

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: July 2, 2021

Our file #: 21 – 20132web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on June 28, 2021 while the vessel was hauled at Driscoll Boat Works Shelter Island and while afloat at Kona Marina, slip XXX, San Diego, CA and the current owner, the clients, listing broker, client's broker and undersigned marine surveyor attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

VESSEL DESCRIPTION

Builder:	Pearson	Doc. #:	Removed for privacy
Model/type:	424 / Ketch	HIN:	Removed for privacy
Year:	1980	Engine:	One Beta Max
Length:	43 '	Name:	Removed for privacy
Draft:	5 ' 7 "	Hailing port:	Houston, Texas
Beam:	13 '	Weight:	31,000 lb. (Travel lift's scale)
* Certificate of Documentation		Displacement: 21,000 lb. **	
** Vessel specifications			
*** Reported by owner			
**** Listing of similar vessel			

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, molded keel, 7,634 lb. ballast **** (unknown material), blue anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, blue gelcoat boot stripes, red vinyl boot stripe, painted blue accent stripe, wooden rub rail with stainless steel strike strip

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

Deck hardware: Chocks forward, sets of cleats forward and aft, wood grab rails, stainless steel grab rail, wooden grab rails, stainless steel stanchion posts with double lifelines, four deck hatches, two anchor rollers, stainless steel bow and stern rails, opening portlights

Longitudinals/stringers: Fiberglass engine bearers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Ketch rigged sailboat with aft cockpit, companionway center forward in the cockpit, engine room below the aft companionway steps, berth to port aft, navigation table to starboard aft, head to starboard, galley to port, companionway to starboard aft of amidships, salon center forward, V-berth forward

Bilge: Holding minimal water

Comments: The vessel was inspected while hauled and afloat. The hull bottom and keel were visually inspected and randomly sounded. There are numerous blisters on the hull bottom, most are approximately .25" in diameter. The anti-fouling paint has good coverage. The hull bottom and keel are in satisfactory – good structural condition. The hull sides and transom were visually inspected and randomly sounded. The vinyl boot stripe is damaged. The gelcoat boot stripe is damaged at the bow. There are spider cracks in the gelcoat on the starboard hull side forward at the second from forward stanchion post, approximately 10" above the boot stripes. The hull sides and transom

are in satisfactory structural and cosmetic condition. The deck and superstructure were visually inspected and randomly sounded. The deck around the base of the steering pedestal in the cockpit flexes under foot. The deck and superstructure are in satisfactory 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. One stanchion of the steering pedestal in the cockpit is loose. The port lights are crazed. Three foredeck hatches are cracked. Overall the deck hardware is in satisfactory condition. The structural reinforcements including the engine bearers were inspected. 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 – good cosmetic condition. This survey is not a mould inspection. The condition of the coring, in the hull, deck and elsewhere as applicable is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engine: One Beta Max (Kubota block) model V2403 – M – EU32, 36.5 kw @ 2,700 rpm

Engine application: Diesel, four cylinders, freshwater cooled, v-drive

Serial number: Not seen

Transmission: Velvet Drive transmission, ratio ?01:1, serial number ??? 7 004 (partially illegible)

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push – pull cables, double lever controls on steering pedestal

Exhaust system: Wet system, flexible hoses, transom discharge

Propulsion gear/shaft log: 1.5" diameter stainless steel propeller shaft, PYI dripless shaft seal, bronze 3 blade Max prop propeller (size not seen)

Steering system/rudder port: Cable quadrant system, pedestal helm, unknown type seal, skeg-hung fiberglass rudder, unknown core

Ventilation: Natural and one blower

Generators: 5 kw Westerbeke model 5.0BCDA, single phase, serial number 31065 D604

Through hulls & components: Bronze through hulls, bronze ball valves and seacocks, not bonded

Location of through hulls as visible: See chart

Seawater systems: Flexible hoses, single clamped connections

Bilge pumps: Manual pump to starboard aft in the cockpit, Rule submersible automatic pump in the center bilge, remote electric / automatic pump with center bilge pickup

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. Wide open throttle was recorded as 7 knots at 2,650 rpm per the vessel's GPS and tachometer. The vessel's hour meter displayed 46.5 hours at the start of the survey and 47.4 at the conclusion. The external surfaces and peripheral components of the engine and transmission appear good. The engine controls functioned normally. The engine started in reverse during the sea trial. The exhaust system is properly arranged and installed. The exhaust discharge hose for the engine is cracked. The propulsion components including the propeller, propeller shaft, strut and shaft seal were visually inspected. The propeller shaft was manipulated in the strut. Overall the propulsion components are in satisfactory condition. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blower was energized. The generator was visually inspected, test operated and loaded. The generator's hours are 597.5 per the meter. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. The engine's seawater intake and both cockpit drain through hull valves are seized. The through hulls are corroded. There is a weep and corrosion on the generator's and engine's sea strainers. There are salt crystals and corrosion on the HVAC intake through hull and sea strainer. There is staining on the hose for the refrigerator's pump and salt crystals on the connections. There is corrosion on the raw water washdown's through hull and pump. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are in satisfactory – marginal condition. The electric bilge pumps were energized with their toggle switches only. We could not reach the float switches of the bilge pumps to test their automatic mode. The manual bilge pump was not tested. The bonding strip for the SSB is corroded and degraded near the engine and generator's sea strainers.

