

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: April 1, 2022

Current owner: Client

Our file #: 22 – 20405web

Location: Sunroad Resort Marina,
San Diego, CA

Date of inspection: March 28, 2022

Scope of Services

The vessel was examined by the 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:	C.N.B.	Cayman Islands ON:	Removed for privacy
Model/type:	Lagoon Seventy 7 / Sailing Catamaran	Engine/MFG:	Nanni / Two John Deere 4.5L 4045AFM 85 C.D
Year:	2020	Kw per:	168
Length:	23.28 meters *	Serial numbers:	P – PE4045N023288 S – PE4045N023289
Draft:	2.02 meters *	Type of instal. :	Diesel, 4 cylinders, turbo- charged, aftercooled
Beam:	13.11 meters *	Generator:	Two Cummins Onan
Name:	Removed for privacy	Starboard model	27MDKDV - ?, serial number A1904690? (tag obstructed)
HIN:	Not seen	Port model	19MDKDV – 8203A, serial number 6190601737
Port of Registry:	Georgetown Cayman Islands		
*Certificate of British Registry			

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is molded fiberglass. Deck is constructed of teak over fiberglass and above deck structures are constructed of fiberglass. Coring is unknown. Bulkheads are constructed of fiberglass over balsa (where visible). Overall condition of the hull structure appears good – excellent. The vessel's weight is unknown. Exterior rails and hardware appear good – excellent. Mast, mast step, standing rigging and chain plates, where visible, appear good. Cosmetic condition of vessel appears good – excellent externally and internally. Vessel's external colors are dark grey. Below waterline through hull fittings appear good. The vessel's bilge pumps include one Whale Gulper remote automatic in the starboard aft head bilge, Jabsco Maxi Puppy 3000 remote electric automatic and one Whale Gulper in the starboard aft cabin, one Jabsco 23610-3103 in each engine room, one remote automatic and one Whale Gulper in port aft cabin with two way manifold. The bilge pumps appear good and most were tested. The bilge is holding minimal water. The ventilation system consists of two blowers (one per engine room) and natural ventilation and appears good. General housekeeping appears excellent.

Summary: Good – Excellent

MACHINE SYSTEMS

Engines' external surfaces appear good and exhibit moderate staining. Engine hour meters were not energized and the engines were not tested. No sea trial was performed. Motor mounts appear satisfactory – good with some corrosion. Cooling systems appear good. Fuel system and components appear good. Exhaust systems and components appear good – excellent. Electrical systems and components appear good. Engine control systems appear good (not tested), and shaft logs appear good. Steering control system appears good and rudder ports appear good. Propulsion components were not inspected. Generators' surfaces and motor mounts appear good.

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Generators' peripheral components and systems appear good. The model and serial numbers for the starboard engine were partially illegible. Waste systems and components appear good – excellent. General service seawater systems appear good.

Summary: Good – Excellent

FUEL SYSTEM

There is 2,800 liter total capacity in two metal tanks located in the aft cabin bilges (one per hull). Fuel tank surfaces, where visible, appear good, and the securing mechanisms appear good. The fuel fill, vent, feed and return lines and components appear good. Fuel shut off valves are located on the tanks and appear good.

Summary: Good

ELECTRICAL SYSTEMS

The AC shore cords, inlets and connections appear satisfactory (as inspected). The AC wiring and outlets appear good. The AC main feeds are protected with circuit breakers. Battery arrangement appears good; the house batteries are in secured and covered boxes below the center aft sole lockers in the interior bridge deck, the boxes lids are fastened down and were not removed for inspection. Batteries are equipped with relay type disconnect switches. DC wiring appears good. Circuit protection for the AC and DC branch system appears good. Wire terminations and connections appear good. Wire organization and arrangement appears good.

