Christian & Company
MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: September 22, 2022
Our file #: 22 – 20562web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on September 20, 2022 while the vessel was hauled at Driscoll Boatworks, Shelter Island, San Diego, CA, underway in San Diego Bay and while afloat at the end tie of A dock, Chula Vista Marina, Chula Vista, CA and the clients, the current owner, XXX and two marine surveyors 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.

VESSEL DESCRIPTION

Builder: Jeantot Marine
Model/type: Privilege 42 Sailing catamaran

Year: 1995
Length: 42'
Draft: 4' 6" / 3' 11" *
Beam: 23'
* listing specifications

Doc. #: Removed for privacy
HIN: Removed for privacy (transom)
Removed for privacy (placard)
Engine: Two Yanmar
Name: Removed for privacy
Hailing port: San Diego, CA
Weight: travel lift's scale inoperative
Displacement: approx. 10 tons

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, molded underbody, keels are molded, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white with blue boot stripe & two blue accent stripes (paint)

Decks & superstructure: Molded fiberglass construction, unknown core, mostly white, mostly paint particle nonskid deck surface

Deck hardware: Nineteen deck hatches, stainless steel bow and stern rails, stainless steel stanchions, double lifelines, fiberglass toe rails, four sets of cleats, grab rails, set of bow chocks, exterior bridge deck rigid framed top shade, two trampolines, double anchor roller, aluminum cross member

Longitudinals/stringers: Fiberglass hull liner

Athwartships/bulkheads/frames: Laminated cored bulkheads / athwartships

Layout/interior components: Sailing catamaran, exterior and interior bridge decks, helms on both sides aft and dining table to starboard of center externally, dinette forward and navigation station to starboard internally, starboard hull has cabin aft, head outboard and forward of cabin, utility room forward with generator and abandoned head forward, port hull has cabin aft, head next forward, galley amidships, owner's cabin forward with inboard berth and head forward

Bilge: Holding minimal fluid, oil and fuel in port engine room

Comments: The vessel was inspected while hauled and afloat. The hull bottoms and keels were visually inspected and randomly sounded. The hull bottoms and keels are in satisfactory structural condition. The current owner stated that a previous owner apparently ran aground and work was performed on one of the keels, it was not visibly apparent and no specific information or documentation was available. The hull sides and transoms were visually inspected and randomly sounded. The hull sides and transoms are in satisfactory structural and cosmetic condition. The HIN which is displayed on the transom is not the US HIN. Both transoms have a rough cosmetic

appearance with cracks, rub through areas and prior repairs. The port hull side contacted the dock amidships during the survey, there were rub marks but no visible cracks or audible differences in this area. The starboard bow hit a floating plank during the sea trial, there was no apparent damage. There are apparent repair areas including: on the starboard hull side aft and below the second from forward port light (4" by 6" rectangle) just forward and below the forward most port light on the starboard side (3" by 4" area), 2 dings by a tank vent fitting on the starboard hull side a mid-ships, a repair on the starboard hull side forward on the inboard edge near the bow (6" rectangle), rough finish) a color line (2.5' aft the port bow on the inboard side) and minor dings on the bow. The current owner stated that a prior owner hit a navigation buoy with the port bow which resulted in repairs in this area. There are "compression dings" on the starboard side amidships (approximately 16" by 10") and these areas exhibited an audible difference when percussion testing. There were soft sounds noted on the center underbody forward, primarily forward of the flat area, where it angles upward toward the bow. The area appeared to initiate approximately 2' aft of the drain fittings and continue forward several feet, more significantly to port. There are radiating arching stress cracks on both sides outboard in this area and a group of longitudinal stress crack on the centerline. There is corrosion on the aluminum base of the rub rail. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and condition. There is a 4" oval repair by the transom shower. There is an area of stress cracks on the deck just forward of the superstructure to starboard. There are small cracks by the stanchion bases. There are cracks about the port anchoring cleat. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. The starboard outward transom grab rail is bent. Overall the deck hardware is in satisfactory-marginal condition. The hatch for the boarding ladder has loose fasteners in the hinges and corrosion on the ladder. The rod holder adjacent is corroded. The deck hatches are crazed. The bow rails have a different appearance, the starboard bow rail's handrail appears to be bent upward. The windows are crazed, chipped and in overall rough condition. The gasket and sealant material around the edges is aged and cracked. There is corrosion on the forward cross member. There is damage around at least three fasteners for the trampoline in the starboard sail locker. Many of the exterior locker latches have no buttons and one latch is loose to port on the exterior bridge deck. The brackets securing the exterior table in the down position are damaged. The screen and sun blocks for the port lights exhibit damage. The deck hatch above the generator has one missing latch receiver. The deck hatch in the port aft cabin has a loose frame. The deck hatch overhead in the owner's cabin has a damaged frame. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. Most of the structural reinforcements appear to be in as built condition. The bottom of both inboard foredeck lockers exhibited various problems, more significantly to port. The port side appears to have a delaminated portion and a more significant athwartship crack. Both of the lockers exhibited soft sounds when percussion testing the bottom of the lockers. This was the same area which exhibited soft sounds and cracks below. The bilge is holding fluid. There is fuel, water and oil in the port engine room bilge. The structural reinforcements appear to be in "as-built" condition. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory-marginal cosmetic condition. There is headliner and sideliner damage throughout the vessel, there appears to be mold stains on the side liner aft in the interior bridge deck. The support for the chart table is disconnected. There is water damage to the wood overhead in the starboard aft cabin. An overhead panel in the port

