Christian & Company
MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: November 19, 2020
Our file #: 20 – 29928web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on November 10 and 11, 2020 while the vessel was afloat in Serport boatyard, Puerto Sauzal, Ensenada, MX and the client, XXX, XXX (Fairbanks, Morse mechanic), XXX (broker) and several crew members 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: George T. Davie & Sons Ltd
Model/type: Motor yacht / conversion
Year: 1959 (keel laid)
Length: 48.06 m *
Breadth: 10.36 m *
Molded draught: 3.77 m * (9 ½')

Official #: Removed for privacy
IMO: Removed for privacy
Engines: Two Fairbanks, Morse & Co.
Name: Removed for privacy
Flag state: Panama
Weight: Unknown
Gross tonnage: 693 *
Net tonnage: 204 *

HULL & STRUCTURE

Keel & bottom: Welded steel construction, not inspected

Topsides & transom: Welded steel construction, blue painted finish

Decks & superstructure: Steel construction material, mostly white paint with beige nonskid paint particle deck surface, blue accents

Deck hardware: Steel bulwarks, removable lifelines and stanchions on heli-deck, set of stern rollers and bits, steel safety rails on most exterior decks, grab rails, large foredeck / cargo hatch, bow bulwarks, two sets of bow bits and one set of cleats

Longitudinals/stringers: Steel longitudinals, nine visible in the engine room

Athwartships/bulkheads/frames: Steel frames on 8.5' centers and interstitial frames on 22" centers in engine room and forward, steel bulkheads

Layout/interior components: Flybridge is open with helm station forward and up, spa tub to starboard aft and steps to port aft down to pilothouse deck. Pilothouse deck has exterior walk around decks on both sides aft, center door aft leads to sky lounge, starboard side door forward from sky lounge leads to pilothouse. Wing doors on both sides of pilothouse with wing helm stations and center interior main helm. Two sets of steps lead aft from pilothouse exterior deck down to aft boat/heli deck and interior steps to port aft in sky lounge lead down to owner's and captain's deck area. Upper deck has heli-pad aft with steps aft and down to aft deck area on main deck. To starboard aft on boat deck is emergency tender. On both sides of upper deck forward are cranes. Boat deck has external walk around decks around cabin spaces (all sides) and steps to starboard forward down to foredeck (main deck). Upper deck interior cabins include the captain's cabin aft with berth to port aft and ensuite head to starboard forward and owner's cabin forward with berth to starboard forward and ensuite head to starboard aft. Wing doors to walk around decks on both sides between captain's cabin and owner's cabin. Interior steps down from landing outside of captain's cabin to main deck. Forward on main deck is center line large crane and two tenders (one per side aft of crane), centerline door to interior. Interior on main deck is office to port forward, formal dining space to starboard forward, galley next aft to starboard, saloon next aft to port, passageway aft of galley and saloon includes wing doors to the exterior and side decks to the stern deck area. Lazarette / steering locker accessed from stern deck. Aft on main deck are cabins three and five to port and cabins four and six to starboard. Cabin

three is to port forward, cabins three, four and six have bunk berths and cabin five has a queen size berth. One head per side between cabins three and five and between cabins four and six. Steps down from passageway aft on main deck to lower deck. Aft internally are passenger cabins seven, eight, nine, ten and twelve. Exterior door shuts to make cabin seven and nine one cabin, cabin seven is forward with double berth, cabin nine is aft with two single berths and head between cabins seven and nine. Cabin eight is starboard forward with berth to starboard and ensuite head to port forward, cabin ten and twelve are aft, twin berths in each cabin and head between cabin ten and twelve. Primary engine room access is through door inboard of passageway and galley. Emergency escape hatches from engine room forward and from aft guest cabin passageway. Crew quarters accessed from door inboard of office door, forward on main deck. Steps down and forward to crew quarters. Crew quarters are split port and starboard, to starboard aft is gym, forward of gym is massage room and forward of massage room (inboard) is laundry room, forward of massage room is steam room, forward of steam room is crew cabin fourteen, forward of crew cabin fourteen is men's washroom. Access to a coffer dam is located on the port side of the crew area between the lady's washroom and shower. To port aft in crew area is crew lounge and mess, inboard of crew galley is ladies shower and washroom, next forward and outboard is crew cabin nineteen, then seventeen, then fifteen, forward of crew quarters is door leading to storage room with anchor chain locker below storage room. Steps up from landing on this deck through doghouse to foredeck. Centerline steps down from crew area to cargo hold.

Bilge: Mostly dry

Comments: The vessel was inspected while afloat. The hull bottom was not inspected. The hull sides and transom were visually inspected as possible from a tender, the starboard hull side amidships and aft was not inspected. There is a group of scrapes on the starboard side forward of amidships below the rub rail. There is a dent on the port hull side amidships. There is miscellaneous paint failure about the waterline and at through hulls near the waterline. The vessel appeared to have a port side list; this was not analytically determined. We did not review or test any ballast system. The deck and superstructure were visually inspected. The deck and superstructure are in satisfactory structural and satisfactory – marginal cosmetic condition. There are areas of rust on every level of the vessel from the water line to the flybridge. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall, the deck hardware is in satisfactory condition. We did not remove the large cargo deck hatch. The wooden platform was deteriorated to starboard on the flybridge. There is rust on the upper and lower mounting brackets for the masthead / steaming light post. There is corrosion on clamps for a sliding window to starboard forward in the sky lounge. There is corrosion on the exterior of the forward and starboard owner's cabin windows. An external door to starboard near the captain's cabin and to port aft of the saloon were not opened and appeared locked. Portlight storm covers were seen in the lower aft cabins only. A dog is missing from the portlight in cabin 12. We could not manually open dogs on portlights in the lower cabins. We did not attempt to move the sliding windows. The hatch for the line locker (forward-most foredeck locker) has damage to the hardware. There is limited mooring hardware amidships. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. There is unsecured concrete ballast below the sole boards in the cargo hold. The bilge is generally clean and dry.

