

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for Privacy

Date of report: October 8, 2021

Our file #: 21 – 20259web

Current owners: Removed for Privacy

This inspection was performed upon the request of the client listed above on October 6, 2021 while the vessel was hauled at Driscoll Mission Bay and afloat at SeaWorld Marina, San Diego, CA and the client and the marine 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:	Silverton	Doc. #:	Removed
Model/type:	362 sedan cruiser	HIN:	Removed
Year:	1995 (model year)	Engines:	Two Crusader
Length:	37'	Name:	<i>"Removed"</i>
Draft:	3' 5"	Hailing port:	San Diego, CA
Beam:	13'	Weight:	Unknown (travel lift's scale inoperative)
* listing specifications		Dry weight:	15,015 lb. *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-v shape, two partial lifting strakes per side, partial keel, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, green vinyl boot stripes, rubber rub rail

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

Deck hardware: Aluminum radar arch, full flybridge enclosure, windscreen, stainless steel bow rail, stainless steel grab rails, foredeck hatch, foredeck sun pad, opening portlights, cockpit enclosure, sets of cleats forward, amidships and aft

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Cockpit sedan cruiser, transom door to starboard, engine room access in the cockpit with sole hatches, steps to starboard forward in the cockpit lead to the flybridge, flybridge helm center forward and bench seating to port and aft, sliding door center forward in the cockpit leads to the salon, generator and v-drives accessed via sole hatches aft in the salon, dinette to port aft in the salon, the galley is to starboard forward of the salon, stairs to the cabins, cabin to port with bunk berths, head to port, shower to starboard, cabin forward with an island berth

Bilge: 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. The bottom paint has good coverage. There is minimal marine growth on the hull bottom. The hull bottom was not pressure washed; marine growth can cover deficiencies. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition. There is mildew and rust staining on the starboard hull side. There are two long scratches in the gelcoat on the starboard hull side forward along the boot stripe. The rub rail is aged and damaged aft on both sides. The boot stripes are damaged. The hull sides have several color differences and rub transfer (possibly from fenders).

There are semi-circular cracks on the port hull side amidships just above the boot stripes and a sound difference was noted when percussion testing this area. The vent fittings on the hull sides are aged and damaged, the waste tank vent fitting has broken off and is inside the hull. There are spider cracks in the gelcoat to starboard on the transom. There is a circular repair on the port hull side forward of amidships just above the discharge fittings, there are gelcoat cracks present near this location and a sound difference was noted when percussion testing. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. There is a circular gelcoat repair aft on the port side of the superstructure by the cockpit. The nonskid is aged. There is gelcoat cracking at several locations on the flybridge deck, a sound difference was noted when percussion testing aft on the flybridge deck, the caulking is failing and a "crackling sound" was heard when weight was applied to the flybridge deck. 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. There is corrosion on the exterior of the window frames. There is air / a gap at the fasteners inside of the port side of the sliding salon door. The flybridge upholstery is aged. There is moisture and algae below the foredeck sun pad. The struts for the cockpit engine room hatches do not hold up the hatches and one fell shut while at the dock. The bow rail is dented outward at the third from aft and aft stanchion posts on the starboard side. The bow rail has a bend in it forward. There is corrosion on the radar arch. One dog is missing from the portlight in the head and one dog is seized. One dog is missing from the portlight in the forward cabin. The gasket material is failing in the shower's portlight. 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. The wallpaper is failing below the microwave and there is staining. The upholstery in the cabin is "dated". There is mold inside several lockers inside the cabin. There is water damage to the wood aft in the salon. 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 454 XL, 330 h.p. * @ 4,000 – 4,400 rpm

Engine application: Gasoline, 8 cylinders, freshwater cooled, v-drives

Serial numbers: P – 93877 S – 94230

Transmissions: Velvet Drive transmissions with Walter V-drives (tags illegible on V-drives) and jack shafts, model 10-18-002, ratio 1:1, port serial number 19678, starboard serial number illegible

