

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: September 7, 2022

Our file #: 22 – 20541web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on August 31st and September 1st, 2022 while the vessel was hauled at Abaroa Boatyard, La Paz, Mexico, while afloat in Puerto Cortez Marina Costa Baja, La Paz, Mexico and underway offshore of La Paz and XXX, XXX and XXX attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

Marine Claims Assistance - Vessel Inspections
1276 Scott Street – San Diego, CA 92106
TEL 619.223.7380 800.944.4789 FAX 619.223.7390
office@themarinesurveyors.com - themarinesurveyors.com

VESSEL DESCRIPTION

Builder:	Bali	Doc. #:	1280620
Model/type:	4.5 / sailing catamaran	HIN:	Removed for privacy
Year:	2017	Engine:	Two Volvo Penta
Length:	13.60 m *	Name:	Removed for privacy
Draft:	1.22 m *	Hailing Port:	Rexburg ID
Beam:	7.42 m *	Weight:	Unknown
* Bali website		Max displacement:	16.40t *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, catamaran, molded underbody, laminated external keels, black anti – fouling paint, hard chine above water line

Topsides & transom: Molded fiberglass construction, unknown core (two types visible on interior), white paint, black painted boot stripe, black about longitudinal hull side indentations for port lights

Decks & superstructure: Molded fiberglass construction, unknown core, molded nonskid deck surface, white gelcoat

Deck hardware: Helm rigid framed canvas cover, anchor roller, lifting forward and aft interior bridge deck windows, stainless steel bow and stern rails, stanchions and double lifelines, three sets of side mooring cleats, two stern mooring cleats

Longitudinals/stringers: Fiberglass hull liner

Athwartships/bulkheads/frames: Bulkhead construction is plywood where visible

Layout/interior components: Catamaran, dinette to port on exterior bridge deck with helm up to starboard, sliding door to interior bridge deck, interior has dinette forward and galley to port aft, two cabins with heads per hull, foredeck has dinette and access to crew cabins through deck hatches forward (interior hatches to forward cabins)

Bilge: Holding minimal fluid

Comments: The vessel was inspected while hauled and afloat. Both hull bottoms and keels were visually inspected and randomly sounded. Both hull bottoms and keels are in satisfactory structural condition. The vessel reportedly suffered a significant grounding incident approximately two years ago. The most significant damage was on the port hull and photos are available of the vessel under repair. There were large sections of the hull bottom cut away during the repair. The port hull bottom forward of the keel, particularly outboard, is unfair. Indications of the repair include a different cosmetic appearance of the interior of the port hull, a cut out piece of plywood in the port crew cabin and a piece of plywood (20 inches long) protruding through the vinyl sideliner outboard in the port aft cabin. This piece appears to be adhered to the hull and was a

part of the repair. The finish of the locker outboard and adjacent to the port aft berth is different from the other lockers. A shelf which is visible below the starboard forward berth has apparently been removed from the port side. The repairs appear to be structurally sufficient per visual inspection and audible testing of the port hull internally and externally. There is damage to the fiberglass bow strips, more to port. Some areas of the hull bottom exhibit anti – fouling paint failure, some have primer and some do not. The yard stated their intention to lightly sand and prepare the hull bottom, prime the areas without primer, apply two coats of anti – fouling paint on the entire bottom and a third coat around the water line. Both hull sides and transoms were visually inspected and randomly sounded. Both hull sides and transoms are in satisfactory structural and cosmetic condition. There are numerous anomalies, as is typical for a charter vessel. The hull sides have apparently been painted, as is visible where the paint has been scraped away in many locations. There is a four foot long by two inch tall scrape through the white paint on the port hull side amidships. There is a group of scrapes at the chine below and forward of this area. There is a “compression ding” with four inch diameter circular stress cracks just aft of the generator’s exhaust fitting and above the chine. There is a 12 inch rectangular repair on the starboard hull side below and just aft of the aft port light. There are chips and scrapes along the starboard chine, and paint is scraped off showing the color below. There is soot on both hull sides aft, more significantly to port. There are small cracks at the junction between the underbody and the hull sides at the aft edge. There are scrapes on the starboard bow above the anti – fouling paint and the Bali decal is worn. There is a six inch by three inch repair just above the chine below the fourth from forward starboard side port light / window. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. Anomalies include a ding and cracks on the starboard aft deck at the hull corner, dings on the starboard transom edge, stress cracks on the inboard top edge of the starboard engine hatch, gelcoat rubbed off by the engine hatch in the receiving area, inboard and forward, the port engine hatch appears a lighter shade of white, a chip on the foredeck forward of the windlass and a couple smaller chips to port by the generator, small voids on the foredeck in the dinette area, failing paint on the port aft deck, stress cracks around the port emergency tiller access, a chip to port aft on the edge of the deck and paint failing to port forward on the deck edge. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory - marginal condition. There are dents in the boarding ladder. The emergency reboarding device’s cover was removed (starboard transom), it would not stay in place and the emergency boarding device was not inspected. The inboard port aft cleat is broken. The fourth from forward starboard stanchion is bent. The port forward deck hatch is cracked. The folding platform associated with the tender davits (swim platform) is damaged. There are cracks in the fiberglass about the brackets and hinges. The bolts and bracket between the swim platform and davit are questionable and the swim platform needs to be pushed for it to begin to deploy. There is no safety latch for the transom davits. The plastic exterior shower fittings are damaged. The starboard forward chock is deformed and the starboard forward stanchion has been cut off at the bow seat, leaving three holes in the deck where it was previously mounted. The port forward stanchion is dented near the deck. The anchor roller is badly damaged, fasteners are missing, there is plastic deformation visible from below and there have been apparent additions of plates which have resulted in machine screws protruding into the locker space on the interior about the anchor roller. There is fiberglass damage about the edges, aft and above the anchor

