

CONSTRUCTION:

Note - Hull, deck & structurals are Grade A36 steel
Superstructure & structurals are Grade 5086 aluminum (ASTM B221)

Plating:

Keel - 1/2"
Stem - 1/2"
Keel Strakes - 9mm (.35433 Decimal Inch)
Struts - 31" x 3/4" tapered plate
Bottom - 9mm (.35433 Decimal Inch) forward; 1/2" aft most 18'
Sides - 9mm (.35433 Decimal Inch)
Stern - 9mm (.35433 Decimal Inch)
Stern Corners - 5/8"
Main Deck - 1/4"
Cockpit Deck - 9mm (.35433 Decimal Inch)
Bulkheads (Hull) - 1/4"
Bulkheads (Superstructure) - 3/16" grade 5086 aluminum
Superstructure - 3/16" grade 5086 aluminum (ASTM B221)
Stabilizer Fins - 26' x 16" x 9mm (.35433 Decimal Inch) boxed plate
Propulsion Engines Keel Coolers - Fernstrum
Generator Engines Keel Coolers - 6" x 2" channel

Structurals:

Hull Framing - 5" x 3" x 5/16" angle transverse on 4' centers
- 3/8" x 2-1/2" bar longitudinal on 16" centers
Main Deck Beams - Same as Hull Framing
Bulkhead Stiffeners - 3" x 2" x 1/4" angle on 16" centers
Deckhouse Deck Beams - 3" x 2" x 1/4" Tees transverse on 16" centers
Rub Rails - 4" schedule 40 split pipe

FUEL TANKS:

6 - welded steel construction fuel tanks, 5,600 gallons reported total capacity, which are integral with the hull.

Fuel System Accessories:

Racor model 75/1000MAX & 500FGSS fuel filter/water separators
1 - Oberdorfer model 4000R fuel transfer pump driven by a 1 HP Leeson
115/230 VAC, 1-phase motor

MISCELLANEOUS TANKS:

- 1 - Ballast Water Tank, capacity 2,364 gallons
- 1 - Lube Oil Tank, capacity 100 gallons
- 2 - Waste Oil Tanks, capacity 150 gallons each
- 1 - Hydraulic Steering Tank, capacity 40 gallons
- 1 - Crane Hydraulic Oil Tank, capacity 60 gallons
- 1 - Black Water Tank, capacity 1,160 gallons

POTABLE WATER TANKS:

- 2 - welded steel construction potable water tanks, 2,992 gallons total capacity, which are integral with the hull.

Potable Water System Accessories:

- 2 - Sta-Rite model HNE-L, 1 HP 115/230 VAC, 1 phase potable water pumps
- 2 - Champion captive air tanks
- 2 - Envi-Ro-Temp 28 gallon 240 VAC water heaters
- 1 - Filtration Concepts model D5263S, 500 gallon per day water maker, S/N 2094

HULL COMPARTMENTATION & ARRANGEMENT:

The subject vessel is fitted with six (6) transverse bulkheads into the following compartments from bow to stern:

First is the forepeak ballast water tank; next aft is the bow stateroom and water closet; beneath the bow stateroom is an innerbottom void and black water tank; next aft are crew quarters and a water closet; port and starboard of the crew quarters are fore and aft wing fuel oil tanks; next aft is the engine room; next aft is the pump room; port and starboard of the pump room are wing fuel oil tanks; next aft is the lazarette; port and starboard of the lazarette are wing potable water tanks; aft of the lazarette are port and starboard and innerbottom void compartments.

FOCSLE CONSTRUCTION & ARRANGEMENT:

The focsle is 9mm (.35433 Decimal Inch) steel plate construction, angle framed, insulated and ceiled throughout with teak deco-guard paneling, padded vinyl headliner, oak joiner work, recessed halogen lighting and teak & holly sole. Beginning forward most below main deck and aft of the forepeak ballast water tank is a stateroom fitted with a centerline queen size bed and port and starboard single bunks with counter space and lockers beneath; port and starboard aft of the bunks are additional storage lockers. In the starboard aft corner are spiral ascending steps with footlights to the main deck. Port side aft bow stateroom is a water closet fitted with Headhunter Inc. Royal Flush toilet, shower stall and lavatory/vanity.