aft cabin is loose. There is water damage below the refrigerator in the galley. There is water damage to a shelf outboard in the owner's cabin. There is no HIN on the Certificate of Documentation. 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 Yanmar 3GM30F, max output 20.1kw @ 3,600rpm, hour meters - port 7439 and starboard 64?? (illegible)

Engine application: Diesel, three cylinders, inboard, fresh water cooled

Serial number: P-18779, S-15797

Transmissions: Kanzaki, model KM3P, ratio ? (illegible), port serial number 24523, starboard serial number illegible

External/peripherals: Suitable application, satisfactory installation

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

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

Propulsion gear/shaft logs: Volvo type dripless seal, two 15 I2RH55 three blade bronze propellers, 1" diameter stainless steel propeller shafts, one bronze strut per shaft

Steering system/rudder port: Cable/quadrants system, quadrants on both rudders, two steering stanchions, linear drive on starboard side, fiberglass rudders, unknown type seals

Ventilation: Natural, fan for generator

Generator: Phasor, 8.5 kw, tag not seen, hour meter 22955

Through hulls & components: Most through hulls and ball valves are Marelon, one bronze through hull with ball valve

Location of through hulls as visible: see chart

Seawater systems: Reinforced hoses, single and double clamped connections

Bilge pumps: Manual pumps to starboard and port aft, one submersible automatic pump per engine room, Rulemate 500 to starboard and unknown type submersible in port hull
Comments: The engines and transmissions were visually inspected and tested during a sea trial. The 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 transmissions appear satisfactory. The coolant hose between the starboard heat exchanger and remote coolant reservoir is broken and the coolant level is low in the heat exchanger. The starboard engine's tachometer is damaged and the needle appeared to stick at 2700 (load and no load). The back of the engine instruments are heavily corroded. The engines were started cold and started quickly. There was higher exhaust smoke opacity upon startup from the port engine (blue smoke). There was higher exhaust smoke opacity from the starboard engine at wide open throttle. Wide open throttle RPM per the tachometers was 2950 to port and 2700 to starboard under load and 3200 to port and the 2700 to starboard with no load. There are fuel and oil leaks from the port engine. The fuel may be coming from the aft injector and the oil may be coming from the valve cover. The port hour meter appeared to function normally during the sea trial, the starboard hour meter is mostly illegible and exhibits a thousand less hours per the legible digits. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. The propellers was percussion tested and spun with a fixed object adjacent to the blades. The propeller shafts were manipulated in the struts and observed while underway. Overall the propulsion components are in satisfactory condition. There is corrosion and dings on the propellers. The sacrificial anode on the starboard propeller shaft was missing and the anode on the port shaft was loose. The steering system was visually inspected and test operated. The steering system functioned normally. There were dull sounds noted when percussion testing the bottom of the starboard rudder. The generator blower was energized. The generator was visually inspected, test operated and loaded. There is rust on the generator's mixing elbow. There is corrosion on the generator and its motor mounts. There is an electric fuel pump in use on the generator. The generator was not completely exposed and inspected. The vent fixture on the outboard side of the generator's sound box contacted the pulley after it was partially moved for access. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. The refrigeration through hull and valve are bronze, the valve handle exhibits corrosion. Most of the through hulls and valves are Marelon, the holding tank drain is an ABS valve. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. There is a hose to hose junction in the seawater to supply hose generator. There is rust on a hose clamp for the seawater supply hose to the port aft head. Two port side above waterline through hulls were rubbed on the dock during the event while trying to enter the travel lift's slings (port hull side rubbed) and a through hull above the waterline on the starboard hull forward and inboard has what appears to be a gasket protruding. The engine room bilge pumps were energized with their float switches and the hull bilge pumps were energized with their toggle switches. The amidships/hull bilge pumps were not energized with their automatic switches. The port engine room bilge pump's float switch is not secure. The manual bilge pumps were not tested.

