



October 7, 2013
File No. 28013-1
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Captain Carl Sputh and assigns
BJAV Marine LTD



RE: "STARFIRE", 1997, 178-Foot Benetti Motor Yacht

Dear Captain Sputh:

At your request, the undersigned independent marine surveyors have conducted an inspection on the 1997, 178-foot Benetti motor yacht named "STARFIRE" while she lay afloat at the Derecktors Shipyard in Miami, Florida. These inspections took place on October 8, 2013.

There was no trial run, haul out and bottom inspection, or equipment tests conducted at this time. Likewise, there were no independent inspections of the main engines, reversing gears, generators, or electrical system.

This is a condition and value survey only and is not to be used for other purposes. In conjunction with knowledge gained from 80 years of combined experience in the marine industry, 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 Association (NFPA 302).

This is a report of those findings.

309 Farmington Drive Plantation, Florida 33317

Cell:



GENERAL

"STARFIRE" is a custom designed steel hull, aluminum superstructure all electric welded motor yacht, designed and built by the Benetti shipyard of Viareggio, Italy in 1997. She has a raked bow, stepped decks, transom stern, raised pilothouse, and is twin diesel engine powered. She is a full displacement motor yacht.

She is registered in St. Vincent & The Grenadines. Her Certificate of Registry was seen and it states:

- Certification of Registry: N/R:5931/Y
 - Name: "STARFIRE"
 - Official Number: 5931
 - Call Sign: J8Y3462
 - IMO Number: 1005734
 - Year & Port of Registry: 2004, Kingstown
 - Previous Name of Ship: "AMBROSIA"
 - Previous Port of Registry: George Town
 - Dated: 10/03/2011
 - Owner: BJAV Marine Limited
Grand Cayman, Cayman Islands
 - Shares: 100%
 - Recorded: 26/01/2004
- Particulars of Ship
 - Type of Ship: Pleasure Yacht
 - Place of Built: Italy
 - Date of Contract: N/A
 - Year Keel Laid: 1995
 - Year Built: 1997
 - Date of Delivery: N/A
 - Year of Conversion: N/A
 - Name of Builders: Azimut Spa, Viareggio
 - Gross Tonnage: 747
 - Net Tonnage: 224
 - Hull Material: Steel
 - Number of Decks: 5
 - Number of Masts: 0
 - Length (ITC 69): 45.73 meters
 - Breadth: 9.29 meters
 - Moulded Depth: 3.30 meters
- Particulars of Engines:
 - Number of Sets: 2
 - Description of Engines: Diesel
 - When Built: 1996
 - Number of Cylinders: 6
 - Diameter: 240
 - Length of Stroke: 280
 - kW: 2 X 1173
 - Name & Address of Makers: Deutz MWM, Mannheim, Germany
 - Class Society: Lloyds Register of Shipping

- Dated At: Geneva
- Date Issued: 25 September 2013
- Date Expires: 25 February 2014

She also has a Lloyd's Certificate of Class ✕ 100A1 Yacht LMC.

Seen onboard are the following certificates:

- St. Vincent and the Grenadines Minimum Safe Manning Certificate
- Lloyds Register Safety Management Certificate
- Lloyds Register International Ship Security Certificate
- Lloyds Register Suez Canal Special Tonnage Certificate
- St. Vincent and the Grenadines International Tonnage Certificate
- Lloyds Register Certificate of Class
- Lloyds Register International Load Line Certificate
- Lloyds Register Panama Canal PC/UMS Documentation of Total Volume
- Lloyds Register Maritime Labour Certificate
- Lloyds Register International Oil Pollution Prevention Certificate
- Lloyds Register Record Of Construction And Equipment
- Lloyds Register Cargo Ship Safety Construction Certificate
- Lloyds Register Cargo Ship Safety Equipment Certificate
- Lloyds Register Record Of Equipment For the Cargo Ship Safety Equipment Certificate
- Lloyds Register Report of Seafarers Working and Living Conditions
- Lloyds Register Cargo Ship Safety Radio Certificate
- Department of Homeland Security Vessel Certificate of Financial Responsibility
- Lloyds Register Document of Compliance
- Lloyds Register International Prevention of Air Pollution Certificate
- Lloyds Register Anti-Fouling Compliance
- Lloyds Register Sewage Pollution Prevention Certificate
- St. Vincent & the Grenadines Ship Station License
- Lloyds Register Record of Construction and Equipment Certificate
- Lloyds Record of Approved GMDSS Radio Installation
- St. Vincent & the Grenadines LRIT Conformance Test Report
- Lloyds Exemption Certificate for 60 Miles from Safe Haven
- Lloyds Register International Energy Efficiency Certificate
- FCC Ships Radio Station Authorization Certificate

She was originally built as "AMBROSIA". She is originally built to Lloyds ✕ 100 A1 Yacht LMC classification and is maintained in class.

"STARFIRE" is painted in an all white color with blue boot stripe, varnished teak trim and full teak overlay decks. The painted name and hailing port on her transom reads "STARFIRE KINGSTOWN".

Her principal dimensions as taken from the listing sheet and not necessarily verified for accuracy are as follows:

- Length Overall: 178'
- Beam: 30'6"
- Draft (approximately): 11'10"

CONSTRUCTION

Her hull and main deck is of all welded steel construction. All of her tanks are steel welded integral with the hull.

She is built on 45 frames with 0 being the transom and 45 being the tip of the bow. She has 8 watertight compartments as follows:

- Frames 38/39 to bow: Forepeak
- Frames 38/42: Bulbous bow
- Frames 34 to 38: Bow thruster
- Frames 30 to 38: Crew
- Frames 24 to 30/31: Guests
- Frames 14 to 24: Engine room
- Frames 4 to 14: Aft Guest
- Frames 0 to 14: Lazarette

The interior of the hull was inspected in all accessible areas at this time. There were no signs of damage, deformed plates, or cracked or bad welds.

TANKAGE BY TANK #

- Tank #1 – Frames 14 to 16 – fuel oil – 6.5 cubic meters – day tank high on engine room bulkhead
- Tank #2 – Frames 14 to 16 – fuel oil – 6.5 cubic meters – day tank high on engine room bulkhead
- Tank #3 – Frames 4 to 12 – fuel oil – port side – 39 cubic meters
- Tank #4 – Frames 4 to 12 – fuel oil – starboard side – 39 cubic meters
- Tank #5 – Frames 12 to 16 – fuel oil – 23.6 cubic meters
- Tank #6 – Frames 12 to 16 – fuel oil – 23.6 cubic meters
- Tank #7 – Frames 24 to 26 – potable water – port side – 12.63 cubic meters
- Tank #8 – Frames 24 to 26 – potable water – starboard side – 12.63 cubic meters
- Tank #9 – Frames 12 to 14 – clean oil – port side – 4.5 cubic meters
- Tank #10 – Frames 12 to 14 – dirty oil – starboard side – 4.5 cubic meters
- Tank #11 – Frames 28 to 30 – sanitary – centerline – 3 cubic meters
- Tank #12 – Frames 22 to 23 – sewage – centerline – 3 cubic meters
- Tank #13 – Frames 16 to 17 – oily bilge – centerline – 2.8 cubic meters
- Tank #14 – Frames 38 to 42 – bulbous bow compartment – ballast – 6.8 cubic meters
- Tank #15 – Frames 17 to 18 – fuel oil overflow tank – port side – 1.2 cubic meters
- Tank #16 – Frames 17 to 18 – sludge – starboard side – 1.2 cubic meters
- Tank #17 – Frames 34 to 38 – bow thruster compartment - 6.56 cubic meters
- Tank #18 – Frames 22 to 23 – stabilizer compartment
- Tank #19 – Frames 22 to 23 – stabilizer compartment

Note: There have been some recent revisions in the actual tank layout. Capacities remain unchanged; however, swash plates have been added to the fuel tanks. The actual configuration of the tanks has been changed slightly.

For a true evaluation of their integrity, these tanks should be hydrotested. A conscientious captain and engineer will always determine the actual usable capacity of each tank.

BILGES

The bilges were accessed wherever possible. In general, bilge access is quite good.

The forward crew bilge is accessed by lift up crew steps on pneumatic ram assist centerline forward in the crew passageway. This space is well lit with AC fluorescent overhead light fixtures and DC emergency lighting. This space is fully painted and insulated. It is ventilated by a Condaria manually controlled central exhaust system. This space is monitored by an optical overhead smoke detector and protected by the Hi-Fog fire suppression system. Forward is a bolted and gasketed manhole cover to the bulbous bow void top. Seen here are the junction boxes for the bulbous bow high level floats, the void telltale flooding valve, the void submersible pump discharge through-hull with screw down non return valve, and the chain bin drain piping. Aft is a wing nutted gasketed removable hatch to the bow thruster compartment. Above is a bolted and gasketed hatch for the bow thruster motor service.

The following gear and equipment is noted in the forward crew void:

- Bow thruster system main disconnect switch
- Bow thruster compartment ventilation fan manual control
- Condaria 1,200-cubic meter per hour central exhaust system fan and associated ducting
- (2) EVAC system grey water interface sumps
- Bulbous bow bilge pump control panel
- Bow thruster system control station unit
- ABB bow thruster speed drive/soft start
- Dry chemical portable fire extinguisher
- Bow thruster compartment bilge suction isolation valves

The bow thruster compartment is fully lit with AC fluorescent overhead light fixtures. It is painted and insulated. There is built-in plywood dunnage and shelving with organized spares. It is protected by the central bilge pumping system pickup and a high level alarm. Located in this space is the ABB Motors model #M2CA315SNA4B3, three-phase AC electric bow thruster motor and drive unit with an IP55 rating and an indicated weight of 730-kg.