FOCSLE CONSTRUCTION & ARRANGEMENT: (continued)

Aft of the forward stateroom and accessible only from main deck is the crew quarters fitted with teak decoguard paneling, oak joiner work, padded vinyl headliner, recessed halogen lighting and teak & holly sole. Beginning forward most and centerline is a queen size bed; port and starboard of the queen size bed are spacious lockers with high-pressure laminate counters and settee's. Aft of the starboard side settee is a built in desk; aft of the desk are the ascending steps with footlights to the main deck. In the port aft corner of the crew quarters is fitted an upper and lower bunk and adequate storage lockers. Aft in the crew quarters and to starboard of centerline is a water closet fitted with Headhunter Inc. Royal Flush toilet, shower stall and lavatory/vanity. Finished wood panels cover fuel oil tank access covers port and starboard.

BRIDGE/DECKHOUSE CONSTRUCTION & ARRANGEMENT:

The bridge and deckhouse are constructed of 3/16" grade 5086 aluminum plate, T-bar framed, fiberglass insulated and ceiled throughout with teak decoguard paneling, oak joiner work, recessed halogen lighting, padded vinyl headliner, aluminum & stainless steel watertight doors, high pressure laminate and Corian counters, teak & holly, ceramic tile and carpeted floors.

Beginning on the bridge, forward most is a full width controls console. Outside bridge on port and starboard wings are full steering, clutch and throttle control stations along with a centerline station at the helm console. Electronic and navigation equipment are custom console and console overhead mounted. Bridge is fitted with aluminum framed 1/4" tempered safety glass windows and two (2) Sea Post helm chairs. Bridge flooring is both teak & holly and carpeted. Port and starboard aft of the helm console are exit watertight doors. Aft of the starboard watertight door is a high-pressure laminate covered counter with a single sink/wash basin with enclosed Kenmore 120 VAC micro-refrigerator beneath. Port side aft bridge is a large pit group type set of continuous upholstered seat lockers. In the starboard aft corner is a large built in chart table with storage adjacent to the spiraling descending steps with footlights to the deckhouse.

Beneath the bridge in the deckhouse and beginning forward most raised above the main deck and focsle bow stateroom is the forward guest stateroom fitted with transverse upper and lower bunks and a third single bunk located fore and aft to starboard with more than adequate storage lockers beneath. Transverse forward most are built in upholstered seat lockers. Above the transverse bunks are port and starboard escape/ventilation hatches. Aft of the forward guest stateroom is a water closet fitted with ceramic tile floor, Headhunter Inc. Royal Flush toilet, shower stall and lavatory/vanity. Starboard side aft are descending steps with footlights to the main deck.

BRIDGE/DECKHOUSE CONSTRUCTION & ARRANGEMENT: (continued)

A fore and aft passageway is set to starboard of centerline in the deckhouse with exit doors to starboard adjacent to the forward guest stateroom access steps and centerline aft salon. Aft of the forward guest stateroom and water closet on main deck level and set to port is the master stateroom fitted with a centerline queen size bed forward with adjacent port and starboard night stands and spacious storage drawers beneath. The master stateroom is carpeted. Aft in the master stateroom is a water closet fitted with a Jacuzzi tub/shower, Headhunter Inc. Royal Flush toilet and lavatory/vanity. To starboard of the master stateroom are the exit watertight door to the starboard wing deck, companionway access to the crew quarters and a water closet fitted with Headhunter Inc. Royal Flush toilet and lavatory/vanity.

Aft of the master stateroom is the galley area fitted with ceramic tile flooring, General Electric four (4) burner 240 VAC ceramic top range, General Electric Profile 120 VAC over range microwave with vent/light, General Electric Profile 120 VAC side-by-side refrigerator and a General Electric Monogram 120 VAC trash compactor. A double basin porcelain sink is fitted into a Corian counter with ample storage lockers above and beneath. Aft in the galley is a serving window through to the salon. To starboard of the galley are the engine room and bridge access companionways.

Aft of the galley is a large salon. Port side forward salon above the galley serving window is a recessed television. Starboard side forward salon is a bar area with recessed single sink and two (2) wood bar stools. At the bar is a built in entertainment center housing stereo equipment. The entire salon and starboard side arranged, through deckhouse passageway are carpeted. The salon is fitted out with a wood dining table with six (6) chairs, one (1) wood night stand, one (1) wood coffee table, and leather upholstered chair and in the port aft corner a large leather upholstered pit group type sofa arrangement. In the starboard aft corner of the salon is a high pressure laminate raised counter, which encloses the lazarette/pump room access companionway. Port side forward salon floor is the machinery space escape hatch. Centerline aft deckhouse is a stainless steel & aluminum exit watertight door to the aft deck.

