Christian & Company
MARINE SURVEYORS

STANDARD SURVEY

Client: Removed | Date of report: November 1, 2021

Current owner: Removed | Our file #: 21 – 20282web

This inspection was performed upon the request of the client listed above on October 29, 2021 while the vessel was underway offshore San Diego, CA., hauled at Shelter Island Boatyard and afloat at Kona Kai Resort Marina, slip D-1, San Diego, CA. The client and the 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.

VESSEL DESCRIPTION

Builder: Sea Ray
Model/type: Five Ten Fly
Year: 2017 (model year)
Length: 50' 6"
Draft: 4'
Beam: 15'
* soldboats.com
** listing specifications

Doc. #: Removed
HIN: Removed
Engines: Two Cummins
Name: *"Removed"*
Hailing port: San Diego, CA
Weight: 62,900 lb. (travel lift's scale)
Dry weight: 44, 623 lb. *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-V shape, single hard chine, two partial and one full lifting strake per side, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, grey over white gelcoat

Decks & superstructure: Molded fiberglass construction, unknown core, teak decks, white gelcoat superstructure, teak decks on the flybridge

Deck hardware: Full flybridge enclosure, windscreen, stainless steel bow rail with single lifeline, anchor roller, stainless steel flybridge safety rail, stainless steel grab rails, opening portlights, fiberglass radar arch, foredeck hatch, sets of cleats forward, amidships and aft

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Flybridge, cockpit motor yacht, transom door to starboard, bench seating aft and to port in the cockpit, engine room below the cockpit and accessed through a sole hatch, steps up to the flybridge to starboard forward in the cockpit, flybridge has bench seating with a dinette to port aft, grill and sink to port, seating with a dinette to port forward and helm to starboard forward, sliding door center forward in the cockpit leads to the salon, sofas on either side aft in the salon, single step forward in the salon leads to port forward galley and helm to starboard forward, steps centerline forward lead down to the cabins, owner's cabin to starboard aft includes an island berth aft, table with seating to starboard and an ensuite head starboard forward, port cabin includes bunk berths, head to starboard forward, cabin forward with an island berth and access to the forward head to starboard aft

Bilge: Dry

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in satisfactory structural condition. Several sound differences were noted on the hull bottom when percussion testing, including: just forward of the pod drives, inboard forward of the starboard pod

drive, centerline aft of the generator's through hull, centerline between the generator and Seakeeper through hulls, between the transducers, outboard of the outboard-most lifting strake aft of amidships on either side (a sharper sound was heard) and starboard forward at the bow. There is a known deficiency with stringer grid adhesion issue with similar Sea Ray vessels, however, it is unclear if this vessel has this issue or if it has been tested for or addressed. The bottom paint has failed on the pod drives, the swim platform brackets and one underwater light. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in good structural and cosmetic condition. There are small scratches on the starboard hull side aft of amidships. The name on the transom does not match the certificate of documentation. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory – 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 good condition. There is crazing on the starboard amidships windows in the owner's cabin. The gasket on the retracting sunroof is aged and damaged. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. Coatings are cracked on a stringer aft of the port engine. We percussion tested centerline in the engine room bilge and noted sound differences forward of the generator though hull, below the engines' internal sea strainers and by the transducers. The bilge is dry. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in good cosmetic condition. The upholstery on the ottoman in the salon is aged. 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 – Good

MACHINE SYSTEMS

Main engines: Two Cummins QSC8.3-600HO, 592 h.p. @ 3,000 rpm

Engine application: Diesel, six cylinders, turbo charged, aftercooled, pod drives, jack shafts

Serial numbers: P – 74004657, S – 74004651

Transmissions: Zeus pod drives, upper unit model ZF105S – 1.2 DB I, port serial number 20263821, starboard serial number 202631802, ratio iA = 1.21, iB = 1.21, lower unit by Mercury Marine model 5 – Q4DA74KH (starboard), 5 – P4DA74KH (port), ratio 1.95, port serial number 0M974919, starboard 0M974920

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic controls, single lever controls, joy stick controls, flybridge and lower helms, cockpit joystick control, Skyhook

Exhaust systems: Wet system, flexible hoses, fiberglass tubes, fiberglass water lift mufflers, aft hull side discharges, pod discharges
Propulsion gear: Pod drive application, two sets of Mercruiser M8 20" diameter

(measured) four-blade stainless steel counter-rotating propellers per drive, propellers - starboard serial numbers: forward P1614667, aft P1613949, port serial numbers: forward P614456, aft P1600802

Steering system: Electronic controls, pod drive application, flybridge and lower helms, joystick controls at flybridge, lower helm and cockpit

Ventilation: Natural and two blowers

Generator: 21.5 kw Onan, model 21.5MDKDR – 815OA, spec A, serial number E160959189, sound box

Through hulls & components: Bronze through hulls, bronze ball valves, bonded

Location of through hulls as visible: See chart

Seawater systems: Flexible hoses, double clamped connections

Bilge pumps: Two Atwood 2000 submersible automatic pumps aft in the engine room, one Atwood 2000 submersible automatic pump forward in the engine room, one submersible automatic pump below the aft berth (size not seen)

Comments: The engines and pod drives were visually inspected and tested during a sea trial. The client plans on having 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 pod drives appear good. The engine