Summary: Satisfactory

TANKAGE

Fuel: 80 gallon * capacity in one painted metal tank below the cockpit

Fill & vent: Shields fuel fill hose (1979), USCG type A1 vent hose (date not seen), deck fill fitting to port aft of amidships on the gunnel, marked "diesel"

Feed & return: USCG type A1 hoses (dates not seen)

Water: 170 ** gallon capacity in three fiberglass tanks located below the salon bench seats and V-berth, deck fill fittings port forward, port forward of amidships and starboard forward of amidships, marked "water" (port forward of amidships has no marking)

Holding: 17 gallon capacity ** in one stainless steel tank on centerline below the salon sole, deck fitting to starboard amidships, marked "waste"

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 satisfactory 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. The fuel fill hose is dated 1979 and we did not see dates on the fuel feed, vent or return hoses. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey. There is staining on and below the waste holding tank. There is corrosion on the saltwater hose connection at the head. The head can use either fresh or salt water.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 110 volt system, 50A 125V shore power cord, 50A 125V shore power inlet to starboard aft in the cockpit

DC system: 12 volt system, Optima Blue 34MS 12 volt AGM battery to port in the lazarette, four Trojan T-105 6 volt wet cell batteries in secured covered boxes in the starboard cockpit locker, Optima D31 – M 12 volt AGM battery in secure covered box below V-berth

Wiring: Multi-strand

Circuit protection: Electrical distribution panel at the navigation table includes main and branch AC and DC circuit breakers, AC ammeter and voltmeter, DC ammeter and voltmeter

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. There is an unmarked circuit breaker next to the circuit breaker labeled “electric toilet” for the light on the mizzen mast. The light on the mizzen mast is inoperative. The GFCI outlet in the aft head did not trip when the outlet was tested; however, it tripped with the starboard forward electrical outlet. The port forward GFCI electrical outlet did not trip when tested. There was no response on the SEA156 vhf on channel 27, (the owner reported that there is no antenna for this vhf). Overall the electrical system is in satisfactory condition. The condition and age of the batteries is beyond the scope of this inspection.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: One type B:C size I (1997) aft by the navigation table, two type B:C size I (2018) to starboard in the salon by the forward companionway steps, one type B:C size I (2018) in the forward cabin

Fixed fire system: Fireboy model 70CG, Halon 1301, (inspection date not seen)

Flotation devices: Life sling, two horseshoe type, two adult type I PFDs, six adult type II PFDs, two child type III PFDs, one type IV cushion

Horn/distress flares: Canister airhorn, eight pistol launch distress signal flares (expired), handheld SOS strobe

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

Anchor & ground tackle: West Marine 20 lb. anchor with chain and line rode, 30kg Bruce anchor with chain rode

Other equipment: Audible engine alarm, MOB pole

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 handheld SOS strobe is aboard. A suitable sound signaling device was seen. The CO alarm is functional (a circuit breaker must be energized to function). There is one smoke alarm (it has no battery). Oil and garbage placards were seen. A copy of the navigation rules was not 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. There is no retaining wire in the West Marine anchor's shackle. The entire length of the anchor rode was not inspected and should be inspected prior to use. The MOB pole is degraded. The packed life raft in the port cockpit locker has no certification tag.

Summary: Satisfactory

LP GAS SYSTEMS

Tanks: Two tanks in dedicated locker to port aft in the cockpit

Devices: Range, electric shut off solenoid valve, two pressure gauges, reducing regulator

Comments: The LP gas system including the tanks, tank locker devices and galley range was visually inspected and the galley range and electric solenoid valve were tested. The ignitor is inoperative on the galley range. Overall, the installation of the LP system is satisfactory – good. The vessel is not equipped with a propane alarm.