The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition. The interior is dated with aged finishings. There is water damage overhead in the sky lounge. The ceiling panels are damaged overhead in the owner's cabin (drooping and stained). The cover is missing from the vent duct in the captain's head. There is water damage to the window frame in the captain's head. There is water damage near the sole by the filing cabinet in the captain's cabin. There is corrosion overhead in the line locker at the controls near the windlasses. There is mildew overhead in the line locker. There is water damage below the aft opening portlight in the saloon. The handle is loose on the aft saloon door. The medicine cabinet door hits the light bulbs in cabin #5. There is paint cracking on the ceiling in cabin #12. There is paint damage on the ceiling above and inboard of the berth in cabin #9. The second door in the galley is sealed shut and not in use. This survey is not a mould inspection. A diver inspected the bottom during the survey, please refer to the diver's report for detail as to the hull bottom. The HIN on the Novurania tender is not legible.

Summary: Satisfactory

MACHINE SYSTEMS

Main engines: Fairbanks - Morse opposed piston diesel model 38D 8 1/8, 640 h.p. @ 720 rpm

Engine application: Diesel, four cylinders, opposed pistons, freshwater cooled, dry exhaust

Serial Numbers: Starboard – C325, Port – C326

Transmissions: Hindmarch / M.W.D., type M2WR and M2WR5, starboard serial # 12293, port serial # 12292, size 5

External/peripherals: Remote oil and coolant heat exchangers, propeller shaft brake

Engine controls: Airstarts, pneumatic system, controls with stations in engine room, pilothouse, two wing stations and flybridge station

Exhaust systems: Dry system, insulated tubes

Propulsion gear/shaft logs: Two Michell internal propeller shaft bearings per shaft, packing gland type seals, below waterline components not inspected

Steering system/rudder port: VSG hydraulic system, type 2 TT90/12, no. 1255, two electric steering pumps, two actuators, one rudder (not seen), unknown type seal

Ventilation: Four ventilation fans in engine room

Generator: Starboard forward (#3) 150 kw Marathon / Isuzu gen model 430S1265 and serial number AD 210150C1B, engine model ?6RB1, port aft 32 kw Northern Lights set model number M42390-HE-22L, set serial number 2392-6399 (not in use), port aft (#2) 100 kw Marathon / John Deere generator model 363PSL1607 and serial number LM-

347067-0600, port forward (#1) 110 kw Marathon / John Deere model 363PSL1607 and serial number LM-374421-0802

External/peripherals: Dry exhaust, keel cooled, PTO (crane and bow thruster), sound boxes, hours per meters #1 – 22141, #2 – 161, #3 - 1120

Through hulls & components: Steel through hulls, steel gate valves

Location of through hulls as visible: Not recorded

Seawater systems: Steel tubes, flexible hoses

Bilge pumps: Two Hamworthy V2C3 bilge / fire pumps with variable speed controls, small Rule submersible auto by shaft seal and Rule 2000 submersible adjacent

Comments: 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. The engines are reportedly original with no major rebuilds. Engine hours are unknown, meters that appear to be hour meters on the engine mounted tachometers spin much more quickly than hour meters and may be related to rpm. There are small water leaks at the engines' water pumps, forward on both engines. The tachometers read 270 at the pilothouse, but tape on the tachometers indicated 520. Wide open throttle was 270 / 520 per the pilothouse tachometers. The engine controls functioned normally. The exhaust system is properly arranged and installed. No below waterline components including propulsion components were inspected. The port propeller shaft seal has an excessive water leak. There is corrosion about both propeller shaft seals. The steering system was visually inspected, and test operated. Both steering pumps were used. The steering wheel turned at times when not being manually manipulated. One opinion was that it turned opposite of the direction of the rudder once the rudder reached its limit. We did not test the emergency steering system. Accuracy of the rudder angle indicator on the autopilot is questionable and seemed to be inaccurate at times. The autopilot is inoperative. There is hydraulic fluid about the steering actuators. The steering wheel on the flybridge did nothing. The engine room blowers were energized. The generators were visually inspected, test operated and loaded. The generators functioned normally. There is a fourth generator which is no longer in use. The PTO on the starboard forward generator is the only hydraulic power source for the thruster and primary crane. There is soot on generator #2's exhaust lagging near the generator. The mechanics regulated the generators' speed manually. The generators' hour meters moved during the survey, the number one hour meter moved only slightly. The through hulls were visually inspected. We attempted to manually turn several of the valves, they were stiff and were not turned. Visually the through hulls are in satisfactory condition. The seawater systems were visually inspected, and most components were tested. Overall, the seawater systems are satisfactory. There are weep stains on the grey water sea strainer to starboard forward in the engine room. There are salt crystals on a through hull valve on the sea chest to starboard forward in the engine room, the valve is not labeled. There is corrosion / weep stains on the dirty oil pump to starboard aft in the engine room. There is corrosion and salt crystals on both transmission oil coolers. There are salt crystals on

a fitting on the port engine's heat exchanger, possibly at an anode. The emergency bilge pumps were energized and were proved by pumping water. These pumps also serve as fire pumps, all manifolds for the fire and bilge pumping systems were not tested. There are small automatic bilge pumps below both propeller shafts' seals, they lead to a sump and a third bilge pump evacuates the sump. There is no heating system aboard the vessel, none of the HVAC units apparently heat. There is a radiator in the steering locker, apparently for a system that has been removed. The condition of the tenders is beyond the scope of this survey. The engines on two of the tenders (forward) were test operated. There is damage to the Novurania tender's propeller blades. The anti-ventilation plate on the Novurania tender's outboard engine is cracked. The audible engine alarm for the starboard engine on the Blackfin tender is inoperative.

