Christian & Company
MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: March 18, 2021

Our file #: 21 – 20018web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on March 17, 2021 while the vessel was hauled at Driscoll Boat Works and afloat at Sunroad Resort Marina, slip XXX, San Diego, CA and 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.

VESSEL DESCRIPTION

Builder:	SPBI FA *	US Doc. #:	Removed for privacy
Model/type:	Prestige 420 *	HIN:	Removed for privacy
Year:	2021 (model year)	Engines:	Two Cummins
Length:	42'	Name:	Removed for privacy
Draft:	3' 4"	Hailing port:	San Diego, CA
Beam:	4.06 M *	Weight:	36,000 (travel lift's scale)
* Prestige 420 owner's manual		Displacement: unknown	

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified V-shape, two lifting strakes per side, propeller pockets, black anti-fouling paint, double hard chines

Topsides & transom: Molded fiberglass construction, balsa core *, white gelcoat over grey over white

Decks & superstructure: Molded fiberglass construction, balsa core *, teak deck on flybridge and in cockpit, white gelcoat forward with molded nonskid deck surface forward on side decks, plastic rub rail with metal strike rail

Deck hardware: Fiberglass hardtop, stainless steel bow rail with single lifeline, stainless steel grab rail, windscreen, flybridge stainless steel safety rail, stainless steel anchor roller, standup paddleboard, mounts, sets of cleats amidships aft, and forward (with chocks)

Longitudinals/stringers: Fiberglass hull liner

Athwartships/bulkheads/frames: Plywood bulkheads (apparently)

Layout/interior components: Flybridge, cockpit motor vessel, exterior dinette to starboard in cockpit, steps to port from cockpit to flybridge, helm is forward to port on flybridge with seating to starboard forward and aft, engines below cockpit/aft deck and saloon with access via sole hatches in saloon and cockpit, split galley aft in saloon, dinette next forward to port, loveseat to starboard and helm forward, down steps and forward are cabins, cabin to port with berth aft (under saloon) and ensuite head to port forward, second head to starboard of landing, cabin forward with forward berth and second door into head

Bilge: Dry with salt crystals

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in good structural condition. The broker reports that the vessel came from the factory with anti-fouling paint. The anti-fouling paint is missing in a 12" long by 3" wide (approximate) area on the centerline forward. The anti-fouling paint around this area is "smudged". The anti-fouling paint exhibits satisfactory coverage. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in good structural and

cosmetic condition. There are a few small cracks mostly at the rub rail, including two locations on the starboard side forward and on the port side aft. There are a few cracks below the rub rail on the starboard side just aft of the third from forward stanchion post. There are minor visual anomalies (vertical lines) on the starboard hull side aft. There is print through of the laminates visible on the hull sides. There is a scratch in the white gelcoat below the starboard Prestige emblem, approximately 1.5" long. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good - excellent structural and cosmetic condition. 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 good condition. There is a crack in the interior of the cockpit grill lid. The port transom locker hatch will not latch. The structural reinforcements including the liners and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The bilge is dry but has salt crystals in the engine room and forward below the water heater. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in excellent cosmetic condition. There is bonding material visible in many locations in the engine room and on the interior of the transom at the liner connection. We did not see the documentation number displayed on a structural member of the vessel per federal regulations. The forward locker above the galley sink does not latch. 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: Good – Excellent

MACHINE SYSTEMS

Main engines: Two Cummins model QSB 6.7 425, 312 kw @ 3000 rpm, hour meters exhibit 45 to port and 45 to starboard

Engine application: Diesel, six-cylinders, aftercooled, V-drives

Serial numbers: Port – 22412370, starboard - 22412772

Transmissions: ZF85IV, ratio iA=2.01 iB=2.00, starboard serial number 20362833, port serial number 20360814

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic controls, flybridge and lower stations, dual levers with sync and warm controls and joysticks

Exhaust systems: Wet system insulated metal elbows, flexible hoses, fiberglass components, primary discharge through hull bottom aft in engine room, pressure relief discharges through transom

Propulsion gear/shaft logs: Radice OTS8L and OTS8R four blade counter rotating propellers, 24" approximately diameter (measured) no visible markings, 5 cm (apparently) diameter stainless steel propeller shafts, one bronze strut per shaft, dripless "Volvo type" shaft seals with seawater supplies

Steering system/rudder ports: Lecomble & Schmitt single hydraulic actuator, hydraulic system, tie bar, unknown type seals, stainless steel rudders, flybridge and lower helm stations

Ventilation: Two engine room blowers

Generator: 7.5 kw Cummins, model 7.5 MDKBJ-1101D, serial number H190614280, generator hour meter exhibits 42 hours

Through hulls & components: Bronze through hulls, bronze ball valves, not bonded, wire connected to two through hulls (HVAC and generator)

