Frank Abbey Marine Surveyor & Consultant Inc.

516-236-1911 PO Box 729; Massapequa Park, N. Y. 11762-0729 fta102@yahoo.com

Marine Survey Prepared for: ***xxxxxx xxxxxxx***

Vessel: ***2009 Sunseeker Manhattan 52***

Date: ***xxxxx xx, 201x***

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PREFACE TO SURVEY

A) Survey is conducted in accordance with the Standards & Recommendations established, by the American Boat & Yacht Council Inc., (ABYC) and the Code of Federal Regulations for Recreational Boats, (CFR).

B) The Survey is a visual inspection, utilizing non-destructive inspection methodologies, i.e., mallet sounding, moisture meter and pyrometer. No determination /opinion of the vessel's characteristics or inherent structural integrity will be made or expressed. All observations are strictly in the nature of opinion. The facts as discovered and presented in this report are in no way deemed a guarantee & / or warranty, for the vessel, either expressed on implied.

C) The Scope of this Survey provides only for inspection to those areas, of the hull, topsides and decks that are normally viewable /accessible, without removing structural components i.e., bulkheads, partitions, liners, joinery, frp. pan etc. The Surveyor does not utilize devices (other than a moisture meter & infrared heat gauge) that substitute for the direct viewing of any area. The report will not speculate regarding the condition of areas not normally viewable or accessible. The Surveyor will not be responsible for: The lack of discovery of illegal / unsafe conditions, alterations or other conditions that by design / purpose are, in a manner so as to conceal their existence for normal viewing, (i.e. heavy buildup of bottom paint),including, but not limited to cosmetic attempts to conceal blemishes / decay / dry rot /damage / imperfections etc..

D) The scope of the machinery / engine sections of this survey are limited to comments regarding the operating characteristics exhibited, at time of the survey, for the machinery (if any) that is commissioned & operated, at time of survey. Readings from the vessel's gauges if any) will be recorded in the survey: Those readings are not verification of the accuracy of the gauges or sending units. Deviations, if apparent from normal performance standards, will be noted. No reference of information should be construed to indicate evaluation of the internal condition of any machinery / engines.

E) The Surveyor will not disassemble any parts / items of any engine or other machinery. The Survey will not speculate regarding the condition of internal parts / components of engines or other machinery.

F) The scope of the Survey section for Navigation & Electronic Equipment is limited to those items installed, at the time of survey; in that they powered on and the screen displays were optional. No affirmation regarding the equipment's accuracy / performance is expressed or implied.

G) The individual / entity requesting this survey is responsible for all fees and arrangements necessary: for the vessel to be prepared, hauled out (on land), commissioned and operated at the test-run.

H) The vessel's estimated "current fair market value" (i.e. the monetary or its equivalent, that a willing seller will accept, with neither party being under any undue pressure to act in the matter, for the vessel, from a willing buyer), is based on one or more of the following: "BUC Research" , various other publications or electronic sites listing boats for sale.

I) Third parties who wish to obtain a copy of the survey report should contact the person for whom the survey was performed. F Abbey Marine Surveyor Inc. will issue copies only on instruction from & with the permission of the original client. Fees for additional copies and transmittal expenses will be charged to the original client.

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VESSEL: ***2009 Sunseeker Manhattan 52*** **Date:** ***xxxxx xx, 201x***

Requested By: ***xxxxxxx xxxxxxx*** Telephone #: xxx-xxx-xxxx

Address: xxxx xxxx xxxx xxxxx
xxxxx xxxxxx TX.

Survey; Date / Location / Situation: 6-23-2015 / xxxxxx xxxxx (selling broker) @ xxxx xxxxx Marine-xxxxxxxxxx, N.Y. / vessel afloat, at a test-run and hauled (in a travel lift) on-shore; client & their broker and engine surveyor (Engines of NJ LLC. - Pleasantville, NJ; conducted engine survey & test-run) attending;

Reason for Survey (as requested by client)**:** Condition & value; for pre-purchase.

Description: Hull ID#: **GBXSKxxxxxxx09** *(photograph redacted)* Model: ***Manhattan 52***

Year & Builder: ***2009 :: Sunseeker Yachts UK.*** *(photograph of Builders plate attached)*

Documentation #: xxxxxxx (photograph redacted)

Hull Color: silver hullside panels w/ bright-white hull - topsides & decks.

Type of Vessel: flybridge express cruiser.

Value: ***$xxx,000*** reported purchase price (a discount from BUC value) see page 10.

Replacement Value: $3,380,000 as reported by BUC Research ValuPro.

Dimensions (from published specifications)**:** Weight: 81,364 lbs.

L.O.A.: 57'- 9" Length on Deck: 52'- 00" L.WL.: 43'- 00" Beam: 15'- 02" Draft: 4'- 04"

Structural: (as reported by builders specifications) Type of construction: Molded fiber reinforced plastic (frp.) w/ frp. encased wood (hullsides) & foam (decks & superstructure) core material for frp. stringer grid & bulkheads as structural reinforcements; painted & gel coat finishes. Glasswork, as sighted, appeared neat and well finished.

Decking: frp. over foam core material, with gel coat & non-skid finish and teak planks over frp.

Hull to Deck Assembly: as sighted, overlapping w/ frp. tabbing.

Bulkheads: frp. over plywood / other material.

Joinery: teak solids & veneers and granite counters.