The lower crew bilges are accessed by removable sole sections in the laundry room and refrigeration compartment. This provides access to the forward tanks forward to aft including the void tank, the glycol tank, and the gray water tanks. The glycol tank and gray water tanks are accessed through bolted and gasketed manhole covers. On top of the glycol tank is a sump with central bilge pumping system pickup. Forward of this sump is a Rule high level alarm float switch. Aft in the laundry room is the cofferdam

space separating the gray water tank and potable water tanks. Located in this space are two EVAC gray water interface sumps and a Jets AC electric gray water transfer pump.

To port from the laundry room through a cabinet is access to a void space with overboard discharges and a partially removed galley air conditioning unit and raw water pump.

The potable water tank top void is accessed by a flush hinged hatch on a gas assist in the crew lounge sole. This provides access to the potable water tank top with bolted and gasketed manhole covers.

The following is noted in this space:

- EVAC grey water interface sump
- Potable water system chlorine dosing disinfecting unit
- Ferrups FE Series network CPU UPS
- Ferrups FE Series KU band radar UPS
- UPS bypass switching
- Ferrups FE Series UPS for the PABX
- Ferrups FE Series UPS for the navigation electronics
- 24-volt DC service battery bank
- (2) Battery chargers for the emergency and service batteries

The aft guest tank deck bilges are accessed by flush hatches in the port and starboard lower guest cabins forward between the bunks. There are two recessed tank top sumps with high level alarms and central bilge pumping system pickups. Also located in this space are two wing nutted and gasketed raised scuttle hatches on pneumatic ram assist providing access to the port and starboard shaft alleys. There are removable welded steel ladders provided into the shaft alleys. Located in each shaft alley are closed circuit television cameras and the Blohm & Voss oil shaft seal header tank to the stern seal bearing. Also located here are SKF shaft couplings and raw water cooled stern tube seal with temperature monitoring probe. Each of the shaft alleys is monitored by a central high water alarm float switch and serviced by the central bilge pumping system pickup with strainer foot. Located beneath the shafts are fittings for the Cathelco system.

The engine room and lazarette bilges are described separately.

INTERIOR ARRANGEMENT

At this time, the interior is difficult to examine. Much of the interior has been taped off in preparation for refit. Carpets are covered. Paneling and wall coverings are covered. Much equipment is not available for inspection.

CREW ACCOMMODATIONS

Accessible from a stairwell off the portside entrance foyer is the forward lower crew accommodations. Starting forward off the crew passageway are port and starboard crew cabins with upper and lower berths. Each has a private head with toilet, washbasin, and shower. Each has opening portholes.

At the forward end of the passageway is a ladder to a Plexiglas emergency hatch, which exits into the bosun's locker. At the forward end of the crew passage way are a set of lift up stairs to the forward bilge storage area and the bow thruster compartment.

Aft are crew cabins port and starboard, each with upper and lower berths. Each has a desk. Each has a private head with toilet, washbasin, and enclosed shower. Aft of these cabins in the passageway is a watertight door. Aft of the watertight door are port and starboard crew cabins. The engineer's cabin is to port with double berth and a large desk. Forward is a private head with toilet, washbasin, and enclosed shower. To starboard is an upper and lower cabin with small desk and a private head forward with toilet, washbasin, and enclosed shower.

Aft to starboard is a large crew mess with small galley. To port is a crew lounge area. This area has teak and holly flooring and opening portholes. Aft centerline is a sound door and watertight door to the engine room. To starboard is an L-shaped dinette with table and chairs with seating for approximately 10. This area has granite countertops.

In here is seen the following:

- Nikai microwave oven
- Double stainless steel sink
- Miele refrigerator
- Miele glass cooktop
- Miele oven
- Miele overhead hood with blower and light
- Miele dishwasher
- Scotsman bin type icemaker
- Various entertainment and navigation electronics

To port is a lounge area with U-shaped settee and table. This area is carpeted and has a desk and alarm panels. Also in here is entertainment, communication, and navigation equipment.

Forward from the crew mess on the lower level, accessed via a set of stairs centerline, is a laundry room. In here are three Miele washing machines, three Miele dryers, double sink, storage lockers, and counter space. Opposite the laundry room is a walk-in pantry. Forward is a watertight door. On the other side of the door is a refrigeration compartment. In here are two Frigit built in stainless steel refrigerators. The forward refrigerator has a walk-through into a freezer. To starboard is a refrigeration compressor room with three Frigit compressors.

MASTER STATEROOM

Forward on the main deck off the main starboard entrance foyer is the master stateroom through double doors into an office/sitting room with large hull side window, two reading chairs with ottoman, a writing desk and storage cabinets. Forward are double doors into the master stateroom itself. The stateroom has a centerline king berth, dressing table, large oval windows port and starboard, and an entertainment center aft. Port and starboard are walk-in closets. Forward is a large double marble head divided in the center by a Jacuzzi tub and enclosed shower. The port head has a

washbasin and a separate compartment with toilet and bidet. The starboard head has a washbasin with separate compartment with a toilet.

GALLEY

Forward to port from the port entrance foyer is the main galley with stainless steel and granite countertops. This area has vinyl flooring and high pressure laminate cabinets.

Seen in the galley is the following:

- Large double sinks
- Scotsman bin type icemaker
- Zanussi broiler
- Zanussi warmer
- 3-door Baratta refrigerator
- Third sink
- Island with the following:
 - (2) 4-burner glass cook tops
 - Deep fat fryer
 - (2) Ovens
- Leventi Combimat convection oven
- Hobart sterilizer
- Dynex 26" LCD TV
- Various countertop appliances
- Large discharge vent with fire suppression
- Multifunction phone
- Dumbwaiter
- Frigit freezer

The galley has a large oval window.

CREW ENTRANCE FOYER

To port is the crew entrance foyer with watertight door out to the port side main side deck. Inside the foyer are teak and holly soles and granite countertops.

In the crew entrance foyer is seen the following:

- Pantry
- Stainless steel sink
- Eurocave approximate 75-bottle wine cellar
- Miele dishwasher
- Scotsman bin icemaker
- Miele under counter refrigerator
- Electric door aft to the dining salon
- Door to starboard to the marble entrance foyer

MAIN ENTRANCE FOYER

The main entrance foyer is to starboard with a double watertight door to the starboard side deck. This foyer area is done in marble. There are circular stairs inboard to the upper deck. Forward is the entrance to the master stateroom. Aft inboard is a day

head finished in all marble with toilet and washbasin. Aft is a passageway to the dining salon.

DINING SALON

The dining salon is full width with large fixed windows port and starboard. There is a circular table with seating for 12. In the cabinets around the dining salon are outfit for crystal, china and silverware. There are doors forward to the foyers and aft to the main salon.

MAIN SALON

The main salon has large fixed windows port and starboard and a double electric glass doors to the after deck. The main salon is furnished in loose furniture with couches, tables, chairs, and a small game table.

To port aft is a marble bar with the following:

- Bin type icemaker
- Bar sink
- (3) Stools
- Fitted glass and general storage

To starboard aft are circular stairs down to the guest accommodations. Aft centerline is a two electric sliding doors to the aft deck.

GUEST ACCOMMODATIONS

In the guest foyer is a small refrigerator, stewardess linen closet, storage closet, and wine bottle storage.

Forward off the foyer are two similar guest staterooms, each with two single berths and large oval portholes. There is an entertainment center and a dressing table in each. Each has a private marble head forward with toilet, washbasin, and enclosed shower.

Aft port and starboard are two similar staterooms, each with a centerline queen berth, large oval portholes, couch, dressing table, and entertainment center. Each has a private marble head aft with toilet, washbasin, and enclosed shower with bench.

WHEELHOUSE

Forward on the 01 deck is the wheelhouse. The wheelhouse has a 5-panel windshield. The three center panels have wipers. There is approximately 270° visibility. There are port and starboard side deck doors. Aft of the main console is a small bench seat. There are double bench seats port and starboard. Aft are navigation and communications desks with locker for navigation light panel, fire alarm panel, Hi-fog panel, and AC and DC sub panels.

CAPTAIN'S CABIN

To starboard off the wheelhouse aft is a captain's cabin with king size berth and an office area with large desk. Inboard is a private head with toilet, washbasin, and enclosed shower.

UPPER PANTRY

Aft off the wheelhouse to port is the upper pantry. In here is seen the following:

- Dumbwaiter
- Granite countertops
- Teak and holly sole
- La Cimbali espresso machine
- Hoshizaki bin type icemaker
- Miele under counter refrigerator
- Under counter wine cooler
- Sink
- Miele microwave oven
- Fitted and general storage
- Circular stairs down to the port entrance foyer
- Door aft to the upper guest foyer
- Coffee grinder
- Multifunction phone
- Miele under counter dishwasher.

UPPER FOYER

The upper foyer has stairs down to the main entrance foyer, stairs up to the exercise room, a day head to port, and a door to a guest stateroom to starboard. Aft are double doors to the sky lounge.

UPPER GUEST STATEROOM

This stateroom has large portholes, centerline king berth, and dressing table. There is a settee and an entertainment center. Forward is a marble head with toilet, washbasin, and enclosed tub.