Summary: Satisfactory

TANKAGE

Fuel: Two steel day tanks above the engines with 258 gallons each, two 9309 gallon primary tanks (steel) forward of the engine room, capacities per specifications aboard

Fill & vent: One deck fill fitting (pipe and valve) per side aft on foredeck, forward of superstructure, sounding tubes inboard of fill fittings, fill and sounding tubes not seen

Lube oil: Engine oil tank to starboard aft in the engine room, two dirty oil tanks aft of clean oil tank, three generator tanks to port aft in engine room

Grey water: Small tank to port aft in the engine room

Feed & return: Steel pipes, flexible hoses, Racor filters, Separ filters on engines

Water: Two steel water tanks aft of cargo hold, two deck fill fittings on foredeck, 402 cubic feet capacity each (prior survey)

Holding: 300 gallon steel tank to starboard aft in cargo hold, plastic treatment tank to starboard aft in cargo hold, 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 satisfactory condition. We saw no labels on the fuel hoses, and we did not see, trace or test all components of the fuel or plumbing systems. The fuel centrifuge appears to be of marginal size for this vessel. 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. Both water pressure pumps were tested. Many of the fixtures including sinks and showers exhibited deficiencies. There are sinks in all of the crew cabins. There was no hot water in the crew women's head and shower and the water was only warm in the crew men's shower. The water was only warm in the shower between guest cabins 4 and 6. The left valve handle on the sky lounge sink is seized. There was no water in the owner's or captain's heads. There is corrosion on plumbing components below several sinks including below the sink in the #6 cabin. There is PVC used in several water systems. There is a note to port forward in the

engine room on a keel cooler indicating that air is trapped in the system due to the design. The instant hot water device in the galley is inoperative. There is a Splash Zone patch on the black water tank. The plumbing system has had an evolution, there are many changes, discontinued pipes, mislabeled and unlabeled components. We did not see or analyze any plumbing or tank diagrams.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: Shore power cord connection to port forward in engine room (abandoned), 110, 220 and 440 volt system, shore inlet in box to starboard by exhaust stack is hardwired

DC system: Group 24 wet cell 12 volt battery by starboard shaft seal, group 27 wet cell 12 volt battery by genset #2 and one by genset #1, two group 24 wet cell 12 volt batteries by genset #3, 12, 24 and 220 volt system, two Lifeline GPL-8DL 12 volt AGM batteries in secured and covered boxes below chart table in pilothouse, four battery switches inside bench in pilothouse, battery switch on bench in pilothouse

Wiring: Mostly armored cables

Circuit protection: AC panels to starboard forward in engine room include main and branch circuit breakers, inboard DC panel includes main and branch circuit breakers, two rheostats, 4 volt meters and three ammeters, AC and DC subpanels to starboard aft in engine room, DC subpanel to port forward in engine room, subpanel in hallway aft of galley, subpanel by laundry room, subpanel in laundry room, two subpanels in crane room, DC subpanel center aft in pilothouse, branch 220 volt AC circuit breakers to starboard aft in pilothouse, branch 220 volt AC circuit breakers starboard forward in pilothouse lounge, subpanel outside captain's cabin by stairs, subpanel in lower cabins' hallway, GFCI outlets

Comments: The electrical system including the shore power cord, batteries, wiring, circuitry components and circuit protection equipment was visually inspected, and most components were tested. Overall, the electrical system is in satisfactory condition. This survey is not an electrical survey, the client met with an electrician during our survey. Please refer to the electrical survey, if performed, for greater detail as to the condition of the electrical system. The condition and age of the batteries is beyond the scope of this inspection. The batteries in the engine room are only used to start the generators. The starboard forward generator battery was jumped to enable starting the generator during the sea trial. The shore power connection box is no longer in use to port forward in the engine room. The #1 generator battery has no lock washers on the terminals. The original oven in the galley has been abandoned and replaced by two more modern ovens. Electrical components are exposed at the HVAC unit in the pantry. The HVAC units do not produce heat. A "light switch" in the pantry is labeled battery charger, its function is beyond the scope of this survey. There are numerous deficiencies with AC duplex electrical outlets including open ground and hot and neutral reversed. Problem outlets include outboard below the countertop in the crew mess, forward and inboard in cabin 14, on centerline forward in the pilothouse, in the owner's head (GFCI won't trip), outboard below the owner's sink (missing faceplate), at the captain's desk, outboard in