Summary: Satisfactory – Good

SAILING SYSTEM

Mast & rig type: Aluminum keel main mast, aluminum deck-stepped mizzen mast, ketch rig

Standing rigging: Stainless steel multi-strand rigging, swage end fittings, forestay, two lower and one upper shroud per side for main mast, split backstay for main mast, one lower and one upper shroud per side for the mizzen mast, split backstay for mizzen mast

Hardware: Single set of spreaders on main and mizzen masts

Winches: Lewmar 16, Lewmar 30 self-tailing, two Lewmar 30, two Lewmar 48 self-tailing, Lewmar 8

Sails: Main, jib, mizzen sail, 130 lb. ***, 100 lb. ***, staysail, spinnaker ***, mizzen spinnaker ***

Comments: The masts and associated rigging were visually inspected from the deck level only. The mast and associated rigging are believed to be older than 20 years. The client had a rigging survey performed, please refer to the rig survey for greater detail as to the condition of the sailing system. The rig surveyor recommended against sailing the vessel and strongly recommended replacing the backstay on the main mast. The vessel was partially sailed on a sea trial. Overall the sailing system is in satisfactory - marginal condition.

Summary: Satisfactory

ACCESSORIES

Fuel polishing system, Icom AT – 130 automatic antenna tuner, two Cruisair HVAC units, engine instrumentation includes tachometer with digital hour meter, volt meter, water temperature gauge and oil pressure gauge, radar mount, spreader lights, bimini top, dodger, Datamarine Depth, Datamarine speed, Icom Command Mic III, Raymarine ST60+ true / apparent wind indicator, Garmin GPSMap 3206 multifunction device with plotter / radar / sounder / AIS, Danforth compass, Raymarine ST 8000 autopilot, two Heart Interface digital echo chargers, Pro Mariner ProNautic 12 – 50P battery charger, generator instrumentation includes volt meter, hour meter, water temperature gauge and oil pressure gauge, oil placard, Icom IC – M710 SSD, Global star satellite phone, Garmin GPSMap 3206 plotter / sounder / AIS / radar, Garmin GPSMap 3218 with radar / plotter / sounder / AIS, Sea156 vhf, DC fans, Jensen stereo, waste Y valve, galley includes two basin sink, refrigerator, Par freshwater pump, Jabsco freshwater pressure accumulator tank and Force 10 three burner LP range, GE AC humidifier, head includes sink, electric head and shower, dinette, cockpit cushions, Raritan water heater, 12 volt outlets, Boston ship's clock and barometer, forward cabin includes sink and V-berth, HVAC controls located in forward cabin and at the navigation table, Maxwell two direction electric windlass with wired remote, foredeck and cockpit controls

SUMMARY

The vessel is a molded fiberglass ketch rigged sailboat equipped with a single diesel engine and a generator. The vessel was designed by William Shaw and built in Portsmouth, Rhode Island. The current owner reported he purchased the vessel in Houston, Texas in 2000. He reported the bottom paint is 7 months old. He reported he does not know the age of the standing rigging but that he replaced 1 or 2 shrouds and the chain plates. He reported that the engine was replaced in 2016 with a Beta Marine 60 and the transmission was rebuilt and an adapter was added to couple the v-drive. He reported that lightning struck another vessel several years ago and knocked out all the electronics which were then replaced in an insurance claim. He reported that the wind indicator might need to be replaced and he had no other disclosures. The vessel was inspected while hauled, afloat and underway on a sea trial in San Diego Bay. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a 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 \$40,031 and the average current listing price of similar vessels on Yachtworld.com is \$70,400. The vessel is in above average condition for its age but exhibits deferred maintenance and the rigging is believed to be over 20 years old. The vessel is equipped with more electronics than similar vessels. The vessel is equipped with a generator. The engine was replaced in 2016. The location and condition of the vessel have been factored into our valuation. Some data from Soldboats.com and the data from Yachtworld.com has factored in the demand and value spike attributed to Covid-19.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
42	Pearson 424	1980	15-May-21	40,000	45,000	Gulf Shores, AL, USA
42	Pearson 424	1979	15-Dec-20	25,000	39,900	Beaufort, NC, USA
42	Pearson 424	1981	11-Nov-20	50,000	68,000	Portsmouth, RI, USA
42	Pearson 424	1981	30-Oct-20	25,000	27,500	Gulfport, MS, USA
42	Pearson 424	1980	24-Jan-20	55,000	64,900	Brunswick, GA, USA
42	Pearson 424	1981	24-Apr-19	48,000	59,000	Green Cove Springs, FL, USA
42	Pearson 424 CC					
42	Ketch	1980	15-Feb-19	73,000	89,900	Little River, SC, USA
42	Pearson 424	1979	22-Feb-19	22,000	39,900	Kemah, TX, USA
42	Pearson 424	1981	26-Dec-18	50,000	59,500	Saint Petersburg, FL, USA
42	Pearson 424	1979	7-Dec-18	50,000	59,500	Beaufort, NC, USA
42	Pearson 424	1981	28-Nov-18	51,000	59,500	Kemah, TX, USA
42	Pearson 424	1980	5-Nov-18	36,000	52,400	Easton, MD, USA
42	Pearson 424					
42	Ketch	1979	24-Sep-18	33,000	39,900	Stuart, FL, USA