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push-pull cables, double lever controls, flybridge helm

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

Propulsion gear/shaft logs: Bronze packing glands, 1.25" diameter stainless steel propeller shafts, three blade counter rotating 20 x 19 propellers (starboard propeller's material is Nibral, port propeller is bronze by appearance)

Steering system/rudder ports: Sea Star hydraulic steering, bronze packing glands, single actuator, tie bar, bronze rudders, single helm station

Ventilation: Natural and one blower

Generator: Kohler model 6.5C723, serial number 125221, fiberglass water lift muffler, port hull side discharge

Through hulls & components: Bronze through hulls, bronze ball valves, bonded

Location of through hulls as visible: See chart

Seawater systems: Flexible hoses, double clamped connections

Bilge pumps: Rule submersible automatic aft in the engine room, Rule 2000 submersible automatic in the forward bilge

Comments: The engines and transmissions were visually inspected and tested during a sea trial. This survey is not a mechanical inspection, please consult a qualified technician for greater detail as to the condition of the machine systems. The vessel has one hour meter which displayed 854.7 at the start of the survey and 855.3 hours at its conclusion. Wide open throttle was recorded as 4,400 and 4,200 per the tachometers with a top speed of 24.7 knots per our Navionics application. We did not observe a cold start, a cold start provides greater detail as to the condition of the engines. The starboard engine's belt is loose and squealed several times after leaving the boatyard. There is corrosion on both v-drives at the seawater hose connections. The external surfaces and peripheral components of the engines and transmissions appear satisfactory. The engine controls functioned normally. The throttle levers are not even when operating (the port throttle lever must be lower than the starboard to match rpm) Both engines' exhaust discharge hoses are aged and cracked. The exhaust system is properly arranged and installed. The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. The propellers were percussion tested and spun with a fixed object adjacent to the blades. The propeller shafts were manipulated in the struts. Overall the propulsion components are in satisfactory condition. The zinc is missing from the starboard propeller shaft and the zinc on the port propeller shaft is at the end of its service life. There is marine growth on the propulsion components. The port propeller was reportedly replaced and is a different material (by appearance and sound when percussion testing) than the starboard propeller. The current owner reported that during the last haul out (April 2021), the port propeller, port propeller shaft, port rudder and seal, and port propeller shaft seal were replaced. There is moisture and material below the port propeller shaft seal. The steering system was visually inspected and test operated. There is moisture

on the port rudder port. The steering system functioned normally. The engine room blower was energized and sounded rough. The generator was visually inspected, test operated and loaded. A cold start was not witnessed. The generator's sound box made it slightly difficult to access the generator. The generator's sound box is rusted and deteriorated. The generator's exhaust discharge hose is cracked, the sea strainer is not secured and the seawater intake hose from the sea strainer is heavily cracked. The generator's hours were 225.4 at the start of the survey and the final hours were not recorded. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in good – excellent condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory condition. The waste discharge hose is wasted. The electric bilge pumps were energized with their float and circuit breakers. The circuit breakers on the distribution panel energized the bilge pumps. The circuit breaker labeled "mid bilge pump" would trip after being energized for several seconds and we did not see a center bilge pump.

Summary: Satisfactory

TANKAGE

Fuel: 294 gallon capacity in one aluminum tank located amidships in the salon bilge

Fill & vent: Fill fitting to starboard on the transom, marked "gas", USCG type A2 fill hose, date not seen

Feed: USCG type A1 feed hoses, dated 1994, fuel filters at the fuel tank, valves at the filters

Water: 100 gallon capacity * in one plastic tank inboard below the aft berth, deck fill fitting to starboard aft of amidships, marked "water"

Holding: 40 gallon capacity * in one plastic tank to port forward of the engine room, deck fitting to starboard aft of amidships, marked "waste"