SKY LOUNGE

In the sky lounge is seen the following:

- Yamaha Clavinova piano
- Entertainment center with flat screen TV
- Electric fireplace
- Large fixed windows port and starboard
- Game table
- L-shaped couch, (4) chairs, and a table

To port aft is a marble bar with the following:

- Bar sink
- 2-drawer drink refrigerator
- Hoshizaki Bin type icemaker

Aft are double doors to the upper dining salon.

UPPER DINING SALON

This area is furnished with a large oval glass top table and seating for approximately 12. Aft is a circular glass enclosure with double sliding doors. The decks are paid teak.

GYMNASIUM

Up from the sky lounge is the gymnasium on the 02 deck. Forward is a teak and holly sole with steam room, separate shower, and separate head. To port is a watertight door to the outside deck. The after part is a circular exercise room with teak decks. The after half of this room is glass and opens to the upper deck.

ENTERTAINMENT ELECTRONICS

UPPER SUN DECK

- Rotel model #RSDX-02 AM/FM DVD CD surround sound receiver
- (2) speakers

FORWARD SUN DECK

- (2) speakers
- Ipod dock

GYM

- Rotel model #RSDX-02 AM/FM DVD CD surround sound receiver
- Sony LCD TV
- Apple TV mini I-pad
- DirecTV DSS

SKY LOUNGE AFT DECK

- (4) speakers

SKY LOUNGE

- DirecTV DSS receiver
- Samsung model #SV-500MA Blu-ray DVD player
- Denon model #AVR 3313 CI, AM/FM DVD CD surround sound receiver
- Samsung 42" flat panel LCD TV

VIP STATEROOM

- DirecTV DSS receiver
- Rotel model #RSDX-02 AM/FM DVD CD surround sound receiver
- Sharp model #LC20E1U 20" LCD TV

CAPTAIN'S STATEROOM

- DirecTV DSS receiver
- Rotel model #RSDX-02 AM/FM DVD CD surround sound receiver
- Sharp model #LC20E1U 20" LCD TV
- Flat screen monitor with AV input
- MX remote control

WHEELHOUSE

- Sony model # MEX-BT5700U AM/FM/MP3/Blu-ray DVD player and receiver

FOYER

- (4) speakers

BOW

- (2) speakers
- Xantech model #WPK6 keypad controller with Crestron remote

GALLEY

- Sony model # MEX-BT5700U AM/FM/MP3/Blu-ray DVD player and receiver
- Dynex 26" LCD TV

MASTER STUDY

- DirecTV DSS receiver
- Samsung model #SV-7000W Worldwide Video hi-fi VCR
- Rotel model #RSDX-02 AM/FM DVD CD surround sound receiver
- Runco model #CW-42i 42" flat panel display monitor
- Crestron model #STX-1700 color touch screen controller
- Dell computer

MASTER STATEROOM

- DirecTV DSS receiver
- Samsung model #SV-5000W Worldwide Video hi-fi VCR
- Rotel model #RSDX-02 AM/FM DVD CD surround sound receiver
- Sharp model #LC-30HV6U 30" LCD TV
- Crestron model #STX-1700 color touch screen controller

DINING SALON

- Overhead speakers

MAIN SALON

- DirecTV DSS receiver
- Denon amplifier
- Samsung DVD player
- Shinco karaoke/DVD player
- Runco 50" Flat Panel Plasma TV display

MAIN AFT DECK

- (4) speakers

SWIM PLATFORM

- (4) speakers

(4) LOWER GUEST STATEROOMS

- (4) DirecTV DSS receivers
- (4) Rotel model #RSDX-02 AM/FM DVD CD surround sound receiver
- (4) Sharp model #LC20E1U 20" LCD TVs
- (4) Theater Master model #MX-800 remote controllers

CREW LOUNGE

- DirecTV DSS receiver
- Rotel model #RSDX-02 DVD Surround Sound receiver
- Sony 32" LCD TV
- Phillips 32" LCD TV
- Theater Master model #MX-500 remote control unit
- Theater Master model #MX-800 remote control unit for crew mess

(6) CREW STATEROOMS

- (6) Sony model # CDX-F7005X AM/FM/CD player and receivers
- (2) Sharp 20" LCD TV's
- Dynex 32" LCD TV
- Insignia 20" LCD TV
- (4) DirecTV DSS receiver

LAUNDRY ROOM

- Sony model # CDX-F7005X AM/FM/CD player and receiver
- RCA 14" LCD TV with DVD

Note: There is an inventory of (13) GLA and (13) Eurosat satellite receivers on board, which are changed out depending upon cruising region.

DECK ARRANGEMENT AND EQUIPMENT

The teak overlay decks of the foredeck are protected by a chest high open constructed bulwark. Fitted to the top of the bulwark is a varnished teak cap. In the bow is seen a removable stainless steel jackstaff. On deck centerline is a removable stainless steel framed set of chocks for the hard bottom inflatable tender. Seen to port is the foredeck davit. Aft of the hard bottom inflatable chocks is a quick acting dogged and gasketed hinged hatch on pneumatic ram assist and raised scuttle down to the forepeak and chain locker. Directly aft of the hatch are the anchor windlasses in a recessed well with gutters and drains. Port and starboard are stainless steel fairleads to polished stainless steel cleats on deck. The decks are cleared by waterways to scupper drains and by large open freeing ports. Seen mounted inside the bulwarks port and starboard on stainless steel frames are personal watercraft chocks. Also mounted inside the bulwarks are stainless steel fender and line handling cradles. Integrated inside the bulwarks are teak treads for standing and looking over the bulwarks.

Directly aft of the anchor windlasses is a fabricated welded aluminum mast with hydraulic housing extension and polished stainless steel topmast. The hydraulic system for the mast is in the process of being redesigned. There are welded aluminum rungs provided. The mast is further supported by a set of 1 X 19 stainless steel stays with ratcheting tensioners forward and turnbuckles aft. Integrated into the mast are the forward range and masthead lights. There is a forward facing foredeck work light. At the mast base is a removable access panel. Above this panel is a Vingtor call button.

Port and starboard aft from the foredeck are teak overlay treads leading up and aft along the forward house catwalks. The catwalks are finished in a painted nonskid with

a varnished teak toe rail. There are sail track and cars provided beneath the house overhang for working aloft in this area and rigging safety harnesses.

On centerline are teak overlay treads with stainless steel handrails and deck level lights leading aft to the bridge deck. To port is a potable water washdown bib. Outboard of the washdown bib is a quick acting dogged and gasketed hinged pantographic door leading to the foredeck bosun's locker. On the port corner of the forward house is a Munter grill for the central exhaust system discharge.

To starboard on the forward house is a removable hatch providing access to the forward shore power inlet. There is a nylon roller provided inside this hatch. All the way outboard on the starboard forward corner of the house is a Munter grill providing fresh air to the foredeck bosun's locker and the makeup air handler unit.

The teak overlay decks of the bridge deck and bridge forward seating area are protected by low boxed bulwarks and polished stainless steel handrails. Forward of the bridge is a semi circular seating area with cushions and polished stone top pedestal mount table. There are deck level lights provided.

The teak overlay decks of the bridge wings and walkaround are protected by waist high boxed bulwarks. On the front of the bridge is a welded polished stainless steel grab rail. Built into the seating area is a storage locker with hinged latched and gasketed ventilated locker doors. This locker is fully painted and lit with overhead light fixtures. There is open grate rubber matting provided. At the seat base are GFCI protected AC outlets.

Built into the bridge wing bulwarks are hinged ventilated locker doors providing access to the bulwark void storage. These storage areas are fully painted and finished with rubber grate decking. The storage spaces are lit with overhead spotlighting.

The port and starboard bridge wings are partially protected overhead by the housetop overhang. Seen fitted in the overheads are flush mounted lights. Inside the bulwarks port and starboard are recessed man overboard throw rings with tethered Pains-Wessex Manoverboard 360 buoy smoke strobes. On the house sides are quick acting dogged and gasketed lockable pantographic hinged doors leading to the pilothouse. Built into the bulwarks port and starboard are the wing control stations with removable covers. The bridge deck is cleared by scupper drains with removable stainless steel grates. Seen mounted forward of the starboard wing station is an ACR Category I GPIRB.

Aft from the port and starboard bridge wings are companionways with teak overlay treads, stainless steel handrails, and deck level lights leading down to the main side decks.

The teak overlay decks of the starboard side deck are partially protected overhead by the housetop overhang. Seen fitted in the overheads are flush mounted lights and closed circuit television camera domes. The decks are additionally protected by low open bulwarks with varnished teak caps and waist high polished stainless steel

handrails. In the bulwarks are stainless steel fairleads to stainless steel cleats on deck. The decks are cleared by waterways to scupper drains with removable stainless steel grates. The side decks are additionally cleared by open freeing ports. Forward from the starboard side deck is a hinged step locker accessed by a dogged and gasketed pneumatic ram assist hatch. Seen in here are the emergency lighting battery banks. Seen inside the bulwark forward is a dogged and gasketed hatch providing access to the starboard side dinghy stage control and the doorbell intercom connection. Forward in the bulwark is a single part opening boarding gate. At this boarding gate are mounts for a Tide Ride. An 8-tread aluminum Tide Ride with cork treads was seen in use during these inspections. Integrated into the forward hull side is a hydraulic dinghy stage with integrated access grate and teak overlay landing. Opposite the bulwark boarding gate are a set of quick acting dogged and gasketed hinged lockable doors leading to the main entrance foyer. Directly aft of this door on the house side is a quick acting dogged and gasketed hatch providing access to the damage control locker. Seen in the damage control locker are the firefighting light off controls and the firefighting bunker gear with SCBAs and spare bottles. Posted inside the locker door is the fire locker control placard. Seen stowed inside the locker is a damage control plan. Seen laid loose in this space is a fire hatchet. There is a fire hydrant with (2) hoses and vari-nozzle. On the house sides are locker doors for fuel fill, water fill and dirty lube oil discharge.

