SMETS SURVEYS

Marine Surveys for Sail & Motor Yachts

Pre-Purchase C & V Report

2007 Viking Sport Cruisers 54 Flybridge



SAMPLE

1889 Bacon St. #6
San Diego, CA 92107
619-786-5444

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Marine Surveys for Sail & Motor Yachts

Prepared For: [redacted]

[redacted] | [redacted]

Prepared By: Duane Smets, Marine Surveyor, S.A.M.S. – SA

Scope of Inspection of the Vessel

Date of Inspection: October 16th, 2026
Location: [redacted] Marina del Rey, California
Weather During Inspection: Sunny
Inspection Conducted by: Duane Smets, Marine Surveyor, S.A.M.S. – SA
Attendees: [redacted] (Captain), [redacted] (Mechanical Surveyor), [redacted] (Sales Agent), Duane Smets (Surveyor)

- The vessel was inspected afloat and in travel lift slings.
- Underwater fittings were inspected.
- A sea trial was conducted during the survey.
- Hull and deck fittings were subjected to close visual inspection.
- The deck, cockpit sole, and coach roof were subjected to random percussion soundings.
- The interior structure of the vessel was closely inspected and subjected to percussion soundings where relevant.
- Certain parts of the vessel's structure, systems, and equipment could only be inspected by destructive means and therefore no tools or machinery were used for this survey. In addition, there were no core samples taken or inspected unless noted.
- The installation and external condition of machinery, plumbing, electrical systems, and electronics were visually inspected and operated with permission of the owner or their representative. There has been no disassembly of any components mentioned above.
- No mechanical tests were performed on this survey for the propulsion machinery or generator.
- No compression tests were done (gas engines only).
- No fluid samples were taken.
- The plumbing, wiring, and casings were only inspected visually.
- Batteries and their installation were visually inspected and only load tested if noted.
- Electronic and electrical equipment were tested by powering up and observing basic function.
- There were no calibration or adjustments made to this equipment.
- If this report did not discuss a specific item, equipment, or machinery, it was not covered by this inspection. Small defects such as loose hinges, minor scratches, or chips in the cosmetic finish where regular wear and tear took place will not be included in this report.
- Issues not affecting the value of the vessel will not be included in the report.

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Scope of Market Analyses

Valuation was determined by the following:

- Comparisons with other similar vessels recently sold and/or listed in current publications.
- Standard industry pricing guides such as Soldboats.com and BUC ValuProfessional.
- Current asking prices on brokerage sites or YachtWorld.com.

Adjustments were made for differences in equipment and condition.

Limiting Conditions

Descriptions are based on visual examination as set forth in the section "Scope of Inspection of the Vessel" of this report. The assigned valuation assumes that components, systems, and equipment not accessible or proven during the inspection were in fact in good condition and operational. If this is not true than the value of the vessel may be significantly lower.

There is no guarantee or warranty, expressed or implied, as to the suitability of the vessel, or equipment.

This report can only be of value considering the condition of the vessel the day of inspection.
Having delivered this survey there are no more obligations and concludes the obligation of the request for survey.

Tankage will be inspected from visible surfaces only and no opinion of their overall condition will be rendered. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water and holding) is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. Accuracy of tank level gauges is beyond the scope of this survey.

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Marine Surveys for Sail & Motor Yachts

VESSEL SPECIFICATIONS

Name of Vessel	**Hailing Port**	**Hull ID Number**
[redacted]	[redacted]	[redacted]
Documentation Number	**Type**	**Builder**
[redacted]	Flybridge motor yacht	Viking Sport Cruisers (Princess Yachts, UK)
Designer	**Model Year**	**Model**
Princess Yachts	2007	54 Flybridge
LOA	**Draft**	**Beam**
54 ft 5 in	4 ft 2 in	15 ft
Dry Weight	**Fuel Capacity**	**Potable Water Capacity**
61,000 lbs (gross weight)	660 gallons	156 gallons
Black Water Capacity	**Last Hauled**	
Unknown	October 16th, 2026	

DESIGN AND CONSTRUCTION OF VESSEL - See Priority 2 Recommendations

Design	**Hull**
Molded fiberglass production powerboat	Fiberglass, unknown core with white gel coat
Propulsion	**Interior Structure**
Inboard diesel, stainless steel propeller shafts and bronze propellers	Plywood bulkheads with fiberglass bilge structure
Decks	**Superstructure**
Fiberglass with teak overlay	Fiberglass, unknown core with white gel coat
Rub Rail	**Hull to Deck Joint**
Plastic and stainless steel	Mechanically fastened

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ACCOMMODATIONS

Layout

Forepeak cabin with head, starboard guest cabin, port galley, aft cabin and aft salon

CANVAS

Dodger

None

Covers

Tan canvas – bow cushions and various fixed windows

Bimini

Stainless steel frame and tan canvas

RUDDER AND STEERING GEAR - See Priority 2 Recommendations

Rudder Type

(2) Bronze plate

Rudder Stock

Bronze with bronze tiller arms – bonded

Packing Gland

Bronze compression

Steering Gear

Single hydraulic cylinder with stainless steel tie rods

Auto Pilot

Hydraulic

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THROUGH HULL FITTINGS AND PLUMBING - See Priority 1 Recommendations

Through Hulls

Plastic and stainless steel above the waterline; bronze below the waterline

Hoses

Reinforced with stainless steel clamps

Valves

Bronze ball valves – bonded

Transducers

Depth/temperature – port amidships

HATCHES, WINDOWS, AND PORT LIGHTS - See Priority 2 Recommendations

Deck Hatches

(2) Fiberglass with teak overlay – cockpit; (1) swim platform storage hatch; (1) aluminum framed polycarbonate escape/vent – bow; (1) polycarbonate – flybridge

