

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: March 14, 2022

Our file #: 22 – 20388web

Current owner: Unknown

This inspection was performed upon the request of the client listed above on March 11, 14 and 15, 2022 while the vessel was afloat near the fuel dock in Marina del Rey, CA (3/14/22) and afloat and hauled at 5th Avenue Landing, San Diego, CA and Marine Group Boat Works (Chula Vista, CA). The two undersigned marine surveyors, broker, XXX and XXX with Elite Yacht Management, the captain and client's broker attended.

Scope of Services

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

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VESSEL DESCRIPTION

Builder:	CNB	Doc. #:	Removed for privacy
Model/type:	Lagoon 630 Motor Yacht	HIN:	Removed for privacy
Year:	2016 (model year)	Engines:	Two Volvo Penta
Length:	63'	Name:	Removed for privacy
Draft:	3' 9"	Hailing port:	Marina del Rey, CA
Beam:	32.83' *	Weight:	100,000 lb. travel lift's scale
* listing specifications		Displacement:	unknown

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, fixed keels, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, "gray" wrap with two black stripes

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat decks, teak decks, wood toe rails, black and white gelcoat on superstructure, hull-to-deck joint is a shoebox type with mechanical and adhesive fastening

Deck hardware: Stainless steel bow rail, stainless steel stanchions with double lifelines, three boarding gates, four sets of cleats, stainless steel grab rails, 15 deck hatches, paddle board mounts, sliding hatches for both aft cabins, center cleat on foredeck, two trampolines, aluminum forward cross member, electric hatch on stairs to flybridge, flybridge windscreen

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Balsa and plywood cored bulkheads

Layout/interior components: Power catamaran, flybridge access via steps to port forward on exterior bridge deck, steps on both hulls aft to swim steps, tender lift mechanism on centerline aft (below bridge deck), engine access hatches on both sides of aft deck, steps up to main deck on both sides. Exterior bridge deck has starboard dinette and aft bench seat, sliding doors forward to interior bridge deck. Flybridge has twin helms aft, dinette to starboard and lounge area forward. Foredeck has center aft hatch to generator, port forward hatch to crew cabin and starboard forward hatch to storage locker. Two piece trampoline and cross member forward. Interior bridge deck has dinette to starboard, galley to port of center island and helm forward. Steps on four corners of interior bridge deck down to cabins, aft in starboard hull is owner's cabin with exterior door aft, head aft, bench and desk forward of head and inboard berth forward. Forward in starboard hull is VIP cabin with inboard berth and ensuite head forward. Aft in port hull is cabin with berth inboard, aft door to exterior deck, ensuite head forward and outboard. Forward in this space is cabin with inboard bunk berths and ensuite head forward. Forward in port hull is inboard berth and forward and head aft with separate (public) door.

Bilge: Holding minimal water

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in good structural condition. The anti-fouling paint is missing in several spots, apparently where the boat was supported. The broker reports the prior bottom paint was removed and primer was applied below the existing bottom paint. There are a few small chips in the starboard keel. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in good structural condition. There is an exterior wrap on the vessel, it is in poor condition. There are many repairs and patches and it is failing badly aft. There is miscellaneous damage to the boot stripes. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good 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 satisfactory – good condition. There is mold in the starboard foredeck locker. There are two cracks on the flybridge deck aft of the seats and a small void on the port side external decking near a seam. A gasket is missing at a junction for the starboard flybridge windscreen frame. The flybridge lockers are musty. Many of the fasteners for the deck hardware are rusty including fasteners inside lockers, door and drawer latches. The enclosure is weathered and all panels were not opened and attached or removed. The aft deck upholstery is aged and ripped. The aft exterior dinette bench seat has a missing latch on a hatch. The teak decking is original and weathered. The starboard aft “boarding ladder” rail is loose. There was no reboarding device for an accidental swimmer, there is a portable boarding ladder. The structural reinforcements including the liner, stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in “as-built” condition. The bilge is holding moderate water and is dirty in the engine rooms. The port engine room has an odor. The lockers aft on the exterior bridge deck have a similar odor. The broker reports that a marine mammal slimed this area. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory – good cosmetic condition. There is a leather like material adhered to many locations, it is stained and failing in many locations, including: below the window in the port cabins, on the countertop forward in the interior bridge deck, on the owner’s cabin door and on a drawer just forward in the starboard aft cabin. A wood panel is loose aft of the aft upper locker in the galley and the aft locker door has a loose hinge. The starboard aft exterior door slides with difficulty. There are stains and scrapes on the desk and seat in the owner’s cabin. The handle / knob is loose on the starboard cabin door. There are salt crystals below the portlight in the starboard forward cabin. There is rust staining on the vent hose and on the port steering locker. There is mold in the port steering locker. . The lock on the crew cabin hatch has a corroded fitting. There is staining below the outboard aft window in the port cabin. There is water around the lip of the port forward head bilge access (with no drain). 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