Summary: Satisfactory

TANKAGE

Fuel: 25 gallon (tag damaged) plastic tank in port foredeck locker, stainless steel (apparently) tanks in aft bilges, labels illegible, 107 gallons *

Fill & vent: Deck fill fitting to port and starboard aft, labeled “diesel”, fill and vent hoses not inspected

Feed & return: Remote stops aft both helms, flexible hoses, USCG type hose at generator, metal tubes and flexible hoses (not labeled per US convention) elsewhere, remote filters

Water: 225 liter stainless steel tanks in both hulls amidships, 132 gallons *

Holding: Plastic tank to port forward, deck fitting to port forward labeled “waste”, 30 gallons *

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. 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. The tags on the fuel tanks are illegible. The vent hose for the forward/generator fuel tank is detached from its fitting, the fitting is corroded. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. The hot water did not function normally. At the beginning of the survey the current owner modified valves to test the LP water heater, it did not function normally and displayed an error message. There was warm water briefly in the port hull, but the non-propane water heater was not successfully tested in either mode (AC or engine). The current owner believed this may have been the result of the position of the valves. The hot water valve on the starboard shower spins but no water is released. The starboard forward head has been abandoned and is used as a storage room. There are various hoses, fittings and a sump pump in this space. Only the port forward head has a holding tank, the other heads discharge directly. There is a deck fitting labeled “water” on the transom, the fitting is reportedly no longer in use. There is caulk on the bottom of the starboard aft sink at a drain fitting, there is a leak at this fitting and the sink drains slowly. The water maker flushing filter was green with algae. The water maker was energized but was not used to make water. Accuracy of tank level gauges is beyond the scope of this survey. The two independent water gauges are reportedly not used. The Tank Tender device is used and is reportedly accurate. There was no key for the Tank Tender to delineate which tank is being tested and how many gallons correlate to the inches on the device. The current owner reports that the seawater pressure pump is inoperative, it was not tested.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 30A/125V shore power inlet on starboard transom, 120 volt system

DC system: Two Interstate 27 DC 12 volt wet cell batteries in fiberglass box in port engine room, battery switch by batteries, four Kirkland 105 6 volt wet cell batteries in fiberglass boxes in starboard engine room, battery switch in starboard engine room, two battery switches in starboard hull locker (by DC circuit breakers), LTH L-35-575 12 volt sealed battery in secure and covered plastic box by generator, 12 volt system

Wiring: Mostly original multi-strand wires

Circuit protection: Main AC circuit breaker in starboard engine room, distribution panel to starboard in interior bridge deck includes main and branch AC circuit breakers, two AC volt meters, DC voltmeter, two DC voltmeters, DC switches and an AC source selector switch, DC circuit breakers in inboard aft locker in starboard hull amidships