Opening Ports/Portholes

(8) Glass – side hulls; (2) glass – coach roof

Companionway

Stainless steel framed glass slider – aft

Fixed Port Lights

(6) Stainless steel framed glass – side hulls; (11) stainless steel framed glass – coach roof; (1) stainless steel framed polycarbonate escape/vent; (1) stainless steel framed polycarbonate venturi

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RAILS, STANCHIONS, LIFELINES, AND LADDERS

Pulpit and Stern Rail

Stainless steel with single row stainless steel cable

Stanchions

(18) Stainless steel

Grab Rails

Stainless steel

Swim Ladder

Telescopic stainless steel – port swim platform

Gates

Port cockpit

FRESH WATER SYSTEM

Tanks

Plastic rotomolded – inner, under aft cabin bed

Piping

Rigid plastic

Hot Water

Unknown make and capacity – AC and engine coolant exchange

Pumps

Jabsco Par-Max Plus with accumulator tank

Filtration

Canister; Viqua UV water sterilizer

Level Indicator

Wema analog

LPG SYSTEM - None

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HEADS AND SANITATION (MSD) - See Priority 1 Recommendations

Heads

(2) VacuFlush

Waste Pump

(2) Sealand diaphragm

Holding Tank

Plastic rotomolded – under salon

Discharge

Into the tank

Level Indicator

Wema analog

Placard

Garbage placard – yes

BILGES AND BILGE PLUMBING - See Priority 1 Recommendations

Electric Bilge Pump

(3) Jabsco 1950 with float switches – forward engine space, aft engine space and under the forward hallway

Manual Bilge Pump

Whale – starboard forward rope locker

High Water Alarm

None

Sump Pump

Unknown make and model box

Discharge Hoses

Suitable for intended purpose

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ENGINE - See Priority 2 Recommendations

Twin Engine Application

Make
Volvo Penta

Number of Cylinders
6

Model
D12D-B MP

Type
Inboard diesel

Port Serial #/Engine Hours
[redacted] 1,901.2 hours (replacement engine; original engine stored and included with the vessel; specs not available)

Starboard Serial #/Engine Hours
[redacted] / 2,943.9 hours

Output
715 hp @ 2,300 rpm

Cooling System
Closed cooling system with raw water exchange

Aspiration
Turbocharged and aftercooled

Engine Control
Two Station – Electronic push-pull levers

Transmission
ZF 325-1A, 1.733:1 ratio – port s/n [redacted] starboard s/n [redacted]

Gauges
Temperature, oil pressure, tachometer and rudder angle

Engine Compartment Blower
Jabsco 12V

Oil Discharge Placard
Yes

GENERATOR

Make	Model	Serial #
Onan	[redacted] Spec C	[redacted]
Output	**Type**	**Engine Hours**
11 kW	Diesel	4,066.5

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FUEL SYSTEM

Tanks

(2) Aluminum – outboard of the engines

Filters

(2) Racor 900 and (1) Racor 500

Vent Hoses

Fuel rated

Fuel Shut Off

Port forward cockpit locker

Fuel Gauges

Analog

Fuel Fill Hoses

Fuel rated – double clamped

Fuel Distribution

On the tank

Grounding

Yes

EXHAUST SYSTEM - See Priority 1 Recommendations

Type

Wet exhaust – exits side hulls aft

Muffler

Fiberglass

Hoses

Reinforced – double clamped

DRIVETRAIN - See Priority 2 Recommendations

Propeller

(2) 5-blade bronze, unknown size – opposite rotation

Shaft Seal

Tides Marine

Propeller Shaft

(2) 1-3/4" stainless steel

Propeller Shaft Strut

Bronze

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WIRING - See Priority 1 Recommendations

Reverse Polarity

Checked

Ground Neutral Connection

Checked

ELECTRICAL SYSTEM - See Priority 2 Recommendations

Power Source/Voltage

(2) 4D AGM, (1) group 27 AGM and (8) group 31 AGM (dated 2/2018) – 12V and 24V DC

Location

Generator space

Secured

Yes

Charging System

AC to DC chargers and engine alternators

Battery Cables

Multi-strand

Battery Monitor

Analog

Distribution

Factory panel – forward salon

Terminal Covers

Yes

Battery Switches

Factory panel – forward salon

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AC SYSTEM - See Priority 1 Recommendations

Power Source/Voltage

(2) Glendinning shore inlets; 11 kW Onan generator

Reverse Polarity Indicator

No

Main Shore Power Breaker

Generator space

Charger

Mastervolt Mass 24/75 – 75 amp; ProMariner ProNautic 24-30P – 30 amp

Shore Power Cords

Glendinning Cablemaster

Distribution

Factory panel – forward salon

Circuits

(1) 120V and (1) 240V

Receptacles

GFCI – yes

GROUND TACKLE AND MOORING EQUIPMENT - See Priority 2 Recommendations

Anchor Roller

Plastic and stainless steel

Windlass

Lewmar

Anchors

(1) Plow style 25 kg; (1) Danforth style

Rode

1/2" chain

Mooring Equipment

Stainless steel cleat sets

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FIRE FIGHTING EQUIPMENT - See Priority 1 Recommendations

Fixed Fire Extinguishers

(2) Sea-Fire FM-200 – last certified 2011

Portable Fire Extinguishers

(1) ABC B-I dated 2019, last certified 2020; (1) ABC B-I dated 2018; (1) ABC B-I unknown manufacture date, last certified 2020

