

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy
Current owners: Removed for privacy

Date of report: October 25, 2021
Our file #: 21 – 20273web

This inspection was performed upon the request of the client listed above on October 22, 2021 while the vessel was hauled at Shelter Island Boatyard and afloat at Kona Marina slip XXX, San Diego, CA and XXX (client), XXX (client), XXX (briefly attended), XXX (broker) 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:	Tising Hang	Doc. #:	Removed
Model/type:	Mikelson 41 / swift trawler	HIN:	Removed
Year:	2004	Engines:	One Cummins
Length:	41'	Name:	Removed
Draft:	3' 10"	Hailing Port:	Laguna Beach, CA
Beam:	13'	Weight:	21,000 lb. (travel lift's scale)
* listing specifications		Displacement:	Unknown

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified V-shape, keel, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, full upper and partial aft lower rub rails, faux plank seams

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

Deck hardware: Windscreen, opening portlights, stainless steel bow rail, fiberglass radar arch, bimini top, stainless steel grab rails, aft deck and cockpit safety rails, sets of cleats forward, forward of amidships, amidships and aft, stainless steel stanchion posts with double lifelines and wooden hand rails

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Swift trawler, center transom door, companionway center forward in the cockpit leads to the aft cabin, ladder to starboard forward in the cockpit up to the bridge deck, helm forward with bench seating to port, companionway to starboard of the helm leads to the salon, aft cabin accessed to starboard aft in the salon with steps down and includes berth and an ensuite head, galley to starboard aft in the salon, dinette to starboard forward, engine room below the salon accessed via two sole hatches, steps down to the forward cabin, forward cabin includes berths and an ensuite head

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 condition. There are numerous blisters that appear to be in the laminate and the bottom paint, ranging in size between ¼" to 1 ½" in diameter. A sound difference was noted to port of the port mounting bracket of the swim platform on the transom. The bottom paint is thin on the corners of the transom. 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 ghost lettering on the transom. The hull sides are dirty

forward. There is rust staining below the port lower rub rail. There is a void in the gelcoat on the port hull side forward of amidships, the gelcoat chipped when percussion testing. The exterior of the frames of the portlights is aged. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. Sound differences were noted on the side decks and foredeck when percussion testing, the deck flexed underweight on the foredeck and by the port amidships cleat. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory condition. The gelcoat is chipped on the transom door. The pie eye inspection hatch on the radar arch is damaged. A weld is broken on the starboard grab rail at the steps to the bridge deck. The windscreen is crazed. The bimini top is aged. 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. There is cracking around the frame of the port aft portlight inside of the aft cabin and the paint is damaged. The paint is damaged below the port light in the aft head. There is cracking in the sideliner outboard in the aft head and shower. There is water damage aft below the companionway steps in the salon. The lip / accent on the locker below the galley sink is separated. There are rust stains on and below the forward portlights on the interior of the forward cabin. One dog is seized on the port aft portlight in the forward cabin. This survey is not a mould inspection. The condition of the coring in the hull, deck, transom, stringers, and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engine: One Cummins 6BTA 5.9 MI, 270 h.p. @ 2600 rpm

Engine application: Diesel, 6 cylinders, turbocharged, freshwater cooled

Serial number: 46307748

Transmission: Twin Disc model MG 5055/A ratio 2., serial number 124082

External/peripherals: Suitable application, satisfactory installation

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

Exhaust system: Wet system, flexible hoses, fiberglass tubes, starboard transom discharge stern tube

Propulsion gear: 1.75" diameter stainless steel propeller shaft, PSS dripless shaft seal, bronze 24 x 23 left hand 5 blade propeller, bronze propeller shaft strut and skeg support

Steering system/rudder ports: Hydraulic steering, single actuator, single helm, bronze

packing gland, bronze skeg-hung rudder

Ventilation: Natural and one blower

Generator: 5 Kw Onan model 5MDKAUT 1804, serial number A030459535

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

Location of through hulls as visible: See chart

Seawater systems: Original flexible hoses, double clamped connections

Bilge pumps: One Rule 1500 submersible automatic forward in the engine room, manual bilge pump located below the forward bench seat in the salon with center bilge pickup