cabin 3, two outlets in cabin 12, two outlets in cabin 10, an outlet in cabin 9 and an outlet in cabin 7. One outlet in cabin 5 requires a switch at the GFCI outlet to be on for power. There are no lights on the upper deck. There are numerous problems with light fixtures in the crew cabins, cargo hold and crane room. Problems include exposed and loose fixtures, un-terminated wires, inoperative light fixtures, and missing bulbs. The forward air compressor in the engine room stops before the aft air compressor. The galley freezer is inoperative, the crew reports the problem is a sensor. Initially the fin stabilizers were not properly functional, subsequently they seemed to move normally. There was a report of the port stabilizer "fluttering". The pilothouse computer is inoperative. There is no AIS aboard the vessel. We do not know the function or purpose of the Norris Warming CO device. The spa tub on the flybridge is inoperative. There is no light bulb in the spotlight on the flybridge. The ship's telephone system / intercom is inoperative. There was no depth displayed on the fathometer. Several lights in the common areas and passenger cabins are inoperative including one on either side in the sky lounge, one above the owner's berth, one in the line locker (only has metal cover). The fish finder did not energize. The Furuno GPS screen is difficult to read and is displaying a battery error message. One Furuno radar is apparently displaying in Japanese. The refrigerator in the owner's closet is not in use. The vhf radios received but we did not successfully transmit. The weather fax machine did not print out weather and made "white noise". There were several problems with the audiovisual system, the function of the audiovisual system is beyond the scope of this survey. We could not change stations on the Panasonic stereo in the dining room, the Polk speakers buzzed and there was no power to the Direct TV receivers.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: 10 lb. dry chemical (by appearance, service due 9/2020) – two in engine room, 5 lb. (by appearance, service due 11/2018) dry chemical – two in engine room, CO2 unit (service due 9/2020) – one in engine room, 12 kg dry chemical (recharged 11/2018) in pilothouse, 1 kg dry chemical (recharged 11/2018) in sky lounge, 22.67 kg CO2 (recharged 9/2018) starboard amidships below exterior stairs, 22.67 kg CO2 (recharged 9/2019) in line locker, 2 kg dry chemical (recharged 9/2019) on aft deck, two type A size II, type B:C size I (1994) forward in cargo hold, two 4.5 kg dry chemical (recharged 9/2019) center in cargo hold, 2 kg dry chemical (recharged 11/2017) in lower cabins' hallway, 1.1 kg dry chemical (recharged 11/2017) in weight room, 2 kg dry chemical (service due 11/2019) – one in office, one in galley, 4.5 dry chemical (service due 9/2020) – one between galley and saloon, two small units for Boston Whaler, 1 kg dry chemical (service due 11/2019) in galley, one in crew mess, 2.2 kg CO2 (service due 9/2020) in one linen closet and one in crew passageway forward, 9 kg dry chemical (service due 9/2020) in steering locker, 2.2 kg dry chemical (serviced in 2016) in crew passageway, 2.2 kg dry chemical – no tag, in cofferdam, 9 kg CO2 (service due 9/2021) by laundry room, 2.2 kg dry chemical (service due 11/2018) – one by crane room, one in paint locker, one in crane room

Fixed fire system: Two DC fire pumps in the engine room with fire stations located: to port by exhaust stack, by starboard engine control station, starboard forward on middle deck, center forward between saloon and galley, port forward outside of port aft door on main deck and forward in crew area, paint locker unit with service due September 2020,

eleven 34 kg CO2 cylinders in locker to starboard aft on foredeck (inspection tag information not recorded)

Flotation devices: Twenty nine PFDs (tipo III) with lights, seven ring type PFDs with retrieval lines, five ring type PFDs with MOB strobes, nine adult type I PFDs with lights, two child type III PFDs with lights

Horn/distress flares: Airhorn, six handheld-launch parachute flares with expiration date 11/2021

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

Anchor & ground tackle: Two navy type anchors with chain rode, navy type anchor on stern with approximately 10' chain and no other rode connected, spare navy type anchor by foredeck crane, anchor sizes not visible

Other equipment: Engine room forward escape hatch and ladder, fire blankets in galley and engine room, emergency lights, three fire axes, escape hatch between guest cabins, smoke alarms in most cabins, emergency plans, paint locker, gasoline crash pump, ship's bell, Comet Line thrower 250, six orange smoke distress signals (12/2021), electronic alarm panel to port in pilothouse, emergency lights, fire door control button, general alarm, EPIRB (battery 04/2020) with hydrostatic release (no date seen), strobe on PFDs, two Zodiac 25-person inflatable life rafts (inspected 9/2019) with hydrostatic releases (7/2020), two Simrad SART SA70 transponders

Comments: Safety equipment for firefighting 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 and offshore use. Current distress signal flares are aboard. A suitable sound signaling device is aboard. Most of the smoke alarms sounded when tested, the smoke alarms are not interconnected. The navigational and anchor lights are properly arranged, installed and functional. The starboard navigational light is inoperative. The stern light had to be plugged in. 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. There is no high-water alarm. The man overboard strobe on the lower port life ring is inoperative. The hydrostatic releases for the life rafts are expired. The compass on the flybridge is illegible. The smoke alarm in the owner's cabin has no batteries, the smoke alarms in the weight, massage and laundry rooms are inoperative. We did not test the gasoline "crash pump". We did not test the general alarm system.

