PATTON MARINE SURVEYORS
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Our Time and Experience
is our Stock in Trade

December 14, 2023
File No.:13531-23

Wenthur Law Group
Mr. Chris Wenthur
Email: [redacted]

RE: "VISION F", 2023,
82' Power Catamaran Hull No. 5

Dear Mr. Chris Wenthur:

At your request these undersigned independent marine surveyors have inspected the VISION F 82' 2023 Power Catamaran motor yacht while she was dockside.

Date of Inspections:	December 11th & 13th 2023
Scope of Inspections:	New yacht acceptance survey with yacht not totally complete
Trial Run:	None
Hauled Out:	None
Attending Surveyors:	Walter Richardson – Patton Marine Surveyors
	Mike Schneider – Patton Marine Surveyors
	Robert Riely – Patton Marine Surveyors

This is a new yacht acceptance survey (with yacht not totally complete) only and is not to be used for other purposes. The following is a report of those findings.

LIMITATION OF SCOPE OF SURVEY:

The survey of this yacht is based solely on a careful visual and non-destructive inspection of easily accessible portions of its structure and available equipment. Complete inspection can be made only by removal of flats, soles, decking, head liners, ceiling or hull lining, tanks, gas freeing and joiner work removals. This would be damaging in nature and prohibitively time-consuming and as we do not want to be held responsible, it was not done.

The information contained in this report, concerning sizes, accuracy of build, hull or superstructure geometry, ratings, capacities, speeds, etc., was ascertained from maker's plates, logs, documents, plans and certificates on board together with statements of the instructing entity. Unless specifically noted otherwise, none of the information was ascertained by direct measurement or calculation and, although all the information contained is believed to be correct, the accuracy thereof is in no way guaranteed.

Complete inspection of machinery, auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be made only by continuous operation or by disassembly. This has not been done. It is recommended and understood that the engines and electrical systems are to be surveyed and tested under load by a qualified marine engineer and/or marine electrician to further determine the condition of the engines, gears and pumps, heat exchangers, coolers, or electrical systems etc.

Further, no determination of stability characteristics or inherent structural integrity has been made, but some opinion may be expressed with respect thereto. It implies no guarantee against faulty design, hidden or latent defects. This report represents the condition of the yacht on the survey report date(s), and is the unbiased opinion of the undersigned, but it is not to be considered a warranty either specified or implied.

No warranty is made regarding the classification or regulatory status of the yacht. While the details reported are believed correct, the regulatory status of the yacht can only be confirmed directly by the certifying authorities. This report carries no warranty regarding ownership or any warranty regarding outstanding mortgage, charges, liens or other debt there may be on the yacht.

This report is submitted for the exclusive use of the instructing client and no liability will be accepted to any third party who may subsequently read or hold a copy of this report or any of its contents. Copyright remains with the instructing client who has paid for the survey and the surveyor or surveyors. The survey is not to be given out indiscriminately. The instructing client only has the right to disperse this survey at his/or her discretion. The scope of the examinations was (further) limited by:

The following report is the result of a (strictly) limited survey and is not to be considered a full-condition survey. Please observe 'X' marked boxes. Specific Client Instructions (Note: this includes specific client instructions or lack of required time).

X Haul Out and examination by dry docking was not performed
X An Underway Trial Run was not performed
X Due to the yacht's interior construction, it was not possible to access all bilges and internal hull construction.
X New yacht acceptance survey with yacht not totally complete.
X Yacht or vessel was not built to any classification society requirements.
X Yacht or vessel does not comply with MCA.
X An engine survey by an authorized manufacturer's representative was unable to be performed.
X A generator survey by an authorized manufacturer's representative was unable to be or not performed.
X An air conditioning survey by an authorized manufacturer's representative was unable to be or not performed because the HVAC system was not operational.
X Electronics and entertainment equipment was tested only to whether it was functioning or not.

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GENERAL:

"VISION F" is a custom built 82' Catamaran hull number 5, motor yacht designed by and built by Vision F Yachts in Tuzla Istanbul Turkey in 2023.