Smoke Detector

None

CO Detector

None

SAFETY EQUIPMENT - See Priority 1 & 2 Recommendations

Personal Floatation Devices

(42) Type II, (5) Type I and (1) Type III

Flares

Orion kit – expired 2019

First Aid Kit

None

Life Ring

(1) Type IV ring and (1) Type IV cushion

Distress Flag

None

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NAVIGATION INSTRUMENTS/ELECTRONICS - See Priority 1 & 2 Recommendations

Compass

(2) Plastimo

GPS

Garmin

Autopilot

Furuno NavPilot 700

Radar

Garmin

VHF

Icom IC-M602

Multi-function Display

Garmin GPSMap 8000; Garmin GPSMap 7612; Furuno RD-30 tridata

NAVIGATION EQUIPMENT - See Priority 1 Recommendations

Navigation Lights

Combination sidelights; combined steaming and anchor light; separate stern light; radar reflector – none

Sound Producing Device

Ship's horn

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MISCELLANEOUS EQUIPMENT - See Priority 2 Recommendations

- Bow cushions
- Bow faucet (port anchor well)
- Windshield wipers
- Stainless steel fender holders
- Suprax SUP holder
- (2) Jimmy Styks SUPs
- Swim platform shower
- Opacmare davit (transom hatch)
- (2) Samsung TVs
- (2) Sharp TVs
- Lenco trim tabs
- Starlink system
- Lumitec SeaBlaze underwater lights
- Wolf stovetop
- Central vacuum system
- Novurania dinghy – Hull ID [redacted]
- Honda outboard engine – s/n [redacted]
- Summit fridge
- Waeco mini fridge
- (2) Charles C-Power isolation transformers – ISO Boost 50
- (2) 10,000 BTU and (2) 7,000 BTU Cruisair air handlers
- Unknown make and model wine chiller
- Bose stereo
- (2) JVC KD-DV5100 stereos
- Samsung Blu-ray player
- Perko faucet (transom)
- Reverso oil change system
- Furuno FA-150 AIS
- Video camera system
- Panasonic NN-CD989S microwave
- Fisher & Paykel dishdrawer
- Revere Coastal Commander 2.0 life raft
- Summit freezer
- InSinkErator Evolution Pro 750 garbage disposal

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COMMENTS

This 2007 Viking Sport Cruisers 54 Flybridge is a molded fiberglass production powerboat. The owner, [redacted] was not available for comment about any incidents, accidents, or submersions.

Summary: Overall, the vessel is in satisfactory condition for a vessel of its age and type. Within the limits of this non-destructive inspection, no evidence of major damage, structural repairs or submersion was found. Safety and maintenance items are listed under Priority 1 and Priority 2 Recommendations. With the Priority 1 items corrected, the vessel should be suitable for its intended use.

The vessel was surveyed afloat and in the travel lift slings at [redacted] marina in Marina del Rey, California, in sunny weather. A sea trial was conducted with the engines run by the captain. [redacted] mechanical surveyor, attended to inspect the propulsion machinery; refer to his report for the condition of the engines and transmissions.

Exterior: The exterior is in satisfactory condition overall. The hull topsides, decks, cockpit, swim platform and flybridge were visually inspected, and the underwater hull, running gear and through hulls were inspected while hauled in the travel lift slings. The hull and superstructure are fiberglass with white gel coat and the decks have teak overlay. Deck hardware includes stainless steel bow and stern rails with (18) stainless steel stanchions, a port cockpit gate, a telescopic stainless steel swim ladder on the port swim platform, a Lewmar windlass and an Opacmare davit. Canvas includes a stainless steel framed tan canvas bimini and tan canvas covers for the bow cushions and various fixed windows. Maintenance items are listed under Priority 2 Recommendations.

Interior: The interior is in satisfactory condition overall. The layout consists of a forepeak cabin with head, a starboard guest cabin, port galley, aft cabin and aft salon. Interior spaces were inspected visually; areas behind fixed panels, headliners and cabinetry were not accessible. Maintenance items are listed under Priority 2 Recommendations.

Mechanical: The mechanical systems are in satisfactory condition overall. Propulsion is by twin Volvo Penta D12D-B MP inboard diesels rated 715 hp @ 2,300 rpm, with ZF 325-1A transmissions (1.733:1), 1-3/4" stainless steel shafts with Tides Marine shaft seals and 5-blade bronze propellers. The port engine is a replacement showing 1,901.2 hours (installed approximately 1,042 hours ago), and the original engine is stored and included with the vessel. The starboard engine shows 2,943.9 hours and the 11 kW Onan generator 4,066.5 hours. There was no exhaust smoke at start-up and no sheen. During the sea trial, at approximately 2,200 rpm the flybridge gauges read approximately 180–185°F coolant temperature and 60 psi oil pressure on the port engine and approximately 190°F and 58 psi on

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the starboard engine, both within the normal operating range. At wide open throttle the port shaft measured 75° and the starboard shaft 80°. The mechanical surveyor noted the water pumps on both engines. Steering is hydraulic with a single cylinder. Fuel tankage was inspected from visible surfaces only. Safety and maintenance items are listed under Priority 1 and Priority 2 Recommendations.

Electrical: The electrical systems are in satisfactory condition overall. The vessel has 12V and 24V DC systems and a 120V/240V AC system. The DC system is served by (2) 4D AGM, (1) group 27 AGM and (8) group 31 AGM batteries (dated 2/2018), charged by the engine alternators and Mastervolt Mass 24/75 and ProMariner ProNautic 24-30P chargers, with distribution on the factory panel in the forward salon. AC power is supplied through (2) Glendinning shore inlets with a Glendinning Cablemaster, (2) Charles C-Power isolation transformers and the 11 kW Onan generator. The AC system was checked for reverse polarity and ground-neutral connection, and both checked good. Wiring concealed behind panels, liners and cabinetry was not inspected. Safety and maintenance items are listed under Priority 1 and Priority 2 Recommendations.