Summary: Satisfactory

ACCESSORIES

Flybridge engine instrumentation includes two tachometers and air pressure gauge, Sperry gyro compass, engine telegraph (not functional), jacuzzi, port wing station engine instrumentation includes two tachometers and air pressure gauge, bow thruster control, Furuno GPS navigator, Com-Nav Voyager X3 class A AIS, Icom IC – M120 vhf / loud hailer, Standard vhf, Icom IC – 700 PRO SSB radio telephone, Furuno AD – 100 AD converter, Furuno GaAs FET radar, Robertson RI rudder angle indicator, Robertson FU9 steering joy stick, Robertson AP45 auto-pilot, Northgate monitor, SI – TEX CUS-106LMK II fish finder, windshield wipers, ship's clock, Maximum Predictor barometer, Maximum speedometer, pilothouse engine instrumentation includes two tachometers and air-pressure gauge, engine telegraph in pilothouse (not functional), Furuno GaAs FET radar display, Furuno FCV-600L sounder (for Blackfin), Thro-X handheld spotlight, Sterne transistor mega phone, Koop Nautic Sea Roc stabilizer control, Statpower True Charge 40+ battery charger, True Charge 40 battery charge monitor, Furuno FAX-207 fax machine, Pro Star intercom system, starboard wing station engine instrumentation includes two tachometers and air pressure gauge, sky lounge includes couch, Gateway PC, Sea Tel Inc TAC-92 tracking antenna control unit, Nera satellite phone, sink, U-Line icemaker, Sanyo refrigerator, chair, coffee table, Wind Chaser AC oscillating fan, opening windows, two lamps, owner's cabin includes walk-in closet, LG GR13W10CPF refrigerator / freezer, Underwriters Laboratories Inc. safe, berth, dresser, two small couches, Panasonic tv, Bose speakers, office desk with dresser and ensuite head, ensuite head includes vacu-flush head, vent fan, shower enclosure, sink and jacuzzi bath tub, intercom, dish network receiver, Sony DVF-SR510H CD / DVD player, Direct TV receiver, model sailboat, captain's cabin includes berth, desk, intercom, Sylvania tv, and Sony SLV-D370P DVD player / video cassette recorder, hydraulic knuckle crane to port amidships (tag illegible), hydraulic knuckle crane to starboard amidships (no tags seen), Nera satellite phone antenna, Icom Automatic antenna tuner, Novurania RIB tender with HIN PKD065807D293 equipped with a 90 h.p. Yamaha two – stroke gasoline outboard engine model 90TLRR and serial number GH1L485417, satellite dome, helipad, inclinometer, hydraulic foredeck crane with SWL 16,000 lb. 28 f*. RAD and SWL 10,000 lb. at Max RAD, 21' Boston Whaler with HIN BWCE0102F203 equipped with a 200 h.p. Yamaha gasoline four-stroke gasoline outboard engine model F200TXRB serial number 60L X 1000777, two plastic kayaks, standup paddleboard, plastic sun chairs, two Clark Chapman & Co, Ltd hydraulic anchor and warping captains - 15 h.p. - 230 volt - 61 amps - port serial number 18320, starboard serial number 18321, 31 Blackfin cuddy cabin (tender to Beauport) with HIN KMA29213B292 equipped with two Volvo Penta diesel engines model KAMD43P, port serial number 2204306211, starboard serial number 2204306213, Volvo Penta transmissions model HSG3A-A ratio 2.04, port serial number 5063 01 27593, starboard serial number 5063 01 33319, dining room contains wood table with leaf, twelve chairs, wine rack, wooden mallard, Panasonic SC-HC35 CD / stereo / iPod player, serving window and opening port lights, salon includes two couches, loveseat, Go board, LG tv, Polk audio speakers, two DirectTV receivers, Sony DVP-NS575P CD / DVD player, Harman Kardon AVR500 audio system, entertainment center, coffee table, glass coffee table, portable Grand DGX-500 electric piano, book shelf and wood table with eight chairs, numerous DVDs, LP bbq grill, lower head to starboard includes shower, vacu-flush head, and vent fan, #12 cabin includes two berths, desk and sink, #10 cabin includes two berths, desk and sink, #8 cabin includes berth, dresser, couch and ensuite head, ensuite head includes sink, shower, vent fan

and vacu-flush head, #9 cabin includes two berths, sink and desk, port lower head includes shower, vent fan and vacu-flush head, #7 cabin, includes berth, sink, desk, and LG tv, FHP HE052-3 air handler, massage / folding room includes massage table and hinged table for folding linens, gym includes treadmill, weight bench, stationary bike and weights, HVAC controls located: one in sky lounge, two in pilothouse, one between galley and salon and one at the aft stairs to lower cabins, grey water pump, internal sea strainers, starboard forward generator instrumentation includes oil pressure gauge, water temperature gauge, amp and house, Alfa Laval MIB 3035-13 fuel centrifuge, emergency oil pump for main engines, lube oil centrifuge, hydraulic fin stabilizers, Grunert AC 4100 HZ refrigerator and AC 4150Z freezer compressors, extensive tool inventory, Rheem 89V40 and A.O. Smith E6-4A45DV110 water heaters, dirty oil pump, Newmar PT7 battery charger for sump pump (aft engine room), transmission oil and temperature gauges, Murphy alarm panel, Acme catalog number T-79806-3 transformer, fuel transfer pump, enclosed engine room with air-conditioner, engine room engine instrumentation includes fuel oil, scavenge air, lubricating oil and water, offshore marine laboratories models C133263 and C183236 water makers, water filtration system, Cal-o-rex water heater (forward in engine room), two compressed air accumulation tanks, two air-compressors, sump collector box and pump aft compressor, Franklin (size illegible) and Baldor 2 h.p. freshwater pressure pumps, freshwater pressure accumulator tank, two sets of chain falls on tracks in engine room, oily water separator, emergency freshwater pump, two fuel level indicators, oil placard, trash placard, Horizon Titan+ vhf, office computer and printer, walkie-talkies, Bosch refrigerator, GE microwave oven, Hoshizaki ice maker, commercial galley with single and double sinks, instant hot water, garbage disposal, stainless steel cabinets, Moyer Diebel 50ILTM2 dishwasher, Kitchen Aid trash compactor, Moffat electric oven, Kitchen Aid four burner electric stove, galley hood, walk-in refrigerator and freezer, Whirlpool over and under electric ovens, HVAC unit in pantry, Bosch freezer in pantry, opening portlights, heads between cabins 4 and 6 and between cabins 3 and 5, sinks in cabins 3-6, queen berth in cabin 5, bunk berths in cabins 3, 4 and 6 and single berth in cabin 6, Clarke Chapman electric stern capstan, exterior deck lights, extensive spare part inventory, waste treatment system, crew mess includes dinette, LG tv, sink, Danby refrigerator and Hamilton Beech microwave oven, sinks in all crew cabins, men and women washrooms in crew area, Tylo steam room, GE top loading clothes washer, Crosley Conservator clothes dryer, Miele Novotronic TI526 clothes dryer and W1926 clothes washer, washroom sink, dive locker, Sperry MD-37 gyro compass, FHP energy systems crew HVAC, oil and waste placards, full ship's library, Panama flag, required safety documents