At the aft end of the starboard side deck is a quick acting dogged and gasketed hinged locker door providing access to a bosun's locker. This space is fully painted and well lit with overhead spotlighting. Run through this space are ventilation ducts. Seen carried recessed inside the house overhang pilaster opposite the bosun's locker door is a man overboard throw ring with tethered buoy strobe with heaving line.

The teak overlay decks of the port side deck are protected overhead by the housetop overhang. Seen fitted in the overheads are flush mounted lights and a closed circuit television camera dome. Forward is a companionway with teak overlay treads, stainless steel handrails, and deck level lights up to the port bridge wing. Inside this companionway is a dogged and gasketed locker hatch providing access to the port side dinghy stage control and the doorbell connection. In the bulwarks forward is a single part opening boarding gate and a set of mounts for a tide ride. Forward of this gate is the dinghy stage gate and recessed into the forward house side is the hydraulic dinghy stage with teak overlay decking. The decks are cleared by waterways to scupper drains with removable grates. In addition, there are open freeing ports low in the bulwarks. Also in the bulwarks are stainless steel fairleads to stainless steel cleats in the waterways. In the house sides are locker doors providing access to the diesel fuel lube oil and potable water fills. At the forward end of the house side is a quick acting dogged and gasketed hinged lockable door providing access to the crew accommodations and galley. Aft of the galley door is a quick acting dogged and gasketed engine room fidley door. Inside the fidley is a fire station with hydrant, hose and vari-nozzle. At the aft end of the port side deck is a latched and gasketed locker door providing access to a deck storage and damage control locker. Seen in here is a fire station with hydrant, hose, and vari nozzle, and two portable fire extinguishers. Running through this space are ventilation ducts with Bellimo self-closing damage

control shutters. Opposite this locker recessed on the inside of the housetop pilaster is a man overboard throw ring with tethered buoy strobe and heaving line.

The teak overlay decks of the aft deck are protected overhead by the housetop overhang. Seen fitted in the overheads are flush mounted lights and closed circuit television camera domes. The decks are additionally protected by a low boxed bulwark with varnished teak cap and stainless steel handrails. The decks are cleared by scupper drains with removable stainless steel grates and by open freeing ports. In the bulwarks are stainless steel roller fairleads to stainless steel cleats on deck. In the starboard corners are line handling stations with AC electric vertical warping windlasses. Aft to starboard is a hinged gate providing access to the passerelle. Adjacent to this gate is a locker containing the controls for the passerelle and transom door. On centerline aft is a large U-shaped seating area with pedestal mount table and Vingtor call station. To port is a curved companionway with teak overlay treads, deck level lights, and stainless steel handrails down to the dive locker and transom garage area. Forward are dual sliding doors to the main salon. Port and starboard are built-in cabinets/buffets with storage beneath. In the port aft corner is a small locker housing a diesel fuel fill. Forward to port is a companionway with teak overlay treads, deck level lights, and stainless steel handrail leading up to the sky lounge aft deck.

The teak overlay decks of the sky lounge aft deck are accessed by a companionway with teak overlay treads, deck level lights, and stainless steel handrails from the aft deck. The sky lounge aft deck is partially protected overhead by the housetop helo deck overhang. Fitted in the overheads are flush mounted lights, marinized stereo speakers, and closed circuit television cameras. Also in the overhead are seen a pair of gantry type cranes. Port and starboard are outward folding hydraulic bulwarks with varnished teak caps and stainless steel handrails, which allow for launching of the tenders and jet skis. In each of these bulwarks is a removable gate serving as a boarding gate for high docks. Aft off the overhang is a varnished teak flagstaff. Built into the bulwarks are a number of small lockers. Below the flagstaff is seen the stern light. Seen chocked on deck is a fiberglass hard bottom inflatable, two personal watercraft, and a single standup type personal watercraft. Forward on centerline is a stainless steel framed dark tinted glass electric sliding door to the sky lounge. To starboard is a dogged and gasketed hinged hatch providing access to the makeup air unit locker. Seen in this locker is an Ocean Breeze chill water make up air unit and several immersion suits. This space is fully insulated and lit with a single AC overhead fluorescent spotlight. Seen carried outside the bulwarks in recesses port and starboard are Eurovinyl SOLAS 25-person canistered life rafts on hydrostatic releases. Also located here are a pair of ACR SARTs. In the port and starboard aft corners are built-in storage lockers with dogged and gasketed hinged hatches on pneumatic ram assist. Seen in the port storage locker is LSA equipment, ditch bags, personal flotation devices, flare kits, and Speedline rocket line throwers. Seen in the starboard locker are the AC electro hydraulic power packs for the gantry cranes. Each power pack consists of a Baldor Vickers pump set with 7½-hp AC electric motors. There is a large welded painted steel reservoir with return filters. This power pack services the gantry cranes as well as the folding sky lounge aft deck bulwarks. Forward to port is a companionway with teak overlay treads, deck level lights, and stainless steel handrails leading up to the flybridge and helo deck.

The helo deck is slightly raised from the sun lounge area forward. The helo deck is finished in a teak overlay. There are recessed tie downs with removable teak covers. The helo deck area is protected by waist high removable hoop style stainless steel handrails. Aft are the towing lights and stern light. The helo deck is partially protected overhead by a series of riggable fly canvas to removable stainless steel stanchions off the housetop overhang. Seen carried outboard of the handrails port and starboard are man overboard throw rings with tethered buoy strobes. Seen mounted forward to port is a category 1 ACR GPIRB. Forward on centerline is a built-in Jacuzzi hot tub with teak surround and low handrails. The helo deck is furnished with loose varnished teak tables, chaise lounges, and sofas. Seen port and starboard loose on deck are exercise machines with full covers.

Forward from the helo deck down a set of steps are the teak overlay decks of the sun lounge area. This area is partially protected overhead by a retractable hardtop extending aft from the aft edge of the house top. To starboard is a built-in wet bar with polished stone top and (4) pedestal mount barstools. At the bar is a B&G Hydra 2000 multifunction LCD navigation aid. Seen below the bar is a custom built-in beverage refrigerator.

On centerline is a pedestal mount polished stone table with seating for 8. The sun deck area is additionally furnished with loose sofas, settees, and footstools. To port is a curved companionway with deck level lights, teak overlay treads, and stainless steel handrails leading down to the sky lounge aft deck. The forward portion of the dining area on the sun deck is protected by the house top overhang. Flush mounted lights overhead lights are provided. Entertainment is provided by Poly Planar marinized stereo speakers. Forward from the sun area is a stainless steel framed semi-circular dark smoked glass enclosed exercise room. Port and starboard are frameless polycarbonate wing doors leading forward.

Forward from the sun deck area are the teak overlay decks of the flybridge. Forward is a semi circular seating area with cushions and pedestal mount table. Seen mounted on the forward housetop is a Kahlenberg model #T-3A, serial #24590 triple trumpet chrome plated bronze pneumatic ship's whistle. Port and starboard are a pair of ACR model #RCL600 remote searchlights and GPS and fiberglass whip antennas. Port and starboard on the flybridge seating area are large built-in buffets with low polished stainless steel handrails. There is ample storage provided in the bulwark void areas surrounding the flybridge seating areas. To port is a dumbwaiter system. Entertainment is provided by Poly Planar marinized stereo speakers. In the port and starboard storage lockers are various bosun's decks and deck spares along with ventilation ducting. A fire station with hydrant, hose and vari-nozzle is located in one of the port side lockers. Seen mounted in the bridge top brow are the GMDSS emergency radio battery banks and charger. On the house sides are fixed windows leading to the sauna area. To port aft is a quick acting dogged and gasketed hinged door also leading to the sauna area. Forward is a quick acting dogged and gasketed hinged door leading to a bosun's locker. This bosun's locker is fully painted and insulated. It is lit with AC fluorescent overhead lighting and monitored by an optical smoke detector. There are three portable dry chemical fire extinguishers provided and an emergency eye wash

station. Located in this bosun's locker is a workbench with vise and ample storage racks. There is a ship's service air chuck with coalescing filter water separator.

The painted nonskid top of the arch and mast extension are accessed by a series of removable stainless steel ladders mounted to the house side at deck level and to the arch wing at the arch top. This space is unprotected. Seen painted on the after portion of the arch is the IMO number, which reads "IMO#100-57-34".

Seen on the arch and mast extension is the following:

- Large fiberglass dome
- (2) Smaller fiberglass domes
- Closed circuit television cameras
- Generator dry stack exhaust with inline mufflers
- Stainless steel ventilation exhaust housing
- (2) Furuno radar arrays
- Aft facing quartz halogen floodlight
- NUC lights
- Steaming light
- Anchor light
- Anemometer boom
- Various fiberglass whip antennas
- Halyards
- Flush mounted arch up-light accent lights

FOREDECK BOSUNS LOCKER

The foredeck bosun's locker is accessed by a single quick acting dogged and gasketed pantographic alarm monitored hatch to port of centerline in the forward house vertical. This space is well lit with AC fluorescent and DC emergency overhead light fixtures. It is fully insulated and painted throughout. The decks are overlaid with open grate rubber matting. This space is monitored by an overhead optical smoke detector and protected by the Hi-Fog fire suppression system.