Plumbing: The plumbing systems are in satisfactory condition overall. Through hulls are plastic and stainless steel above the waterline and bronze below the waterline with bonded bronze ball valves, connected with reinforced hose and stainless steel clamps. Fresh water is supplied from a plastic rotomolded tank under the aft cabin bed by a Jabsco Par-Max Plus pump with accumulator tank, with canister filtration and a Viqua UV water sterilizer. The (2) VacuFlush heads discharge into a plastic rotomolded holding tank under the salon with (2) Sealand diaphragm waste pumps. Bilge pumping is by (3) Jabsco 1950 electric bilge pumps with float switches and a Whale manual bilge pump; there is no high water alarm. Tank integrity was not tested. Safety and maintenance items are listed under Priority 1 and Priority 2 Recommendations.

Safety: Safety equipment aboard includes (42) Type II, (5) Type I and (1) Type III PFDs, a Type IV ring and Type IV cushion, (3) portable ABC fire extinguishers, (2) Sea-Fire FM-200 fixed fire suppression systems, a Revere Coastal Commander 2.0 life raft, a ship's horn and oil discharge and garbage placards. The flares are expired, and no distress flag, smoke detector, CO detector or first aid kit was located. Safety and maintenance items are listed under Priority 1 and Priority 2 Recommendations.

Navigation: Navigation equipment aboard includes (2) Plastimo compasses, Garmin GPSMap 8000 and GPSMap 7612 multi-function displays, a Furuno RD-30 tridata, Garmin radar, an Icom IC-M602 VHF, a Furuno FA-150 AIS and a Furuno NavPilot 700 autopilot. The autopilot was tested 20 degrees to port and starboard. There is no radar reflector. Items are listed under Priority 1 and Priority 2 Recommendations.

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Upgrades: Equipment added since the vessel was built includes a replacement port engine, a Starlink system, Lumitec SeaBlaze underwater lights, a Furuno FA-150 AIS, a Novurania dinghy with Honda outboard and a Revere Coastal Commander 2.0 life raft.

A separate mechanical survey was conducted by [redacted] in conjunction with this survey; no other independent surveys were conducted.

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PRIORITY 1: SAFETY RECOMMENDATIONS

Conditions that pose an immediate risk to persons or the vessel, or that do not meet mandatory USCG requirements or safety-related ABYC/NFPA standards. These should be corrected before the vessel is used.

1. The flares are expired and a distress flag was not located. Ensure current, unexpired flares and a daytime distress device are aboard the vessel per USCG 33 CFR sections 175.110 and 175.125.
2. The flybridge compass fluid is low and the lower helm compass fluid is drained. Service or replace per USCG 46 CFR Part 184.402.
3. The sidelights, anchor light and stern light do not illuminate. Repair and prove operational per USCG Navigation Rules, 33 CFR Part 83.
4. A carbon monoxide detector was not located. The vessel has fixed fire suppression and enclosed accommodations; install marine-rated CO detectors in the accommodation spaces per ABYC A-24.
5. A smoke detector was not located. Install smoke detectors in each accommodation space per NFPA chapter 12, section 12.3.4 and ABYC A-4.6.
6. The (2) Sea-Fire FM-200 fixed fire suppression systems were last certified in 2011. Have the systems inspected and recertified, or replaced, by a qualified service provider per the manufacturer's recommendations and ABYC A-4.
7. An audible high water bilge alarm was not located. Install a high water bilge alarm per ABYC H-22.
8. The holding tank discharge through-hull valves are not secured and the aft valve is open and seized. Service or replace the seized valve and secure the valves in the closed position to prevent the discharge of untreated sewage per USCG 33 CFR 159.7.
9. The generator exhaust hose is cracked at the generator exit, and the port and starboard engine exhaust hoses are cracked aft of the mixing elbows. Replace with exhaust-rated hose, double clamped with stainless steel clamps, per ABYC P-1.
10. A reverse polarity indicator was not located on the AC panel. Install a reverse polarity indicator at the AC shore power panel per ABYC E-11.6.2.2.4.1.
11. The generator space AC receptacle is missing a weatherproof cover. Install a weatherproof cover on all AC receptacles in locations subject to rain, spray or splash per ABYC E-11.14.1.1.1.
12. The upper and lower cockpit AC receptacles do not produce power and the lower receptacle is not secured. Have a qualified marine electrician determine the cause, repair, secure the receptacle and prove operational per ABYC E-11.14.
13. The GFCI receptacle at the starboard forward salon does not test or reset. Replace and prove operational per ABYC E-11.14.3.5.

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PRIORITY 2: MAINTENANCE & GENERAL RECOMMENDATIONS

Maintenance, wear, cosmetic and upgrade items that affect the condition or value of the vessel but do not pose an immediate safety hazard.

The **exterior** of the vessel is in satisfactory condition.

1. The vessel name decal is peeling off and missing in places. Consider replacing the decal.
2. There are unfilled holes on the swim platform. Fill and seal.
3. The caulking is deteriorated on the swim platform and in various places in the cockpit. Remove and recaulk.
4. There is an approximately 10" by 4" crack from apparent impact at the edge of the center swim platform. Determine the significance and repair if necessary by a qualified fiberglass repair technician.
5. The aft stainless steel framed polycarbonate is crazed and bowed, and the venturi is crazed on the port side. Consider replacing.
6. There is crazing at the outboard aft edge of the starboard anchor well. Repair.
7. The gate polycarbonate is crazed. Consider replacing.
8. The bottom paint is in poor condition. Apply new anti-fouling paint at the next haul out to prevent marine growth.