MACHINE SYSTEMS

Main engines: Two Volvo Penta D4-300, model D-4-300I-F, 221Kw @ 3,500 rpm, 441 and 437 hours on meters

Engine application: Diesel, four cylinders, turbo charged, after cooled, V-drives

Serial numbers: S – A462540, P – A462572

Transmissions: V-Drives, tags not seen

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic controls, two flybridge and one interior bridge station

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

Propulsion gear/shaft logs: Tides Marine dripless seals, 625 x 490 four blade counter rotating propellers (apparently bronze), one bronze strut per shaft, 5 cm diameter stainless steel propeller shafts, line cutters

Steering system/rudder ports: Electric / hydraulic system, pump in port engine room, independent actuators, unknown type seals, three helm stations, composite fiberglass rudders

Ventilation: Engine room blowers

Generator: 21.5Kw Onan model 21.5MDKDR-8112A, serial number G150850522 in a sound box in the center foredeck locker, plastic muffler, exhaust gas / water separator, electric pump in line for seawater intake

Through hulls & components: Bronze through hulls, bronze ball valves, not bonded, some plastic valves

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: Jabsco remote electric / automatic pump in port engine room, manual bilge pump to port on aft bench seating, manual pump in the port outboard and starboard inboard foredeck lockers, Jabsco remote / electric automatic pump in port center bilge, Whale 5.3 gallon remote electric pump in the port center bilge, remote automatic pump in starboard engine room, manual pump to starboard aft, two automatic pumps forward in starboard aft cabin

Comments: The engines and transmissions were visually inspected and tested during a sea trial. The client had the engines and transmissions inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory. There is corrosion on both engines. There is staining on the port engine's raw water pump, inboard alternator and motor mount below and outboard aft. The starboard transmission was reportedly replaced three years ago, after a seal failed. The engine controls functioned normally. There is no single throttle or low speed function. Wide open throttle was approximately 3590 rpm to port and 3560 rpm to

starboard per the tachometers and top speed was 14 knots in San Diego Bay. The multi-function device displayed only the port engine's instruments. The exhaust system is properly arranged and installed. There are fiberglass repairs on top of the starboard engine's muffler. There are rust stains and corrosion (apparently) on electrical components in boxes inboard of the port engine and the stains continue below the boxes. The tender lift mechanism does not lift evenly, the starboard / engine side lifts more slowly. 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 condition. There is play between the port propeller shaft and strut bearing. The sacrificial anode is missing from the port propeller and almost gone on the starboard propeller. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blowers were energized. The blowers energized automatically with battery switches, the port engine room blower is loud. The generator was visually inspected, test operated and loaded. The generator functioned normally. There is minimal corrosion on the generator's heat exchanger. There is staining on the drip pan below the heat exchanger. The through hulls were visually inspected and we attempted to manipulate the valves. The through hulls are in marginal condition. The port engine's through hull valve handle has play on the stem and we did not move the valve. There were no valves on the deck drain through hull fittings in the engine rooms. The port engine's sea strainer is not well secured. There is corrosion on the manual bilge pump discharge in the port engine room/steering locker. There is corrosion on the crew head's seawater intake through hull fitting. The crew head seawater intake through hull valve handle is difficult to reach. There is corrosion on the #12 through hull fitting and on the generator's seawater intake through hull fitting. There is corrosion on the starboard engine room through hulls including the engine, HVAC and bilge discharge. There is corrosion on the water maker's through hull and valve in the starboard aft cabin bilge, we did not attempt to move the valve. We noted the through hulls seen while the vessel was hauled, but due to the delay in the haul out, we were unable to determine the function of all the through hulls. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The electric bilge pumps were energized with their float switches. The manual bilge pumps were not tested.