Location of through hulls as visible: See chart

Seawater systems: Reinforced hoses, double clamped connections

Bilge pumps: Rulemate RM 1100B submersible automatic aft, manual pump port forward in cockpit, Rulemate RM1100B submersible automatic below companionway steps

Comments: The engines and transmissions were visually inspected and tested during a sea trial. This survey is not a mechanical survey, please consult with a qualified technician for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear good – excellent. The engines were started cold and started quickly. Wide open throttle was 3000 rpm per the tachometers and top speed of the vessel was 35 mph. The engine controls functioned normally. An error message displayed while operating the engines with the joystick, a similar error message was noted when testing the autopilot. 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 and observed while underway. Overall the propulsion components are in satisfactory - good condition. One blade on the port propeller sounded dull when percussion testing. The port propeller was found slightly loose (on the shaft) and was tightened by the shipyard. The sacrificial anodes were missing from the port propeller and rudder. The sacrificial anodes on the swim platform exhibit significant wear. The steering system was visually inspected and test operated. The steering system did not function normally. The steering functioned normally from the upper helm, but abnormally at the lower helm. The lower wheel was “soft” and did not turn the rudder normally. The starboard rudder sounded “dull” compared to the port rudder when percussion testing. There are salt crystals about the rudder assemblies in the bilge. The was steering fluid around the steering pump in the starboard aft bilge. A switch for the steering is located near the AC electrical distribution panel, to starboard forward in the engine room; the switch is not labeled. Three loose corroded metal plugs were found in the aft bilge, the prior location and significance is beyond the scope of this survey. The engine room blowers were energized. The generator was visually inspected, test operated and loaded. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. There is minor corrosion on the engines’ through hulls in the bilge. The seawater systems were visually inspected and most

components were tested. Overall, the seawater systems are good. The aft electric bilge pump was energized with its test button. The forward bilge pump was not tested. The manual bilge pump was not tested.

Summary: Good – Excellent

TANKAGE

Fuel: Two metal tanks (apparently aluminum), one per side in engine room, 585 liters per tank *

Fill & vent: Deck fill fittings on either side aft of amidships, marked “diesel”, USCG type A1-15 (vent hose as seen), markings on fill hoses not accessible

Feed & return: USCG type A1-15 flexible hoses, remote cables, fuel shutoff valves in port aft locker in owner’s cabin

Water: Deck fill fittings port side amidships and forward of amidships marked “water”, plastic tank below owner’s berth, plastic tank below forward berth, 330 + 95 liter capacity *

Holding: Deck fitting port forward of amidships, marked “waste”, 120 liter * plastic tank in forward cabin bilge

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 good condition. 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. Accuracy of tank level gauges is beyond the scope of this survey. We ran out of water while testing the vessel and refilled the water. We only used one tank and did not test any tank selector.

Summary: Good - Excellent

ELECTRICAL SYSTEMS

AC system: 50 amp 125/250 volt shore power cord on electric cable caddie to port on transom, 120 volt system

DC system: Two Exide EM960 AGM 12 volt batteries in secure and covered wooden box to starboard of generator, two battery switches above generator, Exide EP450 AGM 12 volt battery generator, two battery switches above generator, Exide EP450 AGM 12 volt battery by generator, unknown battery(ies) in secured covered box below owner’s berth, four Exide EP450 AGM 12 volt batteries in plastic boxes below forward berth, 12 volt system

Wiring: Original multi-strand wires

Circuit protection: AC distribution panel to starboard forward in engine room includes branch AC circuit breakers, GFCI device by panel, main AC circuit breaker to port in transom garage

Comments: The electrical system including the shore power cord, batteries, wiring, circuitry components and circuit protection equipment was visually inspected, and most components were tested. Overall, the electrical system is in good condition. The condition and age of the batteries is beyond the scope of this inspection. The engines' batteries exhibited low voltage per the ship's meter (12.1 and 12.3 volts). The shore power cable caddy was inoperative. The autopilot drifted off track twice and displayed an error message, "drive stop". The Raymarine multifunction device on the flybridge was hot to touch. We did not access the batteries below the owner's berth, they were in a box which required a tool to remove the lid.