She has twin plumb stems, transom sterns, Volvo IPS Drives. The main side, aft deck and sun decks are of teak overlay. She is twin diesel engine powered.

RECOMMENDATIONS

Notes:

A. The items marked with a star (★) should be taken care of for safe operation and/or insurability.

B. Many of the following items describe systems that are either not operational or not functioning properly.

GENERAL:

1. No owner's manual was found onboard with operation procedures, construction or electrical schematics; provide same.

2. The Boening Ship Monitoring and Control Logic unit is not fully operational. This has rendered many of the yacht systems and safety equipment inoperative. It is imperative that this Ship Control installation be completed and commissioned.

3. There is no visible USCG authorized tag, nor any International Fire Authority certification noted on the fixed fire suppression system for the engine rooms. Inspection certificates should be presented.

4. The vessel has never been tank filled and tested at 50% load capacity. There is no sea trial report filed by the builder. Static trim at light load dockside indicates the stern hulls reflect a vertical squat at the waterline. We recommend pressing the tanks and determining true vessel trim dockside and upon sea trial.

5. This new-build yacht survey is limited, as there are no drawings furnished or tank arrangement provided. The fuel, fresh water, gray and black water systems and capacities cannot be verified at this time.

6. There is a dominant tendency on this boat to ignore the galvanic scale potential. There are many examples provided in this report.

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SAFETY EQUIPMENT:

1. ★The Engine Room Automatic extinguisher is mounted overhead of the engine room where someone working in the engine room will hit their head. Recommend moving the extinguisher aft so as to not being set off by an accidental head strike. The extinguisher has not been Tagged indicating it is correctly sized for the engine room size.

2. ★The Engine room handheld CO2 fire extinguishers tucked in the inboard forward corners the starboard side is adjacent to the generator sound shield. It cannot be rapidly accessed for rapid use. Relocate and mount the extinguishers.

3. ★There was no high alarm or bilge pump function proven in this engine room. Address and confirm this safety system.

4. ★The 24vdc Fire pump located in the port forward engine room was not able to be powered up. rectify

5. ★File a waste management plan onboard as per US Coastguard regulation.

6. ★Supply “International Collision” regulations and “Rules of the Road”.

NAVIGATION EQUIPMENT:

1. The flybridge Garmin chart plotters did not power up and could not be operated at this time.

2. The lower helm outboard Garmin Chart plotter did not power up and could not be operated at this time.

3. The lower helm Garmin indicates that the Radar, depth, autopilot and CCTV cameras have no input and were not able to be proven.

4. Beneath and starboard aft adjacent to the console, there is a plethora of unfinished electrical and electronics wiring and cables. Complete this work.

CONSTRUCTION:

1. Typically, on a quality yacht wire runs through bulkheads and deck penetrations, wire runs through the engine room bulkheads and arch are resting on sharp edges of aluminum wire run, typically a yacht of this type would have ROXTEC type watertight cable penetrations.

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2. The master cabin aft outboard bilge longitudinal outboard hull framing plate is visibly thinner and varies in thickness to all others. This has been sloppily and haphazardly completed and is band aided in sections.

3. Bilge bulkhead penetration that are intended to be crawled through are poorly finished with exposed jagged edges that will cause injury. Typically, on a quality yacht these passages have a flat bar welded around the opening to prevent injury.

4. The solar-power panels atop the upper deck (flybridge) hard top are leaking into the lower ceiling on that deck. The solar panels require removal and re-installation with proper sealing.

5. The flybridge ceiling panels display damage through saturation and several overhead lights have fallen. After repairing the hard top leaks, anticipate ceiling panel replacement and panels as needed.

FLY BRIDGE:

1. The helm console arrangement is unacceptable. The screen console flexes notably. The steering wheel is set so far aft that seating is a chore. When seated the helmsman’s visibility is completely obstructed by the GPS Plotter Console. The flybridge console should be reconfigured so that the helmsman can be seated and have an unobstructed view ahead.

