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Ruolo Periti ed Esperti della CCIAA di Roma n°1871

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Membro ordinario del Collegio Periti Italiani N°1075

Affiliate member N° 1455 of International Institute of Marine Surveying IIMS

On 03/10/2023 the undersigned surveyor Pisano Stefano received the assignment from Mr. Eric Schwartz to estimate the condition of the vessel in question in order to evaluate her purchase.

MODEL: SABRE 38 HARD TOP EXPRESS NAME : [REDACTED]

LFT: 11,85 MT BEAM : 4,2 MT DRAFT: 1.0 MT circa

DISPLACEMENT : 9773 KG BUILDER: SABRE YACHTS

PLATE: [REDACTED] FLAG: ITALY

SERIAL NUMBER: US [REDACTED]

HULL MATERIAL: FIBERGLASS BUILD: 2007 CE CATEGORY : B

ENGINE: 2 X CUMMINS 425 QSB5.9 FUEL TANK : 1591 LT

SERIAL NUMBERS: 46725643 – 46728388



Required questions:

- **Pre purchase survey**
- **Commercial evaluation**

To answer the questions, the undersigned Expert made use of the following data:

1. Onboard documents provided by the OWNER
2. Inspection of 03/10/2023 at Torre Annunziata (boat on land)
3. Sea trials on 5/10/2023 at Castellammare di Stabia Marina

The frequent opinions reported in the appraisal

EXCELLENT the condition is like new or the object appears recent

GOOD the condition is a good compromise between efficiency and external appearance and no intervention is required.

FAIR functional object although the appearance is degrading and needs attention

SUFFICIENT safety conditions are minimal.

INSUFFICIENT it is necessary to intervene immediately.

Following the inspections carried out by the undersigned surveyor Stefano Pisano at the places and dates mentioned above, I found the following:

ENGINE hours not detectable

1. General condition of the engine room: **GOOD** i.e. it appears clean and reasonably maintained

2. Insulation condition: **GOOD**, The sound-absorbing panels appeared firmly attached to the walls and there was no evidence of excessive deterioration of the material.

3. Engine block appearance: GOOD, the paint appeared original and partially intact, on the engine there was no evidence of deterioration of the metals due to water leaks from the outside which affected the surfaces.

5. Appearance Heat exchangers and raisers: GOOD, no limestone bloom was detected from the connection.

6. Starters Motors Appearances: GOOD.

7. Appearance of the alternators: GOOD, the belts had GOOD tension and the charge produced is regular, no excessive dusting of the belt was detected.

8. Cooling sleeves and cooling tubes: GOOD , there were no important signs of cracking and slight hardening of the rubber. The stainless steel clamps appeared to be in GOOD condition.

9. Filters are in GOOD condition, no oozing or leaks can be detected from the fuel and lubricating oil filters.

10. Fuel pumps condition: GOOD, there are no leaks or exudes and the engines do not show any rpm losses even at minimum speeds.

11. Sea water pump condition: GOOD, old traces of leaks were detected and the discharge flow was regular.

12. Condition of the supports: GOOD there is no rust on their cups and neither on the connections to the engines blocks.

13. Appearance of the shaft seal : GOOD, the age was unknown and the appearance no showed deterioration.

14. Gear Inverters condition: GOOD, gear engagement was regular, no anomalous sounds were detected. Oil level normal.

15. Ooze or leaks detected on engine SLIGHT on the right one close to the turbine and in the air filter. Turbines worked properly anyway.



Figura 2: left turbo filter



Figura 1: right turbo filter with oil

16. Bilge appearance GOOD, no presence of water or hydrocarbons coming from the systems was detected.

17. Engine oil level IN PARAMETERS

18. Gearbox oil level IN PARAMETERS

19. Type and condition of the propeller: 3 BRONZE BLADES, GOOD, there are no anomalies in the blades or the presence of corrosion of the material; the blade clearance was normal.

20. Condition of sacrificial anodes FAIR

ENGINE IGNITION AND GENERAL CONSIDERATIONS by the MECHANIC

The engines appear to be in good condition and the interventions listed at the time of sale are true, certainly there is an intervention on the right engine intercooler, probable revision and cleaning of the same, the upper part of the inverter appears to be slightly oxidized it is assumed there has been a water loss.