Aft of the deckhouse centerline on main deck is a forward facing transverse built-in upholstered seat locker. The deck area between said seat locker and the deckhouse is fitted with a teak wood overlay. Aft of the seat locker are transverse built in stainless steel ice boxes, a single basin stainless steel sink and a Manitowoc 210 pound per day ice maker. Accommodation spaces are fitted with one (1) 5 ton and two (2) 2-1/2 ton 240 VAC, water-cooled central heating and air conditioning systems.

NAVIGATION, ELECTRONICS & CONTROLS EQUIPMENT:

- 1 - set of Perko navigation lights
- 1 - 36" wood steering wheel
- 2 - Kobelt lever steerers
- 1 - AFI windshield wiper (inoperative)
- 1 - Carlisle & Finch searchlight with (3) control stations, S/N 76958
- 1 - set of Kahlenberg model T-1 triple trumpet air horns
- 3 - sets of Kobelt electronic twin-engine & transmission controls
- 2 - Caterpillar instrument panels containing propulsion engine tachometers, oil pressure, water temperature, DC volt and fuel consumption gauges; also marine transmission drive oil pressure gauges
- 1 - Gulf Coast Air & Hydraulics, Inc. steering motors panel
- 1 - Murphy model STA16-P-24 audible/visual alarm panel at the bridge helm with the following indicators:
 - Port & starboard propulsion engine low oil pressure
 - Port & starboard propulsion engine high water temperature
 - Port & starboard propulsion engine low expansion tank
 - Port & starboard generator engine low expansion tank
 - Machinery space & V-berth bilge high water level
- 1 - Ritchie 6" magnetic compass
- 2 - Furuno VHF transceivers, model FR-2710, S/N's 3508-5172 & 3508-5175
- 1 - Furuno HF/SSB transceiver, model FS-1503, S/N 3513-1529
- 1 - KVH tracking satellite telephone system, model TracPhone 25 S/N 0030995
- 1 - Panasonic telephone system, model KX-TA624, 7 station
- 1 - Furuno radar, model FR-7112, S/N 3374-2152
- 1 - Furuno radar, model M-841 Mark - II, S/N 3360-1854
- 1 - Furuno color video sounder, model FCV-292, S/N 8990-6062
- 1 - Furuno color video sounder, model 600L, S/N 2230-1743
- 1 - Furuno color DGPS plotter, model GP1850D, S/N 3418-1804
- 1 - Bay Computer Concepts 800 MHz computer with Microsoft keyboard, Logitech trackball, KDS Radius LCD color monitor, UPS and loaded with P-Sea Windplot plotter system software
- 1 - Furuno weather facsimile receiver, model FAX-207, S/N 2711-8723
- 1 - Davis weather monitor, model Weather Station III, S/N 7425
- 1 - Simrad/Robertson auto pilot, model AP-20, S/N 22084594
- 1 - Kobelt rudder angle indicator, model 7175-M
- 1 - Standard hailer, model LH-5, S/N 02U040057
- 1 - NAT Category 1, 406 MHz EPIRB, model S-1010, S/N 18038
UIN - ADCD04DD5942001
Battery Expiration - 05/2006
Hydrostatic Release Expiration - 03/2005
- 1 - Marshall closed circuit television (CCTV) monitor (inoperative)
- 3 - Marshall closed circuit television (CCTV) cameras

NAVIGATION, ELECTRONICS & CONTROLS EQUIPMENT: (continued)

- 1 - Revere sequential switcher, model RVSS4
- 2 - CCTV cameras inside watertight enclosures atop pilothouse
- 1 - ADT 13" CCTV monitor, model A-014SB
 - ADT motion sensors
- 1 - Onkyo AM/FM stereo receiver, model TX8511, S/N 2087029948
- 1 - Onkyo 6 disc CD changer/player, model DX-C38D, S/N 10090028439
- 2 - speaker switches
- 1 - Jensen AM/FM stereo CD player, model CD-400M
- 1 - SeaTel tracking satellite television antenna
- 1 - RCA Direct TV satellite television receiver
- 1 - Sony Direct TV satellite television receiver
- 2 - 13" TV/VCR
- 1 - Emerson 19" TV/VCR
- 4 - Poly-Planar stereo speakers on bridge
- 2 - stereo speakers on boat deck
- 2 - stereo speakers in each stateroom
- 2 - stereo speakers in galley
- 4 - stereo speakers in salon
- 2 - Poly-Planar stereo speakers on aft deck
- 1 - Astron power supply, model RS-7A
- 1 - Astron power supply, model LS-25A
- 2 - Astron power supplies, model LS-18A
- 2 - Astron power supplies, model RS-35A
- 1 - Weems & Plath 4" brass ships clock
- 1 - Seth Thomas 4" brass ships barometer

