



KUIPERS WOUDESEND BV

MAVERICK

KK
SUPERYACHTS

































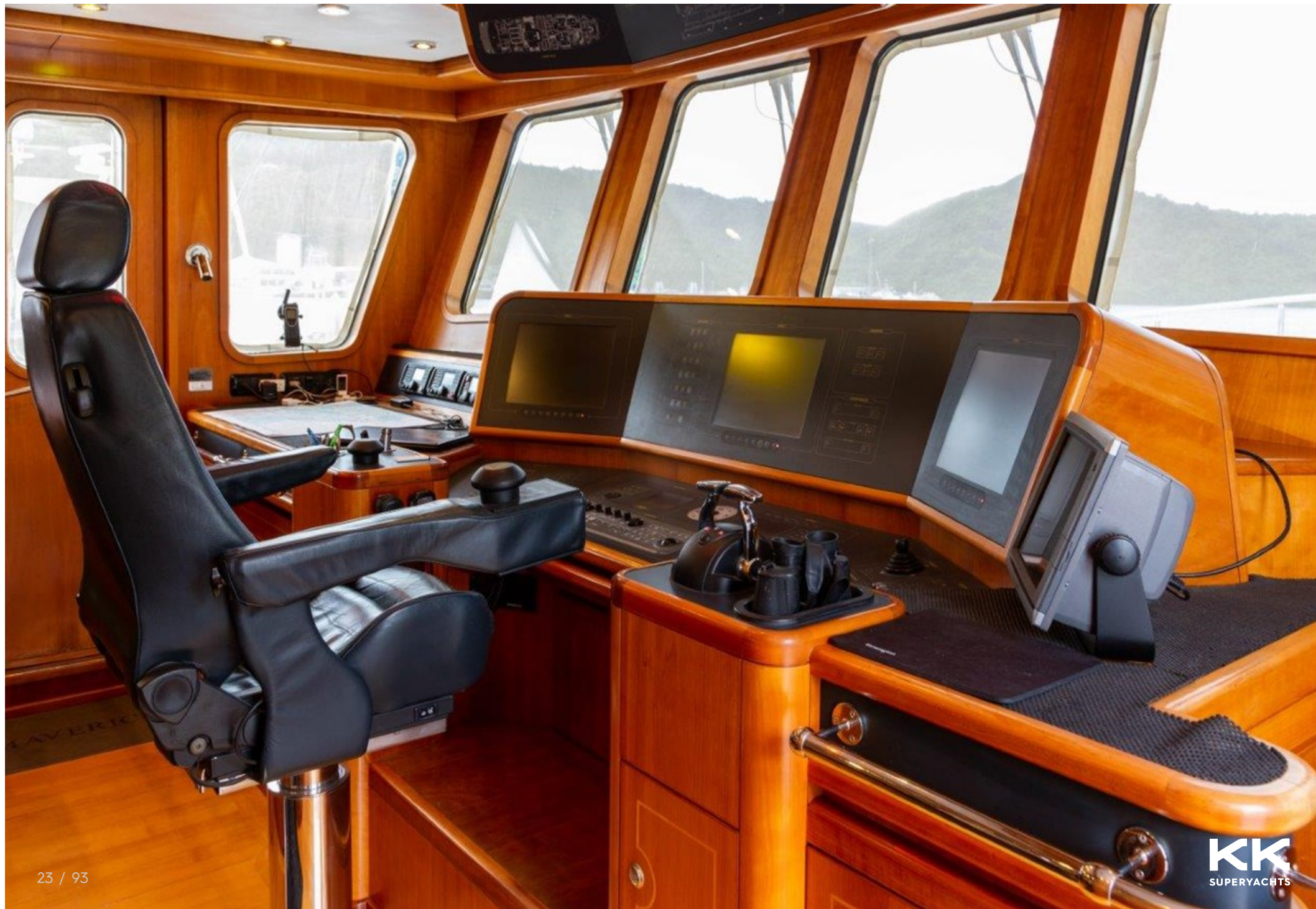






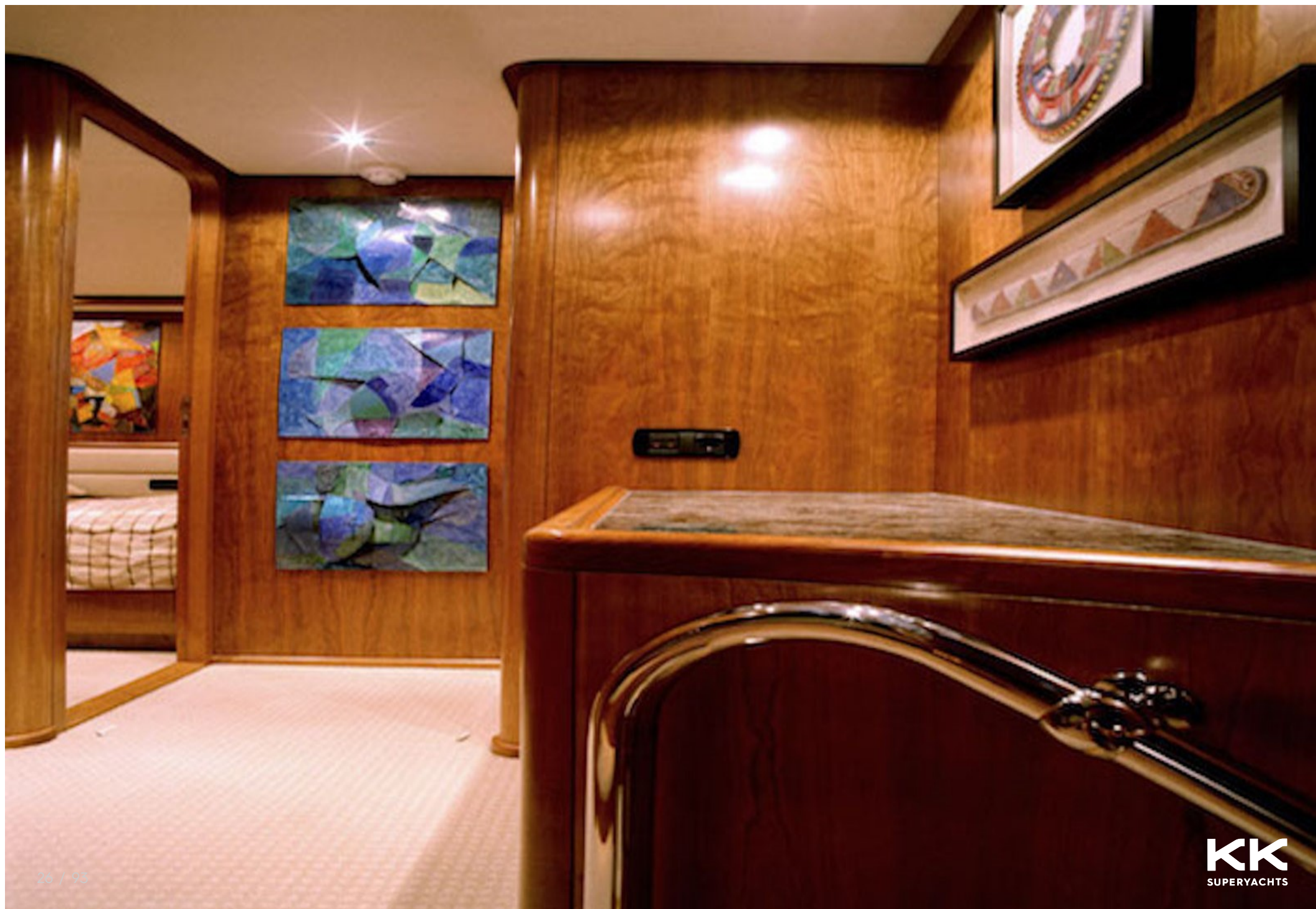






































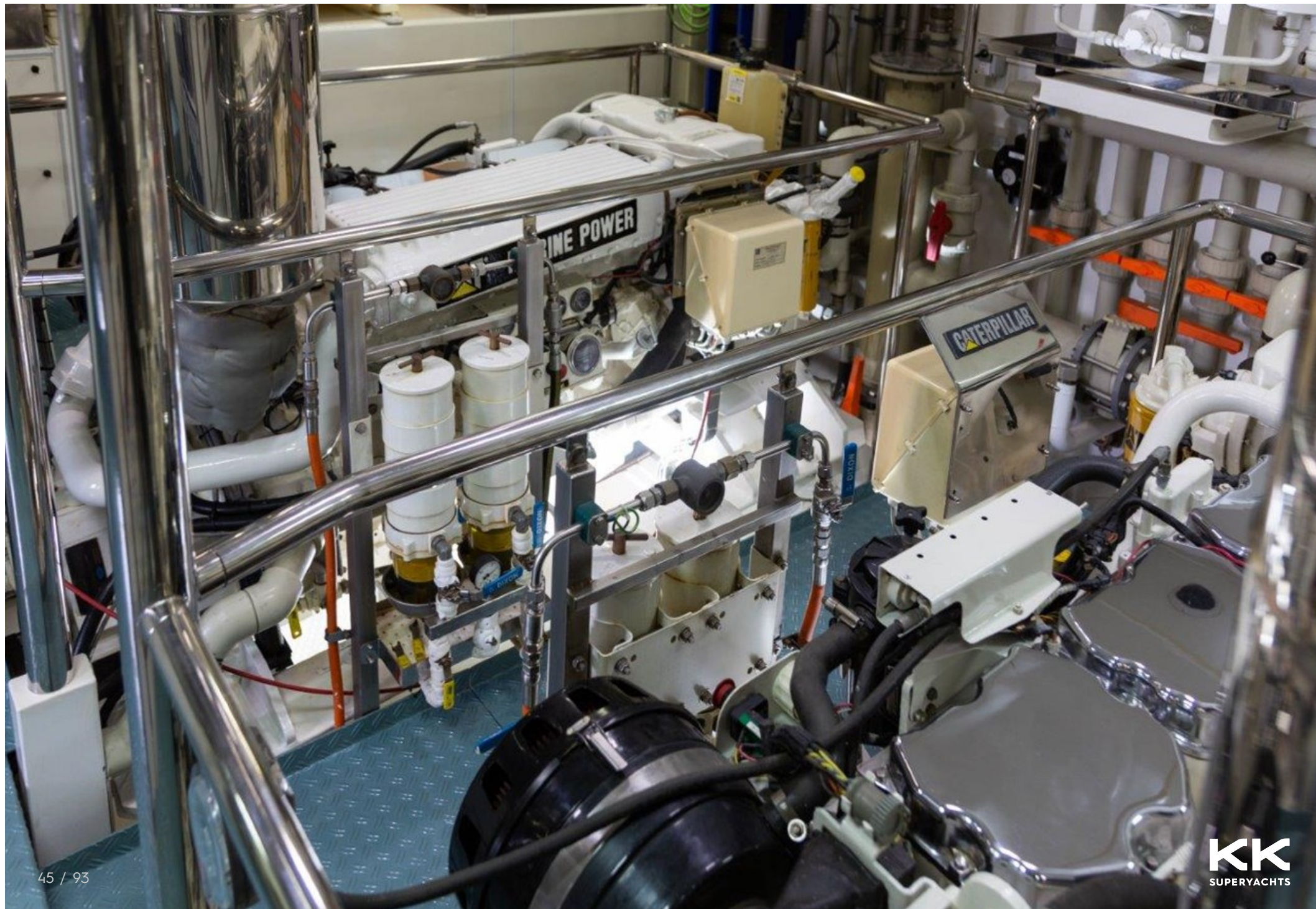














B/S 4 GENERATOR
25KW
Do not switch
with running engine

B/S 3 MAIN ENGINE
STBD
Do not switch
with running engine

24VDC SYSTEM K2
draw 100

B/S 2 MAIN ENGINE
PORT
Do not switch
with running engine

B/S 1 GENERATOR
45KW
Do not switch
when running engine

100% MAIN FUSE
24VDC EMERG POWER
Before changing turn off
main engines

B/S 5 MAIN BATTERY
SWITCH GEN SERVICE
(separate battery)