Currently both engines have no water leaks, an oil leak is found from the tappet cover of the right engine and an ooze is found from the engine oil vapor recovery filter and a slight leak is visible on the inverter oil coolant fitting.

The left engine has no anomalies other than rusty parts prior to the repairs described during the sale.

The PSS seals (engine shaft) even if slightly oxidized do not show any anomalies either when the boat is stationary or during the test, confirming a good state of use.

Overall the engine room is well maintained and the components are in good condition, sea outlets and sea inlets of good quality and well maintained. In the stern locker you can notice oxidation on the shells of both engines, the stand counterplates (engine shaft) are in good condition.

RECOMANDATIONS

It is therefore advisable to eliminate the oil leaks and replace a hydraulic hose for the right engine inverter and a complete service given the vessel's downtime.

Double the clamps for the generator inlet seacocks.

SEA TRIALS

During the sea trials sea was flat and there was no wind.

The trials started at 8.30 in the morning of the 5th October and finished at 10.30.

Datas detected were aligned on both Engines

1500 rpm temp 80 c° oil pressure 3.2 psi charge 13.1v consumption 18.3 lt/h

2200 rpm temp 80 c° oil pressure 3.4 psi charge 13.1 v consumption 30 lt/h 13 knots

2280 rpm temp 81 c° oil pressure 3.4 psi charge 13.1 v consumption 42 lt/h 22.7 knots

2470 rpm temp 81 c° oil pressure 3.4 psi charge 13.1 v consumption 70 lt/h 32 knots

The sea trial was good, the engines responded efficiently and respected the right parameters, good power delivery, good operating temperatures and pressures.

No anomalies detected

No alarms

No smoke detected

No anomalous vibrations

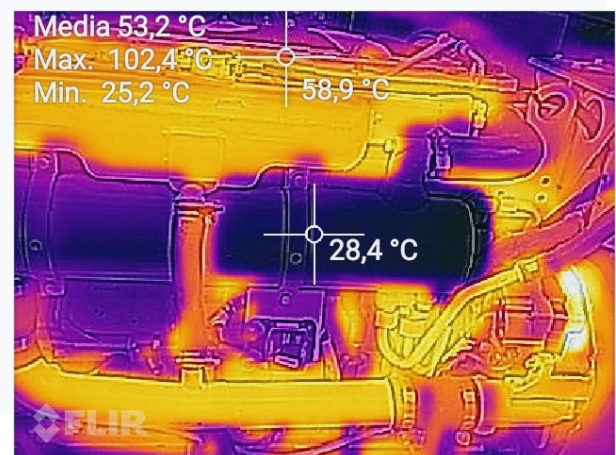
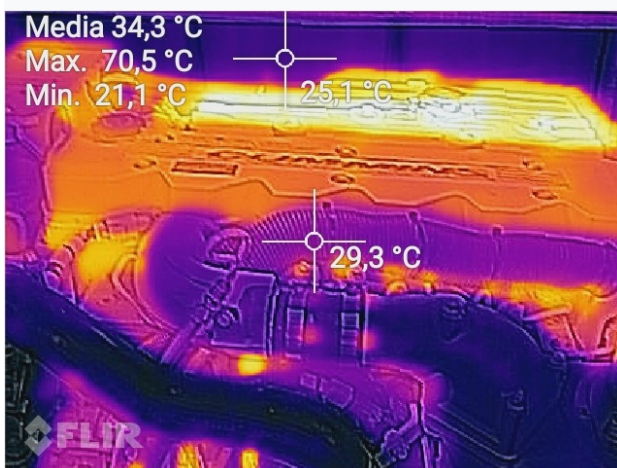
No anomalous sounds

ENGINE THERMOGRAPHIC EXAM

A scan of the ENGINE was carried out with a FLIR thermographic camera in order to detect areas of excessive temperature pertaining to the engine, which could lead to requiring further analysis.

EXAM RESULT

Temperatures close to 80 degrees detected in the hottest points of the engine; The values remained constant during the test, never exceeding the average recorded.