roller. The starboard strut is missing from the windlass hatch. Several of the cushions were missing during our inspection, they are reportedly being replaced and some were brought aboard on the second day of the survey. The main sliding door will not lock. The second from aft port side stanchion base is lifted from the deck. The deck hatches are crazed. The forward dog (securing device) on the outboard aft port light in the starboard aft cabin is loose. The center dogs are ineffective on the forward and aft port lights in the starboard forward cabin. There are miscellaneous issues with the fasteners for the port lights' sun covers. Neither dog has a receiver for the forward port light in the port aft cabin. The structural reinforcements including the liner and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. A few changes are noted above. The starboard bilge is holding fluid, including water, oil and "growth". The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition. The interior of the vessel is in relatively good shape for a vessel which has been in charter for five years. There was an avocado at the starboard edge of track for the main sliding door. The starboard forward head doorknob is missing. There are numerous problems with door, locker and drawer hardware, including a knob missing from a locker door in the starboard aft cabin, many of the latches and the locks are "sticky", the port aft cabin door has a latch for a lock. The port aft cabin locker doorknob and the door around the knob are damaged. There is no knob on the locker in the port forward cabin. Most of the locker hinges in the heads are rusted. There is an open fastener hole in the face plate of the electrical distribution panel. There are several chips in the veneer sole in the port forward cabin. We did not see the documentation number affixed to a structural member of the vessel. The center hinge was missing for both of the starboard head enclosures, we failed to inspect the port head enclosures. There are dark stains inboard on the shelf below the port forward berth, adjacent to the HVAC compressor. This survey is not a mould inspection. The condition of the coring, in the hull, deck and elsewhere as applicable is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engine: Two Volvo Penta model 02 – 60F, 55 h.p. *

Engine application: Diesel, four cylinders, turbo charged, after cooled, sail drives

Serial number: Starboard 5103997339C, Port not legible

Transmissions: Volvo Penta sail drive, model 21685814, ratio 2.19, starboard serial no. 512 202 87659, port serial no. 512 203 20245

External/peripherals: Suitable application, satisfactory installation, port engine drives water maker pumps with pulleys and belt

Engine controls: Push / pull cables, single lever controls, single helm station to starboard

Exhaust systems: Wet system, flexible hoses, water lift mufflers, aft hull side discharges

Propulsion gear: Sail drives, three blade bronze folding counter rotating propellers

Steering system/rudder port: Cable / pulley system, tie bar, single helm station, linear drive for auto pilot in port engine room

Ventilation: Natural

Generator: 13.5 kw Onan, model 13.5 MDKDN – 8140A, serial no. L160124961, 8,533 hours on meter

Through hulls & components: Marelon through hulls and ball valves and bronze through hulls and ball valves (port forward)

Location of through hulls as visible: (see chart)

Seawater systems: Reinforced hoses, single and double clamped connections

Bilge pumps: Johnson SPX L750 submersible automatic in starboard engine room, submersible automatic pump in port engine room, one manual bilge pump per side aft, Rule 500 submersible automatic in starboard and port hulls