U/S P. PREFERENT &
NO BREAK SYSTEMS
(separate battery)

U/S N. NON PREFERENT
SYSTEMS
(separate battery)













2010.12.15

KK
SUPERYACHTS



MAVERICK

HAMILTON
BERMUDA

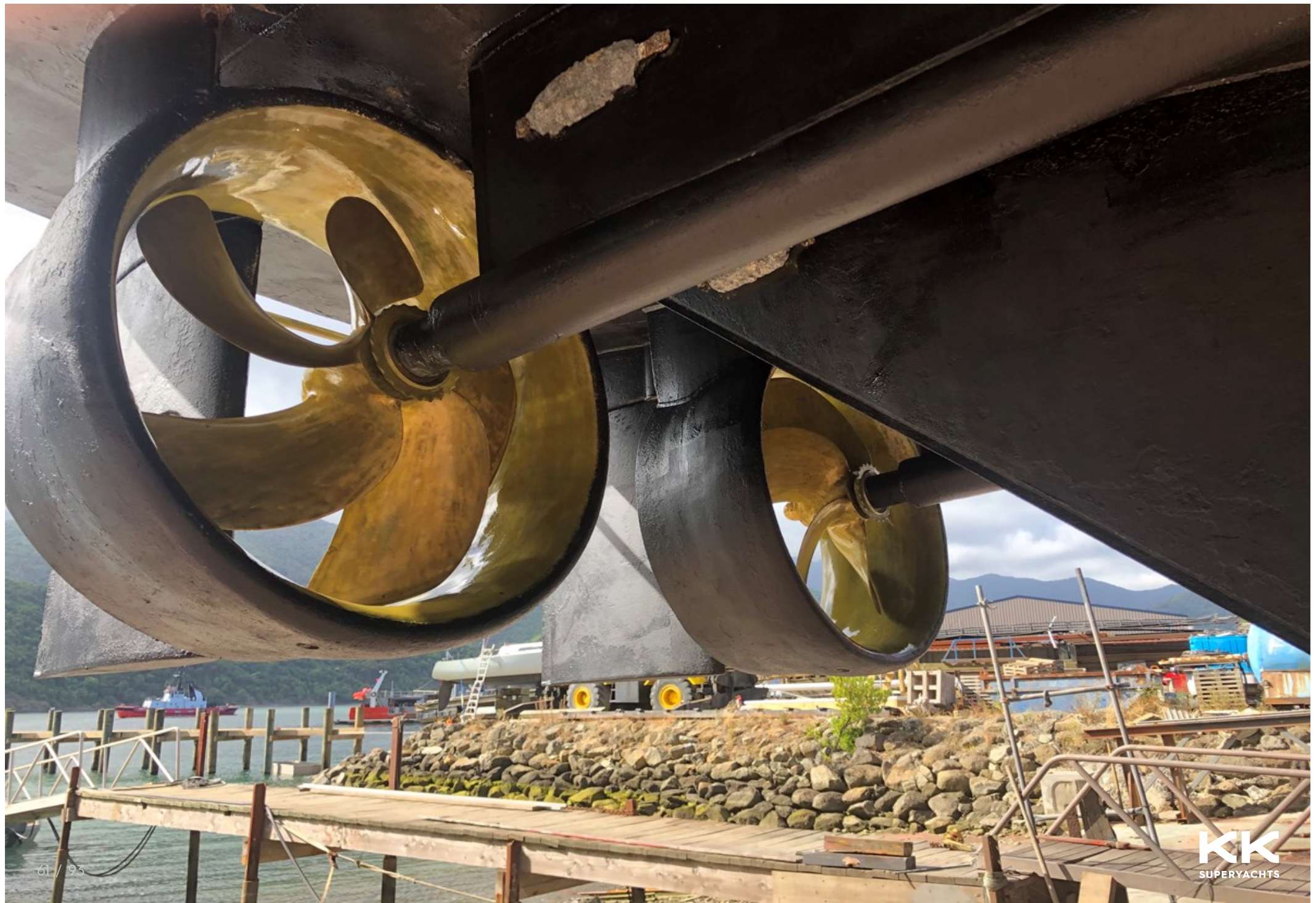
















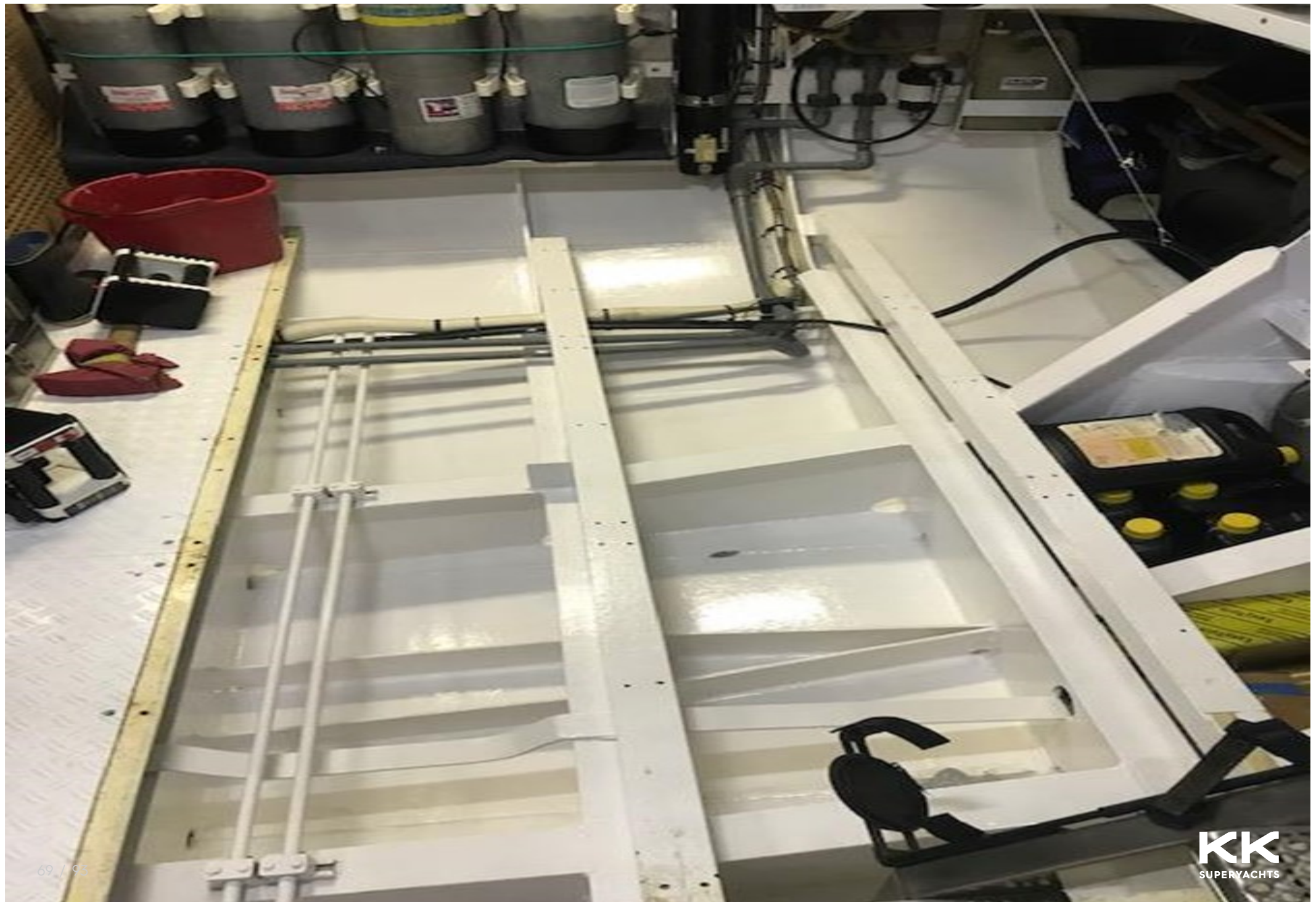


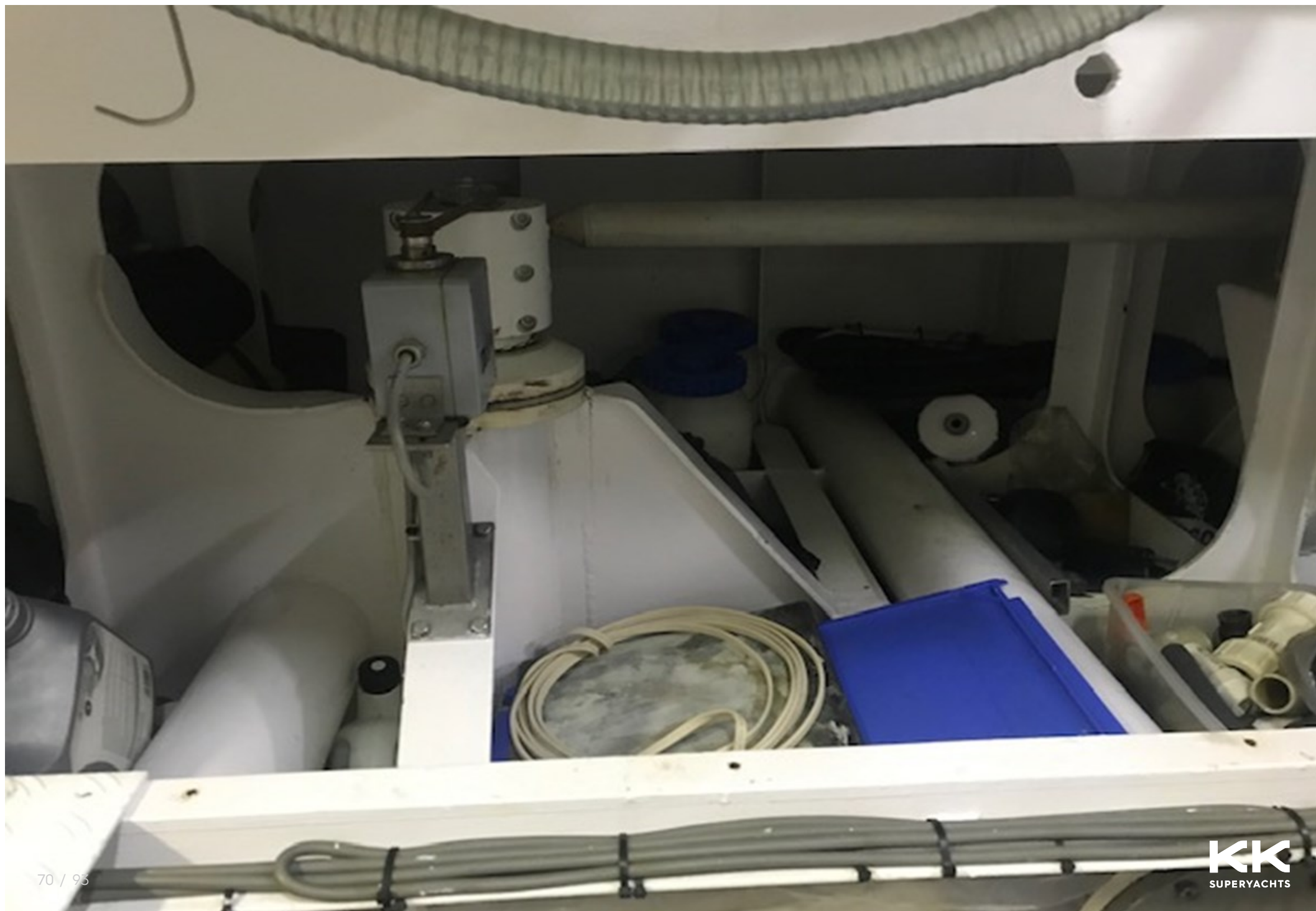








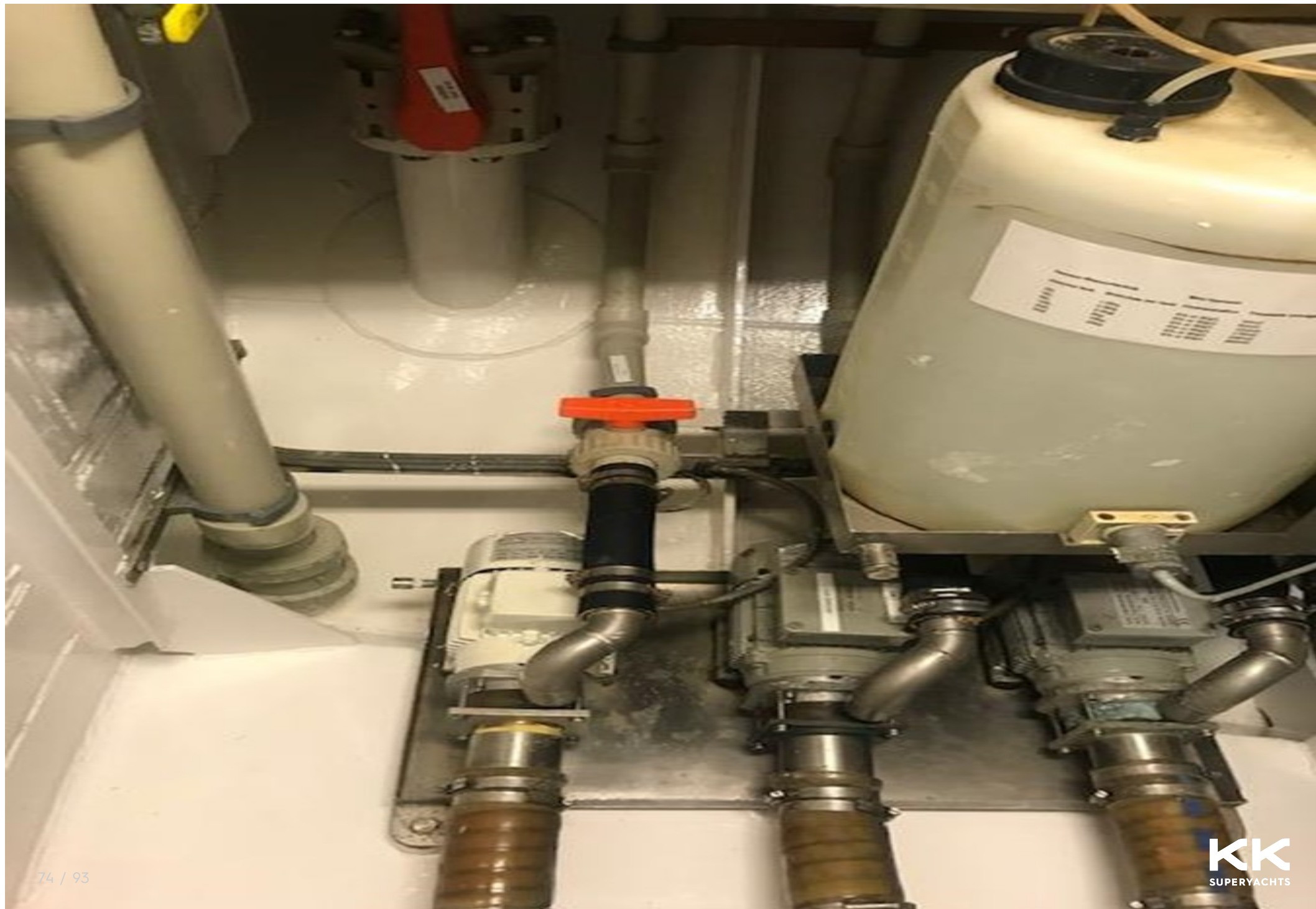






























ULTRASONIC INSPECTION TEST REPORT

*RECENT ULTRASONIC INSPECTION TEST REPORT
available for review upon request.*

MEC

MECHANICAL & ENGINEERING COMPLIANCE NZ LTD

Work Order Inspection Date Report No.