The **interior** of the vessel is in satisfactory condition.

9. The bilge hatch in the generator space is depressed and partially missing. Repair or replace.
10. The wood at the forward salon settee is deteriorated. Treat wood to restore finish.
11. Various interior doors and cabinets do not fully close and the wood edges are deteriorated. Service or repair and prove operational. Refinish wood to restore finish.

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PRIORITY 2: MAINTENANCE & GENERAL RECOMMENDATIONS Continued...

The **mechanical systems** are in satisfactory condition.

12. The mechanical surveyor noted the water pumps on both engines. Refer to the mechanical surveyor's report and service or replace the water pumps as recommended.
13. The Captain and Mechanical Surveyor stated the port engine was replaced approximately 1,042 hours ago; the original engine is stored and included with the vessel.
14. The generator and the port and starboard engine motor mounts are rusted. Descale, clean and protect or replace.
15. There are absorbent pads soaked with fuel under the generator. Remove, determine the source of the fuel and repair.
16. The starboard trim tab does not engage and the ram is detached. Repair and prove operational.
17. There is play in the port and starboard rudder bearings. Service or replace.
18. All blades are broken off the port stern thruster propeller, and one blade is broken off the starboard propeller with various nicks. Replace as necessary and prove operational.
19. There is play in the bow thruster propellers. Service to prevent vibration and wearing.
20. The port shaft anode is loose and sliding. Consider replacing and secure as necessary to enable the sacrificial anode bonding system to engage.
21. The davit is jerky in its movement, the strut is detached and the fiberglass on the starboard side of the hatch is damaged. Determine the significance of the fiberglass damage and repair if necessary by a qualified fiberglass repair technician. Service or repair the davit operation to run smoothly by a qualified marine mechanic.
22. The starboard anchor well is missing the forward latch. Replace and prove operational.
23. The flybridge panel under the helm is detached with screws missing on the port side, and the fiberglass is partially broken off. Repair and secure as necessary.
24. The steering space access panels are missing various screws. Add screws to secure the panels.
25. The starboard engine room overhead panel is falling down. Secure as necessary.
26. The upper light switch at the top of the stairs and the galley and guest cabin light switches are missing bezels. Replace.
27. The forward and aft shower doors are stiff when rotating. Service to allow the doors to freely rotate.
28. The forward window mount covers are detached and the port and starboard corners are falling down. Secure as necessary.

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PRIORITY 2: MAINTENANCE & GENERAL RECOMMENDATIONS Continued...

The **electrical systems** are in satisfactory condition.

29. During the survey there were intermittent electrical issues. The mechanical surveyor investigated and stated that a number of batteries were past their service life. Load test the batteries and replace as needed. Re-test the electrical system and prove operational.
30. The following lights do not illuminate: underwater lights, generator space light, flybridge stairway courtesy light, one stove overhead light, forward and aft shower lights, guest cabin reading and overhead lights, and flybridge deck lights. Have a qualified marine electrician determine the cause, repair and prove operational.
31. The windshield wipers do not engage or spray. Have a qualified marine electrician determine the cause, repair and prove operational.
32. The garbage disposal does not operate. Have a qualified marine electrician determine the cause, repair and prove operational.
33. The starboard salon electric window does not operate. Have a qualified marine electrician determine the cause, repair and prove operational.
34. The generator space thermostat housing is broken and the dial does not engage. Have a qualified marine electrician determine the cause, repair and prove operational.
35. The Volvo Penta LCD display at the flybridge has dark black blotting. Repair or replace.
36. The radar does not transmit to the lower helm MFD, the video camera system does not display on the MFDs, and the AIS control shows a "communication error" with lines running through the display. Have a qualified marine electronics technician determine the cause, repair and prove operational.
37. The video camera and hot water heater breakers do not switch. Repair or replace.

The **plumbing systems** are in satisfactory condition.

38. The sink drain leaks at the garbage disposal hose connection. Repair to restore integrity and prevent water ingress.
39. The starboard shaft seal leaks water while underway. Repair to restore integrity and prevent water ingress.

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PRIORITY 2: MAINTENANCE & GENERAL RECOMMENDATIONS Continued…

The **safety systems** are in satisfactory condition.

40. A first aid kit was not located. Consider adding a marine first aid kit.
41. Consider adding a retaining device to the anchor.
42. The portable fire extinguishers were last certified in 2020 and one has an unknown manufacture date. Have the extinguishers inspected and serviced, or replaced, per NFPA 10.
43. A radar reflector was not located. Consider installing a radar reflector.
44. Certify or replace the life raft.

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Overall, the vessel is in satisfactory condition and with recommendations attended to it should be suitable for its intended purpose.

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of title 46 United States Code, Title 33 and Title 46 Code of Federal Regulations (CFR), the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this survey. Items listed under "recommendations" are repair or deficiency items which are required or recommended by one of these survey standards or practices, or which, in the surveyor's opinion, otherwise affect the soundness of the hull, the general seaworthiness of the vessel (considering its' intended use) and/or the safety of the vessel's operators and/or passengers.

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MARKET ANALYSIS

If there is a wide divergence between actual prices of vessels sold and asking prices of vessels offered for sale, estimates provided by industry pricing guides have also been used in arriving at the market value of the surveyed vessel.

