

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: September 16, 2021

Current owner: Removed for privacy

Our file #: 21 – 20228web

This inspection was performed upon the request of the client listed above on September 14, 2021 while the vessel was hauled at Cabrillo Boat Shop, Long Beach, CA and afloat in Cal Yacht Marina, Wilmington, CA and the broker, current owner and captain 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: | Nautor Swan | Doc. #: | Removed for privacy |
| Model/type: | Swan 431 | HIN: | Removed for privacy |
| Year: | 1977 | Engine: | One Beta |
| Length: | 43' 5" | Name: | Removed for privacy |
| Draft: | 7' 10" | Hailing Port: | Los Angeles, CA |
| Beam: | 13' 5" | Weight: | 30,000 lb. (crane's scale) |
| * listing specifications | | Displacement: | 27,500 lb.* |

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, bolt on external ballast fin keel, blue anti-fouling paint, 11,900 lb. ballast *

Topsides & transom: Molded fiberglass construction, unknown core, transom stern, white with two blue boot stripes (painted), blue cove stripe (painted)

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, teak planked deck, blue stripe

Deck hardware: Radar post, stainless steel bow and stern rails, double wire lifelines, aluminum toe rail, foredeck hatch, amidship deck hatch, opening portlights

Longitudinals/stringers: Fiberglass encased longitudinals, unknown core

Athwartships/bulkheads/frames: Fiberglass encased athwartships, unknown core, plywood bulkheads

Layout/interior components: Aft cockpit, center companionway, aft cabin accessed via starboard door has port and starboard berths, engine below companionway with box cover, navigation station to starboard and galley to port aft in salon, dinette to starboard and bench to port forward in salon, forward of salon is head to starboard and sail locker with pipe berths forward

Bilge: Holding water

Comments: The vessel was inspected while hauled and afloat. The hull bottom and keel were visually inspected and randomly sounded. The hull bottom and keel are in good structural condition. The anti-fouling paint is thin. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition. There are anomalies on the starboard hull side amidships including apparent repair, coatings failures and cracks. There are several chips at the lower transom edge. The name on the transom is worn and barely visible. There is no HIN displayed on the transom. There is "gray tape" on the starboard aft boot stripes. There are scrapes below the stem fitting at the bow. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and satisfactory – marginal cosmetic

condition. The teak deck planks are believed to be original. While they are in satisfactory - good condition for this vintage vessel, they exhibit weathering and wear. Several bungs are missing. There are several small gelcoat flaws and repairs about the cockpit. There is yellow discoloration to port on the cockpit combing. The deck planking is discolored about hardware, including chainplates and prisms. There is staining about the interior of several of the prisms. 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 antenna mount portion of the radar post. The wooden cleats are weathered. The lifelines use mechanical and swage type fittings. Several of the pins for the lifelines are missing their retaining wires. The current owners have coated the toe rail, apparently with a "galvanized type" coating, it is failing and cracked. The prisms and companionway hatch are crazed. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition, however there is fiberglass "work" visible about the starboard chainplate partial bulkhead to hull side connection. The client reviewed photos and believes there has been work about the mast step/grid work. The bilge is holding significant water. A freshwater leak occurred during the survey. The water prevented a close inspection of the bottom of the bilge, including the area about the apparent keel bolts. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition. There is wood dust outboard of the navigation station. There is minor damage to a sole board near the mast. This survey is not a mold 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 engine: Beta (Kubota), Beta model K19555, Kubota model V2203-EU1, 50 BHP @ 2,800 rpm, 2007 vintage *

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

Serial number: Beta 7A2411

Transmission: Velvet Drive (based on appearance), no tag

External/peripherals: Suitable application, satisfactory installation, manual oil change pump, electric fuel pump

Engine controls: Push / pull cables, single lever control, single station

Exhaust systems: Wet system, flexible hoses, fiberglass muffler, starboard transom discharge

Propulsion gear/shaft log: Flexible coupler, bronze packing gland, 1.5" diameter stainless steel propeller shaft, one bronze strut, three blade feathering Max-prop propeller