Comments: The fuel system including the tank, fill, vent and feed lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. The dates seen on fuel hoses were 1994. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. There is staining on top of the waste holding tank. There is staining by hoses outboard below the aft berth. The vent fitting for the holding tank is broken off and the vent hose is located below the aft dinette bench. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey. There is no hose on the pressure relief fitting of the water heater.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 120 volt system, 30A 125V shore power inlet in the port transom locker, 30A 125V shore power cord with splitter

DC system: 12 volt system, five West Marine group 27 12 volt AGM batteries forward in the engine room (two per side, one on centerline), battery switches below the step center aft in the salon, battery switch by the generator

Wiring: Mostly original multi-strand wires

Circuit protection: Main AC circuit breaker in the port transom locker, electrical distribution panel starboard aft in the salon includes main and branch AC and DC circuit breakers, two AC voltmeters, AC ammeter, windlass circuit breaker in the bottom locker starboard aft in the salon

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. Position data was lost in the Raymarine multi-function device, there was no sounder information and the radar did not transmit when tested. The forward HVAC controller did not energize. The windlass circuit breaker tripped when testing the windlass. The electrical outlet in the head is damaged and is not protected by a GFCI. We could not fully enter our outlet tested into the "upper" plug to port forward in the salon. When testing the outlets, our tester displayed 110 volts while on shore power and 125 volts on generator. Two courtesy lights are inoperative on the steps to the flybridge. The refrigerator is inoperative. One overhead light is inoperative to starboard in the salon and one is inoperative to port forward in the salon. The waste macerator discharge pump is inoperative. There are wing nuts on the terminals on the center and port batteries in the engine room. Overall the electrical system is in satisfactory condition. 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 (2016) on the flybridge, one type B:C size I (1997) in the salon, one type B:C size I (2006) port forward in the salon, one type B:C size I (2009) below the galley

Fixed fire system: Sea Fire model BB-400, Halon 1301, manufactured 10/1995

Flotation devices: Three adult type III PFDs, two child type III PFDs, two type IV throwable cushions, four adult type II PFDs

Horn/distress flares: Electric horn, four handheld distress signal flares (expired May 2017) numerous expired handheld and pistol launch distress signal flares of varying dates

Navigational/anchor lights: All-around / anchor light, separate side lights

Anchor & ground tackle: 22 lb. West Marine traditional anchor with chain rode, Danforth type anchor with chain and line rode in the starboard transom locker (size not seen)

Other equipment: Three first aid kits, orange handheld signal flag

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. There are no current distress signal flares aboard. A suitable sound signaling device is aboard. The CO alarm is not functional. There is no smoke alarm. Garbage and oil placards were seen. The navigational and anchor lights are properly arranged and installed. The starboard side navigational light is inoperative. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. There is only chain rode on the primary anchor and there is no secondary securing device for the anchor. The entire length of the anchor rode was not inspected and should be inspected prior to use. The highwater alarm made no noise when tested.

Summary: Satisfactory – Marginal

ACCESSORIES

Par Max 4 raw water washdown pump, bait pump (tag illegible), two rotating helm chairs, engine instrumentation includes two voltmeters, two tachometers, two water temperature gauges, two voltmeters, engine synch gauge and single hour meter, Robertson AP3000 autopilot, Ritchie compass, Icom IC-M420S vhf, fuel level gauge, Raymarine C80 multifunction device with plotter / sounder / radar, flybridge bench seating, Simpson Lawrence two directional electric windlass with foot pedal and flybridge controls, cockpit courtesy lights, Raymarine radar antenna, Monitrol corrosion control system, Seaworthy CD / stereo, Sharp TV, zinc saver II galvanic isolator, folding cockpit bench seats, ProMariner ProNautic 12-30P battery charger, dinette, galley includes sink, two burner electric stove, Farberware microwave and Norcold DE0061 AC / DC refrigerator, head includes sink and electric head, shower enclosure to starboard, aft cabin includes bunk berths forward cabin includes island berth, Shurflo freshwater pump Shurflo freshwater accumulator tank, shower sump box, Navigator vacuum, windshield cover, Seaward S-600 water heater, HVAC controls in the salon and in the forward cabin, raw water washdown, Silverton indicator light panel for pumps and nav lights

