

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: October 5, 2023

Our file #: 20 – 29871web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on September 11, 2020 while the vessel was afloat in Pier 32 Marina, slip XXX, National City, CA and the undersigned marine surveyor attended

Scope of Services

The vessel was examined by surveyor and 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.

Marine Claims Assistance - Vessel Inspections
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VESSEL DESCRIPTION

Builder:	Dufour & Sparks	Official #:	Removed for privacy (Canada)
Model/type:	Dufour 65 / cutter	HIN:	Removed for privacy
Year:	1995 (model year)	Engines:	One Volvo Penta
Length:	65' (approximately)	Name:	Removed for privacy
Draft:	8' (approximately)	Port of Registry:	Vancouver
Beam:	18' (approximately)	Weight:	Unknown

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, not inspected

Topsides & transom: Molded fiberglass construction, unknown core, transom stern, white with silver cove and boot stripes

Decks & superstructure: Molded fiberglass construction, unknown core, white with gray nonskid, teak planks

Deck hardware: Stainless steel bow and stern rails, stainless steel stanchions, aluminum toe rails, anchor strike plate

Longitudinals/stringers: Fiberglass longitudinals

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Aft and center cockpits, center companionway forward of center cockpit, engine space below cockpit, galley to port aft of saloon, passageway to starboard aft of saloon, twin cabins aft, ensuite head in port cabin, head forward of starboard cabin, cabin with bunk berths outboard of passageway, navigation station to starboard aft in saloon, dinettes on both sides of saloon forward, twin cabins forward of saloon, ensuite head forward of port cabin, head forward of starboard cabin and bow cabin with v-berth forward of head, sail locker forward with deck hatch access

Bilge: Holding minimal water

Comments: The vessel was inspected while afloat. The hull bottom and keel were not inspected. The hull sides and transom were visually inspected and randomly sounded as possible in the slip. The hull sides and transom are in good structural and satisfactory – good cosmetic condition. The hydraulic swim platform is lowered and would not raise with switches inboard of the starboard helm. We could not see the name on the transom or the hailing port and we saw no HIN on the transom. There are miscellaneous minor scratches and anomalies on the hull sides and transom edges. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good structural and satisfactory cosmetic condition. The caulking between the deck planks is “proud”. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and port lights were opened and closed. Overall the deck hardware is in satisfactory condition. Many of the lifelines and safety rails are damaged. There is a dent in the starboard boarding

gate stanchion. Two stanchions forward and one stanchion aft of the starboard boarding gate are damaged. The exterior toe rail is damaged between the fourth and fifth (from forward) port stanchions. The bow rail assembly is tweaked, it is lifted from the deck to port forward and the port aft pad is bowed. There are a few dings and dents in the tubes. There is no lock or latch on the companionway door. The deck hatches 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. The bilge is holding minimal water. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory - good cosmetic condition. There is dark wood in the starboard amidships cabin, at the corner between the lower berth and the locker, near the sole. There are stains on the sole in the cabin forward. There is water damage to wood at the port forward head door threshold. 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: Volvo Penta, no tag seen, 111 kw, 5669 hours on meter above engine

Engine application: Diesel, 6-cylinders, turbocharged

Serial number: No tag seen

Transmissions: Volvo, model HSIA-2.62 8731, serial number 3101067646 (tag hard to read)

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push / pull cables, single lever controls

Exhaust systems: Wet system, flexible hoses, port aft discharge

Propulsion gear/shaft logs: PYI dripless shaft seals, below waterline components not inspected

Steering system/rudder ports: Hydraulic system, single actuator, two steering wheels, unknown type seal, rudder not inspected

Ventilation: Natural and blower

Generator: Four cylinder diesel engine, no tag, Northern Lights panel with temperature, oil, volt and hour meter – 19569.2

Through hulls & components: Bronze through hulls, seacocks, bonded

Location of through hulls as seen: Port - three in aft cabin, three in galley, two aft in saloon, three in forward cabin, starboard – three in aft passageway by head, four and one transducer in forward cabin

Seawater systems: Reinforced, single double clamped connections

Bilge pumps: Manual pump to port aft in cockpit, manual pump in starboard aft cabin, electric pumps not seen or recorded (one energized)