Comments: The electrical system including the 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-marginal condition. While the system does not appear to be inherently unsafe, the number of deficiencies and the age of components is significant. The condition and age of the batteries is beyond the scope of this inspection. All of the engine room batteries are uncovered. Many of the terminals use wing nuts and we saw no lock washers in use. A battery cable is loose near the battery isolator forward in the port engine room. There is an unusual appearance inside the starboard aft battery. A terminal is loose on the inboard battery in the starboard engine room. There is corrosion on the forward battery outboard in the starboard engine room. There is no known over current protection for the DC refrigeration. The circuit breaker labeled water heater energizes the propane instant water heater and the associated fan. The switch labeled “macerator” energizes the head. All of the AC electrical outlets exhibited reverse polarity with shore power, the polarity was normal with the generator. Most of the Ac electrical outlets are not secure. The AC refrigerator’s aft cold plate was cold, the forward cold plate was not. The wind instrument was not properly functional. There is heat damage on the shore power inlet, we did not inspect the shore power cable. Lights which were found inoperative include in the port sail locker, in the starboard forward head, the strip light above the microwave oven, the reading light aft in the owner’s cabin and several of the interior lights had no lenses. The autopilot screen is failing. The Autohelm multi-device screen is very hard to read at the navigation station. The Garmin GPS 75 did not power up. The vessel is equipped with an AIS transceiver, the current owner uses a laptop for the AIS. The AIS was not tested. The wiring is not well organized throughout the vessel. There is a loose junction box by the helm visible through the access hatch aft on the starboard aft cabin. The engine instruments and components near them are heavily corroded, also accessible through this access hatch. There is corrosion on various electrical connections in the engine room and on the DC distribution panel, in the starboard hull inboard locker. The port aft cabin fan wires are disconnected. The fan in the owner’s cabin is inoperative. The battery charger/inverter circuit breaker had to be energized in order for the generator to provide power to the outlets, and per the current owner for the outlets to have power from shore. The HVAC controller is not properly functional. The lower AC electrical outlet in the port forward head could not be tested as our tester would not insert.

Summary: Satisfactory - Marginal

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type A size II type B:C size II (2014 tag) in port aft exterior bridge deck locker, type B:C size I (2020) aft exterior bridge deck locker, in starboard aft cabin locker, in port aft cabin, in owner’s cabin, type B:C size I (2018) starboard hull

amidships locker, (2014 and 2018) by generator, 2007 in galley

Fixed fire system: None

Flotation devices: Horseshoe buoy, IIII adult type II

Horn/distress flares: Canister and mouth operated horns, four handheld red signal flares expire August 2025

Navigational/anchor lights: Separate side lights, stern lights, masthead/steaming, all around/anchor (strobe)

Anchor & ground tackle: 20kg Bruce anchor, three small (tender) anchors, Rocna (apparently no tag) anchor, chain and line rode, Fortress anchor (size not recorded)

Other equipment: Emergency tiller handle, life raft (tag not seen) inspection date 2006, radar reflector, EPIRB with 03/2025 battery expiration, two hull bottom escape hatches, handheld spotlight, emergency wooden dowel plugs, abandon ship kit (not inspected) SOS Danbuoy 33 (DOM 2021) smoke alarm, co/smoke alarm

Comments: Safety equipment for fire fighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per NFPA. recommendations. Personal flotation devices are suitable for near coastal use. Current distress signal flares are aboard. A suitable sound signaling device was seen. A combination smoke/CO alarm and a smoke alarm were tested and functioned normally per their test buttons. Waste and oil placards were seen. We did not see a copy of the navigation rules or a waste management plan. The port navigation light is inoperative. We saw a strobe light on top of the mast, the current owner reports there is an all-around/tri color lights, it/they was/were not seen. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory-good. The entire length of the anchor rode was not inspected and should be inspected prior to use. The windlass did not function in the free spool mode. The port compass has a foggy lens and a large air bubble.

Summary: Satisfactory

PROPANE SYSTEMS

Tanks: Two tanks in port aft exterior bridge deck locker

Devices: Two separate feed lines, two electric solenoid valves, one pressure gauge, two reducing regulators, water heater, galley range and portable bbq grill

Comments: The propane system including the tanks, tank locker devices and galley range was visually inspected and the galley range and electric solenoid valve were tested. Overall, the installation of the propane system is satisfactory. The vessel is not equipped with a propane alarm. The vessel is equipped with an instant propane water heater and a portable barbecue grill, both of which present potential for problems. The vessel is not equipped with a propane alarm.