GENERATOR

Onan mdkbl-5857761

Serial no. D070051256

The start-up was good and the dispensing operation was confirmed, old traces of water are evident under the cooling pump but during the test no anomaly was found, *the anti-siphon above the group should be reviewed as it is of poor quality and not appropriate for use and its connection tube .*

GENERATOR TRIAL

The generator set started immediately, the 220v electricity supply was regular

HULL

The vessel was hauled out 11/2 year before the survey

The condition of the residual paint was FAIR the layers were still adhering.

No roughness was detected and the layers were smooth.

6 patches of antifouling measuring approximately 5x5 cm were scraped in a patchwork pattern throughout the entire hull to expose the underlying layer which was extremely compact ; no previous antiosmotic treatments were noted.

Generally and for the areas inspected, NO osmotic phenomena was detected.

HULL HUMIDITY MEASUREMENT

The hull moisture measurement was carried out with the following instrument:

RYOBI DIGITAL MOISTURE METER alarm threshold at 15%.

The values found below the waterline are only within the limits of the values considered good. Mostly was reported 0% value.

NOTES Osmosis - Moisture

It should be noted that osmosis, for VTR boats, is considered a structural defect and can develop if the presence of water (in the polyester matrix of the stratifications) detected with a suitable humidity measuring device on a clean hull (and possibly peeling of the antifouling on site) is higher than the visual/acoustic

alarm threshold at which the device is factory calibrated. The threshold also represents the maximum permissible humidity rate for applying an anti-osmosis treatment. However, it is not necessarily consequential to have a high humidity rate and an osmotic phenomenon.

1. To a visual inspection, there are no signs of impact with the seabed.
2. To a examination, the hull revealed no anomalies.
3. Appearance of the keell GOOD
4. Appearance of the rudder GOOD,
6. Appearance of the rudder shaft limited to the visible GOOD
7. Condition of the rudder shaft bushing: GOOD no oscillations of the blade were detected and the rotation was smooth.
8. General condition of the wheelhouse: GOOD steering cables for the visible part show no friction or anomalies; the rotation of the rudder was smooth and without excessive play.

ANALYSIS WITH ULTRASONIC THICKNESS GAUGE

DESCRIPTION OF THE INSTRUMENT:

The TRITEX Multigauge 5650 Ultrasonic Thickness Gauge is an ultrasonic thickness gauge designed for metal and composite material thickness measurement applications. The meter uses multiple echoes to ignore coatings up to 6 mm thick. All probes feature Intelligent Probe Recognition (IPR), which automatically adjusts settings in the meter as it transmits recognition data – the result is a perfectly matched probe and meter for improved performance. Additionally, the Automatic Measurement Verification System (AMVS) ensures that only real measurements are displayed, even on the most heavily corroded metals and delaminated composites.

TYPE OF TESTING CARRIED OUT ON THE VESSEL

- Random Analysis of hull thikness
- Analysis of the perimeter area of the bowthrust tunnel

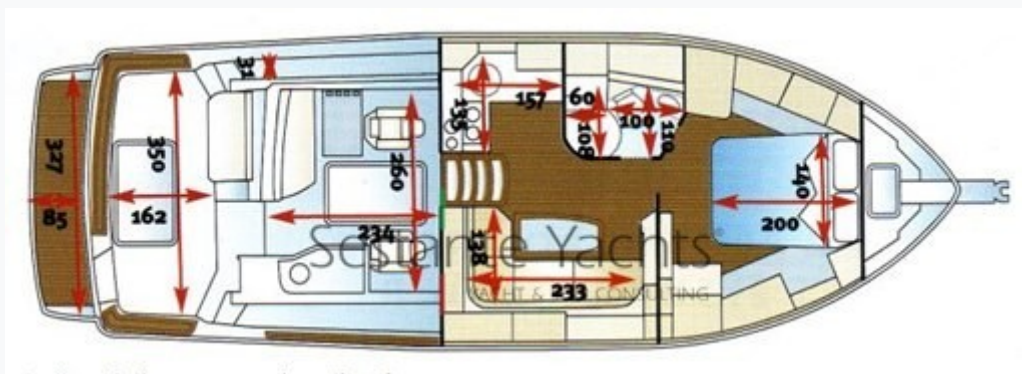
EXAM RESULT

- Average construction thickness values of the external skin measured 5 mm, no thickness anomaly compared to the average value.
- No anomalies in the perimeter area of the bowthrust tunnel.