Steering system/rudder port: Cable / quadrant system, packing gland type seal, wheel control (single station), skeg hung fiberglass rudder (unknown core)

Ventilation: Natural

Generator: None

Through hulls & components: Bronze through hulls, bronze sea cocks, not bonded

Location of through hulls as visible: See chart

Seawater systems: Reinforced hoses, mostly double clamped connections

Bilge pumps: Manual pump to starboard aft in cockpit, manual pump to starboard in salon, Jabsco 37202-0000 electric/automatic diaphragm pump (starboard salon bench seat)

Comments: The engine and transmission 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 engine and transmission appear good. There is staining about the port aft motor mount. There is corrosion on the top port side of the transmission and the tag is missing. There is no reading on the digital hour meter on the tachometer. There is no audible engine alarm. An electric fuel pump was energized and ran constantly while the engine was running. The engine was started cold and started quickly. Wide open throttle was 3,000 rpm per the tachometer, versus 2,800 on the specs. The engine controls functioned in reverse of the norm with respect to transmission thrust direction. Moving the lever aft engaged the transmission into forward and moving the lever forward engaged the transmission into reverse. The exhaust system is properly arranged and installed. There is a smaller hose junction into the exhaust discharge fitting. The propulsion components including the propeller, propeller shaft, strut and shaft seal were visually inspected. The propeller was visually inspected and manipulated. The propeller has surface corrosion / erosion. There is minor corrosion about the propeller shaft seal. Overall the propulsion components are in satisfactory condition. There is corrosion staining on the aft end of the flexible coupler.

The steering system was visually inspected and test operated. The steering system functioned normally. The steering stops on the autopilot actuator. The through hulls were visually inspected and we attempted to manipulate most of the valves. The through hulls are in satisfactory - marginal condition. There is a plugged through hull to starboard aft, with an open adjacent hose leading to (apparently) the port aft cockpit combing. The purpose of this through hull is beyond the scope of this survey. The manual waste pump discharge through hull (apparently) is plugged and there is an adjacent disconnected hose. We did not move either of the plugged through hulls' valves. We could not move the galley sink drain through hull valve and the through hull assembly is corroded. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The galley sink foot pumps did not produce water. The raw water foot pump supply hose is not clamped at the through hull. The electric bilge pump was energized with its float switch

and momentary toggle switch. The electric bilge pump did not pump water. The manual bilge pumps were not tested.

Summary: Satisfactory

TANKAGE

Fuel: Metal (apparently stainless steel) tank athwartship in center salon bilge, 60 gallon capacity *

Fill & vent: Deck fill fitting to starboard aft of amidships labeled “fuel / bransle”, bronze tube at tank, hoses not seen

Feed & return: USCG type A1 fuel hoses, different types of hoses in use, two Racor filters with vacuum gauge

Water: Deck fill fitting to port aft of amidships labeled “water / waten”, 28 gallon metal (apparently stainless steel) tank on centerline, in bilge aft in salon, 28 (starboard) and 46.5 (port) gallon metal tanks below salon bench seats, manifold in port aft salon bilge

Holding: Deck fill fitting to starboard amidships labeled “waste”, plastic tank in forward cabin, 18 gallon capacity*

Comments: The fuel system including the tank, 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 did not function normally. The water pressure functioned normally upon arrival, but subsequently water pressure was lost. A water pressure hose to tube connection separated. The water pressure pump was hot after running without water during the sea trial. The head's freshwater system was not tested as a result. The water tanks “popped” while filling, making two distinct unusual “expansion” noises. The cause of the noises is beyond the scope of this survey. The vessel apparently does not have an electrical waste discharge pump. We energized the macerator circuit breaker and the controller in the head did not energize. There is corrosion on the shower drain fitting. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 30A / 125V shore power inlet to starboard aft in cockpit, shore power cord, 120 volt system, Blue Sea 8247AC multimeter

DC system: Four Interstate 6 volt wet cell (9-CG2-UTL) batteries on centerline in aft cabin, 4/18 date stickers, three battery switches below navigation station seat, Power Battery company MRG-27 12 volt sealed battery in aft centerline salon bilge, 12 volt system