The following gear and equipment is noted:

- General alarm glass break trigger panel
- Fire hydrant with hose and vari nozzle
- 10-lb. dry chemical portable fire extinguisher
- AFFF portable fire extinguisher
- Nautical Structures 15-horsepower AC electric hydraulic power pack with (2) 24-volt DC back up emergency DC pumps.
- Qui.Q 24-volt DC, 20-amp emergency davit power pack battery bank charger
- 24-volt DC emergency davit power pack battery bank consisting of (2) 12-volt DC deep cycle sealed maintenance free batteries
- Foredeck davit local control selector junction box with emergency stop an hour meter indicating 8-hours
- Ocean Breeze chill water make up air unit with insulated discharge ducting and Bellimo self closing fire shutters
- House sides vent with Munter screen and storm cover

- (2) Digital speed drive soft starts for the anchor windlasses
- Emergency escape hatch from the main deck accommodations
- Dogged and gasketed clear Plexiglas emergency escape hatch from the lower crew accommodations
- Diesel America diesel powered portable damage control pump
- Anchor windlass control junction box with chain wash selector, digital displays, and main disconnect switch
- CMV owner's cabin steam shower steam generator with thermostat and drain
- Exhaust blowers E2 crew and E6 owners with self closing damage control shutters
- Circuit breaker panel F-15 Owners Area
- Condaria chillwater control valve selector for the galley system or central system for the makeup air unit
- Condaria winter/summer mode selector switch for the makeup air unit
- Belimo remote actuated self closing ventilation duct shutoff flaps for the ventilation systems
- E1 laundry exhaust blower
- HVAC control panel switching with the following:
 - Air handler 2 crew supply
 - Air handler 3 owner supply
 - E1 laundry exhaust
 - E2 crew exhaust
 - E6 owners exhaust
- Air handler #2 – crew – by Ocean Breeze model #FR30, serial #K2010111-10, 380/460-volts AC, three-phase rated at 30,000 Btu cooling capacity and a 4-kW heater
- Air handler #3 – owners – by Ocean Breeze model #FR20, serial #K2010112-10, 380/460-volts AC, three-phase rated at 20,000 Btu cooling capacity and a 4-kW heater
- Bow thruster foot oil sea header tank with sight glass
- Forward shore power inlet with voltmeter, disconnect, and foredeck pass-through port with roller

FOREPEAK CHAIN LOCKER

The forepeak chain locker is accessed by a quick acting dogged and gasketed hinged hatch on raised scuttle with pneumatic ram assist centerline on the foredeck. A removable welded stainless steel ladder is provided. This space is fully painted and well lit with fluorescent overhead and DC emergency light fixtures. It is monitored by overhead optical smoke detector. Fire suppression is provided by the central Hi-Fog system. The deck plates are painted nonskid aluminum panels on welded steel frames. Aft are the divided open top chain bins with wood liners. This space is passively ventilated to the spurling pipes and exhausted by a Fantech axial flow ducted AC electric blower mounted to starboard. The bilge is pumped by an electric pump located in the sump below the chain bins.

SMALL BOATS AND DAVIT

The crew tender/rescue boat is carried athwartships on removable rolling welded aluminum chocks with bolt on tie down plates on the sky lounge aft deck. There are

stainless steel removable chocks fore and aft centerline on the foredeck. The boat is secured with nylon ratcheting gripes and tie downs. There is a 7 X 19 stainless steel lifting bridle and painted aluminum spreader bar. The crew tender/rescue boat is fit with a full cover.

The crew tender/rescue boat is a 2008/2009 15-foot Nautica fiberglass hard bottom inflatable tender model RIB15WB "Wide Body". The hull identification number taken from the transom reads "PTJ15818L809". It is rated for 90-hp and 10 persons. It is powered by a single 90-hp Yamaha 4-stroke outboard engine dated June 2008 model #F90TLR, serial #61PL1035810G.

Delaware registration cards seen in the console read:

- "PTJ15818L809"
- DL5204AB
- 2013 expiration
- Length 01411
- Hull 4
- Motor 1
- Use 1
- Type 1
- Fuel 1
- Address BJA Marine Limited
P.O. Box 10024
Grand Cayman, Cayman Islands

The tender is finished in a white gelcoat with molded nonskid decks and stainless steel popup cleats, grab rails, and deck hardware. There is bench seating with cushions and storage. There is a fiberglass side console with dark smoked Plexiglas windscreen.

The following gear and equipment is noted in the tender:

- Internal fuel tank with deck fill, vent, and gauge
- Yamaha single lever control with power tilt and trim
- Key start with tethered kill switch
- Ritchie magnetic compass
- 12-volt DC accessory plug
- Ultraflex hydraulic steering with tilt helm and stainless steel wheel
- Humminbird LCD depth sounder
- Lenco electric trim tabs
- Standard Horizon Eclipse DSC/VHF
- 2½-lb. dry chemical portable fire extinguisher
- Ditch bag/rescue kit
- Electric horn
- Full set of required navigation lights
- 12-volt DC battery with disconnect switch
- ProMariner Pro Mite onboard battery charger maintainer with receptacle plug
- 12-volt DC submersible automatic/manual bilge pump
- Yamaha multifunction LCD tachometer

- Yamaha multifunction LCD speedometer
- Removable stainless steel ski pylon
- Fuel filter water separator
- Polished stainless steel plow anchor with chain leader and rode
- Transom mounted swim ladder bracket

"STARFIRE" carries (3) personal watercraft on rolling welded aluminum chocks on the sky lounge aft deck or on polished stainless steel removable chocks in the foredeck. The personal watercraft are fit with full covers and secured with nylon ratcheting fore and aft tie downs.

There are a 2007/2008 Yamaha VX three-person personal watercraft, model #VX1100-G. The hull identification number is US-YAMA3444J708.

There is a 2011/2012 Yamaha model VX Sport three person personal watercraft. The hull identification number is US-YAMA4355J112.

In addition, there is a single 2006/2007 Kawasaki SX-R800 single rider standup type jet ski. It is hull identification #US-KAW79174L607.

The small boats and personal watercraft are launched over the port or starboard side of the sky lounge aft deck by a flush mount electro hydraulic gantry crane operated by tethered remotes. The hoist is an Amsteel gray Dyneema 12-strand synthetic braid with rated safety hook on a linear winch system. The AC electro hydraulic pack with reservoir and Baldor Vickers pump sets is located in the starboard aft locker in the sky lounge aft deck.

The small boats are launched off the port side of the foredeck by a newly installed Nautical Structures model EZ2500/3000 SOLAS/CARGO AC electro hydraulic davit with 24-volt DC emergency backup operation via separate DC pumps and battery bank with dedicated charger. It is serial number NS23790. The battery bank, hydraulic power pack, and charger are all located in the foredeck bosun's locker. It is operated in full function by tethered remote for slewing, luffing, hoist, and extension. The davit is rigged with a 3/8" Amsteel Dyneema Blue synthetic cable in a single part makeup on linear winch system with SOLAS quick release hook.

GROUND TACKLE

"STARFIRE" carries a pair of 540-lb. Poole type balanced High Holding Power galvanized steel anchors in stainless steel hawse pipes in pockets port and starboard in the bow. Saltwater washdown is proved in the hawse pipes by the fire main. Each anchor is shackled to a reported 495' of 25mm galvanized steel stud link anchor chain. The anchors are hauled by variable speed reversible Nanni model #108 AC electric three-phase anchor windlasses each configured with horizontal gypsies and vertical capstans. Windlass control is by tethered remotes with receptacle plugs located to port inside the forepeak hatch. The windlasses are configured with band brakes, dog clutches, stripping bars, and screw down type chain compressors. The chains are led below decks through steel bell mouth spurling pipes to open top divided wood lined chain bins located aft in the forepeak. The bins drain to a sump and are pumped

overboard by an electric submersible pump located in the sump box. The bitter ends of the chains are secured with pelican hooks. It has been reported that the windlasses have recently been completely rebuilt.

ENGINE ROOM

The engine room onboard "STARFIRE" is primarily entered via the engine room control room from the crew lounge via a joinery overlay door and a quick acting dogged and gasketed watertight door. Additionally, there is a secondary entrance emergency escape via a fidley entrance located on the port side main deck via a dogged and gasketed door to a stainless steel vertical ladder. The engine room is a two level arrangement with the main engines on the lower level and a upper catwalk around the perimeter. The generators are on the upper level aft. The engine room is well lit with fluorescent overhead lighting. The ceilings are extruded powder coated aluminum panels, the walls are powder coated perforated aluminum sheathing, and the floors are painted aluminum plates supported via welded steel deck frames. The engine room is protected via three bilge pickups to the main fire/bilge pump, two emergency engine driven pumps (one on each main engine), and three high water bilge alarms. The engine room is protected off the ship's Hi-Fog system. There are polished stainless steel framed dogged and gasketed port lights port and starboard fit with stainless steel dead lights. There are a series of steel I-beams run in the overhead for machinery handling. Stamped on the forward bulkhead is the official number, which reads ON.5931NET224.