Summary: Good

TANKAGE

Fuel: 387 gallon aluminum tanks in starboard and port aft bilge, tank in starboard and port forward cabin bilge (863 liters)

Fill & vent: One deck fill fitting per side on aft bench seat, labeled "diesel", flexible hoses, all not labeled per US convention, some USCG type A1 hoses (apparently transfer hoses)

Feed & return: Flexible hoses, all not labeled USCG, dual filters with vacuum gauges, remote shut off, type A1 hoses (dates not seen, not marked USCG type), Volvo Penta fuel filter with pressure gauge, valve at filters, (dates seen 2013), valves on tanks and remote valves seen aft on port aft berth

Water: Plastic tank in bilge forward in starboard aft cabin, deck fill fittings on either side amidships, marked "water", two plastic tanks in the port amidships bilge (250L capacity per tank)

Holding: Plastic tank inboard in starboard forward, port forward and port center heads, deck fittings located port amidships, port aft of amidships and on either side forward, all marked "waste"

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 satisfactory condition. There are salt crystals on the starboard fuel tanks, the source and cause is beyond the scope of this survey. 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. The freshwater hose in the port steering locker has come free from three tie wraps. The foredeck washdown pump has a water selector valve (fresh or sea water in the anchor rode locker). The port aft shower sump collector was full of water and was leaking, the pump did not function. Debris came out of the port center shower head. We did not see holding tanks in either hull aft. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Good

ELECTRICAL SYSTEMS

AC system: Two 50A 125 / 250V shore power inlets on the port transom, two 50A 125 / 250V shore power cords, system voltage not recorded

DC system: One West Marine Group 27 12 volt AGM battery in a secured and covered plastic box to starboard in the port engine room, one West Marine Group 27 12 volt AGM battery in a secured covered plastic box by the generator, eight West Marine Group 8D 12 volt AGM batteries in secured covered plastic boxes in generator room (dates seen on 6 batteries 1/2022), system voltage not recorded

Wiring: Suitable multi-strand wires

Circuit protection: Main AC circuit breakers aft in the port engine room, main AC circuit breakers by the generator, branch DC circuit breakers and fuses in generator room, branch AC panel inboard of port center lower berth, branch circuit breakers forward in interior bridge deck cabinet, GFCI outlets

Comments: The electrical system including the shore power cord, shore power inlets, 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 video feed is not available on all multifunction devices. The flybridge windlass controller is inoperative and there is moisture in the display. The Simrad vhf handset on the flybridge had a low battery indication and was not functional. The pop-up light by the flybridge sink would not illuminate. The refrigerator on the flybridge was "iced over". The vessel repeatedly showed autopilot computer missing error message, the significance is

beyond the scope of this survey. The E-plex system indicated the starboard module was missing. The listing broker reports that service to this module is underway, and that it has been replaced but is not in service. The E-plex system pictorially showed there was a shore power connection and only the inverter was in use. The full and proper functionality of the E-plex system is beyond the scope of this survey. This system and most similar systems lack complete homogeneity, due to the programming options. There is apparent corrosion on electrical components in gray boxes inboard of the port engine, the cause is beyond the scope of this survey. The port engine room blower is loud. Our tester indicated a false ground at several outlets. The water maker was tested, the water maker's meter indicated 820 ppm. There is no MMSI number in the vhf. The ice maker had no bucket. The port aft engine room light did not illuminate. One overhead light in the port aft cabin did not illuminate. The stereo in the forward cabin did not function normally, it became stuck booting up. There is rust on several nuts on the bow thruster.