Wiring: Multi-strand wires, not original at panel

Circuit protection: Distribution panel at navigation station includes main and branch AC and DC circuit breakers, DC volt and ammeter, GFCI outlet in head

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. The wires at the panel and the panel have apparently been replaced as it does not appear to be original. The condition of the batteries is beyond the scope of this inspection. The shore power cord has no locking ring. The vhf antenna is not installed on the radar post. The matrix vhf had no MMSI number. There are vhf fittings at the helm, but no vhf for this location. There was no response when testing either of the vhf radios on channel 27 and channel 16. The cockpit floodlight did not illuminate. The water heater is plugged into an AC electrical outlet. Several lights exhibited problems including the centerline lower, aft light in the aft cabin. Two aft overhead lights in the salon would not turn off. The port salon reading light is inoperative. Several light fixtures have three position switches with only one functional position. The paddle wheel transducer is recessed and not connected internally (wire is cut). There are several dead end wires by the battery switches below the navigation station seat. The electric cabin heater is missing its cover and knob and was not tested. The AC duplex outlet below the port salon bench seat is not properly installed. The GFCI outlet in the head exhibited reverse polarity. There is no inverter aboard, the inverter circuit breaker apparently energizes the battery charger. The rigger found the windspeed sender seized. The windlass did not function.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I dry chemical units, (2017) in aft cabin, (2007 and 2012) at navigation station, (2017) in galley, (2008, 2012 and 2014) in salon

Fixed fire system: None

Flotation devices: Horseshoe buoy, two adult inflatable type

Horn/distress flares: Various expired flares, canister airhorn

Navigational/anchor lights: Stern light, separate side lights, masthead / steaming light, all-around / anchor light

Anchor & ground tackle: 45 lb. CQR anchor, chain and line rode, anchor roller, hinged bail, Fortress anchor in bag (not inspected)

Other equipment: Zodiac SY6 life raft (1999 tag), ditch kit, first aid kit, radar reflector, MOB pole, emergency wood dowel plugs, EPIRB with 1/2016 expiration, ship's bell, life sling, throw rope

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 minimal. No current distress signal flares are aboard. A canister airhorn is aboard, it was not tested. Waste and oil placards were seen. No navigation rules were seen. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use. The life raft is old and not currently certified. The EPIRB battery is expired. We did not inspect the abandon ship kit or first aid kit. We did not inspect the life sling or the throw rope. The horseshoe buoy is weathered.

Summary: Marginal

LP GAS SYSTEMS

Tank: One tank in starboard cockpit locker

Devices: Pressure regulator, pressure gauge, electric solenoid valve, galley range, galley range

Comments: The LP gas system including the tank, tank locker devices and galley range was visually inspected and the galley range and electric solenoid valve were tested. Overall, the installation of the LP system is satisfactory. The vessel is not equipped with propane, carbon monoxide or smoke alarms. The diesel heater was not tested and the assembly exhibits corrosion. The current owner stated that she has never used the diesel heater.

Summary: Satisfactory

SAILING SYSTEM

Mast & rig type: One aluminum keel stepped mast, sloop rig (with inner forestay), two piece mast (visible junction)

Standing rigging: Mostly multi-strand stainless steel wires with mechanical end fittings, some solid rod rigging, forestay, inner forestay, baby stay, upper shrouds (rod), lower shrouds, jumper shrouds, insulated backstay

Hardware: Hydraulic backstay tensioner and boom vang, aluminum boom, two sets of aluminum spreaders, inner forestay deck end lever, Schaefer roller furling head sail assembly

Winches: Two Lewmar 48 three speed, two Lewmar 66, two Lewmar 46, four Lewmar 43, two unmarked

Sails: Roller furling jib, main sail (five full battens), sail inventory not catalogued or inspected

Comments: The mast and associated rigging were visually inspected from the deck level only. The mast is likely original, the age of the standing rigging is beyond the scope of this survey. The client had a rig survey performed, please refer to the rig survey for greater detail as to the condition of the sailing system. The vessel was taken on a sea trial and sailed during the survey. Overall the sailing system is in satisfactory condition. There is a Navtec stainless adjustment nut on a stainless turn buckle on the backstay. This component is known to have a defect. Several of the winches are stiff. The mast boot is aged. The mast partner fitting on the deck exhibits corrosion and paint failure. The jumper shrouds exhibit some rust stains, as visible from the deck. The mainsail exhibited friction at the track and was harder to raise than normal. There was only one sheet connected to the jib, the vessel was not tacked during the sea trial. The roller drumline is too short and had to be manually pulled from the foredeck. The condition of the sails is beyond the scope of this survey. The sails were not inventoried and the sails in bags were not inspected. The running rigging is aged and weathered.