SUMMARY

The undersigned has surveyed this vessel several times. Small portions of this survey are from prior reports. This summary is mostly from a prior report as the current owner did not attend the survey. The vessel is a steel motor yacht converted from a Canadian government vessel. It was built in Quebec, Canada by Davie & Sons, LTD. The vessel was last used as a survey and buoy tender. The vessel was reportedly built to Lloyd's A1 classified as a light ice breaker. The Canadian government sold the vessel in 1993 and the current owner purchased the vessel in 2005 from a Mr. Gary Norton. The engines and transmissions are original. The generators are various ages. The vessel uses DC current for large amperage draws. We did not obtain any disclosure statement regarding any known problems with the vessel or any significant events in the vessel's history. The vessel was inspected while afloat and underway offshore Ensenada, Mexico. The vessel was not hauled for survey and the bottom was not inspected and no ultrasonic plate thickness test was performed. The vessel is basically structurally sound with most of the internal structural reinforcements in "as-built" condition. Most of the components are functional. Many of the components including wiring and plumbing components are original, there have been some localized upgrades including a some "new" electrical distribution panels and safety components, likely to comply with Panamanian flag state requirements (such as emergency procedure and escape placards). Upon completion of the recommendations on this survey, mechanical and electrical surveys, full proper and successful sea trials and provisioning the vessel should be suitable for its intended purpose as a blue water 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	NEW REPLACEMENT VALUE	INVESTMENT
Removed	Removed	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 appraisal is based on the undersigned's experience with the vessel, the length of time the vessel has been on the market and the data below. The most relevant comparable reported sale is the 1978 157' (Pacific Provider) that is an active commercial vessel. The "removed for privacy" is a yacht but does not compare with modern yachts due to the age and unusual systems. There is a Covid-19 induced demand spike influencing many vessels' values, but it likely has little impact on this unique vessel.

Length	Boat	Year	Sold Date	Active	Sold Price	Listed Price	Boat Location
157 ft	Custom Expedition Vessel	1978	8-Oct-20	689 Days	1,275,000	1,950,000	San Diego, CA, USA
174 ft	J. Hitzeler Expedition Yacht	1973	5-Jul-18	615 Days	1,800,000	2,695,000	Cartagena, Colombia

Explorer MEYER WREFT
US$940,946 *
181 ft / 1959
Rotterdam, Netherlands
Est Yachting & Services

Custom J&K Smit Converted tug
US$9,950,000 *
176 ft / 1961
West Palm Beach, Florida, United States
Fraser Yachts (Monaco)
Request Info

Custom EXPEDITION MOTOR YACHT
US$1,795,000 *
169 ft / 1960
Ensenada, Mexico
Fraser Yachts (San Diego)
Request Info

Custom Nuovi Cantieri APUANIA 50m
US$1,716,192 *
164 ft / 1964
Liguria, Italy
Avena & Binelli Yachts

Ensign Canoe Stern
US$5,326,112 *
49 m / 1961
Olbia, Italy
Edmiston Monaco
Request Info

1

174 ft 1973 J. Hitzeler Expedition Yacht, Latitude
US$1,800,000
Cartagena, Colombia
Boat Details
Make:
J. Hitzeler
Model:
Expedition Yacht
Year:
1973
Length:
174 ft
Condition:
Used
Class:
Other
Active:
615 Days
Listed Date:
October 28, 2016
Sold Date:
July 5, 2018
Listed Price:
US$2,695,000
Sold Price:
US$1,800,000
Boat Location:
Cartagena, Colombia
Hull Material:
Steel
Beam:
36 ft

Name:
Latitude
Fuel Type:
Diesel
Max Draft:
10 ft

Description

Latitude was built as an Ice Breaker Class supply boat, converted in 2003, and then refit in 2006 into a pleasure Expedition yacht. Her interior designer is Claudio Bernardes, a famous Brazilian architect. She is now in Cartagena, having returned from an extended three year exploration and fishing adventure in Tahiti and the far Pacific. Designed for long distance, she was refit for comfort and simple travel with an astounding range.

The perfect long range expedition vessel, Latitude is designed for extensive travel to remote private destinations in luxurious accommodations for 14 in the comfort and safety that only a vessel of this class can provide. Latitude is available to continue on her journey for her next owner.

