Christian & Company
MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for Privacy
Current owner: Removed

Date of report: September 27, 2023
Our file #: 22 – 20371web

This inspection was performed upon the request of the client listed above on February 17, 2022 while the vessel was afloat in San Diego, CA 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.

VESSEL DESCRIPTION

Builder:	Northshore Yachts	Reg. #:	Removed
Model/type:	Victoria 34 / sloop	HIN:	Removed
Year:	1987 (model year)	Engines:	One Yanmar
Length:	34' 8" (to anchor roller)	Name:	*"Removed for Privacy"*
Draft:	5' **	Hailing Port:	None
Beam:	10' 8"	Weight:	Unknown
* reported by broker		Displacement:	12,700 lb. **
		** listing specifications	

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, keel and bottom not inspected (5,525 lb. *), red antifouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white paint, gold painted cove stripe, green gelcoat boot stripe

Decks & superstructure: Molded fiberglass construction, unknown core, white paint on cabin top, gold molded nonskid deck surface

Deck hardware: Stainless steel bow and stern rails, stainless steel stanchion posts, double lifelines, wooden grab rails, four sets of cleats, three sets of line chocks, double anchor roller, two deck hatches, opening portlights

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Aft cockpit with companionway center forward, engine located blow the companionway steps, quarter berth to starboard aft, salon amidships, head to port forward, cabin forward with a V-berth

Bilge: Holding minimal water

Comments: The vessel was inspected while afloat. The hull bottom and keel were not inspected. The hull bottom and keel are in unknown condition. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and marginal cosmetic condition. The hull paint is in poor condition. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and satisfactory – marginal cosmetic condition. There is a color difference to starboard in the cockpit by the fuel fill fitting. There are repairs just aft on the Dorade boxes on the cabin top. There are cracks at the starboard forward grab rail mount on the cabin top. There are color differences forward on either side of the cockpit. There are no grates for the deck drains. 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 is

mold in the LP locker. The deck hatches are crazed. The paint is failing on the portlight frames. The portlight lenses are foggy. The structural reinforcements including the fiberglass liner and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The side liner to port in the galley and forward in the head are cracked. There is a repair above the crack in the side liner in the galley. 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, except where noted. There is water damage to the wood below the forward deck hatch. The sole boards are worn in the salon, notably by the mast. There is a wood panel missing at the navigational table. There is mold on the side liners and head liner in the salon. The head liner in the forward cabin is loose. There is mold in the forward salon locker and in the starboard locker in the forward cabin. Water was found below the inboard forward port salon bench seat, the transducers are located in this spot. There are corrosion stains below the port deck drain inside the locker in the galley; there is spider cracking on the hull side interior at this drain. 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 – Marginal

MACHINE SYSTEMS

Main engine: One Yanmar 3GM30F, 24 h.p. @ 3,400 rpm (per tag)

Engine application: Diesel, three cylinders, freshwater cooled, inboard

Serial Number: 08750

Transmission: Kanzaki KM3P, ratio 2.36 serial number 11841

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push-pull cables, single lever controls, single helm

Exhaust systems: Wet system, flexible hoses, plastic muffler, starboard aft hull bottom discharge

Propulsion gear/shaft logs: 1" diameter stainless steel propeller shaft, dripless type propeller shaft seal, below water components not inspected

Steering system/rudder ports: Cable quadrant system, bronze packing gland type seal, single pedestal helm with wheel, fiberglass skeg hung rudder, unknown core (not inspected)

Ventilation: Natural

Generator: None

Through hulls & components: Bronze through hulls with ball valves, not bonded

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: One manual to port aft in the cockpit, one Rule submersible automatic pump in the amidships bilge

Comments: The engine and transmission were visually inspected and tested in the slip only. No sea trial was performed. This survey is not a mechanical inspection, please consult with a qualified technician for greater detail as to the condition of the machine systems. The engine hour meter displayed 563.1 hours. The engine was not run long enough to determine the functionality of the hour meter. The engine room insulation is failing. There is no way to start or stop the engine from the cockpit. The external surfaces and peripheral components of the engine and transmission appear satisfactory, except where noted. There is rust at the exhaust elbow connection on the engine. One hose clamp is missing at the engine's raw water pump connection. Hose connections on the heat exchanger. The engine's exhaust discharge pump is cracked. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including propeller shaft seal and part of the propeller shaft were inspected; no below water components were inspected. The propeller is in unknown condition. Overall the propulsion components that were inspected are in satisfactory condition. The steering system was visually inspected and test operated. The steering system functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition, except where noted. There is corrosion on the galley sink drain through hull fitting. There are salt crystals and corrosion on the waste overboard discharge through hull fittings. The electric bilge pump was tested with its float switch and toggle switch. The manual bilge pump was not tested. The cover for the manual bilge pump is aged and damaged.