ULTRASOUND EXAMINATION NOTES

This type of examination is conducted on a sample basis as in the areas mentioned above or when some structural deficiencies are detected visually or with a tapping examination. The instrument, although extremely precise, is not able to detect every possible anomaly such as porosity or delamination also given the small diameter of the probe.

INTERIOR



The vessel was inspected internally following the sea trial, as were all the bilges and systems, to check for any presence of water inside from active or previous leaks. No traces of water were detected in the bilge amidships, nor in the tanks nor in the sump where the suckers of the electric and manual bilge pumps are located.

- The main bulkheads and their bonding were in GOOD condition, no signs of failure, repairs or anomalous torsions were discernible; the bulkheads had intact plywood and no damage.

- The condition of the moorings items limited to the visible was: GOOD, no traces of oozing from the deck were detected; the structure overall did not reveal any critical issues and there were no visible stress lines or cracks in the anchors to the hull of the composite laminate itself.
- The monolithic construction with floorboards and spars clamped to the hull had no gaps.
- Upholstery and furniture did not reveal the presence of salt and relative humidity.
- Cabin room: GOOD, the room appeared healthy with the wood intact and free from blackening due to rot.
- Appearance of the gas machine : GOOD
- Appearance of sinks and kitchen top: GOOD, no gaps or fracture lines were detected between the kitchen top and the anchoring structures to the hull.
- Condition of the toilet rooms: GOOD The moldings of the toilet were intact and secure to the hull
- Door condition: GOOD, no misalignment detected, no friction or sagging of the frames, the doors closed smoothly and regularly.
- Glass and window conditions GOOD
 - Condition of ceilings: GOOD
 - Flooring condition: GOOD, the aesthetics were EXCELLENT wood did not show any swelling, friction and creaking were absent.

ELECTRICAL AND PLUMBING SYSTEM

Hydraulic system

- Appearance of fresh water tanks: GOOD, no leaks were detected from their connections
- Condition Level indicators - WORKING
- Seacocks: PLASTIC VALVES works properly
- Condition Hose Clamps GOOD
- Type bilge pumps – electric impeller and manual; WORKING
- Leaks detected - NOTHING TO DETECT
- Boiler - WORKING

- Toilet – WORKING
- All utilities and taps were working
- GOOD autoclave condition, no pressure anomalies, no activation due to loss of pressure.
- Condition of shower drain pumps: GOOD

It is recommended to change all pipes from sinks and from toilet to the black water tank.

Electrical system

Batteries: N°3 x 160 services + N°2 x 180Ah engines + N°1x 65ah generator

The battery test was performed with ANCEL computer.

The computer in question is able to give the voltage, charge and real starting status of the batteries.

Test result: GOOD for both the services and the engine battery.

- WORKING 220v battery charger
- WORKING cabin lights
- WORKING navigation lights
- WORKING deck light
- GOOD 12v panel switches Thermal with reset
- GOOD 220v panel switches
- GOOD shore power
- Windlass condition: GOOD
- Anchor line condition: GOOD inox 8mm approx 50 mt
- The refrigerator was working properly
- The on-board air conditioning system workes properly
- The bow thruster was functioning correctly.

NAVIGATION ELECTRONIC EQUIPMENT

Raymarine N°2 GPS,Plotter display WORKING

Radar - antenna was not mounted

VHF WORKING

Raymarine autopilot WORKING

Raymarine series depth sounder WORKING

Raymarine Navidata displays WORKING

Compass

DECK AND SIDES

- General condition GOOD
 - Condition of the structural areas of the deck is GOOD, i.e. in the perimeter areas of the cleats and cable glands and in the areas where the strong points are connected, no stress lines or excessive degradation were found.
- Sides condition: GOOD no signs of previous repairs.
- Presence of damage or impact areas: NO
- Transom condition: GOOD
- Hatches condition: GOOD
- Deckhouse porthole condition: GOOD
- Condition of porthole on the side: GOOD
- Condition of pulpits and lifelines: GOOD
- Cleats and fairleads are in GOOD condition

ON BOARD SAFETY EQUIPMENT

NO LIFERAFT – NO FLARES

Fire extinguishers in engine room on green

Adapt the safety equipment to the reference legislation of the flag and to the navigation actually carried out.