Comments: The engine and transmission were visually inspected and tested between the slip and boatyard. The client had the engine and transmission inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engine and transmission appear satisfactory. There is corrosion on the engine's raw water pump. There is a corrosion and rust on components port forward on the engine (transmission oil cooler pipe) and a blue hose is damaged. There is corrosion and moisture on the transmission oil cooler and a dark liquid outboard of the transmission oil cooler. The belt squeals on the engine. The transmission oil pressure gauge is inoperative. There is a reinforced flexible hose in use on the engine oil blow by connection (non-heat resistant hose). The engine hour meter read 680.45 at the start of the survey and 680.88 at its conclusion. Wide open throttle was recorded as 2600 rpm with a top speed of 16.2 knots in one direction in San Diego Bay. The engine controls functioned normally. The exhaust system is properly arranged and installed. The steering system was visually inspected and test operated. The steering system functioned normally. The steering ram stops on the actuator. The propeller, propeller shaft, strut and shaft seal were visually inspected. The propeller was percussion tested and spun with a fixed object adjacent to the blades. The propeller shaft was manipulated in the strut and observed while underway. Overall the propulsion components are in satisfactory condition. The engine room blower was energized. The generator was visually inspected, test operated and loaded. The generator functioned normally. There is oil on the insulation of the lid of the generator's sound box. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. We were unable to move the engine seawater intake through hull valve. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The water maker was briefly energized; the current owner reported he has never used the water maker. Numerous hoses are wrapped in plastic, they are likely original. The electric bilge pumps were energized with their float switches. The manual bilge pump was not tested.

Summary: Satisfactory

TANKAGE

Fuel: 250 gallon capacity * in two aluminum (by appearance) tanks on either side in the engine room

Fill & vent: USCG type hoses, dates not seen, deck fill fittings on either side amidships, marked "diesel"

Feed & return: Copper tubes, Aeroquip flexible feed hoses, unknown type flexible return hoses

Water: 150 gallon capacity * in two metal tanks to port and starboard aft in the aft cabin, deck fill fitting to port in the cockpit, marked "water"

Holding: 20 gallon capacity * in one fiberglass tank on centerline forward in the engine room bilge, deck fitting to starboard forward, marked "waste"

Comments: The fuel system including the tanks, fill, vent and feed lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. No dates were seen on any fuel hoses. There were no identifying marks on the fuel return hoses and the hoses are cracked. There are clear flexible hoses in use for sighting level in the fuel tanks. The condition and age of the fuel, (water and waste) and the integrity of the tanks (fuel, water and holding) and hoses is beyond the scope of this survey. There are clamps missing on the strainer starboard forward in the engine room (it is the tank vent for the holding tank). Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. There is corrosion below the water heater's heat exchange connections at the water heater. 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 on the starboard hull side amidships, 30A 125V shore power cord

DC system: 12 volt system, two Lifeline GPL-8DL 12 volt AGM batteries in secured and covered boxes to port aft in the engine, one Lifeline GPL-8DL 12 volt AGM battery to starboard forward in the engine room, battery switches

Wiring: Original, multi-strand wires

Circuit protection: Electrical distribution panel to starboard aft in the salon includes main AC and branch AC and DC circuit breakers, AC and DC volt and ammeters

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. One overhead light is inoperative in the aft cabin. The aft cabin outlets are daisy chained to the galley GFCI outlet. The automatic light in the forward

locker in the aft cabin is inoperative. Two overhead lights are intermittent in the galley. The galley GFCI tripped once when testing the microwave. The inverter briefly energized before the controller showed a "fault" error before the inverter de-energized. When testing the outlets on generator power, our outlet tester displayed an "IV" error code or displayed no voltage at all; the outlets and GFCI still functioned when tested in this condition. The condition of the batteries is beyond the scope of this inspection.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Three type B:C size I (2019) in the aft cabin, galley and forward cabin

Fixed fire system: None

Flotation devices: Eight adult type II PFDs, one type child type II PFD, one type IV

Horn/distress flares: Electric horn, four handheld distress signal flares (expired 2017)

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

Anchor & ground tackle: 44 lb. Bruce primary anchor with chain rode, Danforth type anchor in the steering locker (size not seen) with chain and line rode (not attached)

Other equipment: Three carbon monoxide alarms

Comments: Safety equipment for fire fighting 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 current distress signal flares are aboard. A suitable sound signaling device is aboard. Only one CO alarm sounded when tested. Garbage and oil placards were seen. Navigation rules were not seen. The navigational and anchor lights are properly arranged, installed and mostly functional. The port side light is inoperative and its lens is purple. The ground tackle including the anchor and rode was visually inspected as installed and appear satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Satisfactory