Summary: Satisfactory

TANKAGE

Fuel: 30 gallon capacity ** in one metal tank below the quarter berth

Fill & vent: Fill fitting to starboard in the cockpit, marked "fuel", USCG type A2 fill hose (dated 1988), reinforced flexible vent hose (non-USCG type)

Feed & return: Copper tubes, USCG type A1 feed and return hoses (date on feed hose 04/08/98), remote fuel filter (make not seen), valves on tank

Water: 12 gallon capacity ** in one bladder tank located below the port salon bench seat, deck fill fitting to port amidships, marked "water"

Holding: 15 gallon capacity ** in one plastic tank located below the V berth, deck fitting forward, marked "waste"

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 satisfactory condition, except where noted. The fuel fill fitting is marked "fuel". The fuel feed hose is dated 1998 (04/08/98). A fuel odor was noted below the quarter berth. The fuel vent hose is non-USCG type. We did not see a date on the fuel fill hose or return hose. 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 functioned normally. The freshwater had an odor. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

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

DC system: 12 volt system, one West Marine 15020258 12 volt AGM battery secured with straps forward below the quarter berth, battery switch at quarter berth, two Powerstride 84AD 12 volt AGM batteries below the starboard salon bench and below the forward berth

Wiring: Multi-strand wires

Circuit protection: Main AC circuit breaker in port cockpit locker, DC sub panel at navigation table, DC distribution panel above the companionway steps, freshwater pump circuit breaker located inboard on galley counter, AC branch circuit breakers below galley sink, GFCI outlet in forward and galley

Comments: The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition, except where noted. There are small wires hanging loose from the AC main circuit breaker box. There is no terminal protection on the batteries. There is an unlabeled circuit breaker below the galley sink which is for the outlets. The GFCI outlet in the port cabin also trips the galley GFCI and will not reset unless the galley GFCI outlet is reset first. The Link 20 device was flashing red for the "battery 2". The condition and age of the batteries is beyond the scope of this inspection.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: One type B:C size I (inspected 6/2012) below the port bench seat, two type B:C size I (inspected 11/2016) to port forward in the salon, gauges in green

Fixed fire system: None

Flotation devices: Two adult type I and two adult type II PFDs in starboard lazarette locker, Lifesling in starboard lazarette locker

Horn/distress flares: No horn or flares seen

Navigational/anchor lights: Combination bow light, masthead / steaming light, stern light, tricolor light

Anchor & ground tackle: CQR type anchor (no markings seen), no rode attached (line rode present in anchor rode locker)

Comments: Safety equipment for firefighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. No distress signal flares are aboard. No sound signaling device is aboard. There is no CO alarms. There is no smoke alarm. Vessel has a garbage placard. The navigational and anchor lights are properly arranged, installed and mostly functional. We were unable to determine the functionality of the all-around / anchor light and tricolor light. The lenses for the combination bow light, masthead / steaming light and stern light are hazy / foggy. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. The rode is not connected to the anchor. There is no secondary anchor aboard. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Marginal

LP GAS SYSTEMS

Tanks: Two tanks in a dedicated locker to starboard aft in the cockpit

Devices: Range, pressure gauge, electric shut-off solenoid valve, reducing regulator

Comments: The LP gas 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 LP system is satisfactory, except where noted. The vessel has an LP alarm which would not reset to allow testing of the galley range. The vessel is not equipped with a propane alarm.

Summary: Satisfactory

SAILING SYSTEM

Mast & rig type: Aluminum keel stepped mast, sloop rig

Standing rigging: Stainless steel multi-strand wire, swage end fittings, one upper and two lower shrouds per side, forestay, backstay

Hardware: Aluminum boom, sail cover, single set of spreaders, Profurl Pro Engin roller furling headsail assembly

Winches: Three electric Lewmar 40 self-tailing, two Lewmar 16

Sails: Main and roller furling jib

Comments: The mast and associated rigging were visually inspected from the deck level only. The age of the mast and associated rigging is unknown. This survey is not a rig survey, please consult with a qualified technician for greater detail as to the condition of the sailing system. The vessel was not on taken on a sea trial or sailed during the survey. The sails were not inspected. Overall the sailing system is in satisfactory condition. There is corrosion on the mast, approximately 10" above the cabin top forward on the mast.