Summary: Satisfactory

SAILING SYSTEM

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

Standing rigging: Stainless steel multi-strand wires swage end fittings, forestay, one set of lower and one set of upper shrouds

Hardware: Profurl roller furling head sail assembly, aluminum boom, two sets of aluminum spreaders, lazy jacks/ sail bag support lines

Winches: III Lewmar 40, II Lewmar 50, II Lewmar 44

Sails: Roller furling jib, main sail

Comments: The mast and associated rigging were visually inspected from the deck level only. The mast and associated rigging are likely original. The survey is not a rig survey, please consult with a qualified rigger for greater detail as to the condition of the sailing system. The client took the vessel on a sailing sea trial; the sailing system was not used during our sea trial. Overall the sailing system is in satisfactory visible condition, as seen. Only one turnbuckle was exposed.

Summary: Satisfactory

ACCESSORIES

Noritz always hot propane water heater, water heater (AC/heat exchange type – no label), internal seas trainers, oil placard, Outback FM80-150VDC charge controller, Xantrex Freedom Marine 25 inverter, ParMax Plus fresh water pressure pump with pressure accumulator tank, transom shower, exterior courtesy lights, tv/phone inlet, four Kyocera model KD135GX-LPU solar panels (one KD135GX-FBS), transom tender davits, Caribe model MBPL-11 rigid hulled inflatable (HIN covered), two Plastimo compasses, Raymarine ST60 & Tridata instruments, Alpine CDE-9870 Raymarine ST60 wind, Raymarine ST6002 autopilot, engine instruments are two tachometers and audible/visual alarms, lofrans two direction electric windlass with foredeck foot switches, exterior bridge deck dining table, exterior bridge deck cushions, Raymarine ST60 Tridata and wind instruments (port helm), portable lp bbq grill, Tank Tender tank level monitor, two water tank level gauges, Icom IUC-M802 HF Marine transceiver, LG tv, autopilot compass in port aft exterior bridge deck locker, Autohelm Multi instrument, Xantrex inverter controller, Standard vhf, Xantrex LinkLite electric meter, Alpine CDE-9870 stereo, satellite phone, Garmin GPS75, shower sump pump, NSS7 multi-function device with radar/plotter, cabin fans, sacrificial anodes on propellers and struts, starboard head includes manual head and shower fixture, Sawafuji model MR040F-U1 portable refrigerator, Icom AT-140 antenna tuner, generator instruments include volts, oil, temperature and hours, generator fuel tank level gauge, collection of Dona Jenkins hats, CRS microwave oven, port aft head includes electric head and shower fixture, cabin sinks, port aft shower sump pump, double basin galley sink, galley foot water pump, Marine Air HVAC system with control in salon, Force 10 three burner lp gas range, Sea

Frost AC (starboard) and DC (port) refrigeration, port forward head includes manual head, sink and shower fixture, ship's clock and barometer

SUMMARY

The vessel is a composite fiberglass sailing catamaran built in Les Sables d-Olonne, France. The current owner reports purchasing the vessel 3.5 years ago in San Diego and has used the vessel locally, traveling to Ensenada, Mexico and Catalina Island. He believes that the engines and transmissions are original. He believes the generator is vintage 2000-2001. He believes that much of the standing rigging is original and he alluded to his listing for the age of the sails. He disclosed no known problems with the vessel at the beginning of the survey, but he did mention several deficiencies as the survey progressed. He stated that there was an event involving a prior owner striking a navigation buoy with the port bow and a vague reference to work on one of the fin keels from a prior owner having run aground. He stated that he wrapped a line around the port propeller and broke the port strut, resulting in replacement of both struts. The vessel was inspected while hauled, afloat, and underway in San Diego Bay. The vessel is basically structurally sound, though there are deficiencies including at least one structural deficiency, and more than the normal amount of deficiencies overall. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a coastal cruising vessel and potentially as a blue water cruiser.