Summary: Satisfactory - Good

SAFETY AND LIFE SAVING

Portable fire extinguishers: Three USCG type A size II type B:C size I (2021 tags) on exterior bridge deck, two type B:C size I (2015) in galley, type B:C size I (2014) in starboard forward cabin, three type B:C size I (2014) in port crew cabin, port aft cabin, port center cabin

Fixed fire system: Non USCG type in both engine rooms (inspection due 2015)

Flotation devices: Eight adult type II PFDs, numerous adult and child type III PFDs, Life ring, one type IV cushion, numerous type I and II PFDs

Horn/distress flares: Airhorn, flares aboard (expire August 2024)

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

Anchor & ground tackle: Plow type primary anchor with chain rode and a line bridle

Other equipment: Marine Medical Kit, two Transocean 8 type 1 life rafts (inspection due 2/2022)

Comments: Safety equipment for firefighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. The fixed extinguishers are not USCG approved. Personal flotation devices appear suitable for near coastal and off-shore use. They were not all carefully inspected. Current distress signal flares are aboard. A suitable sound signaling device is aboard. There are no CO or smoke alarms aboard. We did not see all of the mandatory carriage items including oil placard, garbage placard, waste management plan or 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. We did not inspect the first aid kit. The life rafts certification expired in February

2022. We did not see an EPIRB. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Satisfactory

ACCESSORIES

Hardtop sun roof, lightning dissipator, Marinco remote controlled spotlight, SidePower bow thruster, two Simrad NSS16evo2 with plotter / AIS / sounder / cameras, Simrad HS35 handset, flybridge dinette, flybridge sink, Waeco refrigerator, underwater lights, aft deck enclosure, galvanic isolator, Kenyon external electric grill, exterior courtesy lights, exterior bridge deck sink, exterior bridge deck dinette, icemaker, sink, Waeco refrigerator, engine room lights, Sea Recovery water maker, Cruisair chilled water HVAC system – description TWC2X4HDC0DDC-OTS-1/3FD CSTM1, Jabsco two pump freshwater pressure pumping system with pressure accumulator tank, Highfield OM460 aluminum RIB with HIN HFM37465C515 equipped with a 50 h.p. Honda outboard engine model BF500 and SNBBEJ0-1110601, aft deck shower, three panel sliding bridge deck door, Cuisinart microwave oven, Whirlpool four burner induction stove, Rosieres exhaust and light hood, Whirlpool iXelium stove, double galley sink, Splendide 7100XC clothes washer / dryer, two Frigonautica refrigerators, Miele Futura Class Plus dishwasher, TV on elevator, interior bridge deck dinette with adjustable / electric tables, electric blinds, HVAC controls include two in interior bridge deck, two in starboard aft cabin, one in starboard forward cabin, crew cabin, port aft cabin, port forward cabin, Bose stereo, two Simrad NSOevo2 multifunction devices at interior bridge station, E-plex/Multi-plex electrical control system with iPad control, two Horizon HX210 handheld vhf radios, two windshield wipers, B&G H90 vhf, Danfoss rudder angle indicator, starboard aft head includes two sinks, shower enclosure and head compartment with Tecma head, fuel transfer pump, Samsung TV, two fuel pumps, forward in starboard cabin bilge, Fusion MS-AV700i stereo, cabin fans, Samsung TV, starboard forward head includes Tecma head, sink and shower enclosure, sump collector box and pump in starboard forward head, manual blinds, Fusion MS-AV700i stereo (starboard forward cabin), engine room, underwater lights, Jabsco Par-Max4, freshwater pump model 31620-0094, freshwater pressure accumulator tank, freshwater pressure inlet, two Lewmar electric winches, Lewmar V6 two direction electric windlass, Flojet washdown pump, model R4325343 with a fresh and raw water source selector valve, foredeck washdown, windshield wipers, foredeck cushions, patio chair, boarding ladder, port crew cabin includes sink with shower attachment, berth and manual head, Side-Power SE 210 / 250 TC bow thruster, Cotek SP-2000 pure sine wave inverter, three Victron Energy Phoenix inverters, Master Volt Chargemaster 12 / 35-3 battery charger, Mastervolt Chargemaster 24 / 100-3 battery charger, Victron Energy Skylla-I 24V / 100A / 1 + 1 output battery charger, port aft cabin includes island berth, Samsung TV, reading lights and ensuite head, port aft head includes water heater in aft cabin bilge, Jabsco diesel refueling pump model VR050-1120, Fusion MS-AV700i stereo, Fusion speakers, port center cabin includes bunk berths, Samsung TV, reading light, Fusion MS-AV700i stereo, Apple TV receiver, Jabsco diesel refueling pumps model VR050-1120, DC fans, port amidships head includes sink, shower enclosure and electric head, port forward cabin includes queen berth, Samsung TV, reading lights, ensuite head and Fusion MS-AV700i stereo, port forward head includes sink, electric head and shower enclosure, Liebherr refrigerator / freezer, three shower sump boxes

