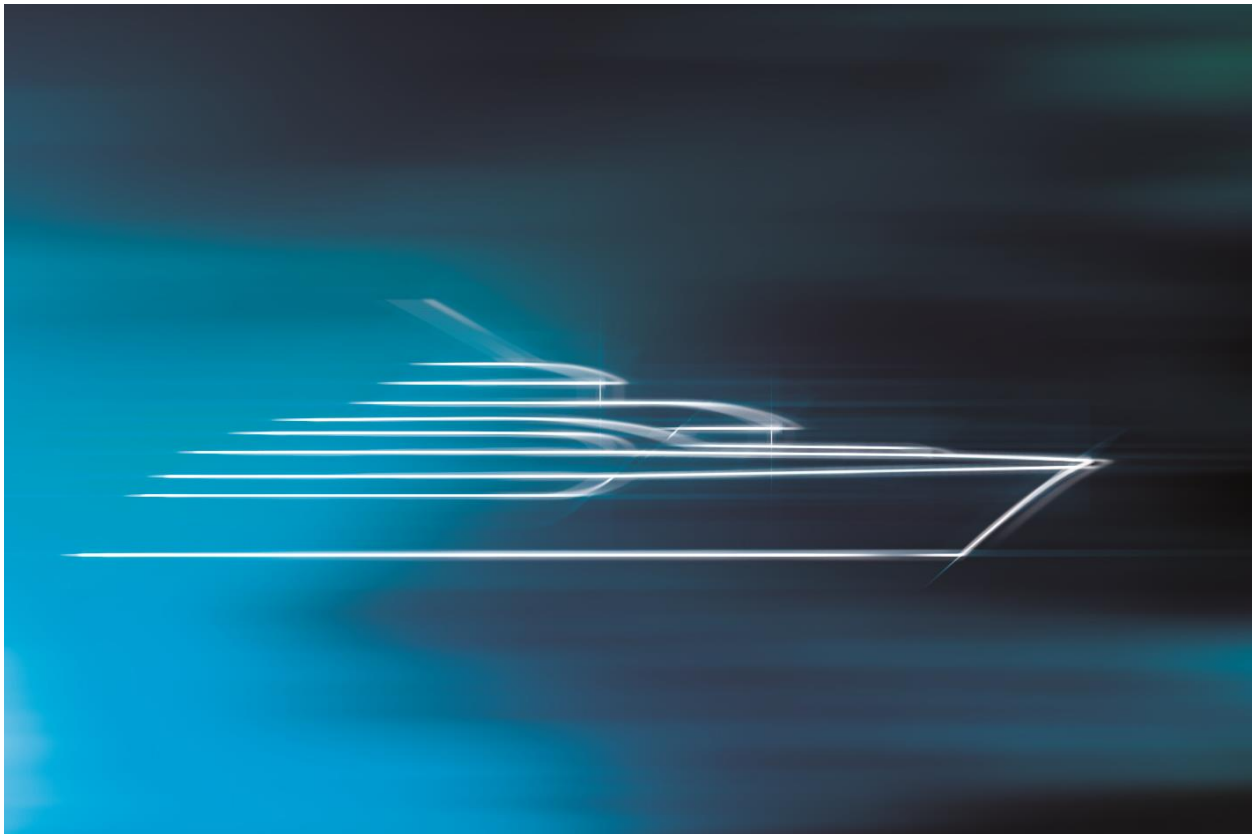


BURGESS

YACHT NAME

MONTHLY MANAGEMENT REPORT

Month 2017



BURGESS

INTRODUCTION

The month of May is always pretty challenging and this year was no exception. After completing the shipyard works the yacht repositioned to Cannes at the beginning of the month then had to relocate again shortly afterwards due to the Film Festival event.

In addition XXX had to train an entirely new interior crew in safety & operational matters as well as carrying the out the final service works on the main engines and re-launching of the wahoo tender, following winter storage.

The annual flag safety survey took place during May and was passed with flying colours.

Then of course there were all the last-minute checks and tweaks to ensure everything was up and running before the busy summer season begins.

Finally XXX & his team picked up their first charter guests on the 25th and have got off to a great start, with very positive comments from the guests already!