2. The fly bridge bar shelf underside support flanges have been attached with undersized fasteners and the stainless-steel bar shelf stations are rusting. Replace these with 316L Stainless-steel and adequately specified screws.

3. The ceiling lights are leaking, and all overhead panels are warped and falling. Rectify.

TANKS:

1. Comment Only: All onboard liquid contents tanks were visually examined, externally only. Unless otherwise mentioned in the "RECOMMENDATIONS" section of this report, no external signs of leaks or damage were found during these examinations. It is to be noted that the tanks are not totally accessible or visible on all sides. For a complete evaluation of tank tightness, they should be hydrotested.

2. Note that all fuel tanks, including the two seen in this room, are not grounded. Ground the fuel tanks.

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3. The outboard fuel tank aft valve on the manifold cannot be fully opened as it contacts the diagonal perforated sheath panel. Modify to allow 100% open position.

BOTTOM AF COATINGS:

1. No haul out and bottom inspection was performed.

2. Presently the yacht is light on fuel and water, additionally there is no tender onboard and the yacht's waterline aft is underwater. When the under normal load the waterline may need to be re-laid out.

THROUGH-HULLS:

1. The through hulls are a combination of bronze and stainless-steel and are not isolated from the aluminum hull. This can cause corrosion from dissimilar metals.

MAIN ENGINES:

1. The Volvo Penta 1050 IPS main engine and drives reportedly have multiple error codes when started and have not been commissioned by a Volvo Penta Tech and were not operated at this time.

FOREDECK:

1. The port and starboard stem collision bulkhead locker access doors have latches each out of adjustment. The port will not lock, and the starboard cannot be opened without the use of a tool. There are no hold-open mechanisms for either hatch. The internal threshold paint is sloppily applied and is bubbling. Remedy all.

2. The port collision bulkhead locker wash down bronze valve is wrapped in masking tape with no visible sealant. The starboard side is sealed with horsehair. Remove tape and finish work in the lockers.

3. The starboard hull mooring camera does not operate. Repair.

4. The ladder design to tend to the mooring arrangement and anchor access is finished two (2') short of the sea water level. Ascending will be problematic if climbing from the water. Remake a longer ladder.

5. The forward salon watertight entry door is set too low, 20 mm above the deck, and presents an injury hazard when opening. Modify the door.

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ENGINE ROOM:

1. There are no hull zincs fastenings noted. All through hull valves and bronze seawater elbows are not bonded to any sacrificial anodes. The hull may now be the active galvanic cell. Verify the electrical drawings.

2. The generator bronze seawater supply elbow is leaking at the hose clamp fitting. Corrosion via salt water is occurring progressively on the frame and hull plate. Arrest leak and treat corrosion.

3. The forward and outboard bilges are holding approximately 10 liters of glycol. Remove this fluid and wipe the bilges dry.

4. On the generator forward inboard mounting isolation is noted a neutral cable connection but there is no grounding wire noted on the engine. Verify.

5. The water maker seawater supply valve is a bronze threaded valve penetrating the hull with no isolation between the two metals. There is also a stainless-steel threaded bolt and mild steel washer forward of this valve purpose of which is not clear. Further Investigate.

6. There is a hard fastened cable run above the main engine seawater cooling supply strainer cannister. The filter cannot be removed for maintenance. Modify the arrangement to allow strainer removal.

7. On the inboard bulkhead above the fuel transfer manifold, the battery charger regulator box is crammed with a long length of coiled cable. This work appears incomplete. Verify.

8. No ventilation intake demister filters of fire dampners have been installed on the Inboard engine room hull sections. Mild steel perforated panels have been riveted over the intakes and are rusting. Install mist eliminator type filters and replace them with corrosion resistant material.

9. The starboard forward 24 Vdc breaker and circuit box is seen with two (2) open rows of junctions and circuitry. Install fill panels to these spaces.

10. As a note: no breakers or equipment (excepting the fuel transfer vales) is labeled in English. Complete labeling throughout the vessel.