SUMMARY

The vessel is a fiberglass composite power catamaran equipped with two diesel engines and a diesel generator. The vessel was built in France. The listing broker reports that the current owner is the original owner. The machine systems are original with the exception of the starboard transmission which was replaced less than one year ago. The anti-fouling paint was applied when the transmission was replaced. The vessel has reportedly been used only in California. The broker disclosed that there is work in progress on the E-plex system, no other known problems were disclosed. The broker reported no knowledge of any significant events in the vessel's history, such as submersions, collisions, fires, etc. The vessel was inspected while afloat, hauled and underway in San Diego Bay. The vessel has no full time crew, limiting the survey. The vessel is basically structurally sound and, with the exception of the wrap, exhibits low usage type damage. Upon completion of the recommendations the vessel should be suitable 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

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 listing prices below. The best comparable sales are the 2019 vessel that sold in January 2021 in St. Augustine, FL for \$2,365,000 and the 2018 that sold in November 2021 in Hollywood, FL for \$2,200,000. The 2019 vessel is three years newer than the surveyed vessel but sold 14 months earlier and the Covid-19 induced demand has continued to raise values. We did not research which vessels may have been chartered. Most of the comparables are in a fairly small range of value and most are not in the US.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
63	Lagoon 630 Motor Yacht	2019	11-Jan-21	2,365,000	2,399,000	Saint Augustine, FL, USA
63	Lagoon Lagoon 630 MY	2017	23-Jun-21	1,983,587	2,038,687	Port Frejus, Var, France
63	Lagoon 630 Motor Yacht	2019	17-Sep-21	1,652,989	2,201,781	Athens, Greece
63	Lagoon 630 MY	2019	25-Sep-21	2,201,781	2,201,781	Athenes, Greece
63	Lagoon 630 Motor Yacht	2019	2-Oct-21	2,198,476	2,201,781	Athens, Greece
63	Lagoon Lagoon 630 MY	2018	15-Nov-21	2,200,000	2,395,000	Hollywood, FL, USA

63	Lagoon 630 MY	2018	15-Nov-21	2,200,000	2,395,000	Hollywood, FL, USA
64	Lagoon 630 MY	2018	3-Oct-21	1,652,989	1,867,878	DUBAI, United Arab Emirates

Lagoon 630 Motor Yacht

US\$2,424,555 *

64 ft / 2019
Zanzibar, Tanzania
Siroco Nautica SA

Lagoon 630 Motor Yacht

US\$1,750,000 *

64 ft / 2015
Pattaya, Thailand
Boat Lagoon Yachting | Princess Yachts South East Asia distributor since 1994