BURGESS

OPERATIONAL

Flag and Class

MCA and ABS surveys all complete.

New stability booklet issued, signed & stamped with Class & Flag

Tenders and Ancillary Watercraft

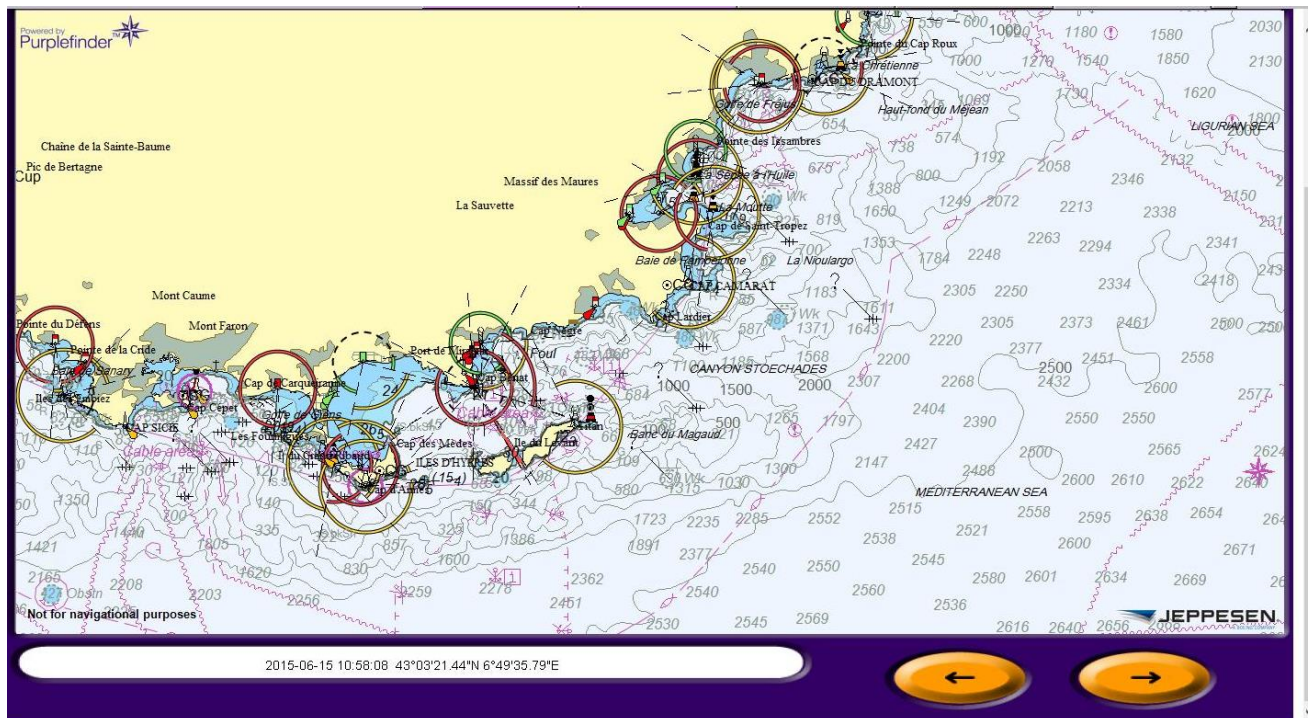
Wahoo 10m tender re-launched. Full service completed. Port engine riser repaired

MECAL (flag authority) document received confirming this tender is now officially no longer registered as a separate entity, as the requirements were becoming too onerous to comply with (such as carriage of 2 life rafts!)

Insurance

2nd instalment paid for annual premium

Operational Area



TECHNICAL

Refit and Maintenance

Shipyard works completed and departed shipyard 30th April

Mechanical

Main engine overhaul completed. Relevant comments from Burgess technical department:

It is to be kept in mind that the next maintenance period after the season will be quite significant for the main engines as it will include the replacement of the injection pumps & injectors that we have managed to postpone twice. Also, it will require a review of the electrical connections in the scope of the latest difficulties experienced. Apparently some connections on the bridge have suffered from the salty atmosphere.

These jobs will be expensive & quite long so I recommend that we plan them for next Autumn as opposed to Spring as otherwise we are likely to have a planning problem.