Summary: Good

SAFETY AND LIFE SAVING

Vessel's portable fire extinguishers include three type B:C size I units (manufactured in 2020) located in a locker in the starboard aft cabin, in the galley and in the port aft cabin, two 2 Kg dry powder units (3/12/2024 expiry date) located on aft deck. Vessel's fixed fire suppression systems include two bottle anrieu systems, one per engine room, original equipment with no inspection tag dates, one Marine Fire SRF 727-250MA, manufactured 09/2019 located in inverter room. The safety components include: eight adult type II PFDs and no throwable type PFDs; no distress flares were seen; suitable first aid kit; two Plastimo Transocean 6 person life rafts (no certifications seen); Fortress FX-85 anchor, 100 kg Ultra anchor, 80 kg Ultra primary anchor with chain rode and a bridle and they appear good. Navigational and anchor lights appear good. Other safety equipment includes: EPIRB with 2029 battery expiry and no registration sticker, fire blanket, emergency dowel plugs, two exhaust alarms, manual fixed fire extinguisher pulls behind panel on steps to starboard aft cabin. Compliance with Cayman Island carriage item requirements is beyond the scope of this survey.

Summary: Satisfactory

DOCKING

The vessel was inspected at its normal slip location. Lines condition and arrangement appears excellent. Boarding hazards appear insignificant. All entry points are reportedly kept locked.

Summary: Excellent

ACCESSORIES

Flybridge includes three bench seats (one with adjustable back), sink, dual helms with bench seats, Vitrefrigo IMXTP Hydro PFT Right ice maker, Dometic CRD0050 refrigerator, two folding dinette tables, coffee table and four chairs, port helm includes B&G H500 graphic display with depth / heading / true / apparent wind indicator / speed / timer, B&G autopilot, carbon fiber wheel and B&G Zeus 3 Glass Helm 19 with plotter / camera / sounder / radar / AIS (transmit and receive), bow thruster controller, five Harken 80 two-speed electric winches, hydraulic sheet traveler, hydraulic stay sail furler control, hydraulic genoa furler control, Plastimo compass, engine instruments at the port helm include two tachometers with digital hour meters, starboard helm includes B&G H500 Graphic display with depth / speed / time / apparent wind indicator / speed / heading / timer, B&G autopilot, carbon fiber wheel, lighting controls, bow thruster control, Quick CHC 1203 chain counter and windlass control, B&G H50 wireless vhf and B&G Zeus 3 Glass Helm 19 multifunction device with plotter / radar / sounder / camera / FLIR camera / AIS (transmit and receive), starboard engine instruments, include two tachometers with digital hour meters, spreader lights, two KVH antenna domes, B&G radar antenna, foredeck light, lazy jacks and stack pack, B&H H500 Graphic display with depth / heading / true / apparent wind indicator / speed / timer, bimini ceiling lights, bimini bar lights, full upper bridge deck enclosure, FLIR camera, underwater lights, upper bridge deck and bench cushions, Sea Lion dive compressor, snorkel gear, Quick two direction electric windlass with wired remote control at the windlass and control at the starboard flybridge helm, foredeck washdown with fresh / raw water source selector in port foredeck hatch, Flojet washdown pump model R43325343, Facnor Hydraulic HF700 genoa furler, utility room, numerous tools, several inflatable standup paddleboards, wakeboard, Miele SoftTronic T8822C clothes dryer, Miele Powerwash 2.0 clothes washer, crew cabin includes two bunk berths, DC fan, Tecma electric head, sink and shower, Whale Gulper shower sump pump, Side Power Sleipner bow thruster, two Quick electric stern capstans, starboard aft cabin includes island berth, vanity, reading lights, Samsung TV, Vornado fan and ensuite head, starboard aft head includes shower enclosure, sink, electric head and vent fan, shower sump pump, Whale two way manifold, two VMAR controls in starboard aft cabin (on either side of berth), USB outlets, 12 volt outlets, Quick Nautic Boiler 100Rx water heater with heat exchange to the starboard engine, fuel transfer pump, starboard master cabin includes island berth, vanity, sofa, reading lights, walk-in closet, Wally TV receiver, Samsung TV on elevator, Bose speakers, Vimar control (sound system), Vimar control (no power), Bose Freespace 3 accouterments module, portable boarding ladder and ensuite head, starboard master head includes two sinks, electric head and shower, Ottoman, shower sump pump, electric waste discharge pump, plastic waste holding tank, European AC electrical outlet, port master cabin includes Bose speakers, island berth, Samsung TV on elevator, vanity, reading lights, Vornado fan and ensuite head, port master head includes sink, shower enclosure, vent fan and electric head in isolated room, Zar 49SL RIB with