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 and catamaransite.com listings below. The value of the vessel is fairly well bracketed by the comps and the below average condition slots it into the range specifically. The location of the vessel raises the value.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
37	Privilege 37 Owners Version	1996	21-Jun-22	186,224	197,504	St Helier, Jersey
46	Privilege 465	1999	1-Apr-22	271,500	299,999	Key Largo, FL, USA
39	Privilege 39', now 41'	1992	17-Mar-22	145,000	179,500	Rio Dulce, Guatemala
39	Privilege 39	1990	5-Mar-22	150,000	159,000	Amelia Island, FL, USA
42	Lagoon TPI	1996	27-Jun-22	213,000	235,000	Mexico
41	Catamaran Punch 1250	1994	3-Jun-22	118,057	123,664	Tahiti, French Polynesia
40	Manta 38	1995	1-Jun-22	155,000	179,000	Sarasota, FL, USA
40	Manta 38	1995	1-Jun-22	154,999	179,000	Sarasota, FL, USA
40	Manta 38	1995	1-Jun-22	155,000	179,000	Sarasota, FL, USA
40	Dean 400 Catamaran	1994	18-May-22	125,000	139,000	Miami, FL, USA
41	Alliaura privilege 42	1995	4-Apr-22	127,895	146,587	Pointe a Pitre, Guadeloupe
42	Lagoon 42	1994	2-Apr-22	95,000	139,900	Fort Myers Beach, FL, USA
42	Lagoon 42	1994	1-Apr-22	95,000	139,900	Fort Myers, FL, USA
41	Dean 400	1996	12-Dec-21	169,294	183,889	Opua, New Zealand
40	Manta 40	1996	8-Oct-21	200,000	210,000	Fort Pierce, FL, USA
40	Manta	1996	1-Oct-21	185,500	220,000	Fort Pierce, FL, USA

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office@themarinesurveyors.com - themarinesurveyors.com

Asking: $179,000 (USD)Location: San Diego (USA)

Jeantot PRIVILEGE 42

US$208,665 *
42 ft / 1995
Tahiti, French Polynesia
Raiatea Yacht

Privilege 42

US$215,000 *
42 ft / 1994
Tahiti, French Polynesia
DBY Boat Sales - Pittwater

Privilege 42

US$265,000 *
42 ft / 1999
Saint Simons Island, Georgia, United States
TMC

Privilege 395-owners version

US$216,793 *
39 ft / 2004
Preveza, Greece, Greece
Sale Pending
Network Yacht Brokers - Lefkas

Lagoon 42 TPI

US$198,000 *
42 ft / 1994
Lima, Peru
Globe Sailing

Lagoon 42 TPI

US$175,000 *
42 ft / 1993
St George's, Grenada
Horizon Yachts International

Fountaine Pajot Venezia 42

US$294,158 *
42 ft / 1993
Cartagena, Spain

Whites International Yachts

Lagoon Lagoon 42 TPI

US$225,000 *
42 ft / 1994
Cruising Nassau, Bahamas
The Catamaran Company

Simpson 42

US$195,268 *
42 ft / 1994
Manly, Queensland, Australia
Multihull Solutions

Fountaine Pajot Venezia 42

US$137,733 *
41 ft / 1996
Cartagena, Colombia
Alize Marine

Voyage Yachts Norseman 400

US$139,500 *
40 ft / 1996
Curacao, Netherlands Antilles
Yacht Broker Caribbean

Simpson 40

US$150,000 *
40 ft / 1996
Bay Shore, New York, United States
TMC

Prout Escale 39

US$147,571 *
39 ft / 1993
Trinidad und Tobabo available in February 2023, Trinidad and Tobago
cat sale GmbH & Co KG