11. As a note: there is excessive use of Schedule 40 PVC piping in the engine room. Minimize use of PVC piping in the engine room and if installed, at least upgrade to Schedule 80.

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12. The generator cover shield gasket is torn and mangled. Repair.

13. Starboard side in way of the engine start battery box there is an errant cable hanging (hot, neutral, ground open terminals). Investigate and either connect or properly terminate.

14. The cable coloring does not appear to conform to ISO or IEEE regulatory standards. Request a thorough set of as-built electrical drawings.

15. In the starboard forward corner, there are numerous sections of pipe insulation poorly fitted and with many frayed sections. Systemize and replace/repair insulation.

16. In the starboard forward upper corner, a cable bundle penetrates the perforated sheathing cut out. The top cables are not sheathed and are contacting the sharp cut out. Install chafe protection.

17. All seawater hoses, both suction and discharge are single clamped. Double clamp all hoses.

18. At the forward end of the main engine, found in the bilge are two “0 AWG” black insulated cables that are unconnected and improperly terminated, wrapped in electrical tape. Investigate cable function and finish installations.

BILGES:

1. The starboard hull center bilge area is holding water. Dry out and wipe clean.

2. The forepeak bilge pumps are mounted approximatly 3’ off the bottom water accumulating in the lower reaches of the bilge must be removed with a shop vacuum. Recommend a different style of bump be installed with a foot suction that can reach the lower section of the bilge.

TEAK DECKS:

1. Overall, there are numerous defective areas noted.

    - Caulking excess at bow safety U-rail base and at both fairleads
    - Port side deck at # 8 safety rail stanchion, excess seam caulking
    - Port aft side deck at “VF” logo sloppy caulking
    - Fly bridge aft deck two (2) transverse seams poorly finished

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APPLIANCES:

1. The main galley Siemens hob is missing the surface vent grill and the edges meeting the countertop are not caulk-sealed. Rectify.

ELECTRICAL SYSTEMS:

A limited electrical inspection was performed onboard the Vision yacht on December 13, 2023. During this inspection the three Lithium Service/House battery banks were 100% discharged. The Fisher Panda generator was energized and managed to charge one of the battery banks up to 9% prior to the generator shutting down on a low oil pressure fault. Due to a 91% discharged battery limited testing of the onboard systems was performed. Shore power was not available at the time of inspection.

Following are some general observations observed while inspecting the yacht:

1. Normally a vessel of this pedigree will have what is normally referred to as a "Bible" onboard the yacht. This Bible is a user manual which describes the yacht and her systems in detail. This correspondence would detail the mechanical, electrical, hydraulics, plumbing, air-conditioning, water makers, navigation, generator, main propulsion, drives and operating characteristics of the vessel. A user manual was not seen onboard the yacht.

2. A Turkish electrical contract firm named Marinel designed and installed the electrical system onboard this vessel. A complete booklet of electrical schematics was not onboard. It is crucial for a boat of this electrical complexity to have complete "As Built" (not generic) drawings onboard. These drawings would include the electrical design of the system, wire gauge ampacities, current draw of each circuit, circuit breaker size, wire numbers and wire designation.

3. The onboard wiring circuits are labeled in Turkish. Hopefully the drawings will have English designations.

4. It was noted that numerous cables are heavily bundled (more than six conductors within a bundle) and secured to wire trays with plastic tie-restraints. When cables of more than six conductors are bundled a De-Ration factor must be considered for the ampacity of each conductor. The concern is for adequate cooling of the individual circuits heavily bundled. Marinel should provide De-Ration factors for the circuits bundled.

5. It was represented that the electrical system was built to CE Certification. No paperwork was seen that would indicate this standard.

6. Shore power was not available at time of inspection. The Victron Skylla battery chargers (3 each) for the shore power system were not proven.

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7. The rear enclosure was not seen on the 50amp – 240VAC shore power inlet. Install rear cover.

8. An Equipment Leakage Circuit Interrupter (ELCI) should be installed with or in addition to the main shore powers disconnect circuit breaker(s) or at the additional overcurrent protection whichever is closer to the shore power connection. Installations of ELCI's are for shock prevention.