ACCESSORIES

Xantrex Freedom Marine 25 inverter / charger, Seaward F-1200 water heater with heat exchanger, Magma LP bbq grill, Stakol freezer, electric waste macerator discharge pump, Airflo 2900 autopilot compass located forward in the engine room, cockpit washdown, cockpit shower, Vantage Marine water maker, Uniden QT-206 depth, aft cabin includes berth, reading lights and ensuite head, Baltic Lansing speakers, galley includes sink, LG microwave oven and U-Line U-1175RB-13 refrigerator, bow thruster with sacrificial anode, Simrad radar antenna, Simrad NSS9 evo3 multifunction device

with plotter / sounder / radar, Simrad AP26 autopilot, Sony MEX-M100 BT stereo, JL Audio speakers, aft deck floodlight, Wema tank-level indicator, Sea-Tel Satellite antenna, Sea-Tel controller, engine instrumentation includes tachometer with hour meter, oil pressure gauge and voltmeter, Pyle PT272 AUBT AM / FM tuner, Jabsco sensor-Max 17 freshwater pump, Raymarine Ray 53 DSC vhf, Pyle TV, dinette, transom lights, forward cabin includes V-berth, bunk berth and ensuite head, inverter controller on the distribution panel

SUMMARY

The vessel is a composite fiberglass swift trawler equipped with a single diesel engine and diesel generator. The vessel was built in Taiwan, its original hull design was by Rough Water and it was completed by Mikelson Yachts. The broker reported that the current owner purchased the vessel in November 2019 in San Diego, CA. He reported that the engine, transmission and generator are original. He reported that the bottom paint is two years old. He disclosed no problems with the vessel and has no knowledge of any significant events in the vessel's history including submersions, collisions, fires, etc. The vessel was inspected while hauled, afloat and underway between the boatyard and the slip. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as 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

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 average sale price of similar vessels on Soldboats.com is \$161,250 and the average current listing price of similar vessels on Yachtworld.com is \$230,000. We have included several Roughwater vessels in our Soldboats.com data, however, they are older vessels which tend to hold less value. The older vessels are not included in our average. The 2004 Roughwater that sold for \$180,000 is the surveyed vessel. We have included on 1981 Roughwater 41 and two Roughwater 36 Sedans (1981 and 1984) in our current listing data but have excluded them from our average due to their age. The vessel is average condition for its age. The vessel is a unique build so our research was expanded to include similar builds. The Beneteau Swift Trawler and the Menorquin are both equipped with two engines, increasing their value compared to the surveyed vessel. The best comparable vessel is the surveyed vessel, which sold in November 2019 for \$180,000. 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
			30-Nov-			Saint Petersburg, FL,
42	Roughwater 42	1987	20	56,000	65,000	USA
41	Roughwater 41	1978	21-Feb-21	50,000	52,900	Anacortes, WA, USA
41	Roughwater 41	1979	8-Jul-21	40,000	49,500	Everett, WA, USA
	Roughwater 41					
41	Pilothouse	1977	3-Mar-20	42,000	49,900	La Conner, WA, USA
41	Roughwater 41	1977	1-May-19	58,500	69,000	La Conner, WA, USA
41	Roughwater 41	1975	20-Oct-18	41,000	52,900	Anacortes, WA, USA
41	Roughwater 41	2004	1-Nov-19	180,000	199,000	San Diego, CA, USA
40	Mainship 40 Trawler	2005	29-Jul-21	150,000	169,500	Alameda, CA, USA
	Meridian 408					
40	Motoryacht	2003	30-Jun-20	140,000	197,777	San Diego, CA, USA
40	Mainship 400 Trawler	2003	21-Jun-19	175,000	210,000	San Diego, CA, USA

Mikelson 41

US\$185,000 *

41 ft / 2004

San Diego, California, United States

Sale Pending

Mikelson Yachts, Inc.

Mainship 400 Trawler

US\$225,000 *

40 ft / 2005

Cambridge, Maryland, United States

Sale Pending

Knot 10 Yacht Sales

Mainship 400 Trawler

US\$239,900 *

40 ft / 2004

Madeira Beach, Florida, United States

Edwards Yacht Sales

[Request Info](#)

Beneteau Swift Trawler 42

US\$275,000 *

42 ft / 2005

Charleston, South Carolina, United States

Sale Pending

Denison Yachting - Charleston

Menorquin 120

US\$229,950 *

41 ft / 2004

Solomons, Maryland, United States

S&J Yachts

Roughwater 41

US\$42,900 *

41 ft / 1981

Olympia, Washington, United States

NW Yachtnet - Olympia

Roughwater 37 Sedan Trawler

US\$37,500 *

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2004 Mikelson 41 / swift trawler

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37 ft / 1984
Alameda, California, United States
New Era Yachts