SUMMARY

The vessel is a production fiberglass sedan cruiser equipped with two gasoline engines with v-drives and a gasoline generator. The vessel was built in New Jersey, USA. The current owner reported that he purchased the vessel in San Diego, CA in April 2013. He reported that the engines, transmissions and generator are original as far as he knows. He reported that he had service done to the vessel in April 2021 including new risers installed on the engines, the heat exchangers were serviced, the spark plugs and belt were replaced and the oil was changed in the engines and transmissions. He reported that the bottom paint was applied at that time and eight through hulls and valves were replaced. He reported that the port propeller shaft, propeller, propeller shaft seal and rudder were replaced during the haulout at the boatyard's recommendation. He disclosed that the refrigerator does not work and had no other disclosures. He reported no knowledge of any significant events in the vessel's history such as submersions, collisions, fires, etc. 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

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

\$49,000

NEW REPLACEMENT VALUE

\$500,000

INVESTMENT

\$53,000

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 average sale price of similar vessels on Soldboats.com is \$42,950 and the average current listing price of similar vessels on Yachtworld.com is \$61,885. The vessels are all similarly equipped (the Silverton convertible is equipped with higher rated Crusader 502 engines). The surveyed vessel has no significant mechanical or electronic upgrades. The surveyed vessel has a full flybridge and cockpit enclosures. The condition of the vessel is the most contributing negative factor in our valuation. The data from Soldboats.com and Yachtworld.com have factored in the demand and value spike attributed to Covid-19.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
36	Silverton 362 Sedan Bridge Silverton 362 Sedan	1995	24-Jul-21	27,500	55,000	Alameda, CA, USA
36	Cruiser	1996	3-Jul-21 13-Nov-	56,500	60,500	Dana Point, CA, USA
36	Silverton 362 Convertible Silverton 362 Sedan	1995	20	59,500	59,524	San Diego, CA, USA
36	Cruiser	1995	27-Sep-21 21-May-	45,400	49,500	Saugatuck, MI, USA
36	Silverton 362 Silverton Silverton 362 Sedan	1996	21	50,000	59,900	Essex, MD, USA
36	Cruiser Silverton 362 Sedan	1995	27-Mar- 21	42,500	49,900	Longboat Key, FL, USA
36	Cruiser	1997	26-Oct-20	27,000	35,500	Little River, SC, USA
36	Silverton 362 Sedan Bridge Silverton 362 Flybridge	1996	15-Jun-20	40,000	49,500	Seneca, IL, USA
36	Sedan Silverton 362 Sedan	1996	6-May-20 13-May-	40,000	46,950	Rio Vista, CA, USA
36	Cruiser	1994	20	42,000	44,950	Austin, TX, USA

	Silverton 362 Sedan					Harrison Township,
37	Cruiser	1995	2-Jun-20	40,000	47,900	MI, USA
	Silverton 362 Cruiser					
36	Bridge Sedan	1997	1-Sep-20	45,000	55,900	Chester, CT, USA

Silverton 362 Sedan Cruiser

US\$64,900 *

36 ft / 1995

San Diego, California, United States

Infinity Yacht Sales

Silverton 37 Convertible

US\$74,900 *

37 ft / 1996

Catawba Island, Ohio, United States

Catawba Yacht Sales

Silverton 37 Convertible

US\$59,900 *

37 ft / 1997

Portland, Connecticut, United States

PETZOLD'S MARINE CENTER

Silverton 362 Sedan Cruiser

US\$51,000 *

36 ft / 1995

Grafton, Illinois, United States

First Mate Boat Sales

Silverton 362 Silverton

US\$65,000 *

36 ft / 1997

Deep River, Connecticut, United States

Sale Pending

Brewer Yacht Sales at Deep River, CT

[Request Info](#)