REFERENCE			
Client	Tory Channel Contracting Ltd		
Location of test	Lagoon Road, Picton 7220		
Job description	Thickness testing of vessel Maverick		
Component ID	Maverick		
Product code	-		
Acceptance criteria	Report all findings		
Procedure	TP08	Method code	AS 2452.3:2005 / AS2207:2007
Technique	Single spot	Material	Steel

EQUIPMENT								
Flaw detector		Epoch 650			Serial number		170321401	
Probes:								
Type	Make	Serial	MHz	Size	Angle	Index	Range	dB's
Single	Olympus	1072154	S	.5"	0	-	-	40-80

RAW DATA			
Surface condition	Paint	Temperature	Ambient
Couplant	Ultra Gel	Sizing method	2 nd BWE @ 80% SH
Preparation	As Painted	Cleaning method	-
Curvature correction	-	Transfer correction	-
Parent Metal Scanning			
Scanning position	Single Spot	Scanning pattern	1.5m X 1.5m
Sensitivity	2 nd BWE @ 80% SH		

RESULTS
Component prepared and tested in accordance with the above noted procedure & method code


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Work Order 1284

Inspection Date 1/04/2022

Report No. 1284-1UT

Port Side						Starboard side					
01	7.94	mm	41	8.05	mm	1	8.07	mm	41	7.97	mm
02	8.01	mm	42	8.02	mm	2	8.05	mm	42	8.12	mm
03	7.97	mm	43	8.02	mm	3	LOR		43	7.98	mm
04	11.85	mm	44	8.06	mm	4	11.66	mm	44	8.1	mm
05	8.05	mm	45	8.23	mm	5	8.04	mm	45	8.17	mm
06	8.02	mm	46	8.26	mm	6	8.08	mm	46	8.07	mm
07	8.02	mm	47	8.13	mm	7	8.04	mm	47	7.98	mm
08	8.06	mm	48	8.02	mm	8	8.3	mm	48	8.07	mm
09	8.23	mm	49	8.07	mm	9	8.24	mm			
10	8.26	mm	50	7.9	mm	10	8.02	mm			
11	8.13	mm	51	8.02	mm	11	8.31	mm			
12	8.02	mm				12	7.98	mm			
13	8.07	mm				13	8.12	mm			
14	7.8	mm				14	8.07	mm			
15	8.02	mm				15	8.09	mm			
16	8.01	mm				16	8.12	mm			
17	8.27	mm				17	8.09	mm			
18	8.13	mm				18	8.1	mm			
19	8.13	mm				19	7.83	mm			
20	8.16	mm				20	8.01	mm			
21	8.27	mm				21	8.3	mm			
22	8.22	mm				22	8.08	mm			
23	8.1	mm				23	8.05	mm			
24	8.14	mm				24	8	mm			
25	8.19	mm				25	8.04	mm			
26	8.01	mm				26	7.94	mm			
27	7.9	mm				27	8.15	mm			
28	8.06	mm				28	7.98	mm			
29	8.05	mm				29	8.11	mm			
30	7.96	mm				30	8.02	mm			
31	8.15	mm				31	8.17	mm			
32	8.01	mm				32	8.07	mm			
33	8.01	mm				33	8.01	mm			
34	8.1	mm				34	8.03	mm			
35	8.02	mm				35	7.98	mm			
36	8.04	mm				36	8.02	mm			
37	7.95	mm				37	8.13	mm			
38	8.02	mm				38	8.02	mm			
39	7.98	mm				39	8.33	mm			
40	11.86	mm				40	8.33	mm			

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Work Order 1284

Inspection Date 1/04/2022

Report No. 1284-1UT

Measurements starting from bow to stern as per photographs below. Starboard side measurement 3 identified as 'LOR' means lack of response, this is due to the paint being too thick. Each thickness reading is only measuring at that point and does not guarantee full hull integrity.

Photos:



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MEC

MECHANICAL & ENGINEERING COMPLIANCE NZ LTD

Work Order 1284

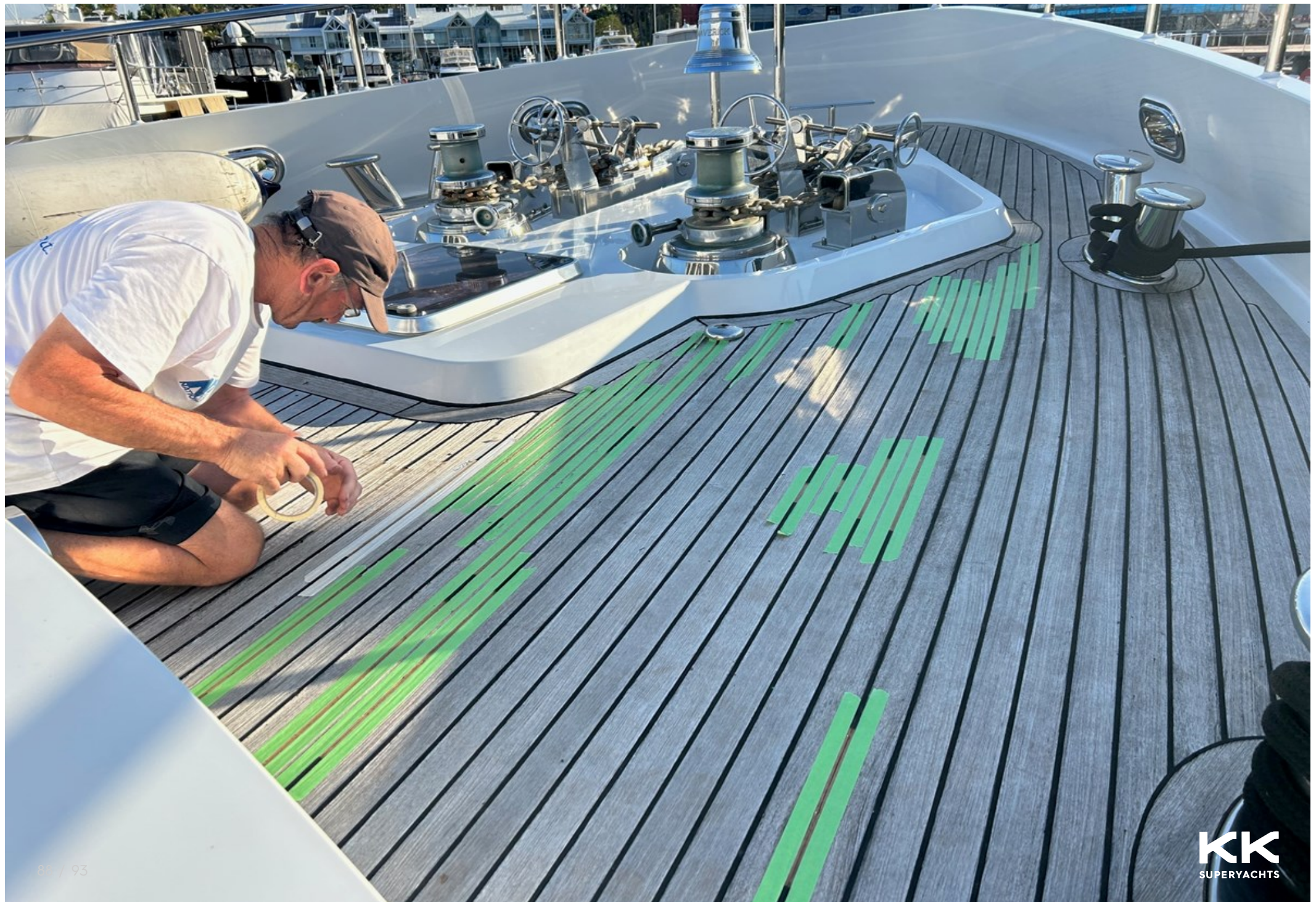
Inspection Date 1/04/2022

Report No. 1284-1UT



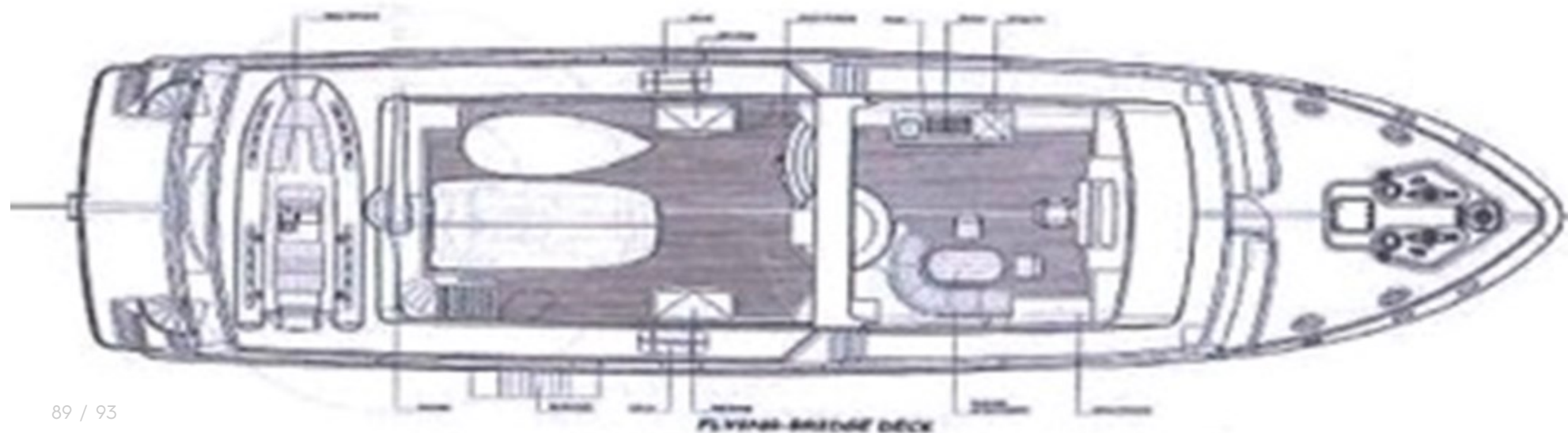
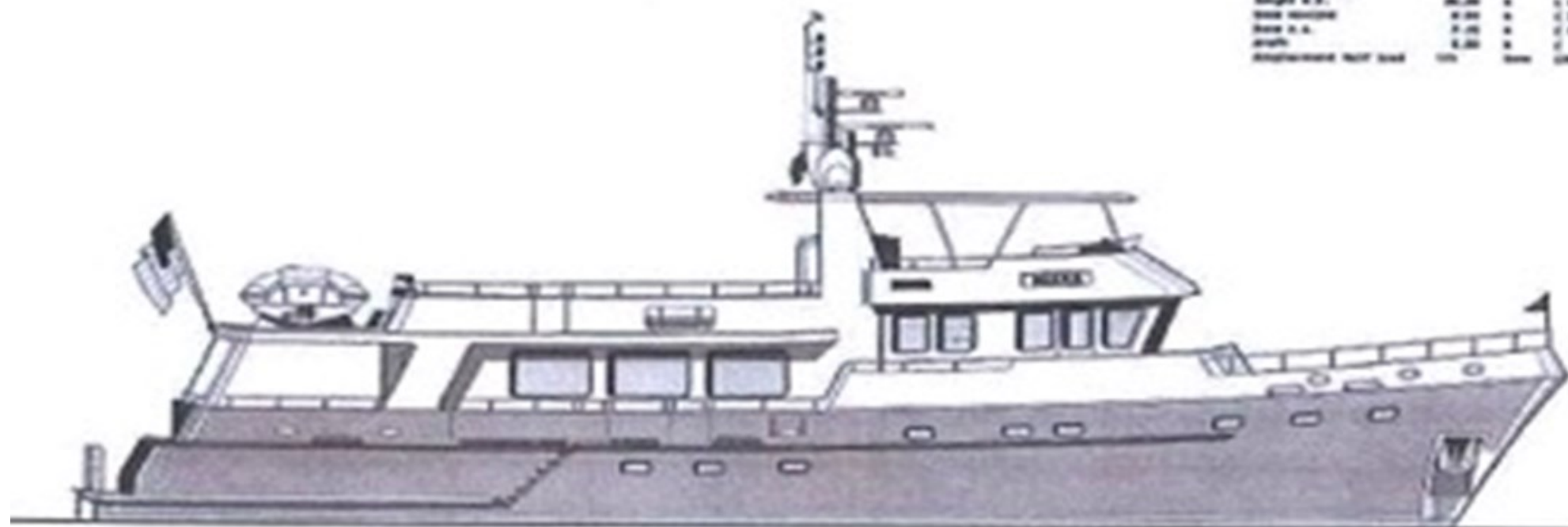
Component tested complies/does not comply with the acceptance criteria noted above