Summary: Satisfactory

ACCESSORIES

Internal sea strainer, bimini top, Danforth compass, TV / phone inlet, diesel heater, engine instrumentation includes tachometer / hour meter, volts, temperature and oil pressure, cockpit flood light, Simrad AP25 autopilot, inclinometer, four deck prisms, B&G instruments include three h1000 and one wind direction, five deck dorade vents, foredeck floodlight, Lewmar two direction electric windlass, various canvas covers, cabin fans, iso temp basic water heater, portable boarding ladder, windex, Charles 9000 series battery charger, Blaupunkt Miami CD127 stereo, chart table with light, binoculars, Furuno Navnet multifunction device with radar / plotter, Horizon Matrix AIS / GPS vhf, Icom IC-M902 vhf, B&G h1000 and wind direction instruments, Simrad AP26 autopilot, Contest compass, thermometer, barometer, hygrometer, garbage placard, Adler Barbour refrigeration, Hillerange two burner LP gas range, double galley sink, oil placard, Parmax 4 freshwater pressure pump with pressure accumulator tank, electric heater, autopilot compass (below starboard salon bench seat forward), salon dinette, head includes manual head and sink with shower fixture, head and galley blower fans, Icom handheld vhf, manual waste discharge pump

SUMMARY

The vessel is a limited production composite fiberglass sailboat equipped with a diesel inboard engine. The vessel was built in Finland to a Sparkman and Stephens design. The current owner purchased the vessel in 2012 in Marina del Rey, CA. The current owner reported that the engine was replaced prior to their purchase and she believes it has less than 200 hours. She stated that they have logged the engine hours, but the log was not reviewed. The current owner stated that the standing rigging was replaced prior to their purchase but there are no records available. The bottom paint was reportedly applied in 2016 after the external coatings were stripped to the gelcoat and eight layers of coatings were applied. It is unclear what the coatings were or if osmotic protection was included. She stated that the bottom was "re-faired" at that time. The current owner stated that the teak decks are original and the hull sides are original gelcoat. The current owner disclosed that the bottom paint is at the end of its service life but no other known problems. The current owner disclosed no knowledge of any significant events in the vessel's history such as submersions, collisions, fires, etc. The vessel was inspected in its slip, underway between the marina and the boat yard and back and while hauled. The vessel is basically structurally sound. The vessel has had a few significant upgrades including electrical and mechanical systems. There are many original components and some repairs indicative of prior "events". The vessel does not appear to be currently actively used. Upon completion of the recommendations on this survey, the rigging survey, and mechanical survey (if performed) the vessel should be suitable for its intended purpose as a performance coastal cruising sailboat.

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 value is based on the soldboats.com reported sale prices and the yachtworld.com list prices below. The best comparable sales are the two 431s that reportedly sold for \$125,000 and \$70,000. The lower priced vessel appears to be closer in condition to this vessel. The condition of the vessel is a significant factor in the value.