The vessel has a low retail value of $500,000.00 and an average retail of $566,250.00

Based on the average actual sale prices reported by Soldboats.com and the adjusted average listing price of Yachtworld.com and considering the condition of the vessel, the market value, not affected by undue stimulus, the Estimate of new replacement value $1,915,000.00

Fair Market Value is estimated at $770,000.00
Price Adjusted for West Coast Availability

54 ft 2009 Princess 54 Flybridge Motor Yacht, Adios
$700,000
Destin, Florida, United States

54 ft 2009 Princess 54 Flybridge
$535,000
Pompano Beach, Florida, United States

57 ft 2005 Princess 57, Devocean
$530,000
Annapolis, Maryland, United States

58 ft 2008 Princess 58 Flybridge Motor Yacht, Best Day Ever
$500,000
Fort Lauderdale, Florida, United States

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Marine Surveys for Sail & Motor Yachts

SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:
1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial and unbiased professional analyses, opinions and conclusions.
3. I have no present or prospective interest in the vessel that is the subject of this report and no personal interest with respect to the parties involved.
4. I have no bias with respect to the vessel that is the subject of this report or to the parties involved with this assignment.
5. My engagement in this assignment and my compensation were not contingent upon developing or reporting a predetermined result or value.
6. I have made a personal inspection of the vessel that is the subject of this report.

Respectfully submitted,

Duane Smets, Marine Surveyor, S.A.M.S. - Surveyor Associate
October 19th, 2026

All specs and items listed in this survey are only a reflection of the day of the inspection and there are no promises implied to the conditions viewed by this company's inspector.

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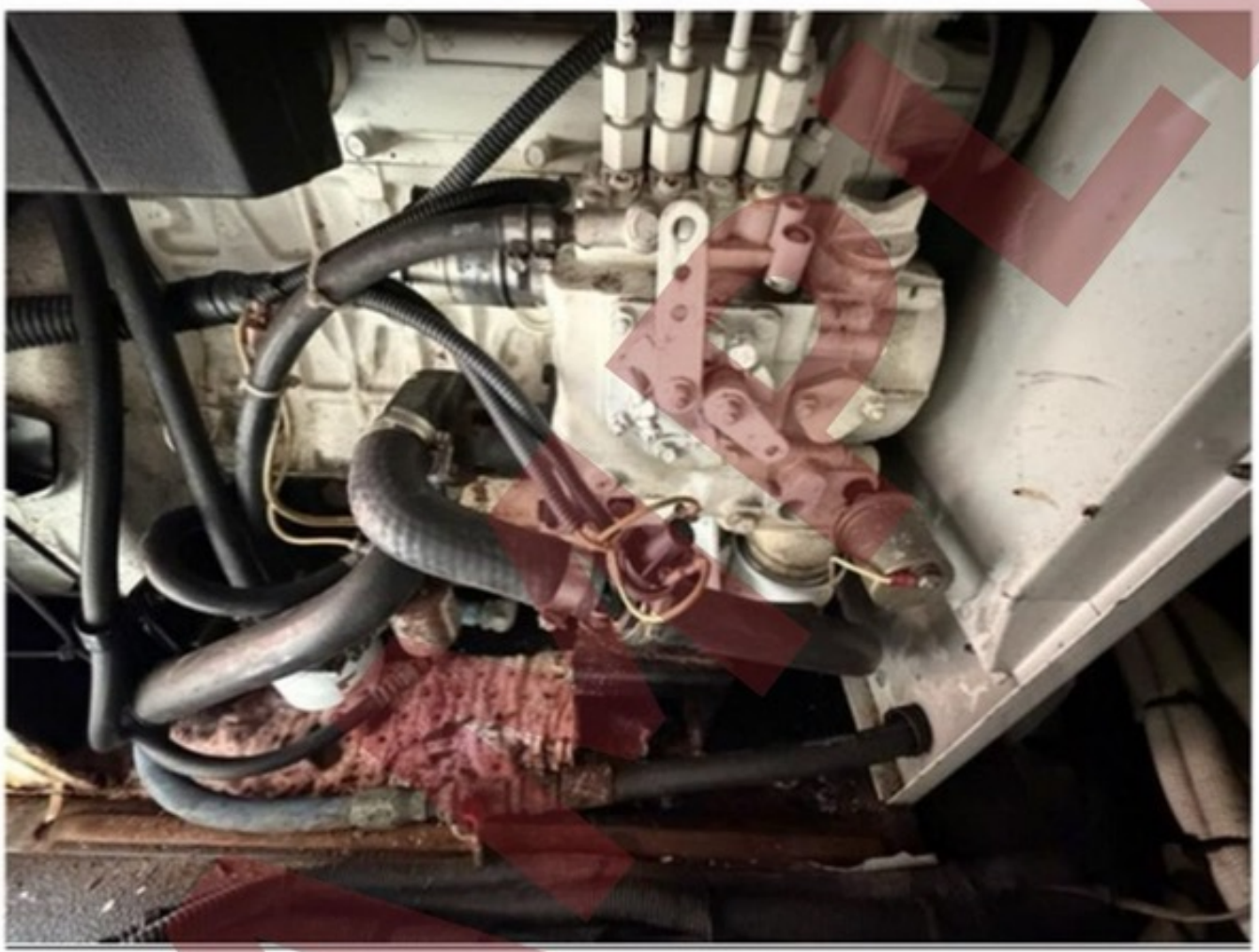