Survey tools which may utilized: "Tramex/Skipper" and "GRP" moisture meters; infra-red pyrometer.
*(Legend: * = Item needs attention, see page 11 // Na. = Not Applicable // Ns. = Not Sighted)*

Hull & Bottom:

Deep-V hull; solid frp. bottom and balsa cored hull-sides (as reported by the builder); bottom has smooth

coatings black of anti-fouling paint; frp. pan forms the cockpit. Gel coat finish (above the waterline hull-topsides-superstructure) appeared sound and in near (no damage evident) condition. Silver painted finish (hullside panel area, between rub rail & above chine step-line) appeared & bright; *shows pattern of thin vertical cracks (appeared non-structural; no elevated moisture readings on delamination sounded) on & under the finish *Note# 2. The hull & bottom were sighted & sounded (via percussion taps, at random locations) and appeared fair, true and sound; no damage or readily detectable defects (evidence of laminate separation / voids / blisters) or damage / damage repairs evident. Moisture meter readings, on hullsides (above the waterline) @ 0 - 05, in the "dry" range except as follows: A) stbd. hullside; port light (3ed aft of the bow) meter @ 30 - 40 along the frames lower edge out apx. 2" - 4" : B) port hullside i) port light (2ed aft of the bow) meter @ 40 - 60 along the frames lower edge out apx. 2" - 5". : ii) at / around set of 4 above waterline through-hulls (3ed group fwd. of the stern) meter @ 40 - 65 area running apx. 2' - 2.5' fwd & aft & apx. 11" - 17" above of the fittings. (areas with elevated meter readings, as percussion sounded appeared sound & tight, delamination evident). Stringers, tabbing and frames, as sighted & accessed, appeared sound. Hull and frames (as accessed), during the test-run, showed no flexing / - movement.

[Note: Built-in panels / cabin - cockpit structures / joinery restrict access, to the hull's internal structures & surface.]

Hydraulic lift Swim Platform: struts / arms / gear appeared tight / secured @ transom, no deformation / stress cracks / flexing (as sighted / accessed, at transom) evident: Lift mechanism powered on / appeared operational. *Note# 15.

Bow-Thruster: *SidePower* 24-v powered w/2- 5 blade composite impellers (no damage evident); frp. thruster huul tube appeared (as sighted / accessed) sound and neatly faired to the hull. Powered on (at docking) and operational. *Note# 10.

Stern-Thruster: *SidePower* 24- v powered; housing w/2- 5 blade composite impellers (no damage evident), appeared (as sighted / accessed) sound, tight / secured to the transom, no deformation / stress cracks evident. Powered on (at docking) and operational. (panel boxes w/ DC breakers; for each thruster; fwd. of stbd. engine.)

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continued from page 2a

Decks:

Gel coat finish (side- cabin top decks) appeared clean / bright, in as-new condition; no stress cracks / - damage evident. Decks (frp. w/ foam core; as reported) appeared (as sighted / accessed & percussion sounded) sound & tight, no softness / delamination evident; moisture meter readings @ 0 - 05 in the - "dry range".

Teak planks (platforms & cockpit decks) with natural finish (not oiled/varnished) showed well fitted & finished and in near new (no wear / damage / loose planks evident; showed tight seams with smooth / neat caulking and all tight to the deck) condition.

[Moisture readings via Tramex Skipper Meter; set on Range# 1, scale reads 0 - 100, 0 - 25 is the "dry-range". Metered surfaces appeared free of surface condensation & salt residue.]

Deck Hardware: stainless steel (ss.) 8- cleats; bow-side rails w/ intermediate ss. wires, stanchions are set in ss. bases w/ set screws (if the, in base set screw, does not run into a companion hole in the stanchion, recommend; drill through-holes & add through screws to secure each stanchion to its base), grab-rails, hatch - fittings, anchor roller & windlass (powered on); ss. framed (windscreen (fly bridge) ss. framed sliding - entry (cockpit to salon) door; DC powered wipers & washers @ salon fwd. lights (powered on / operational); DC powered lift side-window stbd. at salon helm console (powered on). Hardware (ss. items showed -

clean & bright; no damage / wear evident) as accessed sound and tight.

Accommodations & Ventilation and Cockpit: Salon: cabinets / shelf with audio-video gear (TV on DC powered hideaway lift) port @ salon entry; "U" shaped settee / dinette stbd.; fwd. & 2-steps up; settee to port; helm station console w/ chair fwd. stbd.; fwd. & 6- steps down; Galley (w/ cabinets-counters & appliances) port - aft - fwd. & stbd.; Guest Cabin w/ 2 pilot berths stbd.; Day / Guest Head fwd. & stbd.; Guest Stateroom (private entry to guest head) fwd.; pass-way aft & two steps (of guest cabin), cabinets w/ DC & AC electric control panels stbd.; entry to full beam Master-Stateroom w/ Head @ port fwd. corner. Galley & head soles are teak; other soles are carpet over plywood; shower stall @ each head. Joinery (teak), granite counters, upholstery (fabric / leather / cloth; at cushions-some bulkheads and head & side liners) furnishings and equipment appeared clean and in as-new condition; bins, cabinets and lockers (as accessed) appeared clean & dry (except as *Note# 5). AC & DC lighting (as found / accessed) powered-on. [Note: 120v halogen fixtures (recessed in the headliners) run @ 179°-211°f when illuminated.]

Hatch; 1- opening side-light, salon entry door, DC / AC powered vent blowers and air-conditioning; all interior spaces (at time of survey) were dry & fresh.

Vinyl upholstery w/ cloth covers at fly bridge seating; appeared in near (no wear / tear evident) condition.

Crew cabin w/ berth (aft), MSD and washer-dryer (to port); entry via hinged cockpit aft frp. seat console; appeared (as accessed with misc. gear & bridge / cockpit enclosure panels stowed) in very- good condition (tight space; no natural light or natural ventilation).

Underwater Gear: Prop Shafts: ss.; 2" dia. Struts: bronze; 1-"P" type per shaft.

Shaft Bearings: cutlass Propellers: bronze / nibral; 4- blade

Thruhulls: bronze & ss. Seacocks: bronze ballvalves (w/ cast metal (non-bronze) handles).

Trim Tabs: ss.; single ram. Evidence of Corrosion: none evident; except for burn-marks *Note# 3.

Remarks: (Note: materials, ss., bronze etc. are described as they appeared, no testing as to their content/quality.) Prop shafts "hand-turned" free & easy. Cutlass bearings; no wear / play evident. Propellers appeared true & sound. Below waterline hose connections (as sighted) showed double clamped. Raw water intakes fitted w/ slotted external bronze strainers. Seacocks appeared (except as *Note# 9) operational. Trim tabs appeared sound & (at the test-run) operational. Gear & transducers, bonding wires appeared (as sighted / accessed) intact, sound and tight to the hull; no damage / deterioration evident. [Note: Experience with cast metal seacock handles has been that the handles can fracture / crack brake off from use / strain need to close "too stiff" seacock: Suggest lube & exercise each seacock, to

maintain free / easy operation and carry at least 1 spare for each handle size.]