42	Pearson 424	1980	11-May-18	42,000	59,000	Rock Hall, MD, USA
42	Pearson 424	1979	8-May-18	23,000	34,900	Kemah, TX, USA
42	Pearson 424	1980	9-Feb-18	17,500	18,000	Key West, FL, USA

Pearson 424

US\$89,000 *

42 ft / 1980

San Diego, California, United States

Yachtfinders Windseakers

[Request Info](#)

Pearson 424 Ketch

US\$49,500 *

42 ft / 1980

Annapolis, Maryland, United States

Annapolis Sailyard

[Request Info](#)

Pearson 424

US\$55,000 *

42 ft / 1981

Grenada W.I., Grenada

Essex Clarke & Carter

Pearson 424 Ketch

US\$79,500 *

42 ft / 1981

South Berwick, Maine, United States

Gray & Gray Yachts

Pearson 424

US\$79,000 *

42 ft / 1981

Port Charlotte, Florida, United States

PIER ONE 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. While the vessel is equipped with a handheld SOS strobe and is legally compliant with the coast guard for night use, a suitable daytime distress signal is required. We strongly recommend the carriage of federally approved and current distress signal flares.
3. The standing rigging is believed to be greater than 20 years old. The rigging surveyor recommended that the backstay on the main mast be replaced as soon as possible, however the rigging report is reportedly a "light" report. We strongly recommend following the recommendations of the rigging surveyor.
4. The internal sea strainers have corrosion and salt crystals on them and there is a weep on the engine and generator's sea strainers. Determine the significance and the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean sea strainers to allow detection of future weeps or leaks.
5. The fuel fill hose is dated 1979 and we did not see dates on the vent or return hoses. The industry accepted life expectancy "rule of thumb" for fuel hoses is 10 years. Either replace the hoses or assure they are suitable for continued use and replace as necessary.
6. Properly label the circuit breaker next to the "electric toilet" circuit breaker for the light on the mizzen mast and prove the light properly functional.
7. The port forward GFCI outlet did not trip when tested and the GFCI outlet in the aft head tripped with the starboard forward outlet but not when the outlet itself was tested. Determine the cause of the failure to trip and address appropriately.
8. Maintain the life raft per the manufacturer's recommendations.
9. The carbon monoxide alarm energizes with the circuit breaker labeled "stereo". We recommend having the carbon monoxide alarm installed in a way that does not require it to be manually energized.
10. We strongly recommend the installation of smoke alarms.
11. The man overboard pole is degraded, address as desired.
12. Install a retaining wire in the anchor shackle of the West Marine anchor.
13. Install cotter pins in the turn buckles that are missing pins.
14. Service (or replace) and clean the through hulls and valves and prove them properly functional.

15. Determine why the engine started while in reverse gear and address appropriately.
16. Properly label the port amidships water fill fitting.

SECONDARY

1. There is staining and corrosion on the hose for the refrigerator pump. Determine the cause of the staining and corrosion and address appropriately.
2. The head can use either fresh or salt water. Assure the system is properly plumbed to prevent the mixing of salt water into the freshwater system.
3. There is corrosion on the washdown through hull and pump. Determine the significance and cause of the corrosion, eliminate the cause, service the through hull and pump as necessary and clean the components to allow detection of future weeps or leaks.
4. The exhaust discharge hose for the engine is cracked, either replace the hose or monitor and replace.
5. Service the light on the mizzen mast and prove it properly functional.
6. There was no response on the SEA156 vhf when tested on channel 27. The owner reported there is no antenna and that it is a redundant radio. Address as desired.
7. Determine the cause of the corrosion on the saltwater hose connection by the head, eliminate the cause, service or replace components as necessary and clean the connections to allow detections of future weeps or leaks.
8. Determine the significance and cause of the staining on and below the holding tank and address appropriately. There is limited access to the tank.
9. Service the ignitor on the range and prove it functional as desired.
10. The deck around the base of the steering pedestal flexes under foot, address as necessary or desired.
11. Address the numerous blisters on the hull bottom as necessary or desired.
12. Address the damaged vinyl boot stripe and gelcoat boot stripe as desired.
13. Address the spider cracks in the gelcoat on the starboard hull side forward at the second from forward stanchion post approximately 10 " above the boot stripe as desired.
14. Address the cracked foredeck hatches as desired.
15. Address the port lights that are crazed as desired.
16. Properly secure the loose pedestal stanchion base.
17. The following components were not tested or inspected: satellite phone, SSB, autopilot remote, sails that are not aboard, all functions of entertainment electronics and all functions of navigational electronics (basic power up and 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.



July 02, 2021

By: Mr. Kells Manthei, SAMS SA

Date



July 02, 2021

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

Date