Comments: The engines and sail drives were visually inspected and tested during a sea trial. This survey is not a mechanical survey, please consult with a qualified technician for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and sail drives appear satisfactory. The port engine reportedly suffered damage from water intrusion during the grounding event and has only recently had additional repairs, reportedly to the electrical system. The extent of which is beyond the scope of this survey. There is fluid / oil and water forward on and below the starboard engine. The starboard sail drive fluid was low and the port side was emulsified. The sail drives were being serviced after the vessel was hauled. The technician stated that they were replacing seals, we discussed pressure testing or vacuum testing the sail drives with the boatyard, it is unclear if that will be performed. The port engine has been painted, the tag is illegible and the alternator has been painted partially. There is rust on brackets and mounts about the port engine. The port engine hour meter exhibited 119.6 and the starboard hour meter, which was dim, read 1591.1 prior to the sea trial. The port engine had high exhaust smoke opacity upon start up, but cleared quickly. The starboard engine is reportedly governed to 1800 rpms and wide open throttle was 2800 rpm to port and 1800 rpm to starboard per the tachometers. There was corrosion externally on the port sail drive. We did not notice any audible engine alarms. The engine controls functioned normally. The exhaust system is properly arranged and installed. The primary exhaust hose on the starboard engine is deformed. The sail drives and propellers were visually inspected and the propellers were manipulated. There is play in the propellers at the pins. The steering system was visually inspected and test operated. The steering system functioned normally. There are two steering pulleys inboard of the starboard engine which move unusually. There is play between the port rudder arm and the tie bar at the pin connection. There are two steering blocks below the helm which don't turn, it is unclear if this is by design. There is moderate play between the rudders and the rudder tubes and the rudder tubes appeared to move when the rudders were manipulated. The generator was visually inspected, test operated and loaded. The generator functioned normally. There is corrosion and salt

below the generator's heat exchanger. There was a small amount of rust on the generator's mixing elbow, access was limited. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. There is heavy corrosion and salt crystals on HVAC components in the starboard forward bilge, particularly at a hose junction, but also on the sea strainer and a pump connection. We attempted to energize the bilge pumps with their float switches and their toggle switches. The port engine room bilge pump is inoperative. The starboard hull bilge pump is inoperative with its float switch. The manual bilge pumps were not tested.

Summary: Satisfactory

TANKAGE

Fuel: Black plastic tanks in aft cabins' bilge spaces, 800 L (liter) total capacity *

Fill & vent: One deck fill fitting per side aft of amidships labeled "diesel", USCG type A2 fill hose

Feed & return: Flexible hoses, labeled Marine Fuel IS07840 A2 – CE, Racor filters, valve on tank, generator supplied by port tank

Water: One deck fill fitting per side amidships, labeled "water", 400 L on port tank, blue plastic tank in each hull amidships, 800 L total capacity *

Holding: One deck fill fitting per side, labeled "waste", grey plastic tank between both sets of heads, two tanks, unknown capacity

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in good condition. There is fuel around the port fuel tank's fill fitting and there was fuel on the port hull side below the tank vent. There is an unsecured electric fuel pump in the port aft cabin bilge, apparently for the generator. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. There is an apparent fuel leak at the port engine's fuel injector pump. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey. There are two unused water lines with closed valves below the galley sink, apparently for a clothes washer and a dishwasher, neither or which are installed. There is a hose connected to the starboard aft sump pump, it is connected to what appears to be a filter and there is no hose from this "filter". The purpose of this device is beyond the scope of this survey.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

AC system: 50A / 125V shore power inlet to port aft, 110 / 220 volt system (apparently), shore power cord

DC system: AC Delco model BCI 31T 820 12 volt maintenance free battery in starboard engine room, battery switches in engine rooms (one apparently a parallel switch), Red LTH L – 24 MDC – 140 12 volt wet cell battery in port engine room, second similar AC Delco battery by generator, six LTH L – 31T – 825 AGM 12v batteries below deck to port forward in interior bridge deck, two battery switches by batteries, 12 volt system

Wiring: Mostly original multi – strand wires

Circuit protection: Main circuit breakers by generator charger / inverter and HVAC circuit breakers outboard and other branch AC circuit breakers forward below chart table, two AC source selector switches, sub panel in port aft cabin locker