Engines: Mfg.: *MAN* Model: *R6-800* HP (each): *800 @ 2,300 rpm* No. of Cyl.: 6; in-line.

Serial #s: p) **410-2027-xxx-xxxx :: s) 410-2027-xxx-xxxx**

Indicated Hours: p) unk. (meter @ tachometer not accurate) :: s) 0**443.1** (LCD meters; see engine survey for scan data)

Engine Bearers: steel pads on frp. stringers. Engine Mounts: cushion type; bolted to bearers.

Stuffing Box: ss. dripless type w/ raw water injection line; appeared satisfactory, no drip evident.

Transmission: *TwinDisc MG 5095A*; 1.81 : 1.00 (ratio); lube oil (on each dip stick) no unusual colorations evident; each shifted smooth & quiet.

Engine Control: *MAN* electronic (multi function) two-sets of 2- dual function levers; appeared operational.

Type of Cooling: fresh water; raw water intake via bronze, strainers & *seacocks and type J2006 hose; engine space aft on center. (*Note# 9)

Remarks: two sets of engine monitoring gauges (at bridge & salon stations); analog [oil psi, engine temp (metric data) & DC volts]; multi function LCD display @ each tachometer & 2- *MAN* multi-function LCD displays; analog gauges & LCD displays appeared operational. Engine space (as sighted / accessed) had clean external surfaces(no unusual rust on engines) no salt / soot evident; lube oils & f.w. anti-freeze cooling system fluids (visually) had no unusual colorations evident. [Engine survey (engine & transmission oil samples drawn) & a test-run were conducted by (Engines of NJ LLC. - Pleasantville, NJ. See their report for details, findings & recommendations.] Engine space is a tight fit.

Exhaust System: Wet exhaust via; cast iron manifolds, riser & pipe, type J2006 hose and frp. in-line (one per engine) mufflers..

Remarks: Appeared (as sighted / accessed) in satisfactory condition; viewed connections were double clamped. No external rust / salt / soot stains evident. (See engine survey for details & findings.)

Engine Space Ventilation: natural & DC powered blowers & flex vent hose. Blowers powered on.

Air Conditioning: 240v Mfg.: *Marine Air* # of Units: - 4 - Reverse Cycle: yes

Location: 1-under fwd. berth (sighted); other units in salon & master stateroom (behind in place panels).

Raw Water Intake: bronze ballvalve w/ strainer, hd. (green ripped) hose and 220v raw water pump; engine space aft to port on-center.

Remarks: Systems appeared operational; produced air chilled @ 64°f-57°f at the vents; ambient temp 80°f - 89°f w/ high humidity [Operated for apx. 3- hours; prior to the test run.]

Gen-Set: Location / Access: engine space aft stbd.; in a insulated enclosure; tight.

Make: *Kohler* Model: *11 / 13 -EFOZD* Serial #: **2095-xxx**

Fuel: diesel Kw.: 13.0 @ 60hz Indicated Hours: 0366.4 (meter)

Raw Water Intake: bronze ballvalve w/ strainer and hd. hose; engine space, aft on center.

Exhaust system: composite material, aqualift muffler (stbd. of gen-set) & frp. water separator (outboard - of stbd. engine) and type J-2006 hose w/ double clamps; outlet located stbd. hullside aft.

Remarks: 3 cyl. fresh water cooled 1800 rpm engine (12v starter). Appeared neatly rigged; fitted w/frp. enclosure. Engine: showed clean external surfaces; lube oil & f.w. / anti-freeze fluids had no unusual colorations evident. Engine started easy and ran well under partial & full loads; operated apx. 2.5 hours; under load & during the test-run; powering the vessel's circuits and equipment; volts @ 110 / 120 & polarity correct at the outlets. Engine control @ salon panel; source select switch cockpit aft port locker. [See engine surveyor's report for their findings & recommendations.]

Fuel System: Number & Location of Tanks: 2- port & stbd. engine space.

Fuel: diesel Fill Label: Diesel Tank Material: 4mm (as per tank label) aluminum

Capacity: 660 gal total. Status: apx. 1/3 full (as per panel gauges) Bonded: wire sighted

Secured: padded straps & brackets

Fill Lines: type A2 Feed Lines: type A1 Vent Lines: type A1

Filters: 3- remote (each engine & gen-set) metal canisters w/ metal lower bowels w/ drain fittings; 1 at port tank, 1 each at stbd. engine & gen-set and; on engine metal cans.

Valves: 3- (port engine; stbd. engine; gen-set) in cockpit's aft port locker.

Remarks: (No aerostatic tests performed.) System / components (as sighted / accessed) appeared neatly rigged and in satisfactory (CE certification tags sighted) condition; no leaks or vapors detected at this time. (Entire tank structures & run of lines not directly sighted, due to installation in the hull.)
[*Engine remote fuel filters marked 11-11-11 and Gen-set remote fuel filter marked 7-24-12 (hours not marked).]

Electrical System D.C.: 12v & 24v

Panel Location: port cabinet (@ master stateroom entry way), helm consoles and breaker panels fwd. in engine space; bow & stern thruster breakers fwd. of port engine.

# of Batteries: 10 G27- 12v engine space (on center, between engines covered by aluminum diamond plate); connected in series and parallel.

Secured: appeared as blocked. Covered: *no

OverCurrent Protection: breakers.

Battery Switches: 4- solenoid "off-on" switches (port engine, stbd. engine, Domestic & gen-set); in cockpit aft port locker.

Remarks: 24v (engine & some house service); 12v (gen-set engine and navigation electronics service); Main - control panel (by master stateroom entry way) with 2- LCD multi function meters (12 & 24v) and 7- 12v & 12- 24v -breakers; additional breaker panels (12v & 24v) fwd. in the engine space. System (as sighted / - accessed) appeared operational and in (except as *Note# 1) satisfactory condition.

Electrical System A.C.: 120v & 240v

Panel Location: port cabinet (@ master stateroom entry way) cockpit aft stbd. locker

Shore Power Input: 240v 50amp cable, on DC powered winder system.

OverCurrent Protection: breakers (main panel) & GFCI protection device (in cockpit aft port locker).