The following gear and equipment is noted inside the engine room:

- (2) Deutz MWM model #SBV-6M-628, 6-cylinder inline freshwater cooled marine diesels
- (2) ZF model #BW755 reversing gears
- (2) Caterpillar model #SR-4/3306 160-kW main generators
- Caterpillar model #SR-4/3304 85-kW night generator
- Gianneschi & Ramacciotti type ACM652, 11-kW, 380-volt, 50-cycle, three-phase fire pump. Note: This pump has been removed for rebuild.
- Gianneschi & Ramacciotti type ACM652BT, 11-kW, 380-volt, 50-cycle, three-phase main bilge pump, serial #0802983
- Main bilge manifold. The main bilge manifold has the following pickups:
 - Lazarette steering bilge #1
 - Aft guest cabins port and starboard bilge #2
 - Engine room portable wandering lead bilge #3
 - Aft crew area bilge #4
 - Bow thruster compartment bilge #5
 - Bilge suction manifold bilge #6
 - Center engine room bilge #7
 - Aft engine room bilge #8
 - Port and starboard shaft alley bilges #9
 - Forward engine room bilge #10
 - Forward crew bilge #11
- (2) Gianneschi & Ramacciotti type ACM312/B, 2.2-kW, 230/480-volt, 50/60-cycle potable water pressure pumps. #1 pump is serial #962842; #2 pump is serial #962843.

- Gianneschi & Ramacciotti type ACM302BT AC electric deck wash potable water pressure pump, serial #324243
- Freshwater manifold with the following:
 - Suction from the port freshwater tank
 - Suction from the starboard freshwater tank
 - Octomarine Stainless steel filters
 - WellMate model #WM25-WB fiberglass potable water expansion tank
 - (2) Limit switches
- (2) Gianneschi & Ramacciotti 10-kW, 250-liter hot water heaters each with a Wilo type TOPZ40/7RG, 230/400-volt, 50-cycle hot water circulating pump
- (2) Fuel day tanks each with a capacity of 6,622 liters
- Centerline fuel storage tank with a capacity of 19,210 liters
- Fuel fill manifold with the following:
 - Port fuel fill
 - Starboard fuel fill
 - Aft fuel fill
 - Sampi model #M15 fuel transfer meter
- (2) Gianneschi & Ramacciotti type ACM401/BT, 2.2-kW AC electric fuel transfer pumps. Pump #1 is serial #962904; pump #2 is serial #962903. Note: the #2 fuel transfer pump has been removed for rebuild.
- (2) Hatlapa model #L-14. 3.5-kW, 220-volt AC electric ship's air compressor s. #1 is serial #45512; #1 is serial #45513.
- (2) Engine start air receiver tanks with condensate drains
- Condaria Marine air conditioning system. It consists of (4) compressors with a total capacity of 360,000 kCal/hr cooling capacity with 100-kW of immersion heat. This system is rated at 40-hp, 400/460-volts, 50-cycle and consists of the following:
 - (4) Carlyle model #06EA575600 compressor units, each on an Allen-Bradley model #1336PLUS variable frequency drive
 - (2) Calpeda model #M65/250M, 5.5-kW, 220/380-volt, 50-cycle AC electric air conditioning seawater pumps. Note: The #2 pump has been removed for rebuild.
 - (4) Alfa Laval type CFLM125 condensers – one for each compressor unit
 - (2) Calpeda model #BNM160BE, 5.5-kW, 220/380-volt, 50-cycle, AC electric air conditioning chillwater pumps
 - Condaria type EQ360 shell tube evaporator
 - Condaria Marine chillwater hot water boiler
 - (2) Calpeda type BC41 chillwater hot water circulating pumps
- (2) 30" forward engine room ventilation fans each on a variable frequency drive
- (2) Gianneschi & Ramacciotti 24" aft engine room exhaust fans each on a frequency drive, both model #VCR631B
- Delta T Systems touch screen ventilation control panel
- (2) A-Sea Power shore power frequency converters, shore power model #AC75 with a total capacity of 150-kW
- Quantum Marine hydraulic Zero Speed stabilizer system. This system consists of:
 - (2) Brueninghaus Hydromatik electro hydraulic pumps, each with a 20-hp electric motor
 - Hydraulic oil reservoir
 - Pump control panel with hour meter

- (2) Filter assemblies
- Dual heat exchangers
- (2) Pressure gauges for pumps #1 and #2
- SAE load bank type 36005 rated at 100-kva, 380-volt, three-phase, 50-cycle, serial #45551/2
- Fire station with fire hose
- (2) Workbenches with bench grinder, vise, and custom made under counter American Eagle tool chest with locking slide out drawers
- Stainless steel sink with hot and cold faucet
- (3) 5-kg foam handheld fire extinguishers
- (2) 5-kg CO2 handheld fire extinguishers
- (2) 10-lb. dry chemical handheld fire extinguishers
- (2) H.E.M. 1,200-liter per day watermakers. The #1 watermaker hour meter reads 7,013; the #2 watermaker hour meter reads 7,011. Each watermaker includes the following:
 - 5 and 30 micron pre-filters
 - High pressure pump
 - Low pressure pump
 - (3) Membranes
 - Media pre-filter
 - Flow meter and gauges
- Night generator 24-volt DC start battery bank. This battery bank consists of (2) 4D maintenance free batteries.
- Mastervolt model #MASS24/25 24-volt, 25-amp generator start battery charger
- Port and starboard electro hydraulic gang side boarding ladder hydraulic power packs
- Alfa Laval model #MMD304S-11 fuel centrifugal purifier. It is serial #4087398. The system is fit with a water seal alarm and shutdown system.
- Sarex model #VGS2 oily water separator with a Sarex model #BA-1 oil content detector, serial #2-1516-834
- Gianneschi & Ramacciotti type PQ50T 230/400-volt, 50-cycle dirty oil pump, serial #962910. The pump is fit with a George Fischer Signet digital oil transfer meter. The pump can take suction from:
 - Port and starboard main engines
 - Port and starboard gearboxes
 - #1 and #2 main generators
 - Night generator
- Gianneschi & Ramacciotti type PQ50T, 230-400-volt, 50-cycle clean oil pump, serial #962911. The clean oil pump is fit with a hose reel and nozzle as well as a George Fischer Signet digital oil transfer meter. It can provide clean oil to the following:
 - Port and starboard main engines
 - Port and starboard gearboxes
- Excelsior #5 hand operated pump for pumping the following:
 - Bilge tank
 - Sludge tank
 - Black water tank
- Hamann Wassertechnik Type HL-CONT sewage treatment plant.

- (2) Gray water sump vacuum interface tanks (1 port and 1 starboard)
- Engine room CCTV camera
- Vingtor model #VSM sound powered phone with headset

CONTROL ROOM

Entrance to the control room is via a dress door and watertight door from the after bulkhead of the crew mess. On the port side of the control room is a sealed door to the engine room. The control room is fully insulated behind perforated paneling. There are four large windows for observation of the engine room. The control room has Pirelli flooring, is fully air conditioned, and has a large console facing the engine room.

On the console is seen:

- Lighted control pushbuttons for various pumps and ventilation fans
- Port and starboard main engine analog gauges
- Alarms repeater panel for fire for:
 - Fire
 - Door
 - Miscellaneous
 - Level
 - Power
 - Propulsion – port
 - Propulsion – starboard
- Port and starboard emergency engine stops
- Allen-Bradley monitor with alarms list for recent alarms showing date, time, and acknowledgement
 - Tag List for:
 - Port propulsion history
 - Starboard propulsion history
 - Power production history
 - Bilge level history – 13 bilges
 - Miscellaneous systems history
 - Watertight and external closures history
 - Propulsion – port and starboard readouts in barometer and centigrade
 - Power production for three generators and shore power
 - Detail page for:
 - High and low levels
 - Fuel oil capacity
 - Miscellaneous tank capacities
 - Air conditioning
 - Condition and temperatures in various components
 - Dampeners page for open and close
 - Miscellaneous page for cold storage
 - Dometic water
 - Hi-Fog
 - Watermakers
 - (3) Power packs
 - Alfa Laval
 - (2) Air compressors

- Sewage treatment
- Ecocell
- (2) Side ladders
- Air system
- EVAC
- Watertight closures for (4) internal and (2) external doors
- Alarm log
- Night page
- System configuration

To port is a desk with chair and laptop and filing cabinets. In here is a Dell computer screen, multifunction phone, Vingtor voice phone, Vingtor engine room phone, automotive radio with CD player, and bookshelves.