CANVAS/CUSHIONS:

- port & starboard bridge deck wing canvas controls covers
- anchor winch upholstered cover
- foredeck upholstered seat lockers
- aft deck upholstered seat locker

SAFETY EQUIPMENT:

- 12 - Type I adult U.S. Coast Guard approved Life Vests
- 6 - Type I child U.S. Coast Guard approved Life Vests
- 1 - SOLAS 'A' Distress Flare Kit
- 1 - 11.8" Sounding Device (Fog Bell)
- 1 - First Aid Kit, U.S. Coast Guard Approval 160.041/16/0
- 3 - 30" Ring Buoys, one (1) fitted with 90' tether
- 1 - Revere 12 person SOLAS 'A' Life Raft, S/N 13080
- 1 - Bilge High Water Alarm (2 station)
 - Kidde Smoke Detectors throughout

FIRE FIGHTING EQUIPMENT:

- 1 - 2-1/2 lb ABC dry chemical extinguisher on bridge
- 1 - 5 lb ABC dry chemical extinguisher on bridge
- 1 - 2-1/2 lb ABC dry chemical extinguisher in focsle stateroom
- 1 - 2-1/2 lb ABC dry chemical extinguisher in crew quarters
- 1 - 2-1/2 lb ABC dry chemical extinguisher in guest stateroom
- 1 - 2-1/2 lb ABC dry chemical extinguisher in master stateroom
- 1 - 5 lb ABC dry chemical extinguisher in galley
- 1 - 5 lb ABC dry chemical extinguisher in salon
- 2 - 2-1/2 lb ABC dry chemical extinguishers in salon locker
- 1 - 10 lb ABC dry chemical extinguisher in engine room
- 1 - 20 lb ABC dry chemical extinguisher in engine room
- 1 - 5 lb ABC dry chemical extinguisher at top of lazarette access ladder
- 1 - Fire Station forward port side main wing deck fitted with 50' of 1-1/2" hose and combination nozzle in suitable rack

GROUND TACKLE:

Vessel is fitted with a single stainless steel anchor roller mounted through bulwark at the bow in which a fabricated 150-pound stainless steel Northhill type anchor is housed. Anchor is fitted with a length of 5/8" stainless steel chain and 600' of 1" nylon rope reeved on a custom built, single drum hydraulic driven, reduction gear anchor winch.

BOAT DAVIT/CRANE:

- 1 - 13'6" length welded steel construction Pitman Unidyne II turret type davit/crane equipped with an estimated 5-ton capacity Tulsa single drum hydraulic winch powered by a Gulf Coast Air & Hydraulics, Inc. power hydraulic unit utilizing a single International Fluid Power V20 vane type hydraulic pump driven by a Leeson 15 HP 230/460 VAC, 3-phase electric motor atop a self contained 40 gallon hydraulic oil tank.

JONBOATS:

None sighted

RADAR ARCH:

The radar arch is 3/16" grade 5086 boxed aluminum plate construction.

ACCESS HATCHES/DOORS:

Note - Doors & windows provided by Wynne Enterprises

Bridge/Deckhouse Doors: Aluminum & tempered safety glass,
2-dog, watertight
Size: 24" x 68"; Coaming Height: 9"

Deckhouse Forward

Escape Hatches: Two (2) Bomar, Aluminum & polycarbonate
2-dog, watertight
Sizes: 24" x 24"; Coaming Height: 1"

Focsle Stateroom

Escape Hatch: Freeman, cast aluminum, model 1524H,
flush watertight hatch
Size: 15" x 24" round

Pump Room Door: Aluminum, 4-dog, watertight
Size: 50" x 26"

Stern Void Hatch: Freeman, cast aluminum, flush watertight hatch
Size: 12" x 18" oval

Aft Deckhouse Door: Stainless steel & aluminum, watertight
Size: 36" x 70"; Coaming Height: 5"

DECK FITTINGS:

15" length stainless steel cleats are fitted two (2) each port and starboard to foredeck bulwarks.