Battery Chargers: *Phase Three PL24-95W* (fwd. of stbd. engine) & *PhaseThree PL14* (fwd. of port engine); on unit meter / LEDs and salon panel volt meters indicated charging functions were operstionsl.

Remarks: Main panel w/ multi function LCD meter and 9-240v & 11- 120v breakers. Cockpit aft port locker w/ source select switch (gen - off - shore), reverse polarity indicator and system GFCI device. System (as sighted / accessed) appeared; neatly rigged, in satisfactory condition and (as energized via shore and gen-set power) operational powering the circuits and equipment.

Fire Extinguishers: Class :: Size :: Location

4- BC I cockpit, fly bridge, galley & salon helm

Fixed Fire Extinguisher: 2- *SeaFire* (fwd. of port and fwd. & above stbd. engines)

Remarks: Inventory exceeds minimum Federal requirements for this size vessel.
(Recommend, for enhanced service, add portable units @ stateroom guest & crew cabins.)

Bilge Pumps: Mfg. /Type :: Size :: Secured :: Location

(could not view) 4- DC powered units : unk. : unk. fwd. mid & aft (as per heir labeled panel switch.

Shower Sump: 2- DC powered systems (could not be sighted at survey).

Remarks: Bilge pumps could not be sighted at survey; each pump was heard to power on (via its labeled panel switch). Bilge spaces (as sighted / accessed) appeared clean. No accumulation or intrusions of bilge water evident; pumps did not cycle on during time of survey. (Recommend locate (remove screwed in place panels as needed) & label bilge pump locations.)

Domestic Water System:

# of Tanks: - 2 - Tank Material: aluminum.

Location: one aft of each (in engine space) fuel tank Secured: padded straps.

Capacity: 132 gal. total. Status: water on board (fill level unknown).

Pump: aft & outboard of stbd. engine. Sinks: -5 -

Water Heater: 240v powered (could not be sighted at survey); status undetermined. *Note# 11.

Remarks: System (as sighted / accessed) appeared neatly rigged and operational; pump provided temperate water at the MSDs and the fixtures.

Marine Sanitation Device (MSD.): Type: fresh water *Vacu-Flush* (Guest and Master Stateroom heads.)

Pumps: (24v) 2- *SeaLand* flush & 1- *Sealand* macerator; under galley sole.

"Y" Valve: 2- *Whale* composite material; under galley sole hatch.

Holding Tank: plastic. Secured: fabric strap w/ ss. fittings (as sighted). Location: under galley sole.

*Thruhull Valves: 3- bronze ballvalves (2- direct waste overboard discharge from each MSD and 1-for macerator pump holding tank discharge) under the galley sole hatch.

Remarks: Type III MSD; with a holding tank and deck pump out. System (as sighted / accessed) appeared neatly rigged, operational and in satisfactory (except as *Note# 12 & 13) condition; Vacu-Flush pump / system powered on introduced & evacuated water from each MSD; no off - on - off cycling evident at time of survey.

Crew Cabin MSD: Type: appeared as raw water flush. (unit located to port in cabin.) _

Thruhull Valve: 1- bronze ballvalve (raw water intake); adjacent to port engine's raw water seacock.

Holding Tank: plastic. Secured: blocked (as sighted). Location: aft of engine raw water intake seacocks.

Remarks: type III MSD; with a holding tank and deck pump out. System not tested at survey.

[Note: Discharge of waste is prohibited in all designated "No Discharge Zones". Recommend that vessel operator obtain information of Federal and Local Laws-rules-regulations regarding NO Discharge Zones for the waters that the vessel will be operating in / transiting.]

Galley Equipment: Stove: 3- burners Fuel: 240v; powered on via breaker labeled "HOB".

Secured: yes Ventilation: DC powered blower. Tank & Location: na.

Refrigeration: *Coolmatic* (AC & DC powered); freezer @ 07°f - 19°f.; refrigerator @ 29°f - 38°f

Other Equipment: microwave (120v); plates - cups - glassware.

Remarks: All appeared clean and in near / as- new condition. AC & DC appliances powered on.

Steering System: Type: *SeaStar* hydraulic No. of Stations: - 2 -

Remarks: bronze rudder arms, frp. shaft tubes, ss. rudder shafts, steel tie bar, frp. support frame, rudder-stops (½" aluminum"Ls", through-bolted to support frame). System (as sighted / accessed) appeared neatly rigged and operational (turned smoothly from stop-to-stop via each helm wheel and auto-pilot). (vessel operated, by Marine Max captain, from bridge station, at test-run.)

Safety Equipment: Personal Flotation Devices: *none sighted onboard.

Type IV Flotation Device: *none sighted onboard. Flares: *none sighted onboard.

Navigation Lights: 24v Sound Producing Device: 24v

Life Rafts: --- First Aid Kit: --- Other Equipment: ---

Remarks: Horn and navigation lights powered on. *Install flotation devices and visual distress signal kit as per federal requirements. :: *Self propelled vessels over 39'- 4" (12 meters) are required to carry a copy of International - Inland Navigation Rules; as per Federal Regulation, 33 CFR 88.05.. :: *Vessels over 26' must have Oil Discharge placard and MARPOL Trash placards. :: Vessels over 39.4' with a galley must have a Waste Management Plan placard, *NOTE: It is the vessel owner's responsibility to maintain & keep up-to-date all USCG / Federal required safety equipment and to have that equipment on board when the vessel is in use.*

Anchor: Type :: Rode
plow 5/16" chain

Windlass: *Lewmar* 24v (chrome ss.) w/ horizontal rope-chain capstan; with chain-stopper and roller, recessed at the foredeck.

Remarks: windlass powered on, no load applied. (*rig safety wire to the anchor to chain shackle's screw pin.)