Lagoon Lagoon 630 MY

US\$1,818,416 *

64 ft / 2016
port corbières, Bouches-du-Rhône, France
CathYacht

Lagoon 630 Motor Yacht

US\$1,818,416 *

64 ft / 2016
Marseille, Bouches-du-Rhône, France
YACHTS INVEST

Lagoon 630 Motor Yacht

US\$2,204,141 *

64 ft / 2019
MUĞLA, Turkey
ABC YACHT

CNB Lagoon 630

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US\$1,818,416 *

64 ft / 2016
Le Marin, Martinique
CathYacht

Lagoon 630 Motor Yacht

US\$2,193,120 *

63 ft / 2017
Bodrum, Turkey
Lafortune Yachts

Lagoon 630 Motor Yacht

US\$1,700,000 *

63 ft / 2015
Pattaya, Thailand
Floeth Yachts

Lagoon 630 Motor Yacht

US\$1,700,000 *

63 ft / 2015
Pattaya, Thailand
Asia Yachting

630 Motor Yacht

US\$2,188,000 *

63 ft / 2016
Hong Kong, Hong Kong
Asia Yachting

Lagoon 630 Motor Yacht

US\$1,741,271 *

63 ft / 2016
CARIBBEAN, Saint Martin
HAREL YACHTS

Lagoon 630 Motor Yacht

US\$2,200,000 *

63 ft / 2016

Marina Del Rey, California, United States

Denison Yachting - Marina Del Rey

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 fixed and portable fire extinguishers per NFPA recommendations. Replace the fixed extinguishers with USCG approved units as necessary or desired. The fixed units should function properly, including shutting off engines and blowers.
2. We encourage installation of interconnected CO and smoke alarms.
3. Bring aboard all legally required carriage items including oil placard, garbage placard, waste management plan and a current copy of the navigation rules.
4. Bring aboard a secondary anchor and rode for use in two anchor situations or emergencies.
5. If the vessel is to be used off-shore assure it has all logical safety equipment including an EPIRB.
6. Maintain the life rafts per the manufacturer's recommendations.
7. Complete the ongoing work on the E-plex electronic control system, assure it is properly functional. Proper function of this system is beyond the scope of this survey.
8. Determine the significance of the apparent corrosion and staining on the electrical components inboard of the port engine, eliminate the cause, repair or replace as necessary.
9. Many of through hulls and valves exhibits deficiencies including corrosion and stiff / seized valves. Through hulls deficiencies include the port engine, crew head intake, a through hull with an unknown purpose labeled #12, starboard engine, HVAC, bilge discharges and water maker. Locate, access and inspect all through hulls, service and replace components as necessary, install valves as suggested by ABYC recommendations on the through hulls at or near the waterline.
10. The tender lift raises the tender unevenly, determine the significance and address as necessary.
11. Leather type cosmetic panels are damaged, loose and stained in several locations, address as desired. Several of the locations are noted under hull and structure comments above.
12. Properly secure the port engine's sea strainer, it is not well secured.
13. Service and prove the port aft engine room light functional, it did not illuminate.
14. There is extensive damage to the wrap on both hulls aft, this is a cosmetic concern, address as desired. While this is not structural, the cost may be significant.

15. A marine mammal reportedly fowled the aft deck area and significant odor remains in lockers, aft cushions and in the port engine room, address appropriately.
16. The starboard aft cabin's door to the aft deck slides with difficulty. Service and prove it properly functional.
17. Display the documentation number on a fixed structural member of the vessel and bring aboard a current copy of the Certificate of Documentation per federal regulations.
18. Service and prove or replace the windlass control on the flybridge, it did not function and there is moisture in the unit.
19. Service and prove the vhf handset on the flybridge, it has a low battery error message and was not functional.
20. Determine the significance of the "iced over" condition of the flybridge refrigerator and address appropriately.
21. Determine the significance of the "autopilot computer missing" error message which displayed repeatedly and address appropriately.
22. There is no MMSI number in the vhf, install an MMSI number so the vhf will function in the distress mode.
23. There is water damage about the sole near the starboard aft cabin door, determine the cause and address appropriately.
24. Properly secure the starboard aft "boarding ladder" handrail.
25. We encourage installation of a boarding device for the accidental swimmer.
26. Address the play between the port propeller shaft and port strut.