Roughwater 36 Sedan

US\$67,000 *

36 ft / 1981
Oceanside, California, United States
Breakwater 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 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. The port side navigational lights is inoperative and its lens is discolored. Service or replace the light (and lens) and prove it properly functional.
4. Two combination CO / smoke alarms did not sound when tested. Service or replace the alarms and prove them properly functional.
5. The inverter briefly energized before the controller showed a "fault" and the inverter de-energized. Determine the cause of the fault and why the inverter did not function and address appropriately.
6. When testing the outlets on generator power, our outlet tester displayed an "IV" error code or displayed no voltage at all (blank screen); the outlets and GFCI still functioned when tested in this condition. Determine the significance and cause of this condition and address appropriately.
7. Determine why the galley GFCI outlet tripped once while testing the microwave and address appropriately.
8. The transmission oil pressure gauge is inoperative. Service or replace the gauge and prove it properly functional.
9. The steering ram stopped on the actuator. We recommend installing stops so the steering does not stop on the actuator.
10. There is corrosion and moisture on the transmission oil cooler and a dark liquid is just outboard of the cooler. Determine the cause of the moisture on and outboard of the transmission oil cooler, eliminate the cause, service or replace components as necessary and dry and clean the components in the area to allow detection of future weeps or leaks.
11. There is corrosion and rust on components to port forward on the engine (transmission oil cooler pipe) and a hose is damaged. Determine the cause of the rust on the components, eliminate the cause, service or replace components as necessary, replace the damaged blue hose and clean the components to allow detection of future weeps or leaks.
12. There is corrosion on the engine's raw water pump. 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 or leaks.

13. Numerous hoses are still wrapped in plastic and are likely original. We recommend replacing the hoses as they appear to be at the end of their service lives.
14. The engine's seawater intake through hull valve is seized. Service or replace the through hull valve (and/or through hull) as necessary and prove it properly functional.
15. A weld is broken on the outboard grab rail to the bridge deck. Address appropriately to eliminate liabilities.
16. Sound differences were noted throughout the side decks and foredeck when percussion testing, the deck flexes underweight forward and by the port amidships cleat. Determine the significance of the sound differences and flexing and address appropriately or as necessary.
17. No dates were seen on the fuel hoses. The industry accepted life expectancy "rule of thumb" for fuel hoses is ten years. Either replace the hoses or assure they are suitable for continued use and replace as necessary.
18. There are no identifying marks on the fuel return hoses and the hoses are cracked. Replace the hoses.
19. Clear flexible hoses are in use for fuel sighting. We recommend either replacing with glass tubes with protective cages or keeping the valves shut when not sighting fuel to eliminate liabilities.
20. Determine the cause of the oil on the insulation of the lid on the generator's sound box and address appropriately.
21. Determine the cause of the belt squeal on the engine and address appropriately.
22. A reinforced flexible hose is in use on the engine oil blow by connection. It is not a heat resistant hose, replace it with an appropriate hose.

SECONDARY

1. Clamps are missing on the strainer starboard forward in the engine room for the waste tank vent. Replace the clamps.
2. One overhead light in the aft cabin is inoperative and two overhead lights in the salon functioned intermittently. Service or replace the lights and prove them properly functional as desired.
3. The automatic light in the forward locker in the aft cabin is inoperative. Address as desired.
4. The water maker was energized and briefly tested but the condition of the system is unknown and was reportedly not used by the current owner. Address as desired.
5. Replace the lock receiver on the icemaker as desired.
6. The gelcoat is chipped on the transom door. Address as desired.
7. The pie eye inspection hatch on the radar arch is damaged. Address as desired.
8. Address the ghost lettering on the transom as desired.
9. There is a crack in the aft panel above the aft berth. Determine the cause (as possible) and address as necessary or as desired.
10. There is cracking around the frame of the port aft portlight in the aft cabin, paint damage, and there is paint damage and cracking in the aft head below the portlight. Determine the cause of the damage and cracking and address as necessary or desired.
11. There are numerous blisters on the hull bottom in the paint (apparently). Address as desired.

12. There is rust staining below the port lower rub rail. Determine the cause of the rust staining and address as necessary or desired.
13. The windscreen is crazed and the bimini top is aged. Address as desired.
14. There is water damage below the companionway steps in the salon. Address as desired.
15. The lip / accent on the locker below the galley sink is separated. Address as desired.
16. There is a void in the gelcoat on the port hull side forward of amidships and the gelcoat chipped when percussion testing. Address as desired.
17. There are rust stains on and below the forward port light on the interior of the forward cabin. Address as desired.
18. A dog is seized on the port aft portlight in the forward cabin. Address as desired.
19. Determine the significance of the sound difference noted when percussion testing by the port swim step mounting bracket and address as necessary or desired.
20. There is corrosion below the water heater's heat exchange hose connections at the water heater. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and dry and clean the area to allow detection of future weeps or leaks.
21. The starboard transom light is inoperative. Address as desired.
22. The following components were not tested or inspected: 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 25, 2021

By: Mr. Kells Manthei, SAMS SA

Date



October 25, 2021

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

Date