Navigation Equipment (at each helm console)**:** VHF Radio: *Simrad RS82* Compass: *Ritchie*

GPS - Chart Plotter - Radar: two *Furuno NavNet3D* (multi function color LCD displays)

Depth sounder: *Ray ST60* Auto – Pilot: *Simrad AP26*

Other Equipment: *Flur* night vision (powered on; not tested survey conducted during daylight)

Remarks: Equipment powered on, screen displays illuminated w/ functions & data displayed; auto-pilot powered-on, was engaged and appeared to hold and steer a course.
]

Other Systems / Equipment: sun pad (vinyl upholstered) cushions, cockpit platform & foredeck (w/ cloth covers; in near-new condition); *Bose* audio system & 3- LCD TV's (120v; each powered on); 3- DC audio systems (powered on); 2- LED under water lights (status unknown; could not be sighted in daylight & the swim-platform's over-hang; anchor rode fresh water wash down; KVH satellite TV / data system (not tested);

Test-Run Remarks: Duration, apx.2- hours; 6- persons (client & partner, clients broker, Marine Max's captain, engine surveyor and this surveyor on board ;engine surveyor & this surveyor; captain at the helm (engine surveyor directing the test-run); in the waters outside of Huntington (NY) Harbor; conditions moderate winds and chop. The engines started quick & easy, when cold or hot (no blue / unusual smoke evident) and appeared to run well; no vibrations, hesitation, distress evident; smoothly attained and held all (idle to W.O.T.) speeds; hull and frames (as sighted / accessed) had no flexing / movement evident.

Hull Speed, from vessel's GPS: *25.3kts @ 2,000 rpm. :: 28.7kts @ 2,300 rpm.*

Gauges (analog & MAN LCD display at bridge & salon consoles) appeared operational.

Gauge readings appeared in normal ranges. (oil psi. @ 80 : engine temp. @ 185-190 at max rpm.)

Steering and Trim Tabs; appeared operational.

Transmissions; shifted smooth & quiet.

Electronic controls & synchronizer; appeared operational.

Engines (as sighted / accessed) appeared tight to their mounts.

Auto-pilot powered on and as engaged appeared to respond and hold & steer a course.

Electronic navigation instruments powered on - displays illuminated & showed functions and data (with position - speed - radar images changing / updating).

Gen-set was running and powering 240 / 120v systems with vessel under way during test-run.

Note: Engine survey (engine & transmission oil and engine cooling system fluid samples taken) and the test-run activities were conducted by Engines of NJ LLC. - Pleasantville, N.J.; see that report for their

findings, details and recommendations.

Test run notes should not be considered as equivalent to an engine survey.

VESSEL: ***2009 Sunseeker Manhattan 52***

Survey Conducted in Accordance with A.B.Y.C. Standards and the Code of Federal Regulations for Recreational Boats.

SUMMARY REMARKS:

This survey was conducted on xxxx xx, 201x at xxxxx xxxx Marina - xxxxxx xxxx (selling broker), xxxxxxxxxx, N. Y. with the vessel; afloat at a test-run and hauled on-shore: [Engine survey & test-run were conducted on the survey date by Engines of NJ LLC. - Pleasantville, NJ. see that report for their details, findings & recommendations.] The vessel a 2009 Sunseeker Manhattan 52 is powered by twin MAN R6-800 800hp diesel engines with electronic controls and is equipped with; salon & fly bridge steering stations, 24v bow & stern thrusters, hydraulic lift swim platform, teak planked cockpit & swim platform decks, multiple air conditioners, 13.0kw gen-set, powered shore power cable winder, Vacu-Flush MSDs, anchor windlass w/ all chain rode, auto-pilot, two 3-D GPS-plotter-radar color navigation units and night vision system (duplicate units at each steering station) DC audio systems, 120v LCD TVs, 120v audio system, satellite TV receiver system and cloth covers for cockpit & fly bridge seats and the superstructures' lights. The vessel appeared neatly rigged and generally in near new cosmetic condition.

The hull (balsa cored sides) bottom (solid frp.) & decks (foam cored) were sighted & sounded and appeared fair, true and sound; no defects (except for the thin surface / cracks showing on some sections of the silver painted finish) / delamination / damage evident: Moisture meter readings, on the hullsides (above the line of anti-fouling paint) and on the frp. decks were (except for the noted sections) in the dry range. Hull - topsides gel coat finish appeared in near-new condition: The painted finish (except for the thin surface cracks) appeared in very good condition. The decks appeared sound & tight: The teak planks, on the cockpit and swim platform decks appeared well fitted and finished and in near-new

condition. The cabin and cockpit joinery, upholstery, trim & equipment appeared (except for the few noted water stains and sections with cloudy varnish) in as-new condition.

At the test run: The engines started quick & easy and appeared to run well (no hesitation, roughness or vibrations evident), at all (idle to wide open throttle) speeds: The transmissions shifted smooth & quiet; steering, trim tabs, engine electronic controls & synchronizer and auto-pilot appeared operational. The bow & stern thrusters powered on and appeared operational.

SUMMARY REMARKS: (continued from page 10)

The vessel's hardware systems, appliances & equipment appeared (except as noted) sound, operational and in proper condition i.e.: Air conditioners produced chilled air: The gen-set started quick & easy and ran well under all loads, powering the vessel's 120v & 240v systems circuits and equipment: The swim platform lift appeared operational. The survey items noted to require attention appeared primarily as service / repair / cosmetic (the thin cracks evident at various locations on / under the silver painted hull finish appeared (at time of survey) as cosmetic non- structural issues) and standards compliance issues that should prove not too complex to correct. [The engine survey is described as determining that scheduled engine maintenance tasks have not conducted and that other service (i.e. air - lube oil - fuel filters; minor gasket leaks) issues require attention.]

The vessel, at time of survey appeared (excluding the noted items) sound and as powered - rigged and equipped in "Above BUC" condition. The $xxx,000 survey noted value is the vessel's (client reported) purchase price: That purchase price is a significant discount from the BUC Research ValuPro value ranges (for this year & model vessel with Volvo 800hp diesel engines; BUC Research has no data reported for model vessel powered with MAN engines) of $972,500-$1,055,000 ("BUC Condition") and $1,100,000-$1,195,000 (vessel in "Better Than BUC Condition").

