helm.

DC ELECTRICAL SYSTEM MONITORS

Analog DC voltage & amperage gauges in the main electric panel.

BATTERY CHARGERS

ProMariner ProNautic 12-60 Battery Charger for bow and stern thrusters. Powered up.
Charles Industries C-Charger - 24 volt / 55 amp. Battery Charger. Powered up.

DC POWER OUTLETS

12 Volt outlet at the helm. Demonstrated.

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

The vessel's bonding system was arranged with a copper strap running through the bilge and attached to the stringers, to which the bonding cables were attached. There were no bonding or grounding exceptions identified during the Survey.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

The vessel was equipped with 120 volt, single-phase AC system with 50 amp shore power input.

AC SHORE POWER INLETS

50 Amp. 120/240 volt shore power inlet.

AC SHORE POWER CORDS

50 Amp. vinyl shore power cord.

MAIN AC SHORE POWER BREAKERS

The main AC breakers, branch AC breakers, and generator lockout/transfer devices (manual slide-type lockouts) were installed in main salon electrical panel with analog AC voltage and amperage gauges (required test/prove).

AC ELECTRICAL PANEL BREAKERS

AC branch breakers in the main cabin AC electrical panel.

AC ELECTRICAL SYSTEM MONITORS

AC voltage & amperage gauges in the main AC electric panel.

AC ELECTRICAL POWER OUTLETS

No outlets were tested as there was no power provided to the vessel's AC system at the time of Survey. Outlet polarity needs to be checked once power is available. Some exceptions were observed (see Findings Appendix).

FINDING B-3

AC ELECTRICAL OUTLET POLARITY

Polarity needs to be checked when AC power is provided.

GENERATORS/AUXILIARY POWER

GENERATORS

GENERATOR MODEL

Kohler 11CCF02

GENERATOR FUEL TYPE

Diesel.

GENERATOR KILOWATT RATING
11.5 KW.

GENERATOR VOLTAGE RATING
120/240 Volts AC @ 60 Hz.

GENERATOR HOURS
1910 hours observed on the generator mounted hour meter.

GENERATOR SERIAL NUMBERS
477580

GENERATOR DRIVE BELT
Belt condition was hindered by belt guards.

COMMENTS
The generator was inspected by the marine mechanic for this survey.

INVERTERS & OTHER AUXILIARY POWER

INVERTER SYSTEMS (ABYC E-11, A-31)
Magnum Energy Magna-Sine, Model: MS2812 Pure Sine Wave Inverter/Charger. Powered up.

INVERTER SYSTEM LOCATION & VENTILATION
Port outboard engine room. Ventilation was adequate.

WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL
Reportedly aluminum.

NUMBER OF FRESHWATER TANKS
One (1).

WATER TANKAGE CAPACITY
Reportedly, 184 gallons (per builder).

WATER TANKAGE SECURING
Unknown due to access.

WATER TANKAGE LOCATION
Unknown due to access.

WATER FILL LOCATION
Port & starboard amidships side decks, marked for water.

FRESHWATER TANKAGE VENTILATION
Port hull side, below the fill pipe.

FRESHWATER PUMPS

Access was limited. Appeared to be a ShurFlo 12 volt Demand type Freshwater Pump. Demonstrated.

FRESHWATER FILTRATION

Pentair Everpure PBS-400 drinking water filter. Manufacture's recommendation to replace filter annually or as flow is diminished.

HOT WATER SYSTEM

WATER HEATER

Unknown due to access (the data tags were inaccessible).

WATER HEATER CAPACITY

Unknown due to access (estimate approximately twenty gallons).

BLACKWATER SYSTEM

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

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage). The tank is reportedly plumbed to a Y-valve leading to either overboard discharge or deck mounted pump out location.

BLACKWATER TANKAGE

Reportedly, 50 gallon capacity (per builder).

GREYWATER SYSTEM

GREYWATER DISCHARGE SYSTEM

Greywater Sump Pump, tank and floatswitch. Directly discharged through the mid bilge's bilge pumps.