| Length ft | Boat | Year | Sold Date | Sold Price | Listed Price | Boat Location |
|-----------|-------------------------|------|-----------|------------|--------------|-------------------------|
| 44 | Nautor Swan 44 | 1976 | 6-Aug-21 | 55,000 | 59,900 | Macatawa, MI, USA |
| 43 | Nautor Swan 431 | 1976 | 26-Jul-21 | 70,000 | 85,000 | Annapolis, MD, USA |
| 44 | Nautor Swan 44 | 1973 | 21 | 150,000 | 158,000 | Barrington, RI, USA |
| 42 | Nautor Swan 43 | 1969 | 14-Dec-20 | 168,429 | 176,702 | Stellendam, Netherlands |
| 43 | Nautor Swan 431 | 1977 | 9-Dec-20 | 125,000 | 155,000 | San Diego, CA, USA |
| 44 | Nautor Swan 441 | 1979 | 23-Nov-20 | 75,000 | 85,000 | Jamestown, RI, USA |
| 44 | Nautor Swan 441 | 1979 | 20 | 140,000 | 148,500 | San Francisco, CA, USA |
| 43 | Nautor Swan 44 | 1974 | 21-Sep-20 | 87,900 | 115,002 | Auckland, New Zealand |
| 43 | Nautor Swan Motorsailer | 1977 | 27-Aug-20 | 85,000 | 89,500 | Long Beach, CA, USA |
| 43 | Nautor Swan Sloop | 1977 | 27-Aug-20 | 85,000 | 89,500 | CA, USA |
| 43 | Nautor Swan 44 | 1974 | 2-Aug-20 | 99,449 | 103,001 | Auckland, New Zealand |

Nautor Swan 441

US\$160,000 *

44 ft / 1979

Chile

Yacht Brokers World Ltd

Nautor Swan 44

US\$115,832 *

44 ft / 1976
Port Grimaud, Var, France
Exclusive Yacht Agency

Nautor Swan Swan 44

US\$105,194 *

44 ft / 1976
Port Grimaud, Var, France
SMN

Nautor Swan 431

US\$141,835 *

43 ft / 1976
Mallorca, Spain
Ancasta Palma SL.

Nautor Swan 431

US\$109,000 *

43 ft / 1977
San Pedro, California, United States
The Shoreline Yacht Group

Nautor Swan 43

US\$153,654 *

43 ft / 1978
Breskens, Netherlands
GT Yachtbrokers

Nautor Swan Nautor 43

US\$94,044 *

43 ft / 1978
Ardfern, Argyll & Bute, United Kingdom
Mark Cameron Yachts

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. Assure there are suitable flotation devices aboard for every passenger, the flotation devices are limited.
4. Maintain the life raft per the manufacturer's recommendations. It will likely need to be replaced.
5. Maintain the EPIRB per the manufacturer's recommendations. The battery expiration date has passed.
6. Assure the vessel has all legally required carriage items including a waste management plan and a current copy of the navigation rules.
7. Provide and install a locking ring on the shore power cord.
8. Address the apparent and obvious deficiencies with the vhf radios and prove them both properly functional. Neither received a response when testing on channel 16 or 27, the antenna is not properly installed, there is no vhf at the helm and the matrix vhf has no MMSI number.
9. The electric heater to port in the salon is missing its cover and a knob, it was not tested. Either return it to safe and reliable service or eliminate the liabilities associated with this device.
10. Address the reversed polarity condition at the GFCI outlet in the head, assure it is properly functional and that all outlets potentially exposed to water are protected with a GFCI or ELCI device. Comply with ABYC recommendations.
11. Service and prove the wind speed indicator properly functional, the rigger reports the sending unit is seized.
12. Service and prove the windlass properly functional, it did not move when tested.
13. Properly obtain and display the HIN on the transom per federal regulations and we encourage having the same HIN on the Certificate of Documentation.
14. Provide and install safety retaining wires in the lifeline pins which currently have no retaining wire.
15. Repaint the hull bottom with anti-fouling paint, the anti-fouling paint is thin, old and at the end of its service life.
16. There are anomalies visible on the starboard hull side near the amidships chock and laminates have been installed internally about the starboard chainplate bulkhead. While there are minor indications of movement of the new laminate,

overall the “repair” appears sound. Monitor and address these issues as necessary or desired.