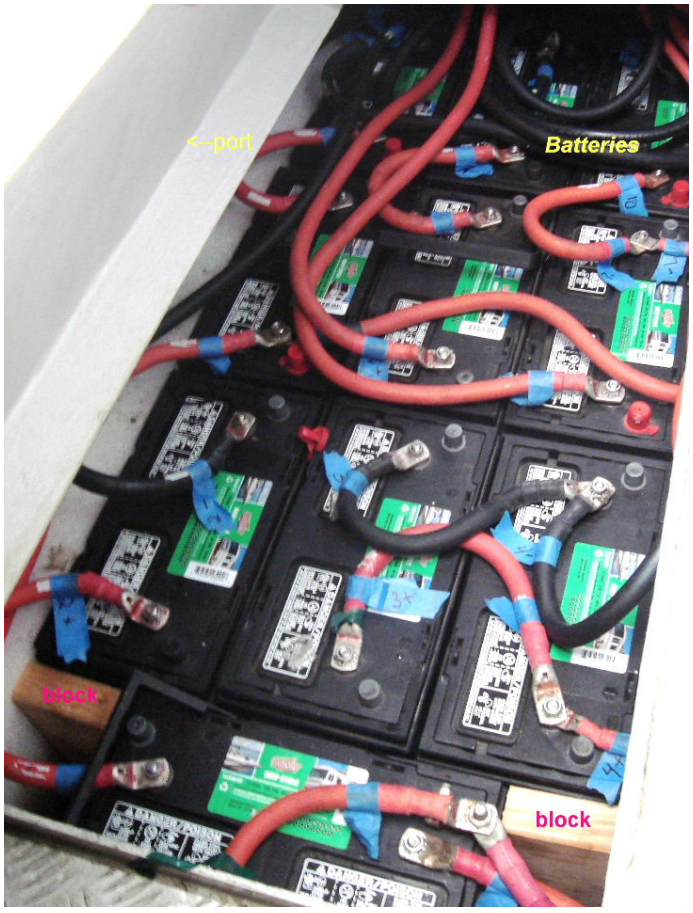
End of Summary Remarks

The above captioned vessel appeared to meet the ABYC standards & USCG / Federal requirements in effect when it was constructed.

VESSEL: ***2009 Sunseeker Manhattan 52***

* The following is the list of Deficiencies, (not listed in priority order), that require correction.

1-- batteries: A) frp. lid covering the battery box (w/ 10 G27 batteries) needs to be secured in place.
B) install (cover on each battery's "+" post.
C) install blocks / brackets to secure each battery from vertical movement (currently installed wood blocks prevent horizontal movement).
ABYC standard: E- 10.7.4*: "Each installed battery shall not move more than one inch (25mm) in any direction when a pulling force of 90 pounds (41kg) or twice the battery weight, whichever is less, is applied through the center of gravity of the battery".* ***E-10.7.7****: "To prevent accidental contact of the ungrounded battery connection to ground, each battery shall be protected so that metallic objects cannot come into contact with the ungrounded battery terminal and uninsulated cell straps."*



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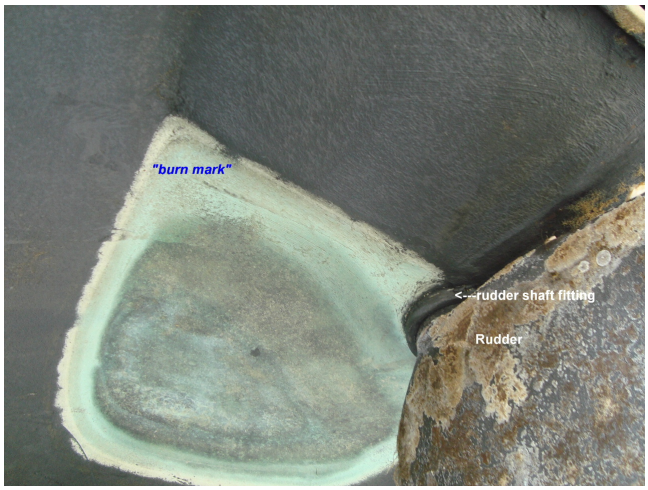
2-- patterns of closely spaced thin vertical cracks / lines show in / under the silver & hullside finish (between the rub rail and the chine); most evident on port hullside at the fixed sidelights (as surveyed; no voids / loose laminate or -elevated moisture readings were evident at / on / adjacent to the vertical cracks / lines). It was reported that the hullside were recently refinished; the following information should be obtained: A) description of all frp. work (i.e. repair / preparation / fairing) done. B) description (manufacturer & type) of materials used (i.e. resin type, filler, fairing compound). C) manufacture & color code of the applied finishes.

3-- halo apx. 24" dia. of bright green "burn marks" shows on the black anti-fouling pant at / around the two rudder assemblies; indication of stray current / galvanic activity: Vessel needs to be checked for stray-current issues and that the rudder assemblies (could not be sighted / accessed at the survey) are properly connected to the vessel's bonding system and that the bonding system is in proper condition.



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4-- post the short haul each of the 4- air conditioning control panels flashed code "HPF" and no raw water flow was evident (indication that the raw water system lost its prime). Note: each unit was operational prior to the haul-out.

5-- water stains on joinery: A) at the base of the salon helm console (below an air conditioning outlet). B) pilot berth cabin's fwd. locker (appeared as located directly below the noted salon helm issue). (possible cause of the water stains could be condensation from the AC outlet vent & line.)

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6-- puddle of standing water was sighted under the master stateroom berth (mattress platform lifted up); source / cause undetermined (no water bottles empty / full were stowed and no water supply lines sighted).

7-- ss. components on the bridge steering wheel show pitting.

8-- ss. seat-back frames / lay down mechanism @ cockpit aft seats are stiff / difficult to operate.

9-- engine raw water intake seacocks were "stiff" could not be placed in closed position (as the vessel was afloat; no mechanical assist (i.e wrench / handle extension) was employed in an effort to close the valves).

10-- wired remote control unit (bow - stern thrusters / windlass / engine controls) not operational; remote-unit "beeped" when plugged in to its socket (cockpit aft stbd. locker) but none of the functions could be engaged / powered on. (suggest review operating manual as there specific procedures need to be followed to engage the control.)

11-- could not verify status of 240v domestic water heater (its panel break was engaged for apx. 1- hour, but heated water was not evident at the fixtures. Note: 220v/120v main control panel's meter does not have a function that reads volt or amp draw of the 220 volt service (shows readings for the 120v Lines 1 7 2).