SECONDARY

1. The engine room blowers activate and deactivate automatically, the port blower is loud. Address these conditions as desired.
2. There is surface corrosion on both engines externally including on the alternator, address any cause and repair / replace components as necessary.
3. There are fiberglass repairs on top of the starboard engine's muffler, monitor and address if / as necessary.
4. There was no video display on the starboard flybridge multifunction device, address as desired.
5. The pop-up light by the flybridge sink did not illuminate, address as desired.
6. Determine the significance of our outlet tester indicating a "false ground" at several outlets and address as necessary. The GFCI outlets which tested with an open ground still functioned in the GFCI mode.
7. The water maker control indicated 820 ppm, determine the significance of what appears to be a high ppm and address appropriately.
8. Determine why the E-plex pictorially displayed the shore power connected when it was disconnected and the inverter was energized and address appropriately.
9. Provide and install a bucket in the icemaker, there is no bucket currently installed.
10. There are salt crystals externally on the starboard fuel tanks, eliminate the source and address any damage. Remove salt crystals to allow detection of any future issues.
11. We did not locate or inspect the tanks aft on both sides of the vessel, determine if they exist and how they are plumbed and address any deficiencies.

12. There is rust staining on the vent hose in the port aft engine room (steering locker), address as necessary.
13. There is mold in the port aft engine room / steering locker, address appropriately.
14. There is corrosion on the lock for the port crew cabin hatch, address appropriately.
15. There is mold in the starboard forward storage locker, address appropriately.
16. There is staining below the outboard window aft in the port aft cabin, eliminate the cause, remove staining and repair as necessary.
17. There is water around the lip of the port forward head's bilge access, eliminate the source and dry to allow detection of any future weeps or leaks.
18. Repair the two cracks aft on the flybridge deck and the small open void on the port side of the flybridge deck, outboard of the rails, as desired.
19. Replace the missing gasket/junction fixture on the flybridge windshield frame to starboard forward.
20. There is a general condition of moisture and musty smell in many lockers, address appropriately.
21. Many of the small fittings including door and drawer latches and wire clamps inside lockers are rusted, address these conditions as necessary. This is mostly in exterior lockers and drawers.
22. The teak deck is weathered, address as desired.
23. The enclosure is weathered, all panels were not deployed or removed, all covers were not deployed or removed, assess these components and address deficiencies.
24. The aft deck upholstery is aged and ripped, replace as desired.
25. There is a missing latch for a hatch for the exterior dinette bench seat, replace the missing latch.
26. Clean the fluid and dirt from both engine room bilge spaces, eliminate the sources.
27. Properly secure the loose panel aft of the after most galley locker and properly secure the hinge on the aft galley locker door.
28. The leather-like covering on shelves, doors and drawers is damaged and / or loose in many locations throughout the vessel. Address this condition as desired.
29. Properly secure the handle for the forward cabin door, it is loose.
30. There are salt crystals below a portlight in the starboard forward cabin, eliminate the source, remove the salt crystals to allow detection of any future weeps or leaks.
31. An overhead light in the port aft cabin did not illuminate, service and prove it functional.
32. The stereo in the port forward cabin did not function properly, it appeared to be stuck "booting up", address appropriately.
33. A freshwater hose in the port steering locker is loose from three clamps / tie wraps, replace the clamps / tie wraps.
34. The foredeck washdown pump has a freshwater and sea water selector valve, we discourage any combining of fresh water with sea water. Modify to prevent any contamination of the fresh water and to comply with ABYC recommendations.
35. Service and prove the port aft shower sump pump properly functional, the sump was full and water was leaking into the bilge.

36. Debris dispensed from the port center shower head, determine the significance and address if necessary.
37. There is minimal corrosion on the generator's heat exchanger and on the drip pan below, address the cause and damage, remove visible corrosion to allow detection of any future weeps or leaks.
38. Address rust on several of the bow thruster's nuts appropriately.
39. Replace the missing and damaged sacrificial anodes on both propellers.
40. Address the small chips on the bottom of the starboard keel.
41. Paint the areas on the hull bottom missing anti-fouling paint.
42. Only the port engine instrumentation was seen on the multi-function devices, address this and any other similar electronic issue appropriately. This type of issue is beyond the scope of this survey.

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.



March 14, 2022

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

Date

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By: Mr. Kells Manthei, SAMS SA

March 14, 2022

Date