Comments: The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition. The condition and age of the batteries is beyond the scope of this inspection. The house batteries have apparently been replaced, however there is no visible date on the batteries. Covers are off of the battery switch boxes in both engine rooms. The starboard engine room battery terminal cover is not installed. The straps are not installed on any of the batteries. We saw no lock washers installed at battery terminals. The port engine room battery is smaller than the starboard engine room battery. The volt meter on the panel registered 12.84 volts and is reportedly monitoring the house batteries. This voltage is low for fully charged new batteries. The water maker's water original water quality monitoring device is reportedly inoperative and has been replaced. The type of replacement, its function or monitoring is unclear. The exterior vhf is inoperative. There is a plastic conduit to starboard below the cover forward on the exterior bridge deck, it is loose at its connection to the deck. There is no locking ring or weather cover on the shore power cord. There are two unlabeled circuit breakers forward of the navigation station seat. We saw no wind speed window on the external multifunction device and "- -" (no reading) on the interior smaller unit. The larger Raymarine multifunction device at the navigation station did not power up. A knob is missing from the volume control for the interior vhf. The chart light is inoperative. There is water accumulating in the HVAC compressor's drip pan below the interior dinette. There is reverse polarity in the starboard aft head with shore power, and reverse polarity with all of the other outlets with the generator. The inverter power appears to be wired in the same manner as the shore power. The port aft exterior courtesy light is inoperative. There are uncovered and unsecured wires and connections near the starboard aft head and near the outboard reading light in the port forward cabin. The autopilot energizes with the circuit breaker labeled "accessory". There is a sub panel in the port aft cabin locker which is unlabeled and there are stains adjacent. There are exposed conductors from a battery cable at the generator's battery terminal. The generator's battery terminals are not covered.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I (2018) in galley, Anaf group (CE0029 – not USCG approved) in all four cabins

Fixed fire system: Anaf group (CE0029 – not USCG approved) units, one per engine room

Flotation devices: Life ring with retrieving line, six USCG type II adult, three inflatable, five non USCG (type I style) adult

Horn/distress flares: None seen

Navigational/anchor lights: Separate side lights, stern light, mast head / steaming light, all around / anchor light

Anchor & ground tackle: 25 kg Rocna anchor, Bull anchor (size not seen), chain and line rode

Other equipment: Radar reflector, Hero life raft service due January 2023 (model not visible), first aid kit, emergency escape hatches in both hulls

Comments: Safety equipment for fire fighting protection appears satisfactory, however most of the extinguishers are not USCG approved. One approved unit was manufactured in 2018. Personal flotation devices are suitable for near coastal use, however several are not USCG approved. We did not see any distress signal flares or a sound signaling device. The CO alarms are functional. Garbage and oil placards were seen. A waste management plan was not seen. Navigation rules were not seen. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchors and rodes was visually inspected as installed and appears satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use. We did not see an emergency tiller handle. There is no high water alarm. We did not test the escape hatches.

Summary: Satisfactory - Marginal

LP GAS SYSTEMS

Tanks: Two tanks in forward exterior dinette seat locker

Devices: Reducing regulator, pressure gauge, leak detector, electric solenoid valve, galley stove and oven

Comments: The LP gas system including the tanks, tank locker devices and galley range was visually inspected and the galley stove, oven and electric solenoid valve were tested. Overall, the installation of the LP system is satisfactory. The vessel is not equipped with a propane, carbon monoxide or smoke alarm. The propane tanks are not

secure. The igniter on the stove functioned intermittently and the igniter for the oven is inoperative.

Summary: Satisfactory

SAILING SYSTEM

Mast & rig type: Sparcraft aluminum deck stepped mast, catamaran rig

Standing rigging: Stainless steel multi – strand wires, swage end fittings, forestay, two shrouds per side, two sets of jumper shrouds

Hardware: Aluminum boom, one set of swept back spreaders, lazy jacks, facnor LS 200 roller furling head sail assembly, bow sprit with side stays

Winches: Antal XT 52 electric, antal XT 48 self – tailing, antal XT 30 (davit), two antal XT 52 self - tailing

Sails: Main sail, roller furling jib, Code O sail pending replacement

Comments: The mast and associated rigging were visually inspected from the deck level only. The mast and associated rigging is likely original. This survey is not a rig survey, please consult with a qualified rigger for greater detail as to the condition of the sailing system. The vessel was taken on a sea trial and sailed during the survey. Overall the sailing system is in satisfactory condition. The top of the main sail is tattered and torn. The bow sprit has significant damage, apparently from multiple impacts with the anchor.