12-- the 3- ballvalve seacocks (under the galley sole) provide overboard discharge from each of the 2 - Vacu-flush MSDs & waste holding tank (macerator pump) are in the open position (seacocks are operational / can be closed): A) seacocks should be "closed" (regardless that the "Y" valves appeared set to divert waste to the holding tank), when the vessel is in any designated "No Discharge Zone".

13-- waste holding tank macerator pump (under the galley sole) powers on via a labeled breaker at the main DC panel (port in stateroom entry pass-way): Recommend install a second switch, at the macerator pump or its outlet seacock. Note: Waste outlet should be closed when the vessel is in any designated "No - Discharge Zones" to prevent inadvertent / unintentional powering on of the macerator." USCG regulations at web site USCG Systems Engineering Division (CG-ENG-3)

14-- 2- defogger vents at salon's fwd. lights; stbd. unit pulled out from panel.

15-- oil slick appeared in water at transom lift's port side mechanism when the lift was powered on.

Other Items of Interest to the survey client: a) sun pads not on board at survey. b) cockpit / bridge enclosure

curtains not on board / deployed at time of survey. c) sun covers for salon side lights not on board / deployed, at time of survey. d) external zincs @ trim tab & transom platform lift need to be renewed.

-End of Notes-

Submitted in good faith and without prejudice,

Frank T. Abbey *(xx - xx - 201x; via e-mail)*

FRANK T. ABBEY // Member A.C.M.S // Certified Marine Surveyor; ACMS Certificate# 0181

Conditions of Report Acceptance

This survey was prepared; for the benefit of the named client; to determine the vessel's condition and approximate market value. The survey was conducted utilizing methods of non-destructive testing; and is based upon a visual inspection of the vessel; i.e. without removing panels, joinery etc., or disassembling / removing any machinery, to expose parts normally concealed. The survey is not rendered as a warranty, but and opinion of the above signed surveyor as to the condition of the vessel and equipment ONLY on the survey date. The Surveyor does not warrant or guarantee the performance, stability or characteristics of the vessel or its machinery and accordingly shall suffer no liability for errors or omissions or for not being able to properly evaluate parts. Our liability for any loss or damage arising out of this inspection and report, shall be limited to the fee paid for the services rendered herein. No reference in the report should be construed to indicate compliance of any equipment with manufacture's specifications. Recommendations (which are not meant to imply that All Deficiencies have been identified) are based upon standards set forth by the American Boat and Yacht Council and United States Coast Guard; in addition some comments may be based on the general experience of the Surveyor. The request and / or use of the survey shall constitute agreement of the Preface and above Conditions.

NOTE: Ultimate responsibility for, the vessel's Safe operation & maintenance and Safety of the crew & passengers, lies with the Owner and Master.

Hull ID# photo redacted

USCG Documentation# photo redacted.

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port-->
Cockpit
Bridge


Salon
stbd.-->


salon Helm
stbd.-->


<-- port
Galley

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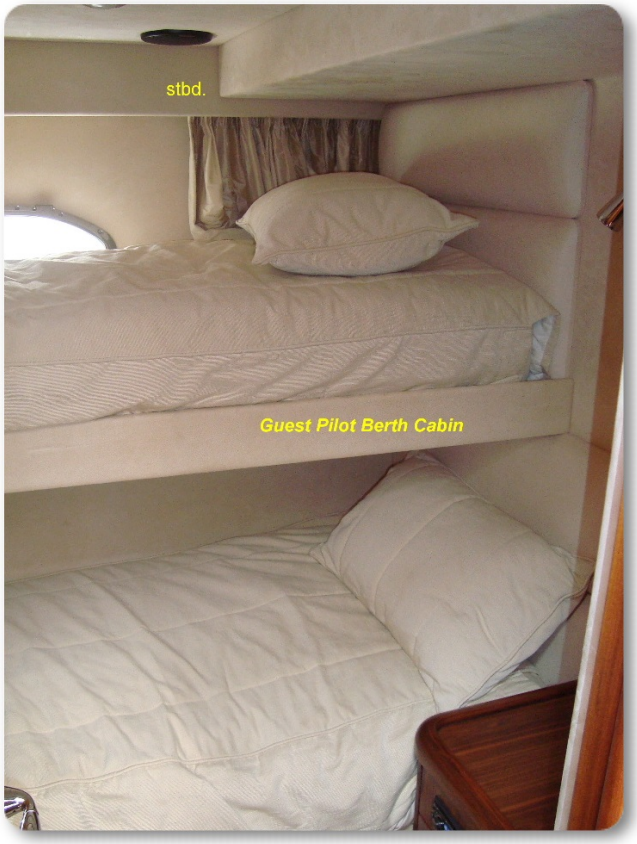
stbd.
fwd. Cabin