Aft is the main switchboard divided into various sections. The switchboard is fitted with dead bars. Starting from port and going to starboard is seen:

1. 110-volt section with analog volt and amp meters with rotary selector switches, insulation test lights, and button
2. 24-volt DC section with volt and amp meters with rotary selector switch insulation test
3. AC system with circuit breakers for various pumps and ventilation
4. Unknown panel below air conditioning system
5. Port generator #1 – amps, volts, kW, hertz, and analog meters with rotary selector switch, start switch, harbor generator #3 with volt, amp, kW, hertz, and analog meters with rotary selector switch, start switch and a winding heater
6. Unlabeled panel with various circuit breakers
7. Unlabeled panel with main circuit breakers for port generator, main AC, and harbor generator #3
8. Parallel panel with analog voltmeters, hertz meters, phase meters, and amp meters with rotary selector switch, overload reset, consumer tripped, low insulation, shore generator rotary switch marked "obsolete"
 - Capac monitor
 - Electroguard model #601
9. AC system, various pumps, air compressor, fan circuit breakers
10. 110-volt AC system with main load for galley and laundry circuit breakers, transformer circuit breaker, stabilizer circuit breaker, and load bank circuit breaker
11. Starboard generator #2 with volt, amp, kW, and hertz meters with rotary selector switches, start/stop switches, and open and closed indicator lights with shoreline, volt, amp, kW, and hertz gauges with rotary selector switch and circuit breakers.
12. Unlabeled various circuit breakers
13. Main breaker for shore, bow thruster, and starboard generator

MAIN ENGINES

"STARFIRE" is powered by a pair of Deutz MWM type SBV-6M-628, 6-cylinder inline freshwater cooled marine diesels each rated at 1,056-kW at 1000 RPM. The reversing gears are by ZF. They are both model #BW755 with a ratio of 2.235:1.

	<u>Port</u>	<u>Starboard</u>
Engine serial #:	628.06.010259	628.06.010258
Engine hours:	22589	22693
Gear serial #:	964	965

Both main engine exhausts consist of blanketed bolted flange welded steel risers with flexible sections to blanketed steel mufflers all supported from below via mounts on a painted steel elbow to a painted steel saddle back down to the engine beds. The exhaust system continues on to painted stainless steel water injection rings with exhaust discharge out the hull bottom via schedule 40 welded steel swept standpipes with bolted flange butterfly valves. Each main engine exhaust has an idle bypass discharge out the hull side fit with bolted flanged electric actuated bypass valves. The valves are set at 500 RPM to open and 600 RPM to close. Reportedly both main engine exhausts have recently been disassembled and inspected. At that time, all of the exhaust gaskets were replaced.

Both main engines and reversing gears are single isolation mounted via Rubber Design mounts with a Vulcan drive coupling on the output of each gearbox. Each main engine is air start with dedicated air receiver tanks. Each main engine has an electric pre-lube pump. Each main engine has an electric block heater.

Each main engine has Rexroth pneumatic controls with cable actuated emergency gearbox controls at each main engine. Each has a coolant overflow tank with sight level gauge. Each main engine has an emergency bilge pickup off its raw water intake. The main engines are monitored in the Uniproget Benetti ship's monitoring system or via MTU electronic panels in the wheelhouse.

GENERATORS

"STARFIRE" has three Caterpillar generators – two main and one night. The two main generators are Caterpillar model #SR4/3306 generators rated at 112-kva continuous with 160-kva intermittent. Each generator is three-phase, 1500 RPM, 50-cycle, 380-volts at 304 amps each. Each generator is driven by a Caterpillar model #3306 6-cylinder turbo charged freshwater cooled marine diesel. The night generator is a Caterpillar model #SR4 /3304 generator rated at 85-kva continuous, single phase, 1500 RPM, 60-cycle, 380-volts at 161 amps. The generator is driven by a Caterpillar 3304 4-cylinder turbo charged freshwater cooled marine diesel.

	<u>Port Main</u>	<u>Night</u>	<u>Starboard Main</u>
Set serial #:	6EG01367	9AB05033	6EG01368
Arrangement #:	109-3787	4W-8958	109-3787
Hours:	40755	17923	40676

All three generator exhausts consist of water jacketed cast iron manifolds to water jacketed turbos to blanketed stainless steel risers with bolted flange connections and stainless steel bellow flex sections supported from below via rubber isolation mounts. The exhaust system continues on to stainless steel Metcalf Marine water injection rings to Sound Down fiberglass water separating mufflers with water lift mufflers on the water drop side. Each main generator has a dry stack exhaust out the top of the vessel each with a water separating muffler. The night generator dry exhaust stack discharges into the port generator dry stack. The exhaust system is isolated at the hull via bolted flange butterfly valves.

All three generators are single isolation mounted and located in insulated hard sound shields with removable access panels. Both main generators are air start. The night generator is 24-volt start off a dedicated battery bank, which consists of (2) 4D 12-volt maintenance free batteries. Belt driven off the front of the night generator is a 24-volt alternator. All three generators have electric end heaters. All three generators have local digital tachometers and analog oil pressure, water temperature, and fuel pressure gauges. Each generator has local start/stops with remote start/stops on the main switchboard in the engine room control room. Power output is displayed via analog meters on the main switchboard and information interfaced and displayed in the Allen-Bradley Uniproget ship's monitoring system.

LAZARETTE

The lazarette is accessible from the curved companionway teak steps from the port side of the aft deck. This area has teak overlay decking. Forward to starboard are storage lockers. Forward to port is a day head. To starboard up high is a telephone shower. The transom door is hinged at the bottom and has four hydraulic locking pins. The door folds down to form a teak beach/swim platform protected by removable stainless steel hoop rails. The lazarette space is protected by the Hi-Fog system. The space is well lit with overhead lights. Entertainment is provided by overhead marinized stereo speakers.

To port is the day head with toilet, washbasin and enclosed shower. The day head has a teak and holly sole, painted paneling with varnished accents and polished stone vanity top. It is air conditioned.

To starboard is a dogged and gasketed door to the steering room. The main steering reservoir is divided with (2) pumps and sight gauges. It is labeled LaFert type 57112MSA/F1419, 50-cycle, 400-volt. There are two sets of Vickers hydraulic control blocks and solenoids with assorted plumbing, all wrapped in Denzo tape. The steering pump is mounted on a large stainless steel drip tray.

Inboard is an emergency steering station with helm wheel. There are a 5-lb CO₂, 5-lb AFFF, and 10-lb dry chemical portable fire extinguishers. A Sperry Marine bearing indicator, Vingtor talk-back, and operations plaque are provided. Down low is an emergency escape.

Mounted in the steering compartment is the diesel emergency bilge and fire pump with an approximate 20-gallon fuel oil tank. This is all mounted on a stainless steel tray.

There is an instructions plaque for use. There is a 3" plumbing line running to the helicopter deck with a pressure reducer to a 2" fire main leading throughout the yacht. There is a fire hose and nozzle in this area. Mounted up high is an electric motor and gearbox for the warping windlass and the passerelle box. The passerelle and stern door power pack is located in this compartment. It has two electric motors on a single reservoir with solenoid and valve blocks. It is mounted on a stainless steel pan and fitted with an emergency hand hydraulic pump. The space is ventilated by an AC electric squirrel cage type ducted blower. A fire/safety plan is posted. Aft is a Specimas electric shore cord retrieving reel.

The steering is two well supported rudderstocks with a hydraulic cylinder to each tiller with a heavy adjustable tie bar between the tillers.

There is an official number/tonnage plaque above the door, which reads "ON731114
█. 224-FB219".

LAZARETTE/STEERING COMPARTMENT BILGE

The lazarette/steering compartment bilge is accessed under the dive compressor deck through frame holes in the main longitudinals. This space is fully painted and well lit with fluorescent overhead light fixtures. The center bilge space is by design common to the port and starboard technical spaces and therefore ventilated as such. The bilge is monitored by a high level alarm float switch and pumped by the central bilge pumping system pickup with strainer foot.

The following gear and equipment is noted in this space:

- Stored oil 5-gallon bucket
- Various bags of stored gear
- Dive locker scupper drain system to EVAC sumps with discharge overboard
- BCS steering system tie bar, tiller arms, rudder logs, and grease packed seals
- Cathelco system fittings
- Main strut foundations

PORT DIVE LOCKER – HI-FOG COMPARTMENT

The port dive locker and Hi-Fog compartment is accessed by a quick acting dogged and gasketed alarm monitored hatch located to port at the dive locker companionway. A removable welded stainless steel ladder is provided. This space is fully insulated and well lit with AC fluorescent and DC overhead light fixtures. The deck plates are nonskid epoxy coated aluminum diamond plate panels laid loose on painted steel frames. This space is monitored by an overhead mounted optical smoke detector and protected by the Hi-Fog fire suppression system. Ventilation is provided by two squirrel cage type ducted blowers – the larger blower being the exhaust and the smaller blower being the intake.