Summary: Satisfactory

ACCESSORIES

Accidental swimmer reboarding device (not deployed), boarding ladder, internal sea strainers, Aqua Base water maker, four solar panels, engine instruments are tachometers with digital hour meters, Raymarine autopilot, Contest compass, Raymarine multifunction device hybrid touch with plotter / autopilot / AIS, Raymarine Raymic 60 / 70 vhf, transom tender davits, West Marine RIB 310 single floor hypalon with HIN – WMPWA019E919 equipped with a 9.9 hp Mercury outboard engine, swim step shower, foredeck cushions, foredeck dinette, Iofrans Tigres two direction electric windlass, Shurflo Aqua King II fresh water pressure pump, autopilot compass in port foredeck locker, Samsung RS65R5691M9 refrigerator, double basin galley sink, eno Ip oven, three burner Ip stove, Whirlpool microwave oven, Victron Multi Plus Compact 12 volt 2000Va 80 amp battery charger / inverter, Victron Phoenix inverter compact 12 volt 1600Va, small Raymarine multifunction device, larger Raymarine multifunction device (navigation station), Pioneer stereo, Raymarine vhf, chart light, Raymarine wireless autopilot control, Victron multi control (inverter / charger), Victron BMV – 700 battery monitor, water, waste and fuel level gauges, Cruisair HVAC system with controls in interior bridge deck and all four cabins, ship's clock and barometer, interior bridge deck dinette, foredeck flood light, exterior courtesy lights, cabin fans, Epever Tracer solar charge controller, shower sump collector and pump, four heads with electric heads, sinks and shower enclosures, Nautic Boiler 60 water heater with heat exchanger (below port aft berth).

SUMMARY

The vessel is a composite fiberglass sailing catamaran equipped with two diesel engines, sail drives and a diesel generator. The vessel was built in Canet – en – Roussillon, France. The concept was by Olivier Poncin and the naval architect was Xavier Fay *. The client purchased the vessel new and had it delivered to La Paz, Mexico and chartered by Dream Yachts. There was a severe grounding incident over two years ago and the repairs were performed by Marina Palmira in La Paz. There was water intrusion reported in the port side and the port engine has had various repairs including repairs in the recent past (in the month before the inspection). The vessel was inspected while afloat, underway and while hauled. The vessel is basically structurally sound and exhibits deficiencies typical of a vessel which has been in charter for five years and some resulting from the grounding. Upon completion of the primary recommendations the vessel should be suitable for its intended purpose as a coastal cruising sailing and charter vessel.

Overall Summary: Satisfactory

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE	NEW REPLACEMENT VALUE	INVESTMENT
XXX	XXX	N/A

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel’s condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the soldboats.com reported sale prices and the yachtworld.com asking prices below. The 2016 Bali 4.5 that sold in Greece for \$413,050 in May, 2022 is the best comparable boat. The 2017 Bali 4.0 that sold in Nanny Cay in March, 2022 is a smaller boat with less value and the 2016 Bali 4.3 that sold in San Diego in November 2021 is slightly smaller but in better shape (we surveyed that vessel). These boats helped bracket the value and the asking prices of most of the comparable vessels are nearly \$500,000. The values have been influenced upward by the Covid-19 demand and value spike, the future of which is uncertain. The condition of this vessel influenced the value and the value assumes the successful completion of many of the primary recommendations during the current haulout.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
45	Bali 4.5	2016	10-May-22	413,050	423,003	Athens, Greece
39	Bali 4.0	2017	12-May-22	348,355	388,167	Valencia, Spain
40	Bali 4.0	2017	14-Mar-22	349,000	359,000	Nanny Cay, British Virgin Islands
40	Bali 4.1	2018	14-Feb-22	495,000	499,000	Fort Lauderdale, FL, USA
43	Bali 4.3	2016	5-Nov-21	520,000	559,000	San Diego, CA, USA
42	Bali 4.3	2016	12-Oct-21	393,144	393,144	Athens, Greece
43	Bali 4.3 Loft	2018	13-Aug-21	450,000	499,000	Annapolis, MD, USA
39	Bali 4.1	2018	7-Jun-21	398,120	408,073	Liguria, Italy
42	Bali 4.3	2016	21-May-21	353,332	382,195	A Coruña, Spain
40	Bali Bali 40	2018	17-Jan-21	425,000	449,000	Fort Lauderdale, FL, USA
45	Lagoon 450F	2017	29-Jun-22	502,627	527,509	Papeete, French Polynesia
45	Lagoon 450	2016	26-May-22	540,000	550,000	Saint Augustine Beach, FL, USA
45	Nautitech 46 Open	2018	11-Apr-22	427,979	428,974	Dalmatia, Croatia
44	Fountaine Pajot Helia 44	2018	30-Mar-22	540,000	595,000	St. Thomas, U.S. Virgin Islands
45	Lagoon 450S	2018	30-Mar-22	702,792	702,792	Nelson, New Zealand