Nautitech 395

US$118,057 *

39 ft / 1996
CARIBBEAN, Martinique
HAREL YACHTS

Pro Kennex 380

US$166,263 *
38 ft / 1993
Myconos, Greece
Yachting Conseil

Prout Manta

US$99,500 *
38 ft / 1997
Solomons, Maryland, United States
Crusader Yacht Sales

Manta 38

US$165,000 *
38 ft / 1995
Rio Dulce, Guatemala
SeaKist Yacht Sales

Athena 38

US$145,000 *
38 ft / 1995
Galena, Maryland, United States
ROCK HALL

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. Maintain the fire extinguishers per NFPA recommendations. Fire extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years. We encourage installation of fixed fire extinguishers for both engines and the generator.
2. Assure the vessel has all legally required carriage items including a current copy of the Navigation Rules and a Waste Management Plan.
3. Service and prove the port navigation light properly functional, it did not illuminate. Assure the vessel has a suitable all-around / anchor light or address if necessary.
4. Service and prove the windlass functional in the free spool mode.
5. We strongly encourage installation of a propane alarm.
6. There is a propane instant water heater and a portable propane BBQ grill aboard, either remove these components or exercise caution with respect to propane and carbon monoxide hazards and with respect to the portable BBQ, the hazard associated with an unsecured cooking device.
7. There were various anomalies with the forward underbody, including on the bottom where the flat underbody turns upward and internally in both inboard foredeck locker bottoms. The anomalies include audible differences (soft sounds), cracks, apparent delamination and water intrusion. Determine the extent and significance of the damage and repair appropriately.
8. Eliminate the fuel and oil leaks from the port engine, clean the engine and the bilge to allow detection of any future leaks and to prevent discharge of fuel or oil.
9. The hull identification number (HIN) displayed on the transom is not the US HIN, display the US HIN per federal regulations.
10. There is no HIN on the Certificate of Documentation, modify so the HIN is included.
11. Secure the port engine room bilge pump float switch, it is not secure.
12. Replace the damaged hose between the starboard engine and the remote coolant reservoir, refill the cooling system to the proper level of fluid.
13. Determinate the significance of the high exhaust smoke opacity upon starting the port engine and address appropriately.
14. Determine the significance of the high smoke opacity from the starboard engine at high speed and address appropriately.

15. The engine instruments are corroded, the starboard tachometer is not properly functional. Determine the extent of damage and repair or replace as necessary and assure the engine instrumentation including tachometers, hour meters, ignition switches and alarm system is properly functional.
16. Neither engine reached designed wide open throttle rpm per the tachometers in either loaded or no load mode, determine the cause and address appropriately.
17. There is corrosion and dings on both propellers, have the propellers serviced by a qualified technician.
18. There is rust at the generator's exhaust mixing elbow, eliminate the cause, repair or replace as necessary, remove staining to allow detection of any future weeps or leaks.
19. Assure that the DC refrigeration system has proper over-current protection, none was identified.
20. Test and prove the water heater functional in the AC and heat exchanging modes, the water heater was not successfully tested.
21. Modify the installation of the batteries to comply with ABYC recommendations. Terminals should be secured with steel nuts and lock washers and batteries should be covered. Due to the appearance of one of the battery's cells, we suggest testing batteries for suitability, replacing batteries as necessary. Most battery installations were uncovered and used wing nuts on the terminals.
22. All of the AC electrical outlets have reversed polarity on shore power, eliminate the reverse polarity condition.
23. Most of the AC electrical outlets were not well secured, properly secure all AC electrical outlets.
24. The forward cold plate in the starboard / AC refrigeration unit did not get cold, address appropriately.
25. The wind instrument is not properly functional, service and prove it properly functional.
26. Replace the heat damaged shore power inlet, inspect the cord and address any similar damage. The cord was not inspected.
27. Only the port forward head has a holding tank, depending on intended use and area of the vessel, additional holding tanks or devices may be required. Determine necessity for additional tanks or devices and install as needed.
28. Plug the unused water fill fitting on the transom to prevent accidental usage of this fitting.
29. Replace the corroded fitting and reattach the vent hose for the forward / generator's fuel tank.
30. As standing rigging is reportedly original, it likely requires replacement based on age. Consult with a qualified rigger and service the sailing system as necessary.
31. The HVAC controller is not functioning properly, service or replace and prove it properly functional.
32. The circuit breaker labeled "battery charger / inverter" needs to be on in order for AC power to flow to the outlets, determine the significance and address if necessary.