Comments: The engine and transmission were visually inspected and engine was briefly tested operated in the slip. We did not engage the transmission and no sea trial was performed. The client had the engine and transmission inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engine and transmission appear satisfactory. There are a few newer components based on appearance, including the fuel injection pump. The engine throttle controls functioned normally. The exhaust system is properly arranged and installed. There is rust staining on and below exhaust components to port in the lazarette. There is staining on exhaust components to port aft of the generator. The engine was somewhat difficult to start. Hours on this report were seen on a meter above the engine, no hours were displayed on the tachometer. The propulsion components were not inspected. The steering system was visually inspected and test operated. The steering system functioned normally. The rudder was not inspected. There is corrosion on hydraulic components forward of the rudder port. The engine room blower was energized. The generator was visually inspected, test operated and loaded. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in good condition. There are salt crystals on two of the through hulls at hose connections. We could not move the large through hull's valve aft in the starboard passageway bilge. There is staining about seawater connections in the galley bilge and at least one rusted hose clamp. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The manual bilge pumps were visually inspected, they were not tested. We did not see the electric bilge pumps.

Summary: Satisfactory

TANKAGE

Fuel: Metal (apparently stainless steel) tanks, one below starboard aft berth, port aft berth, one below each side of saloon sole, unknown capacity

Fill & vent: One deck fill fitting per side aft and at mast, fill and vent hoses not seen

Feed & return: Flexible hoses, no visible labels, two Racor filters with vacuum gauges

Water: Deck fill fitting to port of mast, one stainless steel tank (apparently) per side below saloon sole, unknown capacity

Holding: Plastic tank in center forward saloon bilge, unknown capacity

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in good condition. We did not trace out all plumbing, inspect any tank diagram or determine

current functionality of tanks. Upon our arrival the water pressure pumps would not stop pumping, we only saw one water pressure pump. The galley sink faucet was spitting water and air, and continued to do so after we put water in the tank through the port water fill fitting. After filling this fitting with water for a short period of time a bilge pump discharged to starboard aft. We did not determine the connection between the water fill and the bilge pump. 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 properly. Accuracy of tank level gauges is beyond the scope of this survey. A deck fitting to starboard of the mast has tape on the fitting. There is staining under the tank and the port aft cabin. There is a water leak at the port and starboard aft heads.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 50A/125/250V shore power inlet to starboard aft in cockpit, shore power cord, 120/240 volt system, 110 and 220 volt outlets

DC system: Four Optima D31M batteries below starboard mid-cabin berth (three in use), battery switch below starboard mid-cabin berth, three batteries in galley bilge, four batteries to starboard aft in saloon bilge, 12/24 volt system

Wiring: Suitable multi-strand wires

Circuit protection: GFCI outlets, primary distribution panel at navigation station, main and branch AC circuit breakers, branch DC circuit breakers

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 condition and age of the batteries is beyond the scope of this inspection. Neither of the electrical winches energized. The GFCI outlet in the starboard aft cabin did not trip. The HVAC components did not get cold; this may have been operator error. A GFCI outlet in the galley did not trip and reset normally. The overhead light and switch are missing from the starboard forward head. The Furuno GPS navigator screen is damaged. Lights in the engine room and lower bunk berth did not illuminate.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: One in cockpit, one in port aft cabin, one in starboard mid cabin, one in port forward cabin, one in starboard forward cabin, one in bow cabin, maintenance done 2/20 (not USCG approved)

Fixed fire system: None

Flotation devices: Lifering, Lifesling, at least six PFDs (not USCG approved)

Horn/distress flares: Four pistol launch, four handheld and two smoke flares, flares expire October 2021, no horn seen

Navigational/anchor lights: Separate side lights, stern light, masthead / steaming light, all around/anchor light not seen

Anchor & ground tackle: 75 lb. CQR anchor (bow), chain and line rode (not inspected) stern anchor in bag (not inspected)

Other equipment: MOB pole, 6 person Revere Offshore Commander life raft with service due 8/22, three First Alert smoke and CO alarms

Comments: The vessel is a Canadian flagged vessel; this survey was not performed to Canadian regulations or standards. Safety equipment for firefighting protection appears satisfactory. Personal flotation devices appear satisfactory for near coastal use. Current distress signal flares are aboard. No sound signaling device was seen. There is a bell in the saloon, it has no dinger. The smoke / CO alarms sounded when tested. Waste and oil placards were seen. The navigational and anchor lights are properly arranged, installed and functional. We did not see or test the all-around / anchor light. 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 has current certification.