100 h.p. Honda tender (not aboard), Opacmare passerelle, BBQ grill in pedestal, 100 amp (3P4W 125 / 250Vac) shore power cord on electric cable caddy, 63A 230V shore power inlet and cord, main AC circuit breakers in both engine rooms, two Sterling Power galvanic isolators, underwater lights, generator exhaust gas / water separator, Hubbel YQ100PLUS 100 to 50 amp shore power adapter, lifting swim platform / tender, two freshwater pressure pumps with pressure accumulator tank, portable oil change pump, engine room blower, Strong driplless shaft seals, ZF85A system (description TWC X555HDC-DDC-OTS 113 FD LG7), hydraulic steering system with independent actuators, portable boarding ladder, remote fuel filters, two electric stern capstans, internal sea strainers, Sea Recovery Aquamatic water maker, port swim platform water fixture, Kenyon aft deck electric grill, Vitrifrigo ice maker, Dometic aft deck refrigerator, aft deck sink, two Sea Bobs and other scuba diving equipment, two inflatable SUPs, two bow anchor rollers, two roller furling head sails and a “searcher” headsail, interior bridge deck helm includes two B&G second autopilot, Nanni electronic engine controls, two engine exhaust alarms, salon wet bar, Frigo Nautica salon refrigerator, salon dinette, Isotherm salon wine refrigerator, portable salon dining table and chairs, three Victron Skylla-i-24V-100a-1t1 outputs battery chargers, Vitrifrigo salon ice makers, Bluetooth stereo, hull side windows and port light, galley includes Miele coffee maker, Miele microwave oven, Samsung RFG23RESL refrigerator, toaster oven, double basin sink, Insinkerator garbage disposal, water filter tap, Miele four burner induction stove, stove fan and light, dinette, B&F multifunction device, Samsung TV, Miele oven, Isotherm model BI92 freezer (below deck), 89 gallon plastic holding tank, electric waste discharge pump, bunk berths and deck in port aft cabin, ensuite head with Tecma electric head, sink and rain shower fixture, electric interior bridge deck window blinds, double sliding salon doors between exterior and interior bridge decks, electrical distribution panel in stairway to port hull (interior) includes, AC selector switches (relays0, battery relays, Victron BMW-700 battery monitor, three DC digital voltmeters, fuel and water level gauges, fuel transfer controls, water maker controls, grey water tank controls, black water tank level alarm panel, six AC digital voltmeters, AC circuit breakers, Dometic DDC chilled water master control, three Victron Energy 24 volt 5000Va Phoenix Inverters, main AC circuit breakers by inverters

SUMMARY

The vessel is a molded fiberglass sailing catamaran equipped with two diesel engines and two generators. The vessel was built in France. The clients purchased the vessel new and are the original owners. They shipped the vessel to Ensenada in October 2020. The vessel spent the last winter in Mexico. They intend to cruise to the south pacific soon. The vessel's hull was painted under warranty at Marine Group Boatworks with an Awlgrip paint system. The vessel was inspected while afloat. The engines and generators were not tested operated and no sea trial was performed. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a coastal and blue waters cruising and sailing vessel.

Overall Summary: Good – Excellent

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

XXX

**NEW REPLACEMENT
VALUE**

XXX

INVESTMENT

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 sales prices and Yachtworld.com current listings below. The Sunreef 70 and 74 models are smaller, however, one sold in Fort Lauderdale, FL and another in Saint Martin, which are better comparable data for location. The Lagoon Seventy 7 that sold for \$5,095,048 in December 2021 Saint Martin is the best comparable in our data. We contacted several Lagoon dealerships in the US, including Naos Yachts in Marina del Rey, CA. They provided information for replacement cost for a similarly equipped “brand new” Lagoon Seventy 7 on the West Coast. A brand new model in France is included in our listing data, and is listed for \$4,625,388, and it is unclear what equipment is on that vessel. The market is currently experiencing a Covid-19 related spike in demand/value. The vessel’s condition and the spike have influenced the value upward.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
77	Lagoon Seventy 7	2020	29-Dec-21	5,095,048	5,468,945	Baie de Marigot, Saint Martin
62	Lagoon 620	2019	21-Oct-21	2,100,000	2,195,000	Fort Lauderdale, FL, USA
62	Lagoon 620	2019	25-Sep-21	2,009,000	2,109,450	Port Camargue, France
62	Lagoon 620	2019	23-Jul-21	1,953,195	2,109,450	FRANCE, France
62	Lagoon 620	2018	2-Nov-20	1,888,000	2,100,000	Nantucket,