GREYWATER SYSTEM COMMENTS

No greywater tankage/pumps were observed as access beneath the salon soul was not readily available.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Glendinning Marine Products - Hydraulic Power Steering.

RUDDER LOG SEALS

Dripless Rudder Stock Seals (no leakage observed). Monitor frequently.

THRUSTERS

Sleipner Side Power Bow & Stern Thrusters. Demonstrated. See finding index for exceptions.

GROUND TACKLE

ANCHORS

Lewmar Delta 55 lb. Stainless Steel Plow Anchor.

ANCHOR RODE TYPE

Galvanized chain and approximately 3/8" braided nylon line. Recommend measuring the full length of the anchor rode.

ANCHOR WINDLASS

Simpson Lawrence 12 volt Windlass. Demonstrated.

COMMENTS

Highly recommend at least one additional spare anchor and rode for emergencies and added anchoring options.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Simrad AP 25 VHF Radio. Powered up.

COMPASSES

Ritchie 4" Compass.

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Raymarine E-Series, 12" Multi Functional Navigation Display, with GPS Chartplotter and DSM-300 Network Sonar. Powered up. Demonstrated.

AIS (AUTO IDENTIFICATION SYSTEM)

AIS (Automatic Identification System), interfaced with the Multi-Function Navigation Display. Powered up.

AUTOPILOT

ACR auto pilot interfaced with the Multi-Function Navigation Display. Demonstrated.

SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)

Twelve (12) Type II U.S.C.G. Approved PFD's.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

One (1) Type IV - U.S.C.G. Approved Throwable Device (ring).

FIRE EXTINGUISHERS (46 CFR 25)

Four (4) Type ABC-I 2.5 lb. Dry Chemical. No current annual inspection tags were observed.

FINDING A-2

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

Electronic Visual Distress Signal was on board. Recently purchased.

SOUND PRODUCING DEVICES (33 CFR 83)

12 Volt DC Electric Air Horn. Powered up. Demonstrated.

NAVIGATION LIGHTS (33 CFR 83)

All Navigation Lights illuminated when tested.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)
Found properly displayed.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)
Found properly displayed.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"
Found properly displayed.

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"
The U.S.C.G. International and Inland Navigation Rule Handbook was observed onboard.

GASOLINE ENGINE SPACE VENTILATION (33 CFR 175/183, 46 CFR 25)
The engine/machinery space appeared to have adequate ventilation as built.

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM
FM-200 Fixed Fire Suppression Tank in the engine compartment. Automatic thermal and manual activation, with override switch.

BILGE HIGH WATER ALARMS
None sighted. Highly recommended.

FIRST AID SUPPLIES
A First Aid kit was observed onboard.

CARBON MONOXIDE DETECTORS (ABYC A-24)
None sighted. Highly recommend installing Carbon Monoxide Detectors inside all of the accommodation spaces.
FINDING A-3

SMOKE DETECTORS (NFPA 302)
None sighted. Install Smoke Detectors inside the accommodation spaces.
FINDING A-4

SEARCH LIGHT
ACR Electronics RCL-100 Search Light with URP-102 remote controller. Demonstrated.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS
Two (2) Rule 2000, 12 volt Bilge Pumps with floatswitches. Powered up.

MANUAL BILGE PUMPING SYSTEMS
A manually operated hand bilge pump was located on the bridge beneath the settee. Sighted removeable handle.

Findings & Recommendations

The Findings & Recommendations section is only one section of the "ZEUS" Survey Report. If received on its own, this section should not be mistaken as this vessel's full Survey Report. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

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

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

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

Deficiencies will be listed under the appropriate heading:

A. FIRST PRIORITY/SAFETY FINDINGS

B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

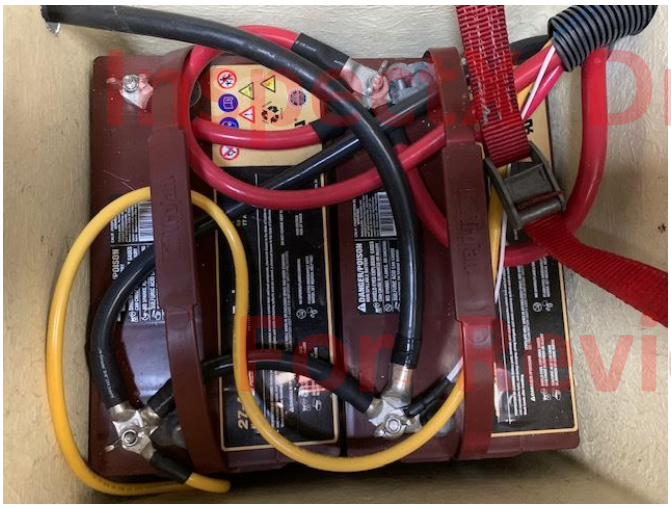
A: FIRST PRIORITY/SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 **BATTERIES**

Wing nuts were utilized to connect the generator & bow thruster battery's cable conductors to their terminals (not recommended for cables over 6 AWG or 13.3 mm diameter).

RECOMMENDATION

Install properly sized hex nuts to secure battery cable conductors to their terminals (on battery cables over 6 AWG of 13.3 mm in diameter) to comply with ABYC Standards.



FINDING A-2 **FIRE EXTINGUISHERS (46 CFR 25)**

The fixed fire suppression system and hand-held fire extinguishers did not have current annual inspection tags.

RECOMMENDATION

Have the fire extinguishers inspected and re-certified to comply with ABYC and NFPA recommended standards for fire protection.

FINDING A-3 **CARBON MONOXIDE DETECTORS (ABYC A-24)**

Carbon Monoxide Detectors were not observed onboard the vessel.

RECOMMENDATION

(ABYC A-24.7) A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s). Carbon monoxide is a toxic, odorless, colorless, tasteless gas produced by the burning of carbon-based fuels. Carbon monoxide in high concentrations can be fatal in a matter of minutes. Unless the symptoms are severe, carbon monoxide poisoning is often misdiagnosed as seasickness; however, lower concentrations must not be ignored because the effects of exposure to carbon monoxide are cumulative and can be just as lethal.

FINDING A-4 **SMOKE DETECTORS (NFPA 302)**

Smoke Detectors were not observed onboard the vessel.

RECOMMENDATION

Smoke Detectors are very important safety equipment. Install Smoke Detectors in all accommodation spaces, as necessary. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for Single and Multiple Station Smoke Alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

B: SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

FINDING B-1 **DECK HATCHES**

Two of the the forward deck hatch-seals were leaking into the cabin. One was located in the main salon above the settee, port. The other was directly over the main stateroom. Appeared to be faulty rubber seals.

RECOMMENDATION

Investigate further, and repair or replace the hatches as necessary.

FINDING B-2 **THRUSTERS**

One of the stern thruster's propeller blades were broken off.

RECOMMENDATION

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

FINDING B-3 **AC ELECTRICAL POWER OUTLETS**

AC electrical outlet did not have power when tested (the Surveyor could not test its GFCI breaker).

RECOMMENDATION

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

C: SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

FINDING C-1 **EXTERIOR LIGHTING**

A transom's underwater light did not illuminate when tested.

RECOMMENDATION

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

FINDING C-2 **BOARDING PASSERELLE**

The stern passerelle controller's in/out function did not operate. Possible breaker was switched off but not located at time of survey.

RECOMMENDATION

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

FINDING C-3 **FUEL TANK MANUFACTURER LABELING**

The ABYC required fuel tankage labels were not readily viewable on the fuel tanks.

RECOMMENDATION

Recommend affixing the proper labels in an accessible location to comply with ABYC Standards, as necessary (ABYC H-33.18.5 Diesel Fuel Tanks).

Items that were not inspected or test/proved: Passarelle operation.

SUMMARY

VESSEL CONDITION

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the Survey has been completed and the findings have been organized in a logical manner.

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

The following is the accepted Marine Grading System of Condition:

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

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

''AVERAGE CONDITION'', ready for sale requiring no additional work and normally equipped for her size.