9. At the main shore power connection box, a notice is to be provided giving full information on the system of supply, the normal voltage and frequency of the installation's system and the procedure for carrying out the connection. Recommend this notice be posted at the main shore power box in the port technical space.

10. Loose connections were observed on the Lithium battery terminations. All terminations to include mechanical fasteners should be checked for proper torque as per fastener design and construction. Loose connections can cause dangerous overheating of the cables and/or terminals. Therefore, tighten all connections to manufacture specifications, to limit transition resistance as far as possible. Recommend this procedure be performed annually within all panelboards to eliminate excessive heat caused by loose connections.

11. The Lithium battery banks mounted onboard the yacht are loosely fitted and not secured properly. It is imperative that these battery banks be installed in such a manner that they will not shift or move while in a seaway. It is best to have a small airgap between battery cells for additional cooling.

12. The actual installation and removal of the large frame battery banks in the lower bridge deck looks intimidating. The actual clearance between the battery posts and salon floor is marginal. Great caution must be observed when installing or removing the batteries. It's a shame the builder did not install coffin type boxes to contain the batteries with a hinged large salon floor opening.

13. A fire suppression system is not mounted in the lower bridge deck technical space. This is the heartbeat of the Victron electrical system and houses everything from the lithium batteries to the inverter/chargers, battery management system and Lynx buss-bars.

14. In some instances, conductors pass over sharp cable tray edges, through bulkhead and intercostal penetrations without chafe gear protection. Cable should be installed to avoid abrading, crushing, twisting, kinking, or pulling around sharp edges. Recommend a complete audit of the cable runs mounted onboard be performed and where conductors lay on sharp edges that chafe protection be installed.

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15. All metal hull vessels utilizing cathodic protection should have an insulated hull potential meter having an internal resistance of not less than 20,000 ohms per volt and is capable of measuring the voltage differences between a reference electrode and metal hull or the underwater components connected to the boat's bonding system. The basic hull potential during time of survey as measured with a portable silver/silver chloride reference cell was -850mvdc. This is an acceptable range for the protection of the aluminum hull. Install a hull potential meter.

16. Numerous dissimilar metals were seen on the raw water side of the plumbing mounted in the bilges of the boat. Basically, bronze thru-hulls are mounted directly to the aluminum shell plates without electrical isolation of the metals. Accelerated simple corrosion of the aluminum hull can be expected in these areas where bronze thru-hulls are mounted. Isolate dissimilar metals to prevent galvanic corrosion.

17. The underwater lights are secured to the hull with stainless steel self-tapping fasteners. It's only a matter of time before the aluminum hull will oxidize due to the stainless-steel fasteners installed without anti-corrosive compound such as "Tef-Gel.

18. It was noted that the sound insulation mounted in the machinery space holds water like a sponge. Over time wet insulation will cause corrosion of the aluminum hull. Remove insulation from the bilge spaces.

19. A cathodic protection drawing showing the bonding and grounding system of the yacht was not seen onboard the yacht. This drawing should show the Victron galvanic isolator, bonding system, single-point grounding of the 230VAC system, single-point grounding of the DC system (48, 24, 12VDC) and anode protection.

20. Rainwater was leaking out of the overhead light fixtures located on the flybridge. All penetrations associated with the solar cells mounted on the hardtop need to be watertight.

21. Two courtesy receptacles were unscrewed from the walls in which they were mounted to. It was observed that rear electrical enclosures were not mounted behind these receptacles. This would preclude the enclosures capable of containing a heat or smoke incident due to a loose connection caused by a faulty plug-in device. Recommend rear enclosures which are CE rated be installed on the Ticino receptacles.

NOTE: It is recommended that when all the systems are proven operational a thorough thermo-imaging scan be performed to look for any unusual heat signatures that may occur due to high resistance faults, overloaded circuits, or loose connections.

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GROUND TACKLE:

1. The bow cleat fairlead chafe plates are undersized. The starboard bow mooring cross line has chafed and worn the inner edge of the margin plank. Increase plate size.