Summary: Good – Excellent

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I (2020) units, one to port in galley and one in forward locker of owner's cabin

Fixed fire system: Seafire model NFD-400M, built 1/2020

Flotation devices: One type IV cushion, one type IV ring, one Lifesling, twenty adult type II PFDs

Horn/distress flares: Electric horn, four pistol launch distress flares (expiration date - 8/2021), five handheld distress flares (11/2023), four handheld distress signal flares (2/2024), pistol launch distress flares signal flares (11/2023) and four pistol launch distress signal flares (2/2024)

Navigational/anchor lights: Separate side lights, anchor light, steaming light, stern light

Anchor & ground tackle: Lewmar 20 kg anchor with chain and line rode

Other equipment: Two handheld orange smoke signals (11/2023 and 2/2024), first-aid kit

Comments: Safety equipment for firefighting protection appears satisfactory - good. Personal flotation devices are suitable for near coastal use. Current distress signal flares are aboard. The horn is inoperative. A CO alarm was found unsecured and turned off. A smoke alarm overhead in the saloon sounded when tested. We did not see waste or oil placards, a waste management plan or a copy of the navigation rules. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. There is no secondary anchor or rode aboard. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Good

ACCESSORIES

Victron 3600 watt isolation transformer, Flojet model R4235143 washdown pump, internal sea strainers, engine room lights, two Cristec Y power 12V/25A battery chargers and one 12V/40A battery charger, Interceptor zip wake trim tabs, Jabsco 18590-2092 electric waste macerator pump, flybridge dinette, flybridge sink, Kenyon electric grill, Isotherm CR42 refrigerator, Raymarine Axiom multifunction device with plotter / radar / sounder, Raymarine autopilot, Raymarine speaker, Raymarine A80289 vhf, engine instrumentation at flybridge includes two analog tachometer with digital tachometers, Plastimo compass, cockpit sun shade, fresh and sea water anchor washdowns, windshield wipers, foredeck sun pad, Lewmar two direction electric windlass with flybridge, lower helm and remote control (connects in anchor rode locker), windshield wipers, raw water washdown, freshwater washdown, cockpit shower, freshwater pressure inlet, hydraulic swim platform, underwater lights, boarding ladder, Yeti cooler, cockpit courtesy lights, cockpit dinette, electric cable caddie, galley includes Kenyon two burner electric stove, sink, Miele microwave, Simple human trashcan, Isotherm icemaker and Vitrifrigo two drawer refrigerator, HVAC controls located in forward cabin, owner's cabin and saloon, Samsung tv, lower helm engine instrumentation is a Cummins electronic device, two Raymarine Axiom displays with radar / plotter / sounder / engine instruments, Quick CHC 1203 chair counter / windlass control, Raymarine autopilot, Raymarine A80289 vhf, lower Zipwake trim tab control, windshield defoggers, router, opening window at lower helm, two sump collection boxes, Parmax 4 freshwater pump, Jabsco freshwater pressure accumulator tank, owner's cabin includes berth, Samsung tv and head, owner's head includes electric head and sink, Nautic Boiler water heater model BJ4012S water heater with heat exchanger, starboard head includes electric head, sink and shower enclosure, Dometic HVAC units located in forward cabin, saloon and owner's cabin

SUMMARY

The vessel is a production composite fiberglass motor vessel equipped with two diesel engines and a diesel generator. The vessel was designed by Berret Racoupeau and it was built in France. The broker reports the current owner took delivery in November 2020 and is trading the vessel in for a larger vessel as was his plan at the time of purchase. The broker disclosed no knowledge any problems with the vessel or any significant events in the vessel's history, such as submersions, collisions, fires, etc. The vessel was inspected in its slip, while underway between its slip and the boatyard and while hauled. The vessel is basically structurally and mechanically sound. It is reported the vessel and the engines is still under warranty. The scope of the warranty and transferability is beyond the scope of this survey. Upon completion of the recommendations the vessel should be suited for its intended purpose as a coastal cruising 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
Removed	Removed	Removed

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 sale prices and the yachtworld.com listing prices. There are many comparable boats listed for sale, but few are listed with their asking prices, including this boat. The broker reported the asking price for this boat was $829,000. Based on our experience with Prestige boats they compare (in quality) with boats such as Carver, Regal and Azimut. This vessel has a flybridge and several of the comparable Prestige's did not. The Prestige 420 listed for sale in Ireland has a flybridge. The location of the vessel and condition of the vessel are considered in the appraisal, most of the comparables have already been influenced by the Covid-19 related demand and value spike. The value assumes successful completion of all recommendations.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
42	Prestige 420S Coupé	2020	3-Jun-20	625,000	-	Seneca, IL, USA
41	Prestige 420	2017	7-Jan-20	403,997	403,997	Canet-en-Roussillon, France
42	Prestige 420S Coupé	2017	14-Aug-19	440,000	449,000	Seneca, IL, USA
41	Prestige 420 Fly	2017	4-May-19	500,527	523,170	Marseille, France
42	Prestige 420S Coupé	2017	3-Aug-18	475,000	499,000	Seneca, IL, USA
42	Prestige 420S	2017	3-Aug-18	500,000	499,000	Traverse City , MI, USA
40	Carver C40 Command Bridge	2020	16-Aug-20	788,000	799,000	Miami, FL, USA
43	Azimut Magellano 43	2020	3-Dec-20	595,865	637,576	Limassol, Cyprus
42	Regal 42 Fly	2020	15-Mar-21	586,000	629,000	Fort Lauderdale, FL, USA