''FAIR CONDITION'', requires usual maintenance to prepare for sale.

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

''RESTORABLE CONDITION'', enough of hull and engine exists to restore the boat to usable condition.

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

ABOVE AVERAGE

STATEMENT OF VALUATION

The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

a. Buyer and seller are typically motivated.

b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.

c. A reasonable time is allowed for exposure in the open market.

d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

APPRAISAL METHODOLOGY:

Report Summary

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:

Similarly equipped, same or similar model vessels are shown as sold on soldboats.com in recent years and were adjusted for model year and date of sale and averaged together.

A) MARKET ANALYSIS:

The comparable vessels sold on soldboats.com between 2019 to 2021 were limited to only one (1).

Length	Boats	Year Listed US$	Sold US$	Location / Yacht World Member
63'	1998 Predator	$275,000. (12/19).	$170,000 (01/21)	FL, USA / MEMBER

All other "like models" sold outside US in 2020.

Current "listed" vessel in the US and abroad are only two.

Length	Boats	Year Listed US$	Sold US$	Location / Yacht World Member
63'	1998 Predator	$439,000. (10/20).	N/A	FL, USA / MEMBER
63'	1998 Predator	$409,000. (not stated).	N/A	Italy

BucValuPro Fair Market value range is $343,500 - $377,500. Average is $360,500.

The comparison vessels had original engines with much higher hours. With the upgrades/differences, low hours in the subject vessel, I determined to ADD 10% to the BucValu average.

CONCLUSION:

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

$396,550

Three Hundred Ninety-Six Thousand, Five Hundred Fifty US Dollars

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

$2,310,000

Two Million, Three Hundred Ten Thousand US Dollars

Report Summary

SUMMARY

In accordance with the request for a Marine Survey of the "ZEUS", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned. October 26, 2021. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

It is the ultimate responsibility to equip the vessel with ALL federally and locally approved safety and life saving equipment as required by all regulatory agencies prior to undertaking and navigation. Included but not limited to certified life jackets and other floatation devices, safety flares, fire extinguishers, first aid kits, charts, garbage and oil discharge plaques, etc.

The following items had little or no access:

1. Areas beneath secured floors, paneling and cabinetry.
2. Beneath and outboard of all tankage.
3. Beneath cabin sole.
4. Beneath engine, machinery and other fixed components within the machinery space, bilge area, keel, deck beams and frames.
5. Behind ceilings, bulkheads and overheads, deck beams and other structural members.
6. All spaces and compartments inaccessible due to personal belongings, equipment and nonremovable structural areas.
7. All electrical wiring - components and or fuel lines, tankage, piping and related components.
8. All hull fasteners.

SURVEYOR'S CERTIFICATION

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

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

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

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

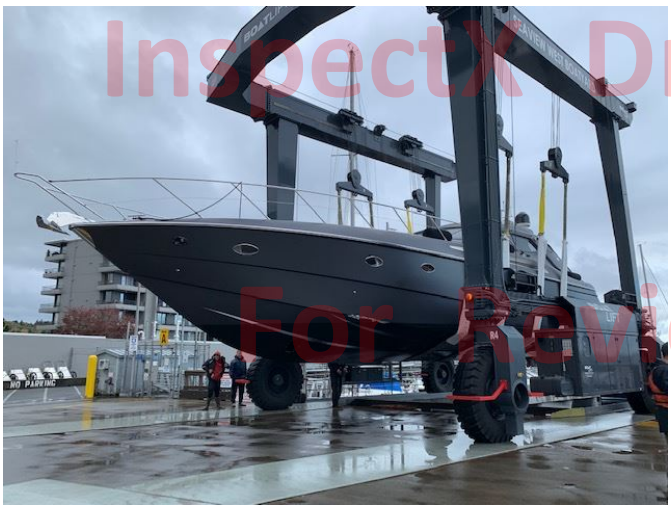
My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event.

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

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

Ron Thompson
SAMS SA | ABYC Certified Systems Advisor
October 28, 2021

Photos



Photos

Photos






Photos

Photos

Photos