45	Nautitech OPEN 46 FLY	2017	29-Mar-22	413,050	429,970	Trogir, Croatia
44	Antares 44GS	2018	25-Mar-22	860,000	890,000	San Ysidro, CA, USA
45	Lagoon Lagoon 450	2018	24-Mar-22	620,000	635,000	Fort Lauderdale, FL, USA
44	Leopard 44	2016	3-Mar-22	475,000	499,000	Road Town, British Virgin Island
44	Antares 44GS	2018	3-Mar-22	865,000	875,000	Palm City, FL, USA
45	Leopard 45	2018	3-Mar-22	560,000	560,000	Road Town, British Virgin Island
43	Fountaine Pajot Helia 44	2016	27-Jan-22	368,261	397,125	Le Marin, Martinique
45	Lagoon 450F	2017	26-Jan-22	447,885	447,885	Sukosan, Croatia
45	Lagoon 450 F	2018	17-Jan-22	593,000	599,000	Road Town, British Virgin Island
45	Lagoon 450S	2017	8-Jan-22	699,000	725,000	Deltaville, VA, USA
45	Lagoon 450 F	2017	23-Dec-21	520,542	522,533	Le Marin, Martinique
45	Lagoon 450 F	2018	20-Dec-21	551,000	578,000	Ft. Lauderdale, FL, USA
44	Leopard Leopard 44	2016	15-Dec-21	455,000	485,000	Fort Lauderdale, FL, USA
44	Antares Antares 44	2017	8-Dec-21	838,500	860,000	USA
45	Lagoon 450S	2017	6-Dec-21	447,885	457,838	Canet-en-Roussillon, Pyrénées
43	Fountaine Pajot Helia 44	2017	30-Nov-21	457,838	467,791	Athens, Greece
45	Outremer 45	2017	23-Nov-21	696,710	721,593	Port Opua, New Zealand
44	Nautitech 46 Open	2016	12-Nov-21	529,667	569,968	Hamble, Hampshire, United Ki
45	Lagoon 450 F	2018	10-Nov-21	627,844	659,000	Fort Lauderdale, FL, USA
44	Leopard 44	2016	5-Nov-21	370,000	389,000	Tortola, British Virgin Islands
45	Lagoon 450 F	2016	31-Oct-21	525,000	575,000	Fort Lauderdale, FL, USA
45	Lagoon L 450 F	2016	27-Oct-21	525,000	575,000	Hollywood, FL, USA
45	Lagoon 450S Fountaine Pajot Helia 44	2016	15-Oct-21	650,000	660,000	San Rafael, CA, USA
44	Evolution	2017	14-Oct-21	300,000	324,000	West Palm Beach, FL, USA
45	Leopard 45	2017	6-Oct-21	720,500	730,000	Southwest Harbor, ME, USA
45	Lagoon 450F	2016	1-Oct-21	565,000	575,000	Ensenada, Mexico
43	Fountaine Pajot Helia 44	2017	14-Sep-21	445,000	495,000	Road Town, British Virgin Island
45	Lagoon 450	2017	1-Sep-21	650,000	665,000	REDWOOD CITY, CA, USA

Bali 4.3

US\$466,796 *

46 ft / 2017
Aegean Sea, Turkey
Selimiye Yachts

Bali 4.5 Owner's Version

US\$423,003 *

46 ft / 2016
Athens, Greece
Sale Pending
Yacht Broker House

Bali 4.5

US\$517,556 *

45 ft / 2015
Valencia, Spain
Nicolle Associates

Bali 4.5

US\$522,533 *

45 ft / 2015
ALICANTE, Spain
Viveza Yachts

Bali 4.5

US\$492,674 *

45 ft / 2019
Trogir, Croatia
Marine One Boats

Bali 4.5

US\$493,569 *

45 ft / 2019
Split, Croatia
Almissani (Head Office)