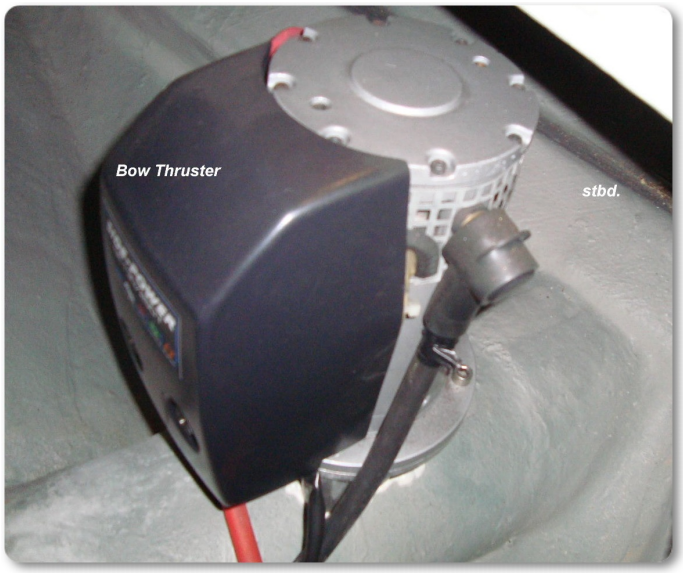

stbd.
Guest / day Head


stbd.
Guest Pilot Berth Cabin


port-->
Stateroom

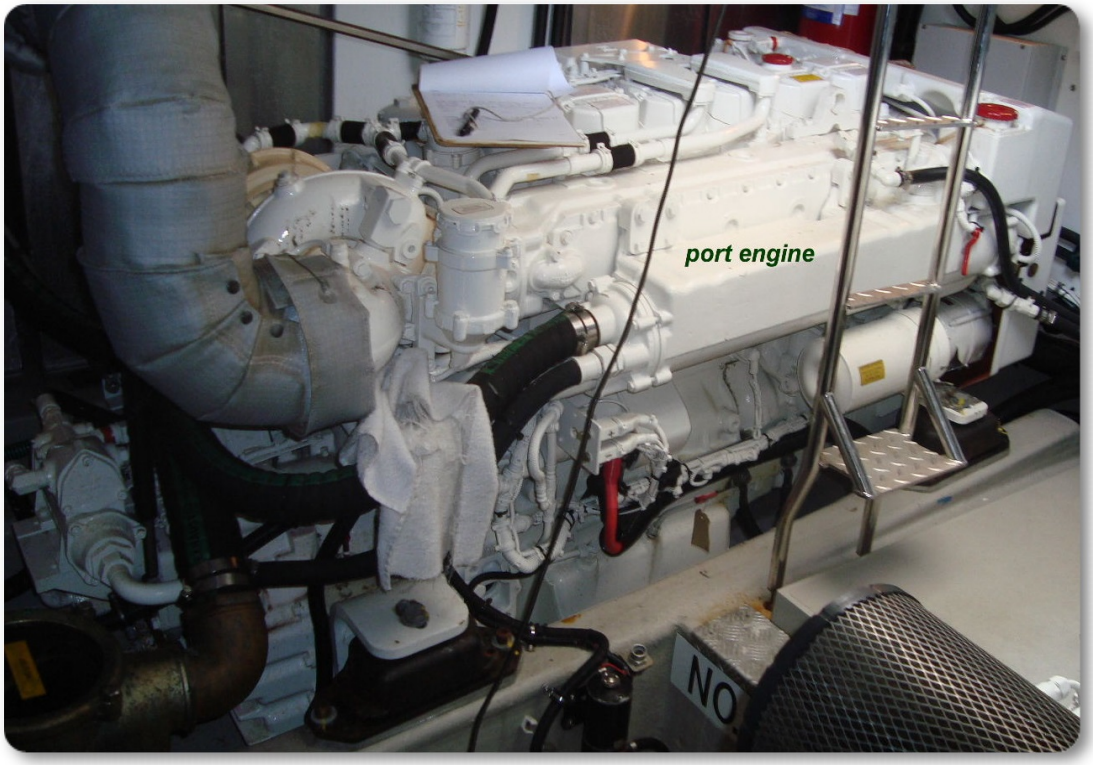

stbd.
Stateroom


port
Stateroom / Master Head

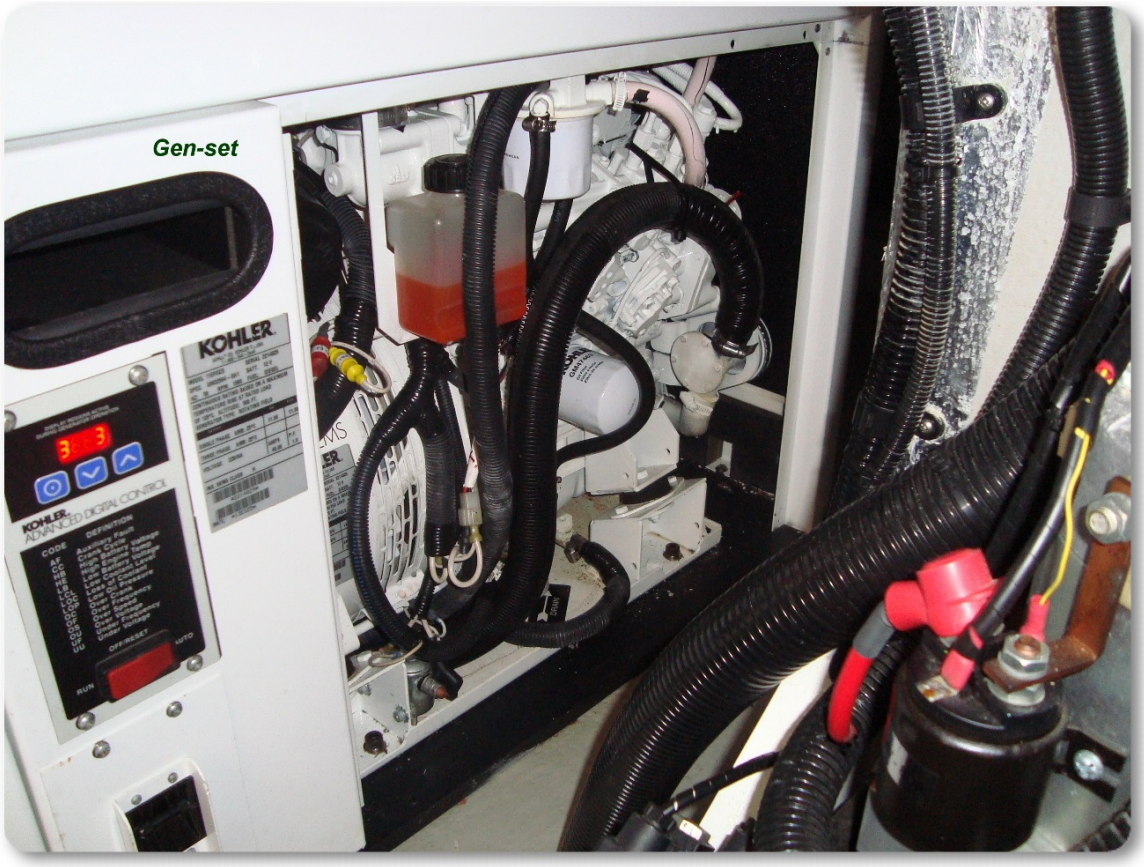

Bow Thruster
stbd.


engine space
port


engine space
stbd.


port engine


stbd. engine



End of Survey Photographs and Report