Summary: Satisfactory

LP GAS SYSTEMS

Tanks: One unused tank seen

Devices: Galley range, Xintex S-1A, propane fume detector

Comments: A propane tank was seen, but it was not connected. The vessel is equipped with a propane range and a bbq grill. The other components for the propane system were not seen and the system was not tested. The propane bottle in the port cockpit locker is not secure. There is a small bottle, apparently for the bbq grill.

Summary: N/A

SAILING SYSTEM

Mast & rig type: Aluminum keel stepped mast, cutter rig

Standing rigging: Solid rod rigging, three sets of spreaders, one lower, one discontinuous upper and two jumper shrouds per side, forestay, inner forestay, baby stay

Hardware: Adjustable hydraulic backstay and boom vang, aluminum boom (not uncovered), Profurl roller furling head sail assembly, and inner head sail assembly

Winches: Lewmar self tailing - two 77 electric, three 58 and two 48 aft, two 58 and two 44 at mast, 48 on mast

Sails: Mainsail, roller furling headsail, roller furling inner head sail, three sail in bags

Comments: The mast and associated rigging were visually inspected from the deck level only. The age of the mast and associated rigging is unknown. This survey is not a rig survey; please consult with a qualified rigger for greater detail as to the condition of the sailing system. The vessel was not taken on a sea trial and sailed during the survey. The sails were not opened. Overall the sailing system appears to be in satisfactory - good condition. The forestay chain plate appears slightly out of alignment and the lower end of the headsail's roller furler appears to be damaged. The hydraulic hand pump appeared tight when tested and we did not try to manipulate the boom vang or backstay.

Summary: Satisfactory

ACCESSORIES

Cockpit shower, hydraulic transom step and boarding ladder, two bimini tops, engine instrumentation includes tachometer with hour, meter, temperature, oil pressure and volts, helm electronics include two sets of two Simrad small multi-function devices, two Ritchie compasses, starboard helm has Simrad IS20 device, port helm has Icom Command mic II vhf, Simrad AP24 autopilot and Simrad touchscreen multi-function device with plotter / sounder / radar, dodger, forward cockpit table, Lofrans Titan windlass, 30 h.p. Mercury outboard engine, spreader lights, HVAC system with controls in starboard aft cabin, port aft cabin, starboard mid cabin, two in saloon, one in port forward cabin, one in starboard forward cabin and one in bow cabin, two Marine Marvair HVAC compressors, water heater, four heads with electric heads, sinks, shower fixture and sump pumps, Shurflo Pro Blaster II potable water pressure pump with pressure accumulator tank, two Victron Skylla TG 24 V 50A battery chargers, Charles 5000 SP series 40 amp battery charger, engine room camera, double galley sink, double galley refrigerator, Force 10 four burner lp gas range, galley freezer, LG microwave, large port dinette and small starboard dinette, navigation includes chart table and seat, chart light, Simrad AP24 autopilot, two small and one larger Simrad multi-function devices, Furuno GPS navigator, Icom IC – M502 vhf, Xantrex Link 20 device, Blue Sea AC ammeter, Icom IC – M710 MF / HF Marine transceiver, tank level gauge, generator instrumentation includes temperature, oil psi, volt and hours (19569.2), voltmeter, LG tv, Pioneer SX-315 receiver, Sony Blu-ray disc player, icemaker, Matrix water maker

SUMMARY

The vessel is a composite fiberglass sailboat designed by Bruce Farr and built in France. We did not get the ownership or maintenance history. We did not obtain the disclosure statements regarding any known problems with the vessel or any significant events in the vessel's history, such as submersion, collisions, fires, etc. The vessel was inspected in its slip, the engine and generator were briefly test operated. The age of the anti-fouling paint is unknown. The vessel has six cabins and four heads and is ideally suited for charter or a large family. The vessel appears well-built but to has a mid-level finish. The galley has a commercial appearance. The vessel appears well-suited for its intended purpose as a coastal cruising vessel.