SECONDARY

1. The lower receptacle in the AC duplex outlet in the port forward head would not accept the tester, address appropriately.
2. Several lights were inoperative and have various deficiencies including missing lenses, service and prove the lights properly functional and properly installed. Several of the deficiencies are listed under electrical system comments above.
3. The fan in the owner's cabin is inoperative and the port aft cabin fan's wires are disconnected, address as desired.
4. The port compass has an air bubble and the lens is foggy, replace the compass.
5. The propane water heater was not functional and displayed an error message. If this device is to be left aboard, service and prove it functional.
6. The starboard forward head has been abandoned, components remain including plumbing components, drain through hull, sump pump, etc, assure there is no liability associated with these components or address appropriately.
7. Provide a key for the Tank Tender, to allow determination of which tank is being sounded and to convert inches to gallons. The two independent water level gauges are no longer in use. Eliminate any liability associated with these gauges.
8. The starboard aft cabin sink drains slowly, the drain fitting on the bottom of the sink has "putty" and a leak, service and prove this sink and drain properly functional.
9. The hot water valve on the starboard shower spins and does not provide water, service and prove it properly functional.
10. The watermaker's flushing filter was green with algae; the watermaker was not tested for function and only energized. Service the watermaker and prove it properly functional.
11. There is corrosion on various hardware including on the sailing system components, rub rail, mast and forward cross member, determine the significance of the corrosion and address if necessary.
12. The sea water pressure pump is reportedly inoperative, service and prove it functional as desired. If the unit is not to be used remove it and eliminate liability including capping the through hull and removing the power supply.
13. There are several switches and circuit breakers which are unlabeled, several are labeled unusually and the proper function and labeling of all components is beyond the scope of this survey. Several anomalies are mentioned under electrical system comments above, service and assure that all components have proper over-current protection and all switches and over-current protection devices are properly labeled.
14. A cable is disconnected and loose by the battery isolator forward in the port engine room, assure there is no liability associated with this condition or address appropriately.
15. The autopilot screen is failing, address as desired.
16. The Autohelm Multi screen is hard to read, address appropriately.
17. The Garmin GPS75 device did not power up, address appropriately.
18. The vessel has an AIS transceiver, the current owner uses a laptop to utilize the transceiver. Provide a device to utilize the AIS and we encourage it to be displayed on the plotter.

19. The wiring throughout the vessel is not well organized, bundled and secured. Improve the wiring installation and comply with ABYC recommendations.
20. There is a loose electrical junction box by the helm, accessible through the access hatch aft in the starboard aft cabin, properly secure the junction box.
21. There is corrosion on electrical components in both engine rooms and at the DC distribution panel, eliminate any causes of corrosion (water leaks) and repair and replace components as necessary.
22. The refrigeration intake through hull valve handle is corroded, address appropriately.
23. There were dull sounds noted when percussion testing the bottom of the starboard rudder, determine the significance and address appropriately.
24. Install a sacrificial anode on the starboard propeller shaft and either replace or properly secure the anode on the port propeller shaft.
25. There were minor through hull issues including what appeared to be a gasket extruding from the through hull inboard forward on the starboard hull and two outboard amidships through hulls near the waterline on the port hull rubbed against the dock, inspect and service as necessary.
26. There is rust and corrosion on the generator and the mounts, consult with a qualified technician and service / maintain the generator properly. Determine if the electric fuel pump is by design and address if / as suggested.
27. There is a hose-to-hose connection in the seawater supply for the generator, modify so a single hose can be used for this purpose.
28. Replace the rusted clamp found in the sea water supply hose connection supplying the port aft head.
29. The holding tank drain through hull is an ABS valve, not necessarily designed for this application, either replace or monitor and replace as necessary.
30. The starboard outboard transom grab rail is deformed, repair or replace as desired.
31. There are numerous cosmetic deficiencies on the hull and deck, including prior repairs, rough repairs, cracks, rub marks, etc. address as desired. Many of these conditions are listed under hull and structure comments above.
32. The starboard boarding ladder is corroded and the hinges for the hatch are loose, address appropriately.
33. The deck hatches and the windows are crazed and have wear and age related damage including to the seal material, determine the significance of these conditions and address appropriately.
34. There are miscellaneous deck hardware issues in addition to the windows and deck hatches, including locker hardware and an apparently bent starboard bow rail, address appropriately.
35. There is damage to the fiberglass about at least three of the trampoline's fasteners, address as necessary.
36. There is various cosmetic damage internally, including sideliner and headliner issues, water damage, etc. many examples of this type of damage are listed under hull and structure comments above, address as desired.
37. Reattach the support for the chart table, it is disconnected.
38. We noted two compression dings on the starboard hull side outboard/amidships (16" x 10" approximate size) and they exhibited audible differences when

percussion tested. Determine the extent and significance of the damage and address appropriately.

39. The following components were not tested or inspected: sailing system, sails, manual bilge pumps, watermaker (energized only), automatic function of bilge pumps in both hulls, portable refrigerator, emergency hatches, all refrigeration controls, stereo, satellite phone, we did not dig out all exterior and interior lockers, television, hf transceiver (power up only), emergency tiller handle, all functions of entertainment devices and all functions of navigational electronics (power up and basic functions were 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.

Kells Christian

September 22, 2022

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

Date