Information & Features

MWM 440-8 (Engine 1)
Type:
Inboard
Fuel Type:
Diesel
Hours:
150
Power:
938 hp
MWM 440-8 (Engine 2)
Type:
Inboard
Fuel Type:
Diesel
Hours:
4500
Power:
938 hp
Dimensions
LOA:
174 ft
Beam:
36 ft
Min Draft:
9 ft
Max Draft:
10 ft
Speed
Cruising Speed:
9 kn
Max Speed:
11 kn
Range:
6000 nmi
Tanks
Fuel:
50,000 gal
Fresh Water:
26,000 gal
Holding:
6,130 gal
Accommodations
Double Berths:
5
Twin Berths:
2
Cabins:
6
Heads:
6

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. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every 6 years.
2. Service and prove the starboard navigational light properly functional.
3. Properly and permanently connect the stern light to a source of power.
4. We encourage upgrading smoke alarms to interconnected smoke alarms and service and prove all smoke alarms properly functional including the alarms in the laundry room, weight room, massage room and owner's cabin.
5. Replace the expired hydrostatic releases for the life rafts.
6. Test and prove all general alarm components properly functional. Assure the vessel has a suitable audible engine alarm.
7. Test and prove all safety components including man overboard lights. At least one light was found inoperative and several were not tested.
8. Replace the card and service the flybridge compass and prove it properly functional.
9. Service the spotlight on the flybridge and assure the vessel has suitable spotlights available at all helm stations.
10. Service and prove the ship's telephone / intercom system functional or provide alternate means for the crew to communicate.
11. There were several problems with navigational electronics including the fathometer, fish finder, and GPS. There is no AIS and the vhf and hf radios were not tested for function. Overall, the navigational electronics are old. Upgrade the navigational electronics system to have sufficient functionality and redundancy for the intended area of use. Consult with flag state and insurance underwriters for components and system which may be required.
12. Assure all AC outlets have proper polarity, are properly installed and covered. Assure all outlets potentially exposed to water have suitable GFCI protection. We encourage consideration of a vessel wide ELCI device or devices. Many of the specific outlets and many problems found are identified in the electrical system comments above.
13. There are numerous problems with the lighting system: several lights are inoperative, several fixtures are loose, some wires are unused. The details of many lighting deficiencies are contained under electrical system comments above. Address all lighting, assure all lighting is properly functional including and

installed safely, including emergency lighting and rectify deficiencies, particularly safety issues such as loose fixtures and unused wires.

14. There is reportedly and apparently no heating system aboard the vessel, address approximately.
15. The batteries are used to start the generators and as primary and emergency backups for the navigational electronics. Assure that the battery system is suitable for the intended usage of the vessel including size, type, number of batteries and charging system. Upgrade appropriately.
16. The fin stabilizers functioned intermittently and there was reportedly a "flutter" from the port stabilizer. Service and prove them properly functional.
17. The autopilot did not function properly. Service and prove it properly functional.
18. The freezer is currently inoperative. Service and prove it properly functional.
19. Properly cover the electrical components on the HVAC unit in the pantry.
20. Address electrical deficiencies in the galley including the covers which have been removed beside the oven. Eliminate any liabilities.
21. Assure that the shore power cable and connections are suitable and in compliance with ABYC (or similar) recommendations. A shore power junction box to port forward in the engine room has been abandoned.
22. Assure the vessel has suitable coverage for all portlights and windows.
23. Service the hatch hardware for the line locker hatch (forward hatch on the foredeck) and prove it properly functional and suitable for continued and heavy weather use.
24. The bottom was inspected by a diver. The vessel was not hauled and inspected and no ultrasonic plate thickness was performed. The prior survey reports thin hull plating in the cargo hold. After this survey, we received a verbal report of a fiberglass "patch" on the hull bottom. Prior to use, the vessel should be hauled, the bottom should be carefully inspected (likely requiring sand blasting), plate thickness should be tested and deficiencies should be properly addressed.
25. The prior survey identified things left in the cargo hold. Determine their location, have a qualified technician inspect and address as necessary.
26. The water tanks are reportedly plumbed together, per a prior survey. The water tanks should be independent to provide redundancy for water supply and storage, modify as necessary.
27. There is corrosion about the waterline, on the hull and at through hulls. There are putty patches about several through hulls. Remove putty and coatings about rust and blistered paint, chase out corrosion, repair as necessary and repaint to prevent further corrosion. A significant portion of the vessel was not inspected due to its dock position, inspect these areas and address deficiencies.
28. Free up and prove the second door to the galley properly functional so it can be used as an escape.
29. Assure that all exterior doors are properly functional. At least two doors between the interior and exterior of the vessel were locked throughout the survey.
30. Assure that the concrete ballast located below the sole boards in the cargo hold is properly secured.
31. The vessel appeared to have a port side list and the ballast system was not examined or tested. Assure the vessel has proper stability, consult with a qualified naval architect and review the stability book. Test and prove or modify the ballast system as necessary.
32. We encourage obtaining a disclosure statement from the current owner and crew regarding all known problems with the vessel and any significant events in the

vessel's history, such as submersions, collisions, fires, etc. The prior captain reported a "fender bender" during the prior survey; details are beyond the scope of this survey.