Summary: Satisfactory

ACCESSORIES

Spreader lights, Furuno radar antenna, Force 10 LP bbq grill, Datamarine Link 5000 depth and speed instruments, Datamarine true / apparent wind indicator, Ritchie compass, folding cockpit table, 12 volt outlets, Newmar GI-30 galvanic isolator, Newmar Phase Three PT-40CE battery charger, engine instruments include ammeter, voltmeter, tachometer and warning lights, fuel level gauge, Shadow II LP / CNG control monitor, quarter berth, galley includes ice box, Dickinson two burner LP range and two basin sink, engine hour meter, Seaward S-600 water heater, Datamarine Link 5000, Icom IC-M100 vhf, Pioneer Premier DEN-P590IB stereo, DC lights, salon includes folding table and bench seats, MB Quartz speakers, Eberspacher diesel heater, Heart Interface Link 20 battery monitor, head includes sink with shower attachment and manual head, garbage placard, Lewmar two direction electric windlass, dodger

SUMMARY

The vessel is a molded fiberglass sloop-rigged sailboat equipped with a single diesel engine. The broker reported that the current owner purchased the vessel from a lien sale 11 years ago in San Diego, CA. He reported that the engine and transmission are original. He reported that the age of the mast and standing rigging is unknown. He reported that the previous owner removed the freshwater tank and replaced it with a bladder tank. He reported that the previous owner painted the hull 15 years ago and disclosed that the paint job is poor. He reported that the vessel was hauled last year for bottom paint, 6 blisters were found and repaired at that time. He reported that the batteries were replaced last year. He disclosed that the radar is inoperative and the water heater is inoperative. He disclosed that there is water damage to wood below the forward foredeck hatch; he stated that the leak has been addressed but the damage was not. The vessel was inspected while afloat. The engine was briefly test operated in the slip only 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 near coastal cruising and sailing vessel.

Overall Summary: Good

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
$40,500	$245,000	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 listing prices below. There was limited data for Victoria 34 sailboats that have sold or are currently listed, so our research was expanded to include similar age and build vessels in the United States and Great Britain. We have included Pacific Seacraft in our comparable data; they are heavier built and better equipped, increasing their value. The surveyed vessel exhibits deferred maintenance and exhibits work that was started and then stopped. The surveyed vessel has no functional radar and its navigational electronics are dated. The condition of the vessel is a large factor in our valuation; we were also unable to find many Victoria 34's, showing a smaller market. The vessel has been equipped with three electric self-tailing winches which is the most significant upgrade on the vessel.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
34	Tartan 34-2	1988	23-Jun-20	33,000	39,900	Willsboro, NY, USA
35	Rustler 36	1990	26-Feb-20	91,231	92,593	Plymouth, Devon, United Kingdom
34	Victoria 34	1988	20-Aug-19	65,348	63,306	Woodbridge, Suffolk, United Kingdom
34	Victoria 34	1988	28-Aug-18	60,583	64,667	Felixstowe, Suffolk, United Kingdom
34	Westerly Falcon 34	1988	20-Oct-21	38,120	40,836	Bursledon, Hampshire, United Kingdom
34	Westerly Seahawk 34	1988	4-Mar-21	42,204	51,666	Plymouth, Devon, United Kingdom

35	Rustler 36	1987	5-Nov-20	63,987	67,390	Millhouse, Argyll & Bute, United Kingdom
35	Westerly Corsair	1986	13-Oct-20	44,246	47,650	Marmaris, Turkey
34	Westerly Oceandream	1990	29-Jul-20	24,506	27,228	St. Helier, Jersey
34	Pacific Seacraft 34	1985	10-Sep-21	62,700	74,900	Seattle, WA, USA
34	Pacific Seacraft 34	1988	12-Apr-21	71,000	79,000	Kingston, WA, USA
34	Pacific Seacraft 34	1987	7-Mar-20	68,000	74,900	Dana Point, CA, USA
34	Catalina 34	1986	9-Feb-22	40,000	49,500	Santa Barbara, CA, USA
34	Catalina 34	1986	21-Jul-21	31,000	37,500	Poulsbo, WA, USA
34	Catalina 34	1988	8-Jul-21	39,900	39,900	Des Moines, WA, USA
34	Catalina 34	1988	3-Apr-21	39,000	39,900	San Diego, CA, USA
34	Catalina 34	1986	2-Feb-21	34,500	38,000	Redondo Beach, CA, USA
34	Catalina 34	1987	17-Jan-21	38,000	42,000	San Diego, CA, USA
34	Catalina 34	1987	12-Dec-20	29,500	35,900	Long Beach, CA, USA
34	Catalina 34	1987	17-Oct-20	38,000	42,500	San Diego, CA, USA

Victoria 34 (sold)
Sandwich, Kent, United Kingdom
1980
$50,333
Seller Highway Marine Ltd

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Victoria 34' Victoria

US$49,500 *
34 ft / 1987
San Diego, California, United States
Yachtfinders Windseakers

Victoria 34 Pilot House

US$102,056 *
34 ft / 1997
Levington, Suffolk, United Kingdom
Suffolk - Clarke & Carter