7" x 3" stainless steel rope chocks are fitted through bulwarks adjacent to the foredeck mounted cleats.

15" length stainless steel cleats are fitted port and starboard atop bulwark caprail just forward of the stern.

BULWARKS/RAILINGS:

The bridge/boat deck is fitted with 36" height 3/16" boxed aluminum plate bulwarks forward and 1" pipe railing aft.

The raised foredeck is fitted with 31" height bulwarks constructed of 1/4" plate, 1/2" tapered plate vertical stiffeners and 2" x 5" square tubing caprail.

The main deck is fitted with 25" midship height boxed 1/4" plate construction bulwarks with 5" width caprail.

Main deck bulwarks are fitted with twenty four (24) 1-1/4" x 8" freeing ports.

24" width through bulwark boarding/loading gates are provided port and starboard just forward of the stern.

1" stainless steel pipe rails are fitted atop bulwark caprail around vessel 36" height from deck. Companionway access stairs are fitted with suitable railings.

PROPULSION:

The vessel is powered by twin Caterpillar model 3408, V 8 cylinder, 4 cycle turbocharged diesel engines, S/N's 99U09575 port and 99U09577 starboard, each rated at 570 HP @ 2100 RPM. Engine hours 1503 port and 1496 starboard. The engines are 24-volt DC starting, Fernstrum fresh water keel cooled, bridge, bridge wings & engine room controlled, fitted with dry exhausts with Cowl spiral silencers and Racor model CCV6000 crankcase ventilation filters. Each engine drives a single five (5) bladed Federal 42" diameter x 33 fixed pitch Nibral propeller via a 3-1/2" Aquamet 17 stainless steel shaft through a Twin Disc model MG-5114-SC marine transmission, S/N's 3AE-237 port and 3AE-753 starboard, with a ratio of 3.00 to 1.

STEERING:

The subject vessel is fitted with a three (3) station Gulf Coast Air & Hydraulics, Inc. power hydraulic steering system utilizing dual Vickers V10 vane type hydraulic pumps, each driven by a Leeson 5 HP 230/460 VAC, 3-phase, 60 Hertz motor and a Vickers directional control solenoid valve. Lion model 30TL18-125, 3" bore x 18" stroke x 1.25" rod, 2500 PSI working pressure rams interconnect twin 43" x 35" x 1/2" steel plate spade rudders with 4" Aquamet 17 stainless steel rudder stocks by way of a 1-1/2" pipe drag link.

AUXILIARIES:

Vessel is fitted with two (2) Marathon Electric model 361PSL1601, 45 KW 120/208 VAC, 3-phase, 60 Hertz generators, each driven by a Caterpillar model 3054, in-line 4 cylinder, 4 cycle diesel engine, S/N's 6KF04468 port and 6KF04476 starboard, rated at 80 HP @ 2200 RPM. Engine hours 2917 port & 4009 starboard. The engines are 6" x 2" channel fresh water keel cooled, fitted with wet exhausts with Centek silencers, 55 ampere 12-volt DC alternators and are 12-volt DC starting.

AIR CONDITIONING/HEATING UNITS:

- 2 - Tecumseh 2-1/2 ton capacity model AV113ET-026-J7, 208-230 VAC, 1-phase compressor units, S/N's 176236 and 176227, each fitted with a Doucette Industries model CXN-S250 copper-nickel condenser and each cooled by a Teel model 4XX87 pump driven by a 1 HP 115/230 VAC, 1-phase motor
- 1 - Tecumseh 5-ton capacity model AG133ET-001-A4, 208-230 VAC, 1-phase compressor unit, S/N 262059, fitted with a Doucette Industries model CXN-S500 copper-nickel condenser and cooled by a Teel model 4XX87 pump driven by a 1 HP 115/230 VAC, 1-phase motor

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PUMPS:

- 1 - 2" Crown model P02LA-6C centrifugal sewage pump driven by a 2 HP Westinghouse 230/460 VAC, 3-phase motor.
- 1 - 2" Scot-Ardox toilet lift pump driven by a 3/4 HP Dayton 115/230 VAC, 1-phase motor
- 2 - 1-1/2" Peabody-Barnes centrifugal combination bilge/fire/washdown pumps, each driven by a General Electric 1.5 HP 115/230 VAC, 1-phase motor
- 1 - 2" MP model 29074 combination bilge/fire/washdown/gray water pump driven by a 7.5 HP Baldor 230/460 VAC, 3-phase motor
- 1 - Price model CD100AB 1" centrifugal water maker supply pump driven by a 1/8 HP Baldor 230/460 VAC, 3-phase motor
- 3 - Teel 1-1/4" x 1" model 4XX87 bronze centrifugal air conditioning cooling pumps, each driven by a 1 HP 115/230 VAC, 1-phase motor
- 1 - Oberdorfer 1/2" model 4000R waste oil pump driven by a 1 HP Leeson 208/230 VAC, 1-phase motor

VENTILATION:

- 1 - 24" 240 VAC tubeaxial machinery space blower
- Accommodation spaces fitted with central heating and air conditioning

ELECTRICAL:

The subject vessel is wired with 12/3 and 14/3 type TC shipboard cable with commercial, vapor proof marine and yacht type fixtures. The electrical system is 120/208 VAC, 60 Hertz and 12 & 24-volt DC. Overload protection will be provided by circuit breakers. 12 & 24-volt DC and 120 VAC load center distribution panels are located on bridge and in deckhouse. 208 VAC load center panels, generator panel, motor starting switches and master disconnects are located in engine room. Six (6) size 8D 12-volt DC (2 - 24-volt DC banks) & (2 - 12-volt DC banks) batteries are located in suitable Todd poly trays with covers in engine room.

Electrical Accessories:

- 1 - Quality Power Products 45 KW 208 VAC dual generator panel
Job No. 993165
- 2 - Lewco 40 amp, 24-volt DC marine battery charger
- 1 - Lewco 40 amp, 12-volt DC marine battery charger
- 4 - Aqua Signal 200 watt 220 VAC halogen floodlights
- 6 - Hubbell 50 amp 125/250 VAC shore power connectors
- 3 - 50 amp 125/250 VAC shore power cables
- 2 - Hubbell phone/TV shore connectors

COMPRESSED AIR SYSTEM:

1 - Husky model VT631300AJ air compressor unit, S/N 06421, driven by a 5 HP 120 VAC, 1 phase motor and fitted with a 26-gallon receiver.

MISCELLANEOUS ADDITIONAL EQUIPMENT:

- built-in cockpit wet bar with stainless steel ice boxes & ice maker
- Maytag 240 VAC clothes dryer
- Maytag 120 VAC clothes washer
- Manitowoc model QD0282A, 210 pound per day icemaker
- engine room sound dampening insulation
- Sentry fireproof safe
- fresh water spigot on port wing deck
- Frigidaire estimated 13 ft³ 120 VAC chest food freezer

GENERAL CONDITION/REMARKS:

The subject vessel was found to be in very good physical condition overall with only minor mostly cosmetic concerns noted primarily in way of external coatings which require localized attention. All structural internals accessed were found in like new physical condition.

Vessel was originally built in accordance with accepted marine and/or commercial shipbuilding practices by Sea-Fab, Inc., Pascagoula, Mississippi during 1983 with conversion of the vessel to a private yacht commencing at the original builders yard and completed at Master Marine, Inc., Bayou La Batre, Alabama during 2000-2001. Construction and welding particulars as respects this vessel are comparable to classification society rules for its size but without inspection for classification. Vessel was surveyed both afloat and while hauled and held in marine travelift for bottom inspection and random ultrasonic gauging. No tanks and/or voids were opened for inspection and none were entered. After refloating, all engines and marine transmissions were test run with apparent operation normal. Likewise, both auxiliary generators were test run under load conditions also with apparent operation normal. A small oil leak was noted at the starboard generator filter assembly (see recommendations).

The vessel has excellent watertight integrity having six (6) transverse watertight bulkheads, wing, forepeak and innerbottom tanks. The vessel was originally built to withstand the rigors of commercial service but with the arrangement, function, outfitting and finish of a world-class private yacht. Interior finish is comparable with most of the upper echelon of yacht manufacturers. The vessel is well outfitted in way of electronic and navigation equipment. Although the hull of the vessel was constructed during 1983, the undersigned considered the vessel overall as being new construction in 2000, given the fact that the original hull was substantially altered both interior and exterior and no vestige of any original systems, piping, etcetera remained. The