Silverton 351 Sedan Cruiser

US\$57,995 *

35 ft / 1998

Croton on Hudson, New York, United States

All Points Yacht Sales

Silverton 352 Silverton

US\$59,500 *

35 ft / 1998

Washington, District of Columbia, United States

YSI -Martin Bird Associates

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.
2. Provide federally required, approved and current distress signal flares.
3. Provide a secondary securing device for the anchor rode.
4. We strongly recommend installing line at the bitter end of the primary anchor rode for quick (knife) disconnect in emergency situations.
5. The carbon monoxide alarm is inoperative and there is no smoke alarm onboard. Service or replace the carbon monoxide alarm and prove it properly functional and we strongly recommend the installation of a smoke alarm.
6. Service the starboard side navigational light and prove it properly functional.
7. The highwater alarm did not sound when tested. Service the highwater alarm and prove it properly functional.
8. There are wing nuts on the terminals of the center and port batteries in the engine room, ABYC prohibits the use of wing nuts on battery terminals. Replace the wingnuts with steel nuts and lock washers per ABYC recommendations.
9. Determine why the multi-function device did not properly function address appropriately or as desired.
10. The windlass circuit breaker tripped when testing the windlass. Determine the cause, eliminate the cause, service or replace components as necessary and prove the windlass properly functional.
11. The "mid bilge pump" circuit breaker trips after several seconds and we did not see the pump. Determine why the circuit breaker trips, eliminate the cause, service or replace components as necessary and prove it properly functional.
12. The waste macerator discharge pump is inoperative. Service or replace the pump and prove it properly functional as desired.
13. The waste holding tank vent fitting is broken off and is venting into the hull. Replace the vent fitting to properly vent the tank and replace the discharge hose.
14. The waste discharge hose is wasted. Replace the hose.
15. The electrical outlet in the head is damaged and not protected by a GFCI. Replace the outlet, and we strongly recommend relacing it with a GFCI.
16. The forward bilge pump did not energize with its float switch but energized with its circuit breaker. Service or replace the float switch and prove the bilge pump properly functional in its automatic mode.

17. The generator's exhaust discharge hose is cracked throughout. Replace the hose.
18. The generator's sound box is rusted and deteriorated which hindered inspection. Replace the box as desired, inspect the generator and address any deficiencies.
19. Both engine's discharge hoses are aged and cracked. Either replace the hoses or monitor and replace as necessary.
20. Properly secure the generator's internal sea strainer.
21. The generator's seawater intake hose from the sea strainer is heavily cracked. Replace the hose.
22. Install a sacrificial anode on the starboard propeller shaft and replace the zinc on the port propeller shaft as it is at the end of its service life.
23. We had difficulty starting the starboard engine after the haul out. Determine the cause of this condition and address appropriately.
24. There is moisture and "material" below the port propeller shaft seal. The seal was reportedly replaced in April 2021. Determine the cause and significance of the moisture and material, eliminate the cause, service or replace components as necessary and clean and dry the area to allow detection of future weeps or leaks.
25. A cold start was not seen of the engines or generator. A cold start provides more detail as to the condition of the machine systems, we recommend performing a cold start.
26. The blower sounds rough. Either replace the blower or monitor and replace as necessary.
27. There is corrosion on the forward components of the V-drives. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the drives to allow detection of future weeps or leaks.
28. The forward HVAC controller did not energize and the unit was not tested. Determine why the controller did not energize, eliminate the cause, service or replace components as necessary and prove the forward HVAC unit properly functional as desired.
29. The starboard engine's belt was loose and squealing. Properly secure the belt.
30. The engine room hatches do not stay open with their struts. Either replace the support struts or provide a secondary securing device to hold the hatches open to eliminate liabilities.
31. There is gelcoat cracking in several locations on the flybridge deck and a sound difference was noted when percussion testing aft on the deck. The caulking is failing in several locations on the fb deck. A "cracking sound" was noted on the center of the flybridge deck under foot. Determine the significance of the cracking sound and sound difference and address appropriately or as necessary and address the failed caulking and gelcoat cracks as desired.
32. The vent fittings on both hull sides are aged and damaged and the above water through hull fittings are aged. Address as necessary or desired.
33. The port throttle must be lower than the starboard throttle control to match rpm. Service to eliminate this condition.
34. There is moisture on the port rudder port. Determine the cause of the moisture, eliminate the cause, service and replace components as necessary and clean and dry the area to allow detection of future weeps or leaks.