Overall Summary: Satisfactory - 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: There is one comparable vessel for sale in Italy asking approximately \$414,000. There are no recent Dufour 65 sales. We value this vessel in the middle to high range of comparably sized recent sales and listing prices for vessels of this class. There is a Covid-19 related demand in value spike, it is unclear how long the spike will last, and this spike was considered in the appraisal.

TOTAL NUMBER OF SOLD BOATS: 798,491

Selected Search Criteria:

Mfgr/Model : dufour (3086)

Length: Between 60 ft and 70 ft (12472)

Total records found: 3

Click on one boat to view the full listing, or [view full listings for all the boats on this page](#).

[Revise Search](#)

Items: 1 - 3 of 3





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	Length	Boats	Year	Listed US\$	Sold US\$	Location	YachtWorld Member
<input type="checkbox"/>	65'	Dufour 65 Prestige	1994	758,144 (03/03)	651,530 (11/11)	France	AYC International Yachtbrokers
<input type="checkbox"/>	65'	Dufour Aft & Center Cockpit	1994	625,000 (07/00)	550,000 (09/02)	FL, USA	
<input type="checkbox"/>	65'	Dufour DUFOUR 65	1995	610,000 (09/01)	692,991 (08/02)	Other	HAREL YACHTS

Items: 1 - 3 of 3

Items: 1 - 4 of 4

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	Length	Boats	Year	Listed US\$	Sold US\$	Location	YachtWorld Member
	67'	Waterline 67 Custom Pilothouse	1997	295,000 (11/18)	290,000 (08/20)	BC, Can	Custom Yacht Sales Ltd.
	65'	Custom Alan Andrews 65	1994	290,000 (08/19)	220,000 (06/20)	MI, USA	St. Clair Sailboat Center
	60'	Farr 60	1997	521,224 (05/19)	497,532 (10/19)	Sweden	Navark Handels AB
	60'	Sundeer 60	1995	379,000 (09/18)	379,000 (09/19)	Fiji	Nelson Yacht Services

Dufour DUF0UR 65

US\$414,662 *

65 ft / 1994

Imperia, Italy

Easy Yacht di Globoways Srl

Dufour Dufour 62

US\$283,155 *

63 ft / 1997

Italia, Italy

MEDIA SHIP INTERNATIONAL

Dufour Sparks Dynamique 62

US\$271,308 *

63 ft / 1997

Imperia, Italy

Bernard Gallay Yacht Brokerage

Dufour Exclusive 63

US\$1,056,797 *

63 ft / 2020

Athens, Greece

Yacht-Match

Dufour 61

US\$1,319,353 *

61 ft / 2021
Annapolis, Maryland, United States
Atlantic Cruising Yachts

Sweden Yachts 70

US\$890,000 *

70 ft / 1994
Charleston, South Carolina, United States
Gunnar's Yacht & Ship

Oyster Cutter Rigged Sloop

US\$823,401 *

69 ft / 1996
Italy
Bernard Gallay Yacht Brokerage

Nautor Swan 68

US\$980,381 *

69 ft / 1995
Badalona, Spain
YachtFull International

Kanter 66

US\$497,595 *

68 ft / 1995
Cádiz, Spain
Boats & Barcos Mediterráneos SL

CNB -Fano 65'

US\$497,595 *

65 ft / 1994
La Spezia, Italy
Equinoxe Yachts International

[Request Info](#)

Oyster 61 Deck Saloon

US\$260,645 *

61 ft / 1995

Calabria, Italy
Yacht Brokers World Ltd

Dudley Dix CLASSIC SCHOONER 60'

US\$354,240 *

61 ft / 1996

Adria, Italy

Schmidt & Partner

[Request Info](#)

Custom KETCH ELENDIL

US\$148,094 *

61 ft / 1995

PORT SAINT LOUIS DU RHONE, Bouches-du-Rhône, France

Navy Service

X-Yachts X-612

US\$413,478 *

60 ft / 1995

Alicante, Spain

Whites International Yachts

Custom Group Finot Mini Maxi 60

US\$245,000 *

60 ft / 1994

Marmaris, Turkey

Nicolle Associates

[Request Info](#)