2. The chain counter does not register when the anchor was lowered or raised.

3. The Lofrans anchor windlass was tested. The only means of operation is a battery powered remote control. There is no back auxiliary electrical system. Manual assistance is the only method. My opinion is this is an engineering shortcoming.

4. The anchor windlass is not adequately motorized to fully retrieve the anchor to pocketed position. It is under-powered for intended function. Upgrading is needed.

5. The anchor windlass chain brake housing shield is seen with two (2) mild steel screws deeply corroded. Replace it with 316L stainless-steel fasteners.

6. There is no way seen to access the aft deck warping capstan motors. Access plates have been welded closed. Investigate possible access in engine rooms.

FUEL SYSTEM:

1. Fuel Leaks - connections and thread are leaking (not diesel regulated thread tape).

2. Dual Hose Clamps are needed on all diesel connections.

3. Fuel Tank observation hatch (seals are not diesel regulated)

4. Welding repair of pin hole of tank (Starboard Engine room)

5. Fuel transfer leaks

FRESHWATER SYSTEM:

1. Starboard forward storage room water pump under floor, the pressure release fault has multiple leaks.

2. Leaks on multiple fittings observed on the starboard forward freshwater pump.

3. Main water systems (electronic safety as tank shows empty).

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4. Water tank inspection

GREY AND BLACKWATER SYSTEM

1. The toilets did not properly flush commission and prove operation.

AIR CONDITIONING:

1. The HVAC system has not been commissioned and was not operated at this time. When tested the following issues were discovered.

    - Commissioning of the systems
    - Low pressure pump (Stb)
    - Plumbing and Ball valve (Stb)
    - Plumbing for raw water - size incorrect and not allowing significant flow (port)
    - High pressure alarm (port)
    - Insulation on chilled water loop
    - Chilled water loop needs to be proven to work
    - Air handlers - commissioning
    - 2 x air handlers in the salon not working (troubleshooting)
    - Air Handlers - Controllers not working (Cat5 cables not wired correct, controls not working)
    - Aircon air pickup location for each air handler

WATER-MAKERS:

1. The port & Starboard water makers have not been commissioned and were not operated at this time.

INTERIOR:

1. The port hull accommodation deck hatch at the foot of the stairs is not flush. Modify.

2. Many interior wood cabinet doors are deformed, warped and bending. Numerous examples are noted in galley and salon lower cabinets and in the port hull master cabin. These doors do not latch flush and need to be remade.

3. There are several accommodation ceiling panels that are not safely secured and collapse at random. This presents a potential hazard. Notable examples are on the forward fly bridge deck and master stateroom accommodations. It is evident throughout the yacht interior that numerous ceiling panels are warped and may release.

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4. The main salon laminate flooring is lifted in three (3) sections: forward center, port lounge section. Floor replacement in these areas is needed.

5. All the cabin shower stone edge caulking is minimal if at all applied. Caulk all shower edge floors and walls.

6. In the master head, beneath the sink, the drain plumbing, and shelf cutout is completely revealed and needs some type of décor masking.

7. The starboard mid cabin aft three (3) panels are warped. Rectify.

8. All Velcro for ceiling panel attachment (and exterior cushions) is fastened with mild steel staples. Anticipate complete rusting and disintegration these should be removed and fastened with Monel staples.

9. The starboard forward outboard ceiling panel has fallen. Safely and securely repair.

10. In the master cabin bath, the upper body cannot be seen as the mirror is set too low. Modify.

11. In the port hull accommodations, the ceiling lights vary in luminosity (electrical issue).

12. Kitchen drawers and cupboard hinges and warping.

13. Salon by technical area - warped cupboard.

14. Salon floor - lifting in 2 locations and multiple damage marks.

15. Master cabin 3 x cupboards warping.

DECH HATCHES AND DOORS:

1. The eight (8) skylight accommodation hatches on the side and foredecks have displayed leak evidence and are not weather-tight. The gaps and lack of gasketing is evident. Modify it to be leak-free.

