

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: March 20, 2022

Current owner: Unknown

Our file #: 22 – 20391web

This inspection was performed upon the request of the client listed above on March 16, 2022 while the vessel was hauled at Driscoll Boatyard Mission Bay and afloat at Marina Village A dock, San Diego, CA (slip not recorded) and XXX (the client's grandson), XXX (client), XXXX (captain) and Kells Manthei (undersigned surveyor) 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.

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VESSEL DESCRIPTION

Builder:	Carver Yachts	Reg. #:	Removed
Model/type:	28 Voyager	HIN:	Removed
Year:	1989 (model year)	Engines:	Two Crusader
Length:	31'	Name:	Removed
Draft:	3'	Hailing port:	None
Beam:	10' 9"	Weight:	16,000 lb. (travel lift's scale)
* Soldboats.com similar vessel		Displacement:	10,300 lb. *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-V shape, partial keel, single hard chine, single lifting stake per side, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, black and silver vinyl boot stripes

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

Deck hardware: Windscreen, transom door, bow plank with integral anchor roller, stainless steel bow rail, stainless steel grab rails, foredeck hatch, three sets of cleats

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Flybridge cockpit motor vessel, engines below the cockpit and V-drives aft below the salon, ladder to starboard forward in the cockpit leads to the flybridge, helm center forward on the flybridge, sliding door center forward in the cockpit leads to the salon, galley to starboard aft, head to port aft, helm to port forward, steps down center forward to a V-berth

Bilge: Dirty and holding minimal water

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in satisfactory structural condition, except where noted. The bottom paint has failed. There are approximately 10 – 20 blisters on the hull bottom ranging in size between ¼" to 1" in diameter. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition, except where noted. There is impact damage, spider cracking and a repair port forward at the bow just above the rub rail (the rub rail is also damaged). The boot stripes are damaged. There are scratches forward on the starboard hull side. There is spider cracking aft on the starboard hull side. The hull is dirty (this can obscure cosmetic deficiencies). The California registration is expired. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition, except where noted. There are filled fastener holes on both sides of

the superstructure and to port on the transom. There are cracks on the cap rail on either side forward in the cockpit. There is corrosion on the salon sliding window frames' exterior. 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 condition, except where noted. There are chips on the edge of the swim platform to port. The starboard support strut connections on the swim platform are rusted. The transom door is cracked on top and bottom and the gelcoat is thin about the top crack. The flybridge enclosure is aged and the port aft section came undone during the sea trial. The windscreen is crazed. The foredeck hatch is partially crazed. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The bilge is holding minimal water; the origin of the water is beyond the scope of this survey. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition. 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 engines: Two Crusader, port model LH305, starboard model RH305

Engine application: Gasoline, 8 cylinders, freshwater cooled, V-drives with jack shafts

Serial Numbers: P – 77787, S – 77690

Transmissions: Walter V-drives, model not seen, ratio 2.0, starboard serial number 55283, port tag illegible

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push-pull cables, double lever controls, upper and lower helms

Exhaust systems: Wet system, flexible hoses, fiberglass tubes, center transom discharges

Propulsion gear/shaft logs: Bronze packing glands, 1.25" diameter stainless steel propeller shafts, Dyna Quad 18x18 four blade counter rotating bronze propellers, single bronze strut per side

Steering system/rudder ports: Hynautic hydraulic steering, bronze packing glands, single actuator, bronze rudders

Ventilation: One blower and natural

Generator: None

Through hulls & components: Bronze through hulls and ball valves

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: Rule-Mate 1100 submersible automatic located center in the engine room,
Rule 1500 submersible automatic located in aft salon bilge