SECONDARY

1. There are circular repairs aft on the port side of the superstructure and on the port hull side forward of amidships just above the discharge fittings. Address as desired.
2. There are cracks in the gelcoat below the forward circular repair and a sound difference was noted when percussion testing the about the cracks. Determine the significance of the cracking and sound difference and address as necessary or desired.
3. The flybridge upholstery is aged. Address as desired.
4. There is corrosion on the exterior of the window frames and on the radar arch. Address as desired.
5. The wallpaper is failing and stained below the microwave, address as desired.
6. One dog is missing from the portlight in the head and the portlight in the forward cabin and one dog is seized on the portlight in the head. Address as desired.
7. Address the failing gasket in the shower's portlight as desired.
8. There is a gap at the fasteners seen inside the port side sliding door. Address as desired.
9. There is moisture and algae below the foredeck sun pad. Address as desired.
10. The bow rail is dented at the third from aft and aft starboard stanchion posts and it is bent forward. Determine the significance of the bend and dents and address as necessary or desired.
11. The nonskid deck surface is aged. Address as desired.
12. There is mold inside several lockers inside of the cabin. Address as necessary or desired.
13. There is water damage to the wood aft in the salon. Determine the cause of the water damage, eliminate the cause, service or replace components as necessary and address the damage to the wood as desired.
14. There is spider cracking in the gelcoat to starboard on the swim platform. Determine the significance of the cracking and address as necessary or desired.
15. The hull sides have several color differences and rub transfer (likely from fenders). Address as desired.
16. There are semi-circular cracks in the gelcoat on the portside amidships just above the boot stripes and sound difference was noted when percussion testing. Determine the significance and address as necessary or desired.
17. The boot stripes are damaged and there are two long scratches at the starboard boot stripe forward. Address as desired.
18. The rub rail is aged and damaged aft on both sides. Address as desired,
19. There is mildew and rust staining on the starboard hull side. Address as desired.
20. We could not fully insert our outlet tester into the "upper" plug in the port forward outlet in the salon. Determine why and address appropriately.
21. Two courtesy lights are inoperative at the steps to the flybridge, one overhead light to starboard in the salon and one to port forward in the salon are inoperative. Address as desired.
22. The propellers are different material (apparently by appearance and percussion test). Address as necessary or desired.
23. Install a hose on the pressure relief fitting on the water heater so it drains into the bilge.

24. Determine the cause of the staining on the waste holding tank, eliminate the cause, service or replace components as necessary and clean the tank to allow detection of future weeps or leaks.
25. There is staining by hoses outboard by the aft berth. Determine the cause of the staining, eliminate the cause, service or replace components as necessary and clean and dry the area to allow detection of future weeps or leaks.
26. The following was not tested or inspected: freshwater pressure inlet, tv phone inlet, shower sump pump, bait pump (switch not found), all functions of entertainment devices and all functions of navigational electronics (power up and basic functions were tested).

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

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

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

Christian & Company, Marine Surveyors, Inc.



October 8, 2021

By: Mr. Kells Manthei, SAMS SA

Date



October 8, 2021

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

Date