Prestige 420 Fly
US$737,912 *
41 ft / 2020
Burton Waters, Lincolnshire, United Kingdom
Burton Waters Boat Sales - Lincoln Office

Prestige 460 FLYBRIDGE
US$856,854 *
41 ft / 2020
L'Estaque, Bouches-du-Rhône, France
WEST YACHT BROKER
Live Video TourRequest Info

Prestige 420
US$766,141 *
43 ft / 2021
Ipswich, Suffolk, United Kingdom
Burton Waters - Ipswich Office

Prestige 420
US$681,225 *
43 ft / 2020
Lymington Yacht Haven, United Kingdom
Ancasta Lymington
Request Info

Prestige 420 Fly
US$595,735 *
43 ft / 2020
Andorra La Vella, Andorra
Rhodanian Marine

Francia, France
Union Yachts Broker

Prestige 420 S
US$700,584 *
43 ft / 2020
La Rochelle, Vendée, France
MGM Boats - Head Office
Request Info

Prestige 420
US$820,922 *
43 ft / 2021
Dublin, Ireland
MGM Boats - Head Office
Request Info

Prestige 420 S
US$530,204 *
43 ft / 2020
Bormes-les-Mimosas, Var, France
ESPACE POWER

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. Service and prove the horn properly functional and available from both helm stations.
2. Provide a secondary anchor and rode for use in two anchor situations or emergencies.
3. We encourage interconnected smoke and CO alarms in every cabin, properly mounted and functional.
4. Provide all legally required carriage items including oil and waste placards, a waste management plan and current copy of the navigation rules.
5. Determine why the flybridge Raymarine multifunction device was hot and address appropriately.
6. Determine the significance of the dull sound when percussion testing one of the port propeller blades and address appropriately.
7. Determine the significance of the dull sound when percussion testing the starboard rudder and address appropriately.
8. Display the documentation number on a fixed structural member of the vessel per federal regulations.
9. Service the steering system and prove it properly functional. The lower helm station was not properly functional and steering fluid is around the steering pump in the starboard aft bilge. Remove the fluid from the bilge and address any existing leaks.
10. The engines' batteries had low voltage (12.1 and 12.3 volts). Determine the cause, service or replace components as necessary and assure the batteries and charging system are suitable for continued use.
11. The shore power cable caddy did not function properly, service or replace and prove it properly functional.
12. The autopilot drifted off track and displayed an error message, "drive stop", service and prove the autopilot properly functional. A similar event occurred when operating the engines with a joystick, determine the cause, eliminate the cause and assure the joystick control system is properly functional.

SECONDARY

1. There are a few cosmetic anomalies, some can be addressed easily and some cannot. They include a crack on the interior of the cockpit grill lid, a scratch in the white gelcoat below the starboard Prestige emblem on the starboard hull side, vertical lines visible on the port hull side aft below the rub rail, hull side print through and extruding bonding material at the edge of the liner in several locations. Address as desired and as practically possible.
2. There are small cracks on the hull sides, most are just below the rub rail and a likely emanate from rub rail fasteners, some are lower than the rub rail on the starboard side just aft of the third forward stanchion. Address as desired.
3. Service the port transom locker hatch so that it latches properly.
4. Service the locker above the galley sink so that it latches properly.
5. Clean the salt crystals from the aft and forward bilge spaces to allow detection of future saltwater accumulations and address any saltwater sources.
6. Repaint the area on the centerline of the hull bottom forward where anti-fouling paint is missing and smudged. The vessel was painted without primer, address as desired.
7. There are salt crystals about the rudder assemblies, determine the type of seal used in these assemblies and maintain appropriately. Remove salt to allow detection of any future weeps or leaks.
8. Install sacrificial anodes on the port propeller and rudder, monitor anodes on the swim platform as they are approaching the end of their service lives and replace as necessary.
9. The port propeller was found slightly loose on the shaft and was tightened by the boatyard, monitor this condition by divers and during the next haul out consider inspecting the shaft below the propeller for any damage.
10. There were three corroded loose metal plugs in the aft bilge, determine the significance for future reference and maintenance purposes.
11. Label the steering pump switch by the AC distribution panel to starboard forward int eh engine room bilge.
12. The following components were not tested: water pressure inlet, manual bilge pump, forward bilge pump, battery(ies) below owner's berth, both water tanks (only one was used), 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.

Kells Christian

September 27, 2023

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

Date

September 27, 2023

By: Mr. Kells Manthei, SAMS SA

Date