33. Deficiencies to portlights and windows include missing fasteners, stiff fasteners, water damage and corrosion. Address these conditions appropriately. Many of these are noted under hull and structure comments above.
34. Free up and prove all through hull valves properly functional.
35. There is only one source for hydraulic power for the bow thruster and crane. Consider adding an additional source of hydraulic pressure for redundancy.
36. Eliminate the excessive water leak from the port propeller shaft seal. Remove corrosion about both propeller shaft seals, service if necessary and coat to reduce long term corrosion.
37. If the port aft generator is not returned to use, it should be removed with all associated liability including fuel, electrical, exhaust and sea water systems.
38. There was soot on the #2 generator's exhaust lagging. Remove the lagging, inspect, assure the source of the soot is eliminated and remove soot to allow detection of any future weeps or leaks.
39. The mechanics were regulating the generators' speed manually. Consider automatic regulation.
40. The steering system had several unusual characteristics including the steering wheel turning when the hydraulic system was being controlled with a joystick, inaccurate rudder angle and no function on the flybridge. Service and prove the steering system properly functional and eliminate any problems.
41. The engine instrumentation is fairly unique and somewhat confusing. Clarify functionality, accuracy and assure the engines have proper instrumentation and alarms as possible.
42. PVC is in use in several plumbing applications. Consider liabilities including exposure to mechanical forces, replace with more appropriate materials as necessary or prudent.
43. The condition of fuel hoses is beyond the scope of this inspection. Assure they are suitable for continued use or replace hoses. Assure that the fuel system including the size of the centrifuge is suitable and functional or address/upgrade the system as necessary.
44. The broker reported that all tanks were recently evacuated, inspected, and painted. Obtain documentation and detail of this inspection for continued maintenance.
45. There is a Splash Zone patch on the black water tank, address appropriately. This may be an indication of other weaknesses in the tank.
46. The vessel has had an "evolution" of the plumbing system. We strongly encourage a detailed inspection, diagramming and assuring the plumbing system is suitable for offshore use.
47. The crew reports the starboard water heater is inoperative and there is no water in the heater. Address as desired or necessary.

SECONDARY

1. There are numerous problems with sinks, showers and a few heads. There are sinks in all of the crew cabins. Address problems and modify the system as desired. There are minor corrosion problems on pipes below sinks and other

issues which are normal and should be addressed as necessary. Many of the specific findings are listed in tankage comments above.

2. Determine the significance of the note on the cooler to port forward in the engine room indicating that air can be trapped due to design and address appropriately.
3. Service and prove the instant hot water device functional in the galley as desired.
4. Address weep stains on the gray water sea strainer to starboard forward in the engine room, eliminate the source and remove stains to allow detection of any future weeps or leaks.
5. Address salt crystals on the through hull valves at the sea strainer to starboard forward in the engine room bilge, the valve is not labeled for function. Eliminate the cause of the salt crystals and corrosion and remove salt and corrosion to allow detection of any future weeps or leaks.
6. Determine the cause of the corrosion / weep stains on the dirty oil pump to starboard aft in the engine room, eliminate the cause, repair, clean and paint to allow detection of any future weeps or leaks.
7. Service as a result of corrosion / salt crystals on both transmission oil coolers, eliminate the cause / source, remove salt crystals and corrosion to allow detection of any future weeps or leaks.
8. Address salt crystals on the port engine's heat exchanger at an apparent zinc anode fitting. Service other similar fittings, as necessary.
9. Address the minor water leaks at the engines' water pumps, slightly more visible to port.
10. Address hydraulic fluid leaks about the steering actuators as necessary and as possible.
11. The spa tub on the flybridge is reportedly inoperative and should be discarded.
12. A refrigerator in the owner's closet is not in use. Use or eliminate liabilities.
13. The weather fax is inoperative. Provide an alternate means of obtaining weather information.
14. The condition of the audio-visual system is beyond the scope of this survey. Address / modify as desired.
15. One radar displays in what appears to be Japanese. Address appropriately.
16. Provide lock washers for the terminals on the #1 generator battery.
17. Determine why a "light switch" in the pantry is labeled "battery charger" and address appropriately.
18. Provide suitable lighting for the flybridge deck.
19. Modify the air compressors so they both run until the designed and intended limit is reached. Currently one stops early.
20. Determine the function of the Norris Warming Co device in the crew passageway, assure it is functional, eliminate liabilities appropriately.
21. There is rust and paint failure on the outside decks and superstructure in various areas. This is a maintenance issue, address appropriately.
22. Replace the deteriorated wood to starboard on the flybridge deck platform.
23. Address corrosion on the upper and lower mounting brackets for the masthead / steaming light post.
24. Address various areas of apparent water damage on the interior of the vessel. Many areas of apparent water damage, ceiling panel issues and staining are listed under hull and structure comments above. This is normal maintenance, address appropriately.
25. Service the various issues with the tenders and assure the tenders, all launching and retrieving components are properly functional and suitable for continued use.

26. Address corrosion overhead in the line locker at the controls for both windlasses.
27. Modify so that medicine cabinet door in cabin #5 does not contact light bulbs.
28. The prior survey found the stern line rollers seized and they were not inspected on this survey. Assure they are properly functional or address appropriately.
29. The condition of the helipad and its suitability for use is beyond the scope of this survey. If it is to be used as a helipad, it should be inspected by a qualified technician and serviced as necessary. It should have all required safety components and crew training prior to use.
30. The type of insulation used throughout the vessel is beyond the scope of this survey. Consider testing to determine what material is in use and address any hazards appropriately.
31. There is limited mooring hardware amidships. Develop a plan to address this condition with the crew.
32. There are a group of scrapes on the starboard side forward of amidships and a relatively significant dent on the port side amidships. Address these conditions as a matter of maintenance.
33. The propeller on the Boston Whaler spins when the engine is started. Assure this does not present a safety issue or address appropriately.
34. The following components were not tested or inspected: grey water pump, water makers (reportedly tested by crew during sea trial), free spool function of starboard windlass, waste treatment system (was energized), emergency steering, black water discharge, laundry equipment, gas and crash pump, hull bottom, starboard hull side aft, owner's spa tub, all strobe lights, SARTS, satellite phone, fire stations, windshield wipers, 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.

November 19, 2020

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

November 19, 2020

By: Mr. Kells Manthei, SAMS SA — Date

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