Bali 4.5

US\$492,674 *

44 ft / 2015
Barcelona, Spain
Grabau International

Bali 4.3

US\$342,781 *

43 ft / 2017
Kaštela, Croatia
Croatia Yachting

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Eliminate the fuel leak at the port engine's fuel injector pump.
2. Provide all federally required carriage items including fire extinguishers, sound signaling device, distress signal flares, personal flotation devices, oil and garbage placards, waste management plan and a current copy of the navigation rules.
3. Provide and prove an emergency tiller handle.
4. The emergency reboarding device cover would not stay in place one it was removed and the device was not inspected, assure the device is suitable and the cover is functional.
5. We strongly encourage the installation of a high water alarm.
6. Replace the broken cleat to port aft, inboard on the port hull.
7. Replace the cracked port forward deck hatch.
8. Address the various damage and problems with the tender davit system and swim platform, including cracks by the brackets and hinges, bolts or pins being distorted by the mechanism and the questionable appearance of the bolts between the bracket and the swim platform connection. The swim platform requires a push to deploy, and should not.
9. We encourage installation of a safety latch for the transom davits.
10. The starboard forward chock is deformed, repair or replace the chock.
11. The starboard forward stanchion has been cut off at the bottom of the seat and holes are open in the deck, replace this component.
12. The anchor roller is severely damaged, repair or replace the anchor roller. We encourage using properly sized bolts and nuts for extra plates which have been mounted about the anchor roller and removing the sharp points of the machine screws which are protruding on the interior of the hull in this area.
13. Replace the missing strut for the hatch above the windlass.
14. Replace the missing shelf below the port forward berth, apparently removed for the repairs and not replaced.
15. Eliminate the source of the fluid including water, oil and "growth" in the starboard bilge, clean the bilge to allow detection of any future weeps or leaks.
16. A plywood board is attached to the port hull side and extends through the headliner outboard in the port aft cabin. The board edge is covered by a flap of vinyl sideliner, ideally there would be no such board and its purpose in the repair is unclear, address as desired. It is likely related to the repair from the grounding damage.

17. Eliminate the source of the oil and water on and below the starboard engine forward, remove water and oil to allow detection of any future weeps or leaks.
18. Replace the primary exhaust hose at the starboard engine, it is deformed.
19. Service or replace the two steering pulleys inboard of the starboard engine, they moved in an unusual manner when the steering was turned.
20. Determine the significance of the play between the port rudder arm and the tie bar at the steering pin and address appropriately.
21. The port sail drive fluid is emulsified. The fluid and seals were changed during the haulout. Assure that the sail drives' seals are properly functional, ideally with a vacuum or pressure test. Address any damage resulting from the water intrusion.
22. Service and prove the port engine room bilge pump functional in the automatic and manual modes, it was inoperative.
23. Determine why there was high exhaust smoke opacity upon starting the port engine and address appropriately.
24. Modify the engines' throttle controls so the engines are able to go to the same rpm, governing the engines to less than wide open throttle is appropriate for a charter vessel.
25. Remove the corrosion and salt from below the generator's heat exchanger, inspect and service the heat exchanger as necessary.
26. Cover all battery terminals and secure all batteries.
27. The steering blocks below the helm don't turn, assure that is by design or address if necessary.
28. Service and prove the starboard hull bilge pump functional in the automatic mode, it was not functional.
29. Address the heavy corrosion and salt crystals on the HVAC's sea water components in the starboard forward bilge, particularly at a hose junction but also at a strainer and pump connections.
30. Address the play in the propeller blades appropriately, they are folding propellers.
31. Determine the significance of the moderate play between the rudder posts and rudder tubes and the minor movement of the tubes and address if / as necessary.
32. As there is minor corrosion externally on the port sail drive, consider preventive maintenance such as preparing, painting and active replacement of sacrificial anodes.
33. We did not hear any engine audible alarms, assure they are properly functional.
34. The water maker product quality monitoring device and diverter valve has reportedly been replaced, the current type, functionality and monitoring of the device is unknown. Assure the device is properly functional and has a way to be monitored.
35. Replace the damaged exterior vhf radio.
36. Service or replace the inoperative Raymarine multifunction device at the navigation station.
37. Address the reverse polarity condition in the starboard aft head with shore power and inverter and the reverse polarity at all other outlets with the generator. Assure there is proper polarity at all outlets.
38. The battery voltage was 12.8 at the meter on the panel, reportedly monitoring the house batteries, which are new. Assure that the batteries, charging system and monitor are properly functional and suitable for continued use or address any deficiencies. Normal voltage after charge should be 13.4 or higher.