						MA, USA
74	Sunreef sunreef 70	2020	5-Nov-21	4,800,000	5,300,000	Fort Lauderdale, FL, USA
70	Sunreef sunreef 70	2020	10-Nov-21	5,250,000	5,300,000	CARIBBEAN, Saint Martin
72	Sunreef 74	2017	5-Jan-22	2,678,667	3,292,528	Didim, Turkey
62	Lagoon 620	2017	4-Apr-18	1,562,556	1,841,584	Thailand

Lagoon Seventy 7

US\$4,511,509 *

77 ft / 2019

South Florida, Florida, United States

Sale Pending

HAREL YACHTS

Lagoon Seventy 7

US\$4,616,444 *

77 ft / 2023

La Rochelle, France

GRASSI BATEAUX

Sunreef Sailing Catamaran

US\$5,792,310 *

80 ft / 2019

Saint Martin, Saint Martin

Fraser Yachts (Ft.Lauderdale)

Sunreef 80

US\$6,460,654 *

80 ft / 2020

N/A, Bahamas

S6 Marine

Sunreef 80 Sail

Call for Price

80 ft / 2020
N/A, Spain
S6 Marine

Sunreef 80 Sail

US\$6,015,091 *

79 ft / 2019
Loano, Italy
Morley Yachts

McConaghy MC77

US\$5,345,000 *

77 ft / 2022
United States
Aeroyacht Ltd.

This survey is for the express purpose of insurance, entering a marina and/or financing.
It is not meant as a buyer's survey.

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 the recommendations of the flag state.
2. Provide suitable and appropriate distress signal flares per the flag state (likely SOLAS approved flares).
3. Maintain the life rafts per the manufacturer's recommendations.
4. Apply the registration sticker on the EPIRB as one was not seen.
5. Display the HIN on the vessel as it was not seen.
6. The hailing port / port of call was not seen. Display it per the flag state's regulations.
7. Install lock washers on the engine room battery terminals per ABYC recommendations.
8. We did not see an ELCI or GFCI device aboard. We strongly recommend installing one per ABYC recommendations and protecting people at outlets potentially exposed to water, such as the galley or head.
9. We strongly recommend providing a reboarding device for the accidental swimmer.
10. A throwable type PFD was not seen. We strongly recommend providing at least one or following the regulations of the flag state. Consider retrieving lines, strobes, smoke signal and a SART.
11. Determine the source of the fuel below the starboard engine, eliminate the source. Clean and dry the area to allow detection of future fuel leaks.
12. We did not see any manual bilge pumps. Determine if there are any manual bilge pumps and mark them so they can be seen for use in emergencies.
13. The steps into the starboard engine room caused contact with the engine's exhaust and awkward footing. Modify to eliminate contact and allow better footing.
14. We were unable to close the HVAC drain through hull valve inboard in the starboard engine room. Service and prove the valve properly functional.
15. There are several adjacent through hulls that have no valves. Per ABYC recommendation H-27.5.1, "all through hull fittings or hull penetrations designed to accept pipes, hoses or valves, with any part of the opening below the maximum heeled waterline when inclined from the static floating position, shall be equipped with a seacock to stop the admission of water in the event of failure." Comply with ABYC recommendations to eliminate liabilities.

16. The dive compressor service tag shows service at 50 hours or October 10, 2021. We recommend servicing the dive compressor per the manufacturer's recommendations.
17. The higher float on the port hull energized the pump but did not make a noise (it appears to be a high water alarm but one was not heard). Determine the functionality of the highwater alarm, if present, and service and prove it properly functional. Test the starboard side for functionality and address if/as necessary.