17. Remove the water from the salon bilge, inspect and address any deficiencies which are exposed.
18. The transmission / engine control lever works in reverse of the norm, we encourage modifying so the control works per industry standards.
19. There is a through hull plugged to starboard aft, determine its prior purpose and address appropriately.
20. There is no audible engine alarm, we encourage installation or repair so the engine has an audible alarm for temperature and low oil pressure per the industry standard.
21. The galley sink seawater supply hose is apparently not clamped at the through hull and the foot pump is inoperative, if this component is to be used, properly attach and secure the hose or disconnect the hose and properly cap or plug the through hull and close the valve. Prove the pump properly functional as desired.
22. There is corrosion at the galley sink drain through hull assembly and the valve was not moved. Service or replace components and prove them properly functional.
23. Determine why the electric fuel pump is used in conjunction with the engine and address if / as necessary.
24. Service and prove the electric bilge pump functional, it energized but did not pump water.
25. Determine why there is a through hull plugged by the head sink cabinet, service or replace components as necessary and return this to its proper function or eliminate any liabilities.
26. The teak decks are original, aged and weathered. Address as desired or as necessary.

SECONDARY

1. The port aft motor mount is stained and there is corrosion on the top of the port side of the transmission, assure that the cause of this condition is eliminated, remove staining and corrosion, inspect, service as necessary, clean and paint to allow detection of any future problems.
2. There is staining on the aft end of the propeller shaft's flexible coupling, eliminate the cause and repair or replace as necessary.
3. The steering quadrant stops on the autopilot actuator, provide and install suitable stops so the actuator is not used for the stops
4. The digital hour meter on the tachometer is inoperative, service and prove it functional or provide an alternative method for monitoring engine hours.
5. There is corrosion / erosion of the metal of the propeller, address as necessary.
6. There is minor corrosion at the propeller shaft seal, address appropriately. Clean to allow detection of future weeps or leaks.
7. The tachometer indicated the engine turned to 3,000 rpm at wide open throttle and the engine tag indicates 2,800 is maximum rpm. Determine why there is a disparity and address appropriately.
8. There is a small hose connected to the engine exhaust discharge fitting, determine its purpose and assure there is no liability associated with a shared fitting or address appropriately.
9. The name is worn on the transom, properly display the name.

10. There is corrosion on the antenna mounting portion of the radar post, address appropriately.
11. There are numerous external cosmetic deficiencies, address as desired. External cosmetic deficiencies include: flaws and repairs to the laminate and the gelcoat about the cockpit, yellow discoloration on the port cockpit combing, coating failing on the toe rail, discoloration about the deck hardware, staining below deck prisms (eliminate leaks), scrapes below the stem fitting on the bow, several chips and dings on the transom edge, "gray tape" on the starboard aft boot stripe and crazed prisms in companionway hatch.
12. The wood cockpit cleats are weathered, service or replace the cleats as necessary.
13. There are different types of fittings used for the lifelines, assure that the lifelines are in suitable condition for continued use or address and maintain appropriately.
14. There is wood dust outboard of the navigation station, it is apparently from construction or modifications. Remove the wood dust to prevent it from reaching the bilge and to allow detection of any future accumulation.
15. There is minor cosmetic damage internally including normal age related color variations and minor wood damage to a sole board near the mast, address as desired.
16. There are numerous problems with lights including inoperative lights, switches which are not functioning properly and minor heat damage. Address appropriately. Lights which exhibited problems include one cockpit floodlight, centerline light aft in aft cabin, port salon reading light, two aft overhead lights in the salon and other minor issues.
17. The water heater is currently plugged into an AC electrical outlet, consider a better hardwire connection.
18. The paddlewheel transducer is recessed and not electrically connected, address if / as necessary. Since there is no benefit, assure there is no liability.
19. There are several dead end wires by the battery switches below the navigation station seat, assure they are deenergized or remove the wires.
20. Properly install the protruding AC duplex outlet below the port salon bench seat.
21. Determine the cause of the noises heard while filling the water tanks and address any deficiencies. Assure the fill and vent systems are properly functional.
22. The running rigging is weathered and aged, service and address as necessary.
23. The following components were not tested or inspected: handheld vhf, electric heater, diesel heater, TV / phone inlet, all functions of entertainment devices and all functions of navigational electronics.

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

Marine Claims Assistance - Vessel Inspections
1276 Scott Street – San Diego, CA 92106
TEL 619.223.7380 800.944.4789 FAX 619.223.7390
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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.



September 16, 2021

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

Date