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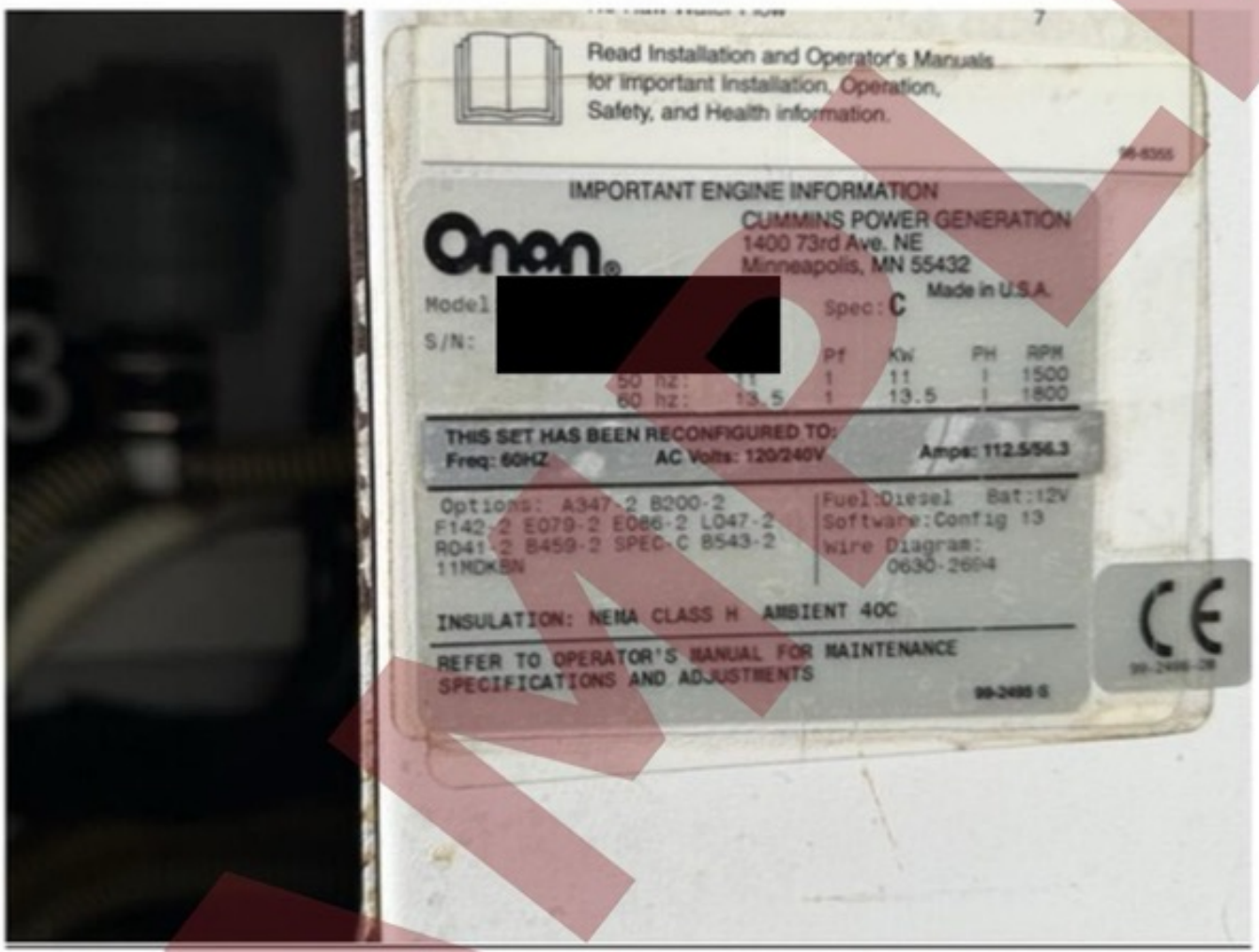


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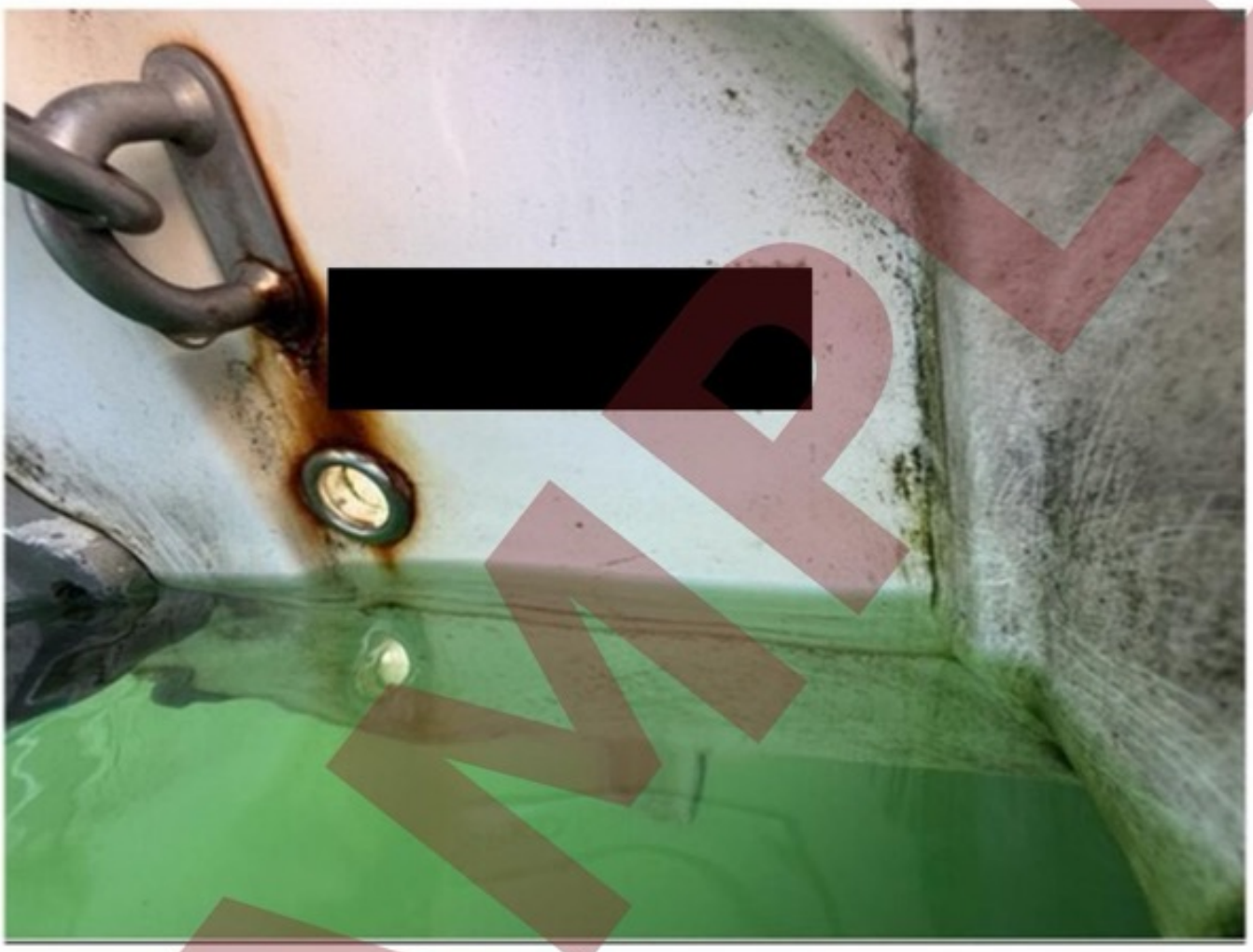