Comments: The engines and transmissions were visually inspected and tested during a sea trial. The client intends on having the engines and transmissions inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. Wide open throttle was recorded as 3,850 rpm on both tachometers at the flybridge with a top speed of 24 knots per the surveyor's Navionics app on their phone in one direction in mission bay. The engines hours were recorded as 608.8 to port and 608 to starboard per the hour meters on the FloScan devices and the final hours were not recorded. The vessel pulled to port when testing wide open throttle. The external surfaces and peripheral components of the engines and transmissions appear satisfactory – marginal. There is corrosion on both engines' heat exchangers and oil coolers. There is corrosion on both engines' raw water pumps. The water pumps were observed leaking water during the sea trial. The heat exchangers at both engines are dented. The engines' seawater hose are dated 1990 and 2002. The engines' synch gauge at the flybridge was $\frac{3}{4}$ to port during the entire survey. The starboard engine idles lower than the port engine per the flybridge tachometers (680 rpm to port, 530 rpm to starboard). The tachometers do not match at the upper and lower helms (the lower tachometers rest at 3,400 rpm and 800 rpm when at idle and the engines are off). The port engine took multiple attempts to start the first time. A fuel sheen was seen from both engines' exhaust at startup. A notable fuel sheen was seen from the starboard engine's exhaust prior to the sea trial. There are salt crystals and corrosion blooming from both V-drives. The exhaust system is properly arranged and installed. The exhaust hoses for both engines are cracked at the exhaust discharge fittings. The exhaust system is properly arranged and installed. The throttle controls at the lower helm are "sticky". The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. The propellers were 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 – marginal condition. There is a ding in one blade of the port propeller and one blade has a larger dent / bend. There are salt crystals and corrosion blooming from the starboard propeller shaft seal and there is corrosion on the port propeller shaft seal. The steering system was visually inspected and test operated. The steering system did not function normally. The steering is loose and there is zero pressure in the Hynautic reservoir for the steering system (per the pressure gauge). The engine room blower was energized and it was weak. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory – marginal condition. There is corrosion on both engines' seawater intake through hulls. The waste discharge through hull valve is seized and the handle is loose. There is corrosion on the head seawater intake and waste discharge through hull fittings. The bait pump was seen leaking water at the through hull fitting (it is unclear if it is the pump leaking or the through hull itself). The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory, except where noted. The trim tabs appeared to actuate at different speeds while in water; we tested them again while hauled and the starboard tab actuates slightly faster.

The electric bilge pumps were energized with their float and toggle switches. The Rule-Mate pump is not properly secured and the Rule pump's float switch is not secured.

Summary: Satisfactory – Marginal

TANKAGE

Fuel: 148 gallon total capacity in two aluminum tanks located on either side of the engine room

Fill & vent: Deck fill fittings located aft on either side (one per side), marked "gas", USCG type A2 hoses (1987), USCG type vent hoses, dates not seen

Feed: Aeroquip type hoses, dates not seen

Water: 51 gallon capacity * in one plastic tank located in the salon bilge, deck fill fitting to starboard amidships, marked "water"

Holding: 20 gallon capacity * in one plastic tank located aft in the salon bilge, deck fitting to starboard amidships, marked "waste"

Comments: The fuel system including the tanks, fills, vent, and feed lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition, except where noted. We did not see dates on the fuel feed hoses (they are Aeroquip type hoses). The dates seen on the fuel feed hoses were 1987. We did not see dates on the fuel vent or feed hoses. 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. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system did not function normally. The head did not draw water when tested. The freshwater pump energized intermittently and a freshwater leak was seen in the head behind the liner outboard from the bilge. Accuracy of tank level gauges is beyond the scope of this survey. The port fuel level gauge does not function properly.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 120 volt system, 30A 125V shore power inlet to port forward in the cockpit, 30A 125V shore power cord

DC system: 12 volt system, three Trojan 27TM 12 volt wet cell batteries located in the engine room, battery switches and fuses aft in the salon below the sliding door

Wiring: Partially original multi-strand wires

Circuit protection: Distribution panel to port aft in the salon includes main and branch AC and DC circuit breakers, AC volt and ammeter

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 – marginal condition, except where noted. There is no GFCI device. An alarm sounds at the flybridge helm when the bridge circuit breaker is energized. The Raymarine device at the flybridge was showing a battery alarm “10.3 volts”. The voltmeter at the flybridge helm is inoperative. The voltmeter at the lower helm showed 12 volts at both positions before startup and 13 volts after. The shower sump pump did not energize. The port cockpit light is intermittent. The spotlight did not energize. The cells of all three batteries are dry. The condition and age of the batteries is beyond the scope of this inspection.