X-Yachts 612

US\$340,619 *

60 ft / 1996

Göteborg, Sweden

XLNT Yachting

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. Compliance with flag state requirements are beyond the scope of this survey, address flag state issues if necessary.
2. Assure the propane system is in compliance with ABYC and NFPA (or similar) recommendations.
3. We encourage the installation of a highwater alarm.
4. We encourage replacing the existing CO and smoke alarms with interconnected alarms.
5. The HIN is obscured on the transom, modify so the HIN is legible.
6. Provide and install a latch and lock for the companionway door.
7. Service and prove the transom door assembly is properly functional, we could not lift it and it was found lowered.
8. Address rust staining on and below exhaust components to port in the lazarette and to port aft in the engine room. Eliminate the cause(s), clean to allow detection of any future weeps or leaks.
9. Determine why the engine was difficult to start and address if necessary.
10. We did not inspect or record the existence of the electric / automatic bilge pumps. At least one bilge pump activated automatically while we were attempting to fill the water tank. We recommend having a bilge pump in all compartments (separated by any water type bulkheads) with a minimum of three functional electric / automatic bilge pumps aboard. We did not test the manual bilge pumps.
11. Assure the electric winches are properly functional, they did not move with their buttons.
12. Replace the GFCI outlet in the starboard aft cabin and in the galley, they were not properly functional.
13. Determine why the HVAC units did not function as designed, and address if / as necessary.
14. Determine why the water pressure system did not function properly, address deficiencies and prove it properly functional. There appeared to be water entering the bilge when we attempted to add water through port water fill fitting adjacent to the mast. Eliminate any water leaking into the bilge from the water system. Condition and integrity of the plumbing, tanks and hoses and functionality of plumbing systems components is beyond the scope of this survey.

15. Determine why a tank deck fitting to starboard of the mast had tape on it. Properly label the fitting.
16. Determine the source of the staining under the starboard aft tank, below the berth. Eliminate the source, remove staining to allow detection of any future weeps or leaks.
17. The forestay chain plate and roller furler assembly appear damaged, have them inspected by a qualified rigger and repair as needed.

SECONDARY

1. There are dents and bends in several of the lifeline stanchions and bow rail components. Repair as desired.
2. The caulking in the deck planks is "proud", address as necessary.
3. The toe rail is damaged on the exterior side between the fourth and fifth from forward port stanchions, address as desired.
4. There are minor cosmetic deficiencies including a few scratches, scrapes and cracks on the hull sides and transom edges, address as desired.
5. The deck hatches are "crazed", address as needed.
6. Determine the cause of the dark / discolored wood near the sole in the starboard mid-cabin, eliminate the cause and repair as desired.
7. Eliminate the cause of the water damage to the wood at the port forward head door's threshold, eliminate the cause and repair as necessary.
8. Service as a result of corrosion on hydraulic components including forward of the rudder post. Remove corrosion to allow detection of any problems.
9. Service / maintain through hulls and seawater components, there were salt crystals on two through hull to hose connections and we could not move the large valve in the starboard aft passageway bilge.
10. The engine hours were noted from an analog meter above the engine, we did not determine its purpose (engine or generator) and no hours displayed on the meter on the engine's tachometer. Address as desired.
11. There is a rusted hose clamp in the galley bilge, replace the hose clamp, eliminate any weeps or leaks and clean staining in this area to allow detection of any future weeps or leaks.
12. Service and prove the engine room and lower bunk berth lights functional.
13. Return the light and switch which are missing from the forward head.
14. Address the damaged screen for the Furuno GPS navigator.
15. Assure the vessel has a suitable all-around / anchor light and it is functional.
16. Assure the hydraulic sailing adjustment components and system are properly functional.
17. The following components were not tested or inspected: sea trial, hull bottom, all plumbing system components, windlass (buttons were pushed / no movement), outboard engine, sailing system, engine room camera, propane system, water maker, electric and manual bilge pumps, all functions of entertainment devices and all functions of navigational electronics (power up and basic functions were tested).

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our knowledge and belief:

The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



October 5, 2023

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

Date