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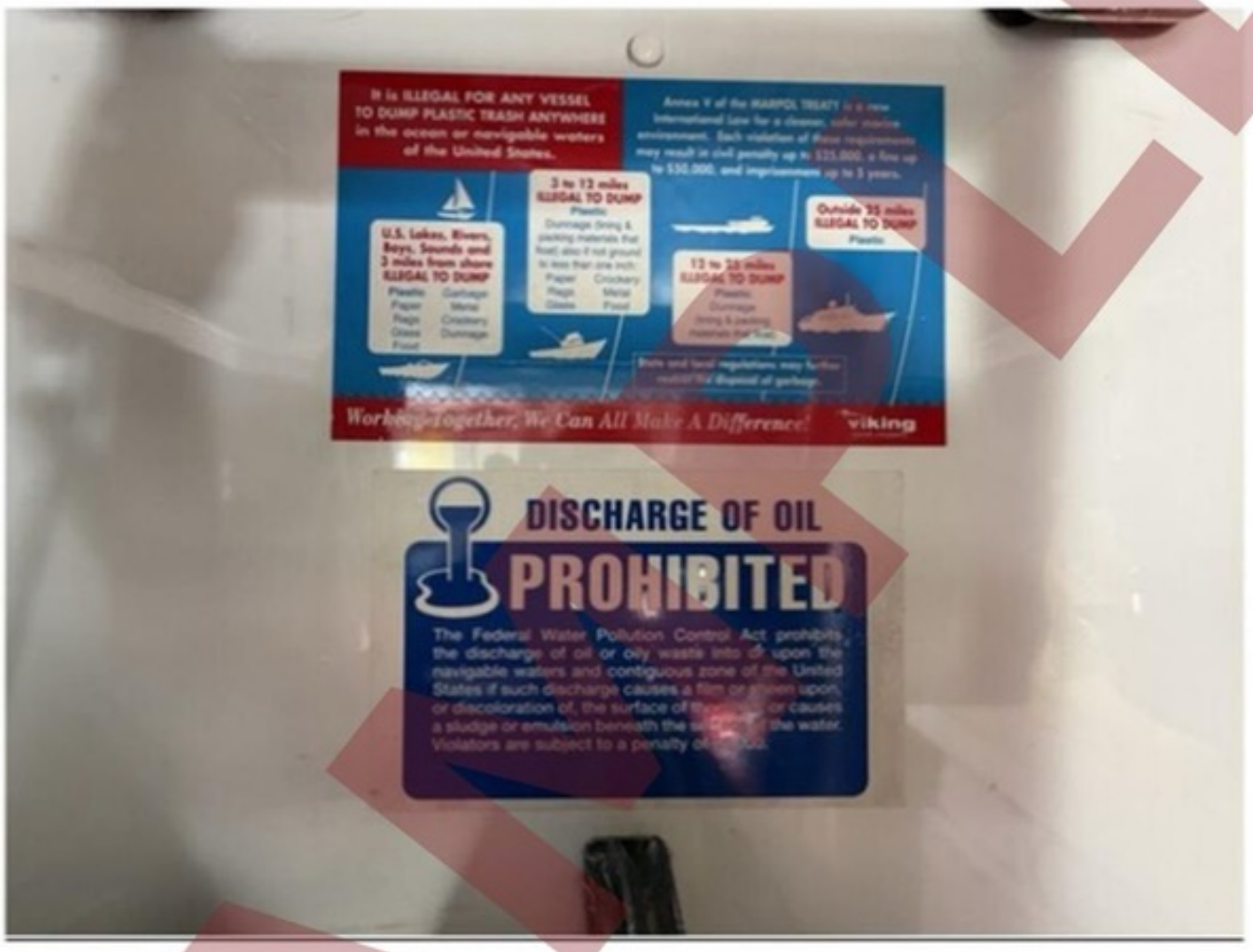


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Starboard trim tab ram detached and corroded.

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Deteriorated bottom paint around various through hulls.

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Forward window mount cover – detached; corner falling down.

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Engine motor mount – rusted. Descale, clean and protect or replace.

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Generator exhaust hose – cracked at the generator exit.

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