The following gear and equipment is noted in this space:

- Rudder log remote greasing gun
- Emergency steering procedure placard and labeled valving
- CO2 portable fire extinguisher
- Stainless steel rack with hanging hooks

- Port side stern door hydraulic ram and hinged mechanism
- Marioff Hi-Fog central fire suppression system with instructions placard
- Hi-Fog system nitrogen bottles
- Dive bottle storage rack
- Bauer/Brownies 3-stage AC electric dive compressor
- Hi-Fog fire suppression system digital speed drive soft starts by Square D
Telemechanique Altistart 46
- Exhaust fan manual control
- Access to the port warping windlass gearbox and drive motor

ELECTRONICS, NAVIGATION, MONITORING, AND COMMUNICATION EQUIPMENT

"STARFIRE" is a single station yacht with all of her electronics, navigation, and communication equipment being located in the wheelhouse. There are repeater instruments in the crew areas. The following equipment was noted on board:

- Dead zone eliminating dual dome KU Band satellite communication with high speed internet, (3) fax/phone lines, (4) phones lines by MTN
- Furuno 2800 X-Band ARPA radar
- Furuno 2100 S-Band ARPA radar
- (2) Sailor A1 VHF radios
- Pelco CCTV camera monitor with (9) cameras
- Furuno model #FCV582 color depth finder
- C Plath Navi Knot III speed log
- C Plath Gryo Navi Gat 10
- C Plath Navi Pilot V automatic pilot
- C Plath Navi Twin compass monitor
- C Plath steering selector
- C Plath NFU lever
- Furuno model #GP90 GPS
- (3) Panasonic model #KXTD1232 PBX systems with phones in all living areas
- Transas Navi Sailor 4000
- Northstar model #952XW GPS
- (2) Dell server computers
- (2) Dell navigation computers
- Furuno Nav Tex model #NX500
- Furuno AIS model #FA-100 automatic ID system
- Furuno single side band radio
- Sailor model #RM2042 DSC controller for the VHF
- Sailor model #RT2047 VHF
- Ditter model #FSG71M air traffic radio
- Furuno model FELCOM 15 satellite Sat Com C
- (3) Cell phones
- Fleet 77 system
- Iridium satellite phone system

- Brooks & Gatehouse Hydra II multifunction instrument
- (2) ACR remote control spotlights
- Furuno MU190, 19" Transas monitor
- Motorola commercial band VHF for internal communication. Note: Also patched into phone system.
- SSAS ship identification system on Iridium
- Orbit model #7203 satellite TV with (16) DSS receivers
- (2) Dell network hubs for internal computers with (8) wireless points throughout the yacht
- (10) Laptop computers
- C Plath magnetic compass
- Vingtor voice powered phone to engine room, lazarette, and control room
- (2) Bosch CCTV controllers
- (2) Main engine analog gauge panels
- (2) Rudder angle indicators (call and actual)
- Quantum ARC3001 stabilizer control with fin angle indicator
- Samos bow thruster control
- Alarms repeater panel
- Steering pump control and alarm panel
- Rexroth panel with:
 - Single lever control
 - Governor pressure
 - Air pressure
 - Station control
- (3) Ship clocks labeled: Florida, GMT, Ship
- Ship's barometer
- (3) Wiper controls
- B & G wind direction
- B & G wind speed
- Sea Tel monitor control pad
- Allen-Bradley VersaView 1500W monitor for fire system
- KVH TracPhone F77
- Furuno model #PP510 log printer
- (5) Dell monitors
- Various keyboards and mice
- Furuno Inmarsat C
- Neat scanner
- Sea Tel model #BAC2200 antenna control unit
- Direct satellite router
- Xantech amplifier
- X-Band radar VEI monitor
- S-Band radar Furuno MU190, 19" color monitor

Mounted on the after bulkhead of the wheelhouse is the main electrical panel with:

- Navigation light mimic panel with controls and alarms
- Fire alarm mimic panel
- Autoronica DS60 fire alarm panel
- Hi-Fog sprinkler control and alarm panel
- Radio battery charger panel
- 24-volt preferential circuit breaker panel
- 24-volt emergency circuit breaker panel
- 380/220-volt circuit breaker panel
- 24-volt circuit breaker panel

In the pantry passageway is seen:

- Sea Tel antenna control unit
- Niles speaker control
- Crestron LCD panel
- Crestron control processor
- Exact power voltage regulator
- Crestron Network audio server
- Sony Blu-ray player
- UHF repeater
- Crescend amplifier
- Motorola model #XPR8300
- Astron power regulator
- ELAN amplifier
- Crestron Audio expander

SAFETY GEAR AND EQUIPMENT

"STARFIRE" has all SOLAS required safety equipment. She carries two safety officers with ISPS ratings. All of the crewmembers are licensed for their position. All are STCW compliant. The following safety gear and equipment is as follows:

- Station Bill
- Security manual
- Safety manual
- Shipboard Oil Pollution emergency plan
- Drills and Procedures manual
- (3) 406 GPIRBs
- (2) 25-person canistered life rafts with hydrostatic releases with EPIRB
- (3) Complete fireman suits
- (3) SCBA's with six spare bottles
- (3) Fire axes
- Signal lamp
- (3) Children's PFDs
- (3) Infant PFDs
- (25) Hard adult PFDs
- (25) Inflatable adult PFDs

- (2) SARTs
- (11) Fire hoses and nozzles
- (11) Fire hydrants
- Emergency engine stops
- (6) Life buoys plus (2) spares
 - 2 with smoke strobe buoys
 - 4 with strobes
- Full flare kits
- Handheld fire extinguishers
 - (28) 2-kg dry powder
 - (13) 4.5-kg dry powder
 - (2) 2.5-kg CO2
 - (10) 5-kg CO2
 - (6) 6-kg foam
 - (3) 1.25 dry powder
 - (1) Galley 6 liter wet chemical
- (2) Engine room intake remote shutdowns
- (2) Engine room fan shutdowns
- (2) Engine room ventilation exhaust shutdowns
- Ship's whistle with automatic timer
- Strobe light
- Backup air compressor Note: This is a dive compressor.
- Remote fuel shutoffs for day tanks
- Full set of porthole safety covers throughout
- Watertight cover for lazarette entrance
- Stretcher
- Fixed electric emergency fire pump
- Self contained diesel powered bilge/fire pump
- High Fog fire suppression system throughout the yacht
- Offshore trauma first aid kit
- Fire alarms
- Helicopter deck with:
 - Fire hydrant and hose
 - Foam fire extinguisher
- (2) Fire blankets
- (4) Line throwers
- Smoke and fire alarms
- Full GMDSS electronics
- International running lights with dual bulb and dual source
- Running light alarms
- Not under command lights
- Towing lights
- Excellent ship's electronics
- Excellent ground tackle

- Emergency radio batteries
- (2) Oxygen bottles
- (2) Defibrillators
- 480 feet of oil boom
- Pilot ladder
- (4) Spotlights in disembarkation areas
- (2) Remote control spotlights
- Life Sling
- (28) Single use fire egress hoods
- (4) Safety harnesses
- Alarms on all watertight doors
- Proper ship's bell
- Emergency engine controls
- Engine room fire suppression – Hi-Fog and foam
- Generator sound box fire suppression
- Wet Agent galley hood fire suppression
- Fuel oil remote shutoffs
- International fire connection
- Electric bilge pump with 10-bilge manifold
- (10) High water alarms
- SOLAS foredeck crane with 24-volt DC backup power
- Hand bilge pump
- (2) Ditch bags
- (27) Immersion suits
- Tender safety package
- Rescue boat
- Automatic DC emergency lights throughout
- Emergency electronic batteries
- (3) Waterproof handheld VHF radios
- (9) CCTV cameras
- (6) Watertight compartments
- Dual steering pumps
- Emergency manual steering station with compass and talk back
- Night Vision binoculars
- Spare whistle
- Full set of signal flags
- (2) Remote control spotlights
- Secondary escapes from all accommodations including engine room
- Rules of the road
- Carbon monoxide detector
- AIS
- (12) Thermal Protective Aids
- Magnetic compass

- Full set of day shapes
- Hand bearing compass
- Ship's monitoring system
- Stability Booklet

CONDITION AND FINISH

"STARFIRE" is maintained to very high standards. Captain Carl Sputh and his crew do a good job of maintaining this vessel. "STARFIRE" is found to be in good condition throughout showing less wear and tear than expected for a vessel of her age and service.

COMMENTS

Since our last inspection of September 2011, \$2.5 million dollars has been spent on capital improvements and major maintenance items. This excludes salaries, routine maintenance, and operating costs.

VALUE

To arrive at a value for "STARFIRE", a market research was conducted. The following similar vessels are found.

<u>Builder</u>	<u>Length</u>	<u>Year</u>	<u>Asking Price</u>
Feadship	204	2000	\$54,000,000
Feadship	199	1996	\$34,500,000
Feadship	175	2000	\$29,750,000
Feadship	171	1995	\$19,900,000
Feadship	170	1994	\$26,000,000
Benetti	171	2004	\$29,063,700
Amels	178	1997	\$31,122,495
Average	181.14	1998	\$32,048,027

If 20% is deducted for market adjustment and fees, the value arrived at is \$25,638,421. It is my opinion that the present day market value of "STARFIRE" due to her exceptional condition is \$26,000,000 with a replacement value of today of approximately \$55,000,000 to \$60,000,000.

Note: The value appearing in this report is based on an average selling price of yachts of similar type, age, and condition, considering all extras and accessories on board. This value is intended for insurance and financial evaluation only and is not intended to influence the purchase or non-purchase of the yacht.

Note: This survey is based upon the observed condition of the yacht and is not a warranty either expressed or implied thereof. Latent defects that cannot be determined without the opening or removal of decking, sheathing, coatings, joiner work, and/or assembly or disassembly of all machinery including plumbing, engines, wires, etc., are not covered by this survey.

This survey is prepared for Captain Carl Spath and Assigns and as aforesaid does not express or imply warranty or any way guarantee the condition of the yacht. It is further agreed by the aforesaid Captain Carl Spath and Assigns that World Yacht Survey and Mr. C. M. Pliske of CMP Marine, Inc. and Mr. D. A. Pliske of [REDACTED] Marine, Inc. shall not be held liable or responsible for any errors, omissions, or oversights in the surveying of the above described yacht.

Respectfully submitted without prejudice,

World Yacht Survey,



C. M. Pliske
President
CMP Marine, Inc.



D. A. Pliske
President
I.D. Marine, Inc.

HMP/CMP/DAP:klh

E-mail copy to: Captain Carl Spath
[REDACTED]

Note: For your convenience, the invoice for services rendered is being mailed under separate cover.