2. The side deck sky light hatch hinges are pocketing water in the hinges, are gapped at the edges, not gasketed and have caused leak damage on interior ceilings.

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EXTERIOR:

1. The exterior finish on this yacht has been in our opinion unprofessionally applied. There are many examples of sanding swirl marks sighted in the exterior finish as well as dust inclusions and dull spots throughout the exterior paint. These flaws do not indicate a first-class yacht finish.

2. The paint on the vertical structure supporting the flybridge bar is creased and split on both radius corners. Re-paint.

3. The foredeck lounge seat structure section corners and radius are seen with fractured finish lines and poor paint application. Re-paint.

4. The aft deck line fairlead stainless steel edges have been sloppily painted over, not properly masked. Re-touch.

5. The foredeck table is plywood with a thin unfinished teak veneer. There is a glued on stainless-steel trim that has completely de-bonded and is falling off. There is a heat scorched area on teak surface on center. Repair all.

6. The recessing mooring bitts are retaining water internally and the hex fastener bolts are corroding. Treat corrosion as maintenance.

7. The foredeck lounge seat cushions are mildewed already. Clean and maintain dry.

8. It was noted in the foredeck storage compartments that excess fairing compound appearing to be “Boero” was used in construction. This is not a first-class compound (comment).

9. The foredeck lounge deck hatch is leaking. There is water trapped in the outboard gulley pocket. Install gasket system.

10. The forward bilges (ahead of the two, hull forward engine room hull bulkheads and the crossbeam section) have no frame limber holes and there are numerous examples of water pocketing in many outboard sections.

11. On the crossbeam hull bilge section port inboard of anchor chain hawse pipe there are eight (8) stainless-steel bolts and mild steel washers penetrating the hull plate. These are each actively corroding. Rectify.

12. At the foredeck bow rail, there is a single safety cable installed in the upper area. This leaves a 50-60 cm space from this cable to deck, a clear safety hazard. Install a second cable low.

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13. The foredeck lounge seat locker compartments have no internal well drains, only a single hole in gullies. These covers have no gaskets. Anticipate internal water puddling.

14. The port forward lounge seat back structure is blemished with large sections of white adhesive. Detail.

15. On the side deck bulwarks the tank fill/vent locker covers are not weathertight. Heavy rain or wash down water will penetrate into insulated spaces. Make covers close flush and watertight.

16. It is to be noted that side boarding automated gangway systems have been ordered but have never been installed. Rail cable sections are detachable, but the mechanisms have not been fitted. There is no safe water to board and depart this vessel.

PHOTOGRAPHS:

CRACKING EXTERIOR FINISH

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WORPED CABINET DOORS

UNSECURED Cat5 WIRES IN BILGE

POORLY FINISHED WIRING BENEATH HELM

STRAINER TOP BLOCKED WITH WIRES

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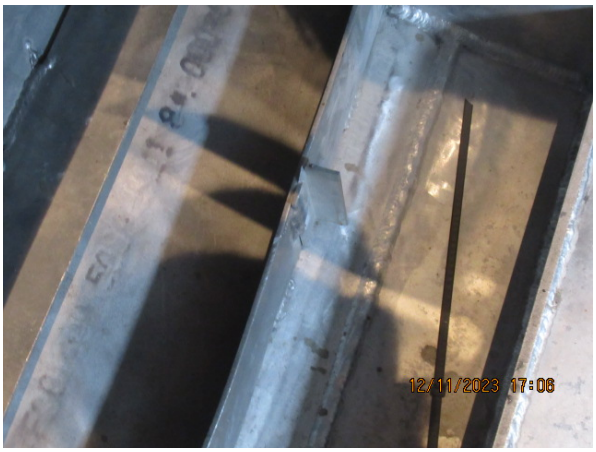

THIN ALUMINUM PLATE FRAMES

BRONZE THROUGH HULL VALVE MOUNTED DIRECTLY ON ALUMINUM HULL

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BRONZE THROUGH HULL VALVE MOUNTED DITECTLY ON ALUMINUM HULL

SELF TAPPING SCRUES FOR UNDERWATER LIGHTS & NO WATERTIGHT GLAND ON WIRING

TENDER LIFT HYDRAULIC HOSE RUN THROUGH BOTTOM WITH NO WATERTIGHT GLAND.