Planned Maintenance and Critical Equipment

Main engine controls replaced on starboard bridge wing. Comments from Burgess technical department:

We have been working on the STBD bridge wing engines controls intermittent failure on XXX and it appears that one of the lever is mechanically damaged (the STBD). The lever would go freely from astern to ahead without the mechanical "clicks" that indicate the operator the slow ahead / neutral / slow astern positions. So this is uncomfortable for the Captain when manoeuvring.

Also it is probably what's creating the intermittent delay in the response (about 10 s) recently experienced by XXX that resulted in a difficult manoeuvring situation in port.

So I would strongly suggest these control levers to be replaced. There is only one in stock in Germany but from the "safety stock" that requires immediate payment for release, about 3200 euros. Otherwise the next one available is 28th May but XXX has a charter to perform in Italy in the meantime so I would go for the first option

Planned Maintenance and Critical Equipment

Load testing of gangway (Burgess requirement once per 5 years) completed, with Class surveyor/ Flag surveyor as witness.

BURGESS

CREW

Last Name	First Name	Position	Passport Country	Date Employed
		Captain	Australia	26/04/2011
		Chief Steward/ess	New Zealand	02/05/2014
		Chief Officer	France	18/06/2011
		2nd Stewardess	United Kingdom	06/05/2014
		Chief Engineer	Croatia	13/12/2014
		Head Chef	Switzerland	13/09/2012
		Bosun	United Kingdom	14/06/2013

Crew Notes

Background checks (through Farleigh) all received back and all clean for the new crew

Drug & alcohol tests (random sampling) scheduled for 12 June

BURGESS

ACCOUNTING

Full accounting report has been issued as normal. Here is an extract showing the year-to-date costs/vs budget

NARRATIVE	TOTAL YTD	BUDGET YTD	VARIANCE
Year to date = 1st July 2014 to 30th April 2015			
	EURO	EURO	EURO
TOTAL ADMINISTRATION EXPENSES	59,465	51,070	8,395
TOTAL INTERIOR DEPARTMENT	29,539	24,600	4,939
TOTAL DECK DEPARTMENT	13,835	22,500	-8,665
TOTAL ENGINEERING DEPARTMENT	19,498	52,500	-33,002
TOTAL TENDER & TOYS DEPARTMENT	7,398	7,200	198
TOTAL WHEELHOUSE, OFFICE & ENTERTAINMENT	20,580	11,550	9,030
TOTAL CREW	439,668	447,941	-8,273
TOTAL OVERHEADS	190,470	211,470	-21,000
TOTAL SAFETY & CERTIFICATION	39,264	19,000	20,264
TOTAL OPERATING COSTS	819,718	847,831	-28,113
TOTAL OWNER'S & GUEST'S EXPENDITURE	24,241	3,100	21,141
TOTAL NEW EQUIPMENT PURCHASE	38,025	33,000	5,025
TOTAL SHIPYARD & EXTRAS	34,899	150,000	-115,101
TOTAL EXPENDITURE	916,883	1,033,931	-117,048

ISM and ISPS

Audit Status

As per Burgess internal audit carried out the following action points were raised:

1. The ship sanitation certificate is out of date and should be updated
2. EIAPP certificates could not be located on board
3. A gangway (means of access) load test is due every 5 years and should be done before the season
4. With reference to Ozone depleting substances, we recommend any work carried out by subcontractors related to refrigerant gas should be accompanied by a report issued by the subcontractor
5. We recommend routing fuel analysis is carried out following bunkering to ensure no bad fuel is picked up
6. noted the posted DPA contact sheets were out of date

Audit Findings

As per the above list, items 2,3,4,5 and 6 are completed
Item 1 is still in progress

BURGESS

LONDON
+44 20 7766 4300

MONACO
+377 97 97 81 21

NEW YORK
+1 212 223 0410

MIAMI
+1 305 672 0150

HONG KONG
+852 6496 2094

MOSCOW | PALMA | ATHENS | BEVERLY HILLS | SEATTLE | SINGAPORE | TOKYO | DUBAI

WWW.BURGESSYACHTS.COM