Catalina Mark 1

US$44,400 *
34 ft / 1987
Port Jefferson, New York, United States

Yacht Finders LLC

Tartan 34-2 sloop

US$46,654 *
34 ft / 1986
Ottawa, Ontario, Canada
Harris & Ellis Yachts

Catalina 34

US$47,500 *
34 ft / 1988
Honolulu, Hawaii, United States
Kokua Yacht Sales

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 extinguisher per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years. Extinguishers should be evenly spaced throughout the vessel for easy access in emergency situations.
2. Provide federally required, approved and current distress signal flares.
3. We strongly recommend the installation of a carbon monoxide alarm and smoke alarm.
4. Provide an oil placard per federal regulations.
5. Determine the origin of the water about the transducers below the forward salon bench seat and address appropriately. Clean the area to allow detection of future weeps or leaks.
6. Determine why the aft GFCI outlet in the galley needs to be reset prior to resetting the forward GFCI outlet and address appropriately.
7. There are small wires hanging from the AC main circuit breaker box in the port cockpit locker. Properly dead-end the wires and assure they are not live or remove them to eliminate liabilities.
8. Install terminal protection on the batteries per ABYC recommendations.
9. Properly label the circuit breaker for the outlets that is below the galley sink.
10. The age of the standing rigging is unknown. We recommend a rigging survey be performed and to follow the recommendations of the rigging surveyor.
11. The fuel fill fitting is marked "fuel". Mark the fuel fitting as diesel to eliminate liabilities.
12. The fuel feed hose is dated 1998 and dates were not seen on the fill or return hoses. The industry accepted standard "rule of thumb" for the life expectancy of fuel hoses is ten years. Either replace the hoses or assure they are suitable for continued use and replace them as necessary.
13. The fuel vent hose is non-USCG type. Replace with approved hoses per ABYC recommendations.
14. Determine the cause of the fuel odor below the quarter berth and address appropriately.
15. The freshwater has an odor. Address appropriately.
16. We were unable to test the galley range as the alarm continually sounded and would not let us energize the remote solenoid switch. Address appropriately and prove the LP system properly functional.

17. Determine the significance of the corrosion that is 10" above the cabin top forward on the mast and address appropriately or as necessary.
18. There is rust at the exhaust elbow connection on the engine. Determine the cause of the rust, eliminate the cause, service or replace components as necessary and clean the area to allow detection of future weeps, leaks and rust.
19. The exhaust discharge hose is cracked and exhibits weep stains. Replace the hose.
20. The engine room insulation is failing. Replace it as desired.
21. There is corrosion at hose connections on the heat exchanger on the engine. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean components to allow detection of future weeps, leaks and corrosion accumulation.
22. Replace the missing hose clamp at the engine's raw water pump hose connection.
23. There is corrosion on the galley sink drain through hull fitting and there are salt crystals and corrosion on the waste overboard through hull. Determine the cause of the corrosion and salt crystals, eliminate the cause, service or replace components as necessary and clean the components to allow detection of weeps, leaks and corrosion accumulation.
24. The vessel's registration was not seen aboard. Bring it aboard.

SECONDARY

1. The paint on the hull sides, cabin and cockpit is in poor condition. Address as desired.
2. There is no way to start or stop the engine from the cockpit. Address as necessary.
3. There is mold in several locations including: the LP locker, the side liners and head liner in the salon, the starboard forward locker in the salon and the starboard locker in the forward cabin. Address as desired.
4. There is a color difference forward on either side in the cockpit and at the fuel fill fitting. Address as desired.
5. Address the crazed deck hatches and foggy portlight lenses as desired.
6. Determine the significance of the water damage below the foredeck hatch in the forward cabin and address as desired; the cause of the water damage has reportedly been addressed.
7. Address the repairs just aft of the Dorade boxes on the cabin top as desired.
8. The paint is failing about the portlight frames. Address as desired.
9. There are no grates / strainers in the deck drain fittings. Install grates to eliminate potential injury and potential clogging of drains.
10. The sole boards are worn in the salon, most notably by the mast. Address as desired.
11. Replace the missing wood panel at the navigation panel as desired.
12. There is a crack in the liner forward in the head and to port in the galley; there is a repair at the crack in the liner above the galley. Determine the significance of the cracks and address as necessary or desired.
13. The water heater did not seem to get warm. Address as desired.
14. There are corrosion stains below the deck drain fitting inside the locker in the galley and there is spider cracking by this drain fitting. Determine the

significance of the cracking and the cause of the corrosion staining and address as desired. Clean the area to allow the detection of future weeps, leaks, staining and corrosion.

15. The head liner in the forward cabin is loose. Address as desired.
16. The following components were not tested or inspected: sails, manual bilge pump, range, grill, 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.

By: Mr. Kells Manthei, SAMS SA