TENDER LIFT BACKING PLATE WITH NO ISOLATION BETWEEN SS & ALUM.

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WIRES RUN THROUGH CHAFE PIONT WITH NO CHAFE PROTECTION

DEPTH TRANSDUCER NOT CONNECTED

POORLY FIT STAINLESS MOORING LINE CHAFE PLATE

BREAKER BOX LID CAN'T OPEN

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JAGGED CUT IN ALUM CRAWL SPACE OPENING

POORLY RUN WIRES INTO ARCH, CHAFFING

WIRING INTO FLYBRIDGE HELM NOT IN WATERTIGHT GLAND

OPEN TEAK DECK SEAMS POORLY FINISHED

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RUSTING FLYBRIDGE BAR FITTINGS

SUMMARY:

It is reported that the 82' "VISION F" Catamaran was intended to be delivered to the owner as a completed and fully operational High-Quality yacht. The builder has delivered a vessel that in many areas is poorly designed, poorly finished and has not been properly sea trialed and the systems not commissioned and tested tested before delivery.

GENERAL NOTES

Note: This survey report is issued by the undersigned, who has exercised reasonable care in conducting a visual inspection of the accessible areas, in connection with the examination, of the subject vessel. All details and particulars in this report are believed to be true but are not guaranteed accurate. All judgements, conclusions, and recommendations are expression of opinion of the undersigned, based on his skill, training, and experience, after a routine visual examination of the vessel's systems, and after discussions with owners, crew, and others familiar with the vessel.

Unless otherwise stated, no actual measurements or calculations were made by the surveyor at the time of this examination. Reported measurements and capacities were obtained from the vessel's/yacht's papers/documentation and/or from other published sources.

No part of this report is issued as an expressed or implied warranty of the condition, life expectancy, seaworthiness, or value of the vessel/yacht or its systems, machinery, or equipment.

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The undersigned has conducted his visual examinations and issued this report for the sole use of the specified requesting party for an agreed fee based upon the intended use of the report and legal liability of the undersigned. Accordingly, others are not to use this report, and not to rely upon the contents of this report, without payment to the undersigned of an additional agreed fee, based upon re-evaluation and examination of the same factors.

Further, the undersigned shall have no liability for consequential, no liability for personal injury damages, no liability for property loss damages, and no liability for punitive damages, all of which shall be deemed to have knowingly and voluntarily waived upon receipt and use of this report. Further, in no event shall the legal liability for the undersigned of this report, or Patton Marine Surveyors and Consultants, Inc., ever exceed the fee, less expenses, paid by the requesting party for the issuance of this report, regardless of the number of claims, or suits, and regardless of whether under theory of tort, contract, warranty, outrage, or otherwise.

This survey is prepared for Wenthur Law Group, and as aforesaid does not expressly or impliedly warrant or any way guarantee the condition, seaworthiness, or value of the vessel. It is further agreed by the aforesaid Wenthur Law Group that Patton Marine Surveyors and Consultants, Inc. and Mr. Walter Richardson of Cutter Marine Inc., Mr. Michael Schneider of Custom Offshore Systems LLC, and Mr. Robert E. Riley of RER Marine, Inc. shall not be held liable under any circumstances whatsoever or responsible in any way for any error in judgment, default or negligence nor for any inaccuracy, omissions, oversights, misrepresentation or misstatement in this report and that the use of this report shall be construed to be an acceptance of the foregoing conditions.

The above report has been prepared and submitted without prejudice to the rights or obligations of any party.

PATTON MARINE SURVEYORS
AND CONSULTANTS, INC.

Walter Richardson	Michael Schneider	Robert E. Riley
Marine Surveyor	Marine Electrical Surveyor	Marine Surveyor

WR:MS:RER:isa:ms

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