39. The autopilot energizes with a circuit breaker labeled “accessory”, modify so the circuit breaker labeled “autopilot” controls power to the unit.
40. Address the damage to the top of the main sail.
41. Address the damage to the bow sprit which has been impacted by the anchor.
42. Eliminate the source of the fuel around the port tank’s fill fitting, remove fuel to allow detection of any future weeps or leaks. Determine if there is any significance to the fuel on the port hull side below the vent fitting, other than over filling the tank, and address if / as necessary.
43. Properly secure the electric fuel pump in the port aft bilge, it is unsecured.
44. We encourage updating the propane system to include a propane alarm, carbon monoxide alarm and ideally smoke alarms in all cabins.
45. Secure the propane tanks, they are not currently secure.
46. Display the documentation number on a structural member of the vessel per federal regulations.

SECONDARY

1. There are numerous cosmetic deficiencies, many are detailed under hull and structure comments above, address as desired. They include stress cracks, scrapes, prior repairs, nicks and dents.
2. Address the failing anti – fouling paint including installation of primer where missing.
3. There is an area on the port hull bottom forward of the keel which is not fair, address as desired.
4. Address the numerous problems with hardware for cabin doors throughout the interior of the vessel. Many specifics are listed under hull and structure comments above.
5. The fourth from forward starboard stanchion is bent, repair and properly secure.
6. The port forward stanchion is dented near the deck, repair if / as desired or necessary.
7. Address the fiberglass damage about the anchor roller.
8. Assure all exterior cushions are returned.
9. Address cause of and the dark staining on the shelf inboard of the port forward HVAC compressor.
10. Address the lifted stanchion base at the second from aft port stanchion, assure the stanchion is properly secure.
11. Service and prove the lock functional on the main sliding bridge deck door.
12. Address the problems with the dogs on the various port lights, problems are listed in hull and structure comments above.
13. Fill the unused fastener hole in the face plate of the electrical distribution panel.
14. We encourage removing the cut out from the port crew cabin berth and inspecting the area which was clearly damaged during the grounding event and addressing any deficiencies.
15. Address rust and corrosion on the brackets and mounts for the port engine as necessary.
16. Determine why the port engine hour meter displays only 119, as possible note the actual engine hours for future reference and maintenance purposes.

17. Service the starboard engine hour meter as possible, it is dim. If it becomes illegible and is replaced the current operating hours should be recorded for future reference and maintenance purposes.
18. Service the generator, including inspection of the exhaust mixing elbow and addressing of the corrosion debris by the heat exchanger.
19. Remove the exposed and loose conductors at the battery cable near the generator's battery terminal.
20. Return both covers on the battery switch boxes in both engine rooms.
21. Install lock washers at all battery terminals.
22. Replace the port engine room battery with a battery comparable to the starboard engine. Consider using one type of battery in future battery replacements.
23. Secure the loose PVC conduit below the helm console (to starboard below the drain cover forward on the exterior bridge deck).
24. Provide and install a locking ring and weather cover on the shower power cord.
25. Properly label the unlabeled circuit breakers forward of the navigation station seat and the sub panel in the port aft cabin.
26. Determine the significance of the stains by the sub panel in the port aft cabin and address if / as necessary.
27. Replace the missing knob for the vhf radio volume control at the navigation station.
28. Service and prove the chart light properly functional, it is inoperative.
29. There is water built up in the drip pan for the HVAC compressor below the interior dinette, assure the drain is properly functional.
30. Service and prove the port aft courtesy light functional as desired.
31. As possible secure wires and connections for the starboard aft head and the outboard reading light in the port forward cabin, to prevent damage from movement.
32. Determine the prior function of the hose and "filter" connected to the starboard aft sump box, address if / as necessary.
33. Service and prove the igniters functional on the stove and the oven
34. The water heater was likely damaged by the water intrusion event, assure that the water heater was replaced.
35. Assure the vessel has suitable corrosion prevention devices, including a galvanic isolator or isolation transformer. This can prevent damage to the saildrives.
36. The following components were not tested or inspected: alternators, stereo, sump pumps, solar charging system, inverter/chargers, wireless autopilot control (no power up), below port crew cabin berth, escape hatches, all functions of navigational electronics (power up and basic functions tested).

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our knowledge and belief:

The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



September 7, 2022

By: Mr. Kells Christian, Surveyor
S.A.M.S. – A.M.S. # 301

Date