SECONDARY

1. Several of the Vimar controls did not energize throughout the vessel. Determine the functionality and address appropriately or as necessary. They may be HVAC components that were not energized.
2. The starboard aft engine room vent panel is badly painted and the panel was not secured well. Address the paint as desired and properly secure the panel.
3. There is tape remnants under the aft boarding steps. Remove the tape as desired.
4. The cover rings on both aft safety rail stanchion bases are not installed properly and counter sunk screws were not used. Address as desired.
5. The paint is not well finished on and about the starboard swim platform shower. Address as desired.
6. There is corrosion on the (tender lift) lifting swim platform's starboard bracket. Determine the significance and cause of the corrosion and address as necessary or desired.
7. The starboard aft lower safety "gate" line will not pull out. Address appropriately.
8. There is fluid and staining (in addition to the fuel) in the starboard engine room bilge. Determine the cause of the fluid and staining, eliminate the cause, service and replace components as necessary and clean the area to allow detection of future weeps or leaks.
9. There are weep stains to port forward in the port engine room on the step's bracket. Determine the cause of the stains and address appropriately or as necessary. Clean the area to allow detection of future weeps or leaks.
10. There is discoloration of caulk about the seats aft on the exterior bridge deck. Address as desired.
11. There is damage to the caulk on the starboard aft exterior bridge deck hatch. Address as desired.
12. There are stains at and below the starboard engine's seawater pump. Determine the cause of the stains, eliminate the cause, service or replace components as necessary and clean the area to allow detection of future weeps or leaks.
13. The starboard steering hose rubs on the shelf by the rudder when turning the rudder. Consider mounting it in a way to eliminate potential damage to the hose.
14. There is fluid on the starboard engine's inboard forward mount. Determine the cause of the fluid, eliminate the cause, service or replace components as necessary and clean the area to allow detection of future weeps or leaks.
15. A hose fitting(s) for the port steering contacts the shelf when turning the rudder. Consider mounting in a way to eliminate potential damage to the hose or fittings.
16. There are small stains at through hulls in both engine rooms. Determine the cause of the stains, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks.

17. The starboard aft swim platform's lower light's wire is severed. Address appropriately and prove the light properly functional.
18. There are stains on the starboard generator's electric control box. Determine the cause of the stains, eliminate the cause, service or replace components as necessary and clean the area to allow detection of future weeps or leaks.
19. Properly secure the loose wire by the port engine room bilge pump.
20. There is only one water maker. The captain stated a second water maker is scheduled to be installed and we believe this is a good idea for a long crossing.
21. We did not open the house battery boxes. Open the boxes, inspect and address any deficiencies.
22. Two hinges are not attached on the upper locker inboard aft in the starboard aft cabin. Re-fasten the hinges.
23. There is electrical tape on a light in the crew head. Determine the purpose of the electrical tape and address appropriately.
24. The hinges on the port locker in the starboard aft cabin are not attached to the locker. Attach the hinges.
25. The fuel hoses on the fuel tanks were marked type A-1 for the fill, feed and return hoses. They are not marked USCG type (the vessel is foreign flagged and built). Assure the hoses are suitable for this use and address if/as necessary.
26. There is staining on the forward deck hatch's blind in the starboard aft cabin. Address as desired.
27. The following components were not inspected or tested: fuel transfer pumps and controls, Whale two-way manifold, clothes washer and dryer, sheet traveler, stay sail furler, genoa furler, screecher furler, all sails, engine instruments, bow thruster, underwater lights, rain shower fixtures, no sea trial was performed, all deck panels, all deck hatches, all through hulls, blinds, bilge pump and float in the starboard engine room, water maker, port swim step water fixture, aft deck icemaker, emergency tiller, all lights, HVAC, engines, generators, aft deck grill, boarding ladder, swim platform, tender, 100 amp shore cord and caddy, engines, generators, below waterline components and all functions of entertainment devices and navigational electronics (power up and basic functions of many 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. This survey report is not intended for use as a “buyer’s survey”.

Christian & Company, Marine Surveyors, Inc.



April 1, 2022

By: Mr. Kells Manthei, SAMS SA

Date



April 1, 2022

And by: Mr. Kells Christian, Surveyor
SAMS - AMS #301

Date