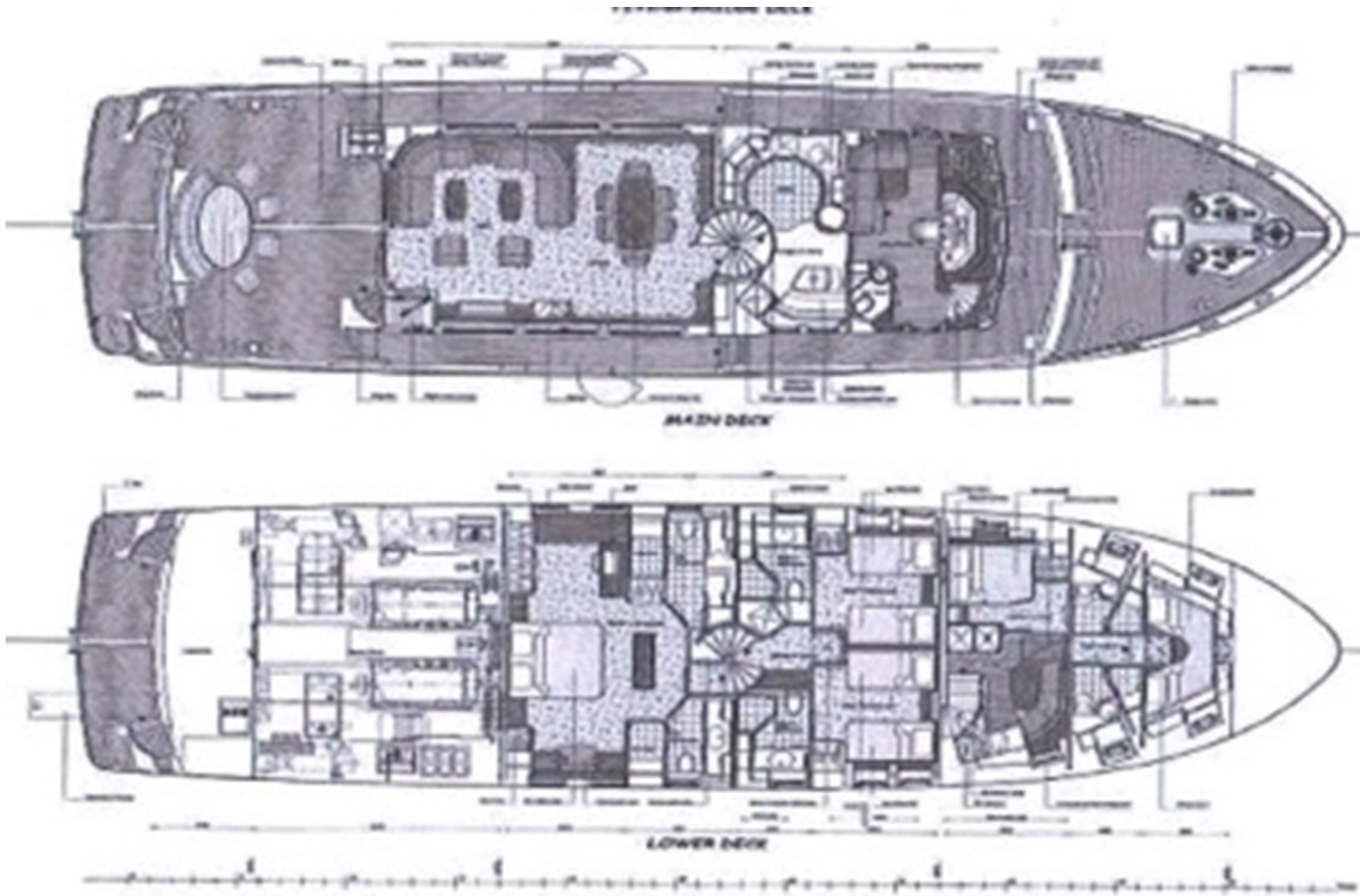
Tested by	Jayden Corkill	Signature	<i>Jayden Corkill</i>
Qualifications	UT1	Date of issue	1/04/2022
Checked by	Kevin Cooper <i>K Cooper</i>		



BOSSERSBANK OFFSHORE 93'

Length overall	93.00	'	1	0	0
Length x B.	93.00	'	1	0	0
Beam overall	27.00	'	1	0	0
Beam x B.	27.00	'	1	0	0
Draft	6.00	'	1	0	0
Displacement Net Tonn	100				







MAIN CHARACTERISTICS

LENGTH:	95' (28.96m)
BEAM:	7.16m / 23ft
HULL:	Steel
GROSS TONNAGE:	179 GT
MAX SPEED:	14 Knots
CRUISING SPEED:	9 Knots
YEAR:	2002
FLAG:	Bermuda
CREW CABINS:	3

ASKING PRICE

\$5,700,000 USD

GUEST ACCOMMODATION

GUESTS:	6
SLEEPS:	3



4 Quai Antoine 1er,
98000 Monaco

Tel: +377 97 70 41 22
info@kk-superyachts.com
kk-superyachts.com