CONCLUSIONS

At the time of the visit, the vessel does not present any alert.

The age of construction, correct use and maintenance carried out kept the unit in GOOD general condition, which within the limits of the visits carried out has highlighted some deficiencies that exceed the normal deterioration due to use

COMMERCIAL EVALUATION

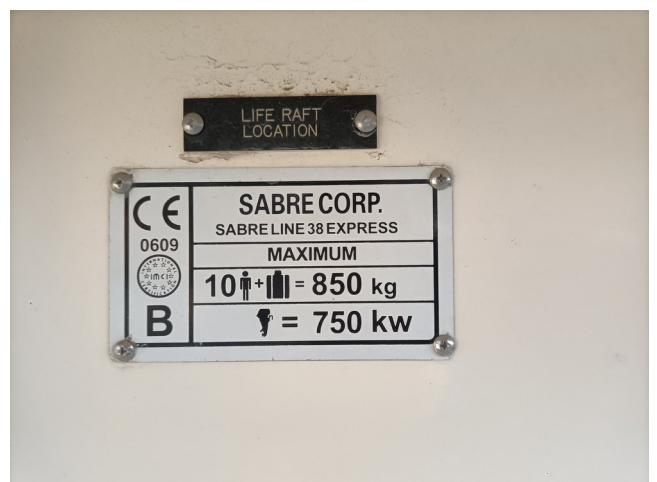
To develop a commercial evaluation on this type of boat, the economic requests reported on the most accredited international sales channels are examined.

From this study, 7 boats of the same model of similar age with values between 340 and 385 USD are found. .

After the appraisals, the vessel in question was found to be in almost perfect condition in every aspect.

Therefore its valuation is placed in a very high range of the range

IN CONCLUSION THE VALUE FOR A REAL QUOTE IS ABOUT: **395.000 €**



SOME ITEMS MAY NOT BE COMPLETELY ADDRESSED AS THEY ARE NOT RELEVANT TO THE REQUESTED EXPERTISE.

THE VALIDITY OF THE CONCLUSIONS IS CONDITIONAL ON THE MAINTENANCE OF THE CHARACTERISTICS VERIFIED EXCLUSIVELY DURING THE VISIT.

THE ASSESSMENT OF ANY DEFECTS OR HIDDEN FAULTS IN THE COMPONENTS OF THE MATERIALS NOT INSPECTED IS ALSO EXCLUDED DUE TO THE IMPOSSIBILITY OF CARRYING OUT MECHANICAL AND/OR NON-DESTRUCTIVE TESTS THEREOF. THE ASSESSMENT OF ANY DEFECTS OR HIDDEN FAULTS DUE TO THE IMPOSSIBILITY OF REACHING SOME OBSTRUCTED OR INACCESSIBLE SPACES OR SPACES IS ALSO EXCLUDED.

THIS REPORT IS FOR THE EXCLUSIVE USE OF THE ABOVE-MENTIONED CUSTOMER.

The inspection, although accurate, was mainly of a visual nature and although it operated with the utmost care and in good faith, it cannot be guaranteed that every anomaly or discrepancy present on the vessel at the time of the inspection was discovered.

The report is considered accepted with silent consent within 3 days of delivery. The information acquired for the purposes of the service and during the performance of the same will remain confidential and used exclusively for the performance of the professional activity;

The commercial evaluation refers to the single unit and cannot be attributed to other similar models on the market.

The assessment for the presence of encumbrances or mortgages is excluded.

If the following report is used for insurance purposes it does not exempt the Insured in any case

from the fulfillment of the legal and policy provisions to which the insurance coverage is bound.

For any dispute the customer accepts arbitration as the first method of discussion. Subsequently, the court of the judge of Rome is competent for any dispute.



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Roma 6/10/2023