Summary: Satisfactory – Marginal

SAFETY AND LIFE SAVING

Portable fire extinguishers: Two type B:C size I (1995) and date illegible on extinguisher with gauge in red located aft in the salon

Fixed fire system: None

Flotation devices: Eight adult type II PFDs

Horn/distress flares: Electric horn, three pistol launch flares (expired 1985), three handheld distress flares (expired 1984)

Navigational/anchor lights: Separate side lights, all-around anchor light

Anchor & ground tackle: Delta type anchor (size not seen) with chain and line rode

Comments: Safety equipment for firefighting protection appears faulty. One fire extinguisher's gauge is in red and the other's manufacture date is 1995; both extinguishers are located in the same place on the vessel. Personal flotation devices are suitable for near coastal use. No current distress signal flares are aboard. The sound signaling device is inoperative. The CO alarms functionality is unknown (the alarms did have power, but we were unable to test them). There are no smoke alarms aboard. Garbage and oil placards were 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. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Marginal – Faulty

ACCESSORIES

Swim platform, trim tabs, bait pump, flybridge engine instruments include two hour meters, water temperature, oil pressure, Floscan meters with digital tachometers and one voltmeter, Ritchie compass, flybridge enclosure, Raymarine A65 multifunction device with plotter engine sync gauge, bimini top, cockpit bimini top, 12 volt outlets, Lewco silicone Diode battery charger, dinette, galley includes sink, Sanyo AC refrigerator, Ceran two burner alcohol / electric stove and Rival microwave, lower helm

engine instruments include two tachometers, oil pressure, water temperature and one voltmeter, fuel level gauge, Jensen stereo remote, Seaflo SRDP1-030-055-42 freshwater pump, Par 37202-0000 shower sump pump, electric waste discharge pump, Jensen MSR3007 stereo, Ritchie compass, Icom IC-M304 vhf, forward cabin includes berth and sink

SUMMARY

The vessel is a production fiberglass flybridge cockpit motor yacht equipped with two gasoline inboard engines. The vessel was built in Pulaski, Wisconsin. No ownership information was obtained about the vessel. The captain reported that the bottom was cleaned several days prior to the survey. The vessel was inspected while hauled, afloat and underway on a sea trial in Mission Bay, CA. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal cruising vessel.

Overall Summary: Satisfactory – Marginal

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

Removed

NEW REPLACEMENT VALUE

Removed

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 we have placed on the vessel is based on the Soldboats.com reported sales prices, Yachtworld.com and BoatTrader.com current listing prices below. The surveyed vessel is in below average condition, exhibits deferred maintenance and has no significant upgrades to its systems. The 1989 Carver 28 Voyager that sold for \$25,000 in March 2022 in Dana Point, CA is the best comparable vessel, however, it is equipped with higher h.p. Mercruiser engines (260) and based on photographs has been actively maintained. The 1991 Command Bridge that sold for \$13,500 in October 2021 in Long Beach, CA appears to have an upgraded interior (not recent) based on photographs. The condition of the vessel is the largest contributor to the value we have placed on the vessel. The data from Soldboats.com, Yachtworld.com and BoatTrader.com have factored in the demand and value spike attributed to Covid-19.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
28	Carver 28 VOYAGER	1989	10-Mar-22	25,000	29,000	Dana Point, CA, USA
28	Carver 28 Mariner / Voyager	1991	28-Jan-22	19,900	19,900	Milwaukee, WI, USA
28	Carver Command Bridge 2828	1991	29-Oct-21	13,500	19,900	Long Beach, CA, USA
28	Carver 28 VOYAGER	1988	22-Sep-21	22,500	24,500	Portland, OR, USA

28	Carver 28 VOYAGER	1985	28-Jul-21	4,000	5,000	Saint Joseph, MI, USA
28	Carver Mariner	1990	9-Jul-21	11,000	14,000	Washington , NC, USA
28	Carver 28 VOYAGER	1986	17-Jun-21	7,000	10,000	Waukegan, IL, USA
28	Carver Mariner 28	1986	27-Mar-21	10,500	13,900	Annapolis, MD, USA
28	Carver Voyager	1987	14-Jul-20	17,500	19,900	Pittsburg, CA, USA
28	Carver 28 Command Bridge	1991	7-Aug-20	15,000	22,500	Portland, OR, USA

Carver Voyager

US\$32,500 *

28 ft / 1989

San Diego, California, United States

Yachtfinders Windseakers

Carver 2827 Voyager

US\$23,900 *

28 ft / 1990

Port Orchard, Washington, United States

Sale Pending

Orca Yacht Sales

Carver Mariner

US\$31,000 *

28 ft / 1989

Saint Petersburg, Florida, United States

St. Petersburg Yacht Sales & Service

1.
Save [1990 Carver 28](#)

1990 Carver 28

\$12,500

Chicago, IL

Private Seller

1.
Save [1987 Carver 28](#)

1987 Carver 28

\$25,000

Toms River, NJ

Pop Yachts

1.
Save [1988 Carver 2827 Mariner](#)

1988 Carver 2827 Mariner

\$22,900

Port Jefferson, NY

Pop Yachts

2. Save [1988 Carver Marina](#)

1988 Carver Marina

\$25,000

Smithtown, NY

Offered By:Private Seller

CONTACT

3. Save **1989 Carver Mariner**

1989 Carver Mariner

\$31,000

Saint Petersburg, FL

Offered By:St. Petersburg Yacht Sales & Service

CONTACT

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. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years. Extinguishers should also be evenly spaced throughout the vessel for easy access in emergencies.
2. Provide federally required, approved and current distress signal flares.
3. Provide a suitable sound signaling device per federal regulations or service / replace the electric horn and prove it properly functional.
4. The registration decals on the vessel are expired and the registration document was not seen aboard. Update the registration and bring aboard the document per federal regulations.
5. We strongly recommend the installation of a smoke alarm.
6. The functionality of the carbon monoxide alarms is unknown as we were unable to test them. Address appropriately and prove the alarms properly functional.
7. We strongly recommend the carriage of a secondary anchor and rode for emergencies or two anchor situations.
8. Install at least one GFCI device per ABYC recommendations, like a GFCI protected outlet. We recommend installing it in areas that are potentially exposed to water, such as the galley or head.
9. Determine why an alarm sounds when the bridge circuit breaker is energized and address appropriately.
10. The cells of all the batteries are dry, address appropriately.
11. The voltmeter at the flybridge helm is inoperative and the voltmeter at the lower helm showed 12 volts at both positions at start up. Determine why and address appropriately.
12. Determine why the spotlight did not energize and address appropriately.
13. Determine why the Raymarine device at the flybridge was showing a battery alarm "10.3 volts" and address appropriately.
14. The shower sump did not energize. Service or replace components as necessary and prove it properly functional.
15. The head did not draw water when tested. Determine why and address appropriately.
16. There is corrosion on several components of both engines including: heat exchangers, oil coolers and raw water pumps. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and

- clean the components to allow detection of future weeps, leaks, and corrosion accumulation.
17. There are salt crystals and corrosion blooming from both V-drives. Determine the cause of the corrosion and salt crystals, eliminate the cause, service or replace components as necessary and clean components to allow detection of future weeps, leaks, corrosion and salt crystal accumulation.
 18. There is corrosion on both engines' seawater intake through hull fittings. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion accumulation.
 19. There are salt crystals blooming from the starboard propeller shaft seal and there is corrosion on both propeller shaft seals. Determine the cause of the salt crystals and corrosion, eliminate the cause, service or replace components and clean the components and area to allow detection of future weeps, leaks and corrosion and salt accumulation.
 20. The hoses on both engines' exhaust discharge fittings are cracked. Replace the hoses or monitor and replace as necessary.
 21. Determine the significance of the dents in both engines' heat exchangers and address appropriately or as necessary.
 22. The engines' seawater hoses are dated 1998 and 2002. Some of the hoses are showing signs of deterioration. Either replace the hoses or monitor and replace them as necessary.
 23. The waste discharge through hull valve is seized and the handle is loose. Service or replace components as necessary, clean the area and prove the valve properly functional.
 24. There is corrosion on the head seawater intake through hull fitting and waste discharge through hull fitting. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion accumulation.
 25. The bait pump's through hull fitting was very stiff and water was seen dripping at the bottom of the bait pump. Determine the cause of the water leak and address appropriately. Service the through hull and valve (as necessary), clean and dry the area to allow detection of future weeps or leaks.
 26. Determine why the port engine took multiple attempts to start and address appropriately.
 27. A fuel sheen was seen at both engines at startup and a sheen was seen when throttling up the starboard engine. Determine the cause of the sheen and address appropriately.
 28. The raw water pump on both engines leaked during the sea trial. Determine the cause of the water leak, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks.
 29. The engine synch gauge at the flybridge was at $\frac{3}{4}$ to port during the entire survey. Determine why and address appropriately.
 30. Determine why the starboard engine idled lower than the port engine (per the flybridge tachometers) and address appropriately.
 31. The tachometers do not match at both helms, with the lower helm tachometers resting at 3,400 rpm to port and 800 rpm to starboard. Address appropriately and prove them properly functional.
 32. Properly secure the float switch for the Rule bilge pump and properly secure the Rule-Mate bilge pump.

33. The hydraulic steering reservoir pressure gauge showed 0 psi and the steering was “loose” during the sea trial. Pressurize the system, service components as necessary and prove the steering system properly functional.
34. There is a ding in one blade of the port propeller and one blade has a larger dent / bend. Address appropriately.
35. The throttles at the lower helm are “sticky”. Determine why the throttles were “sticky” and address appropriately.
36. Determine the cause of the freshwater leak that was seen outboard by the liner in the head and address appropriately. Clean and dry the area to allow detection of future weeps or leaks.
37. The registration decals on the vessel are expired and the registration document was not seen. Bring the current registration aboard and apply the current decal stickers per federal regulations.
38. Determine why the vessel pulled to port when the engines were operated at higher rpm and address appropriately.

SECONDARY

1. The antifouling paint has failed. Address as desired.
2. The trim tabs appear to actuate at different speeds while underway and the starboard tab moved slightly faster while hauled. Address as necessary or desired.
3. It is unclear if the engine reached its designed rpm specifications. The client intends on having a mechanical inspection. Consult with a qualified technician and follow the recommendations of the mechanical surveyor.
4. There is impact damage to port at the bow, a repair has been performed and there is spider cracking in the gelcoat. Determine the significance of the cracks and address as necessary or desired.
5. Address the damaged boot stripes as desired.
6. The flybridge enclosure is aged and the port aft section has come undone. Address as desired.
7. The windscreen is crazed. Address as desired.
8. The gelcoat is cracked on the cap rail on either side forward in the cockpit. Determine the significance of the cracks and address as necessary or desired.
9. The transom door is cracked on top with thin gelcoat and it is cracked at the base on the exterior. Determine the significance of the cracks and address as necessary or desired.
10. There are several filled fastener holes on both sides of the superstructure and to port on the transom. Address as desired.
11. Address the scratches forward on the starboard hull side as desired.
12. There is spider cracking aft on the starboard hull side. Determine the significance of the cracking and address as necessary or desired.
13. There are several blisters on the hull bottom ranging between ¼” in diameter to 1” in diameter. Address as desired.
14. The starboard brackets on the swim platform are rusted. Determine the significance of the rust and address appropriately or as necessary.
15. Address the chips on the top edge of the swim platform as desired.
16. Address the corrosion on the salon sliding window frames’ exterior as desired.
17. Address the partial crazing to the foredeck hatch as desired.

18. The following components were not tested or inspected: all functions of entertainment devices and 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.



March 20, 2022

By: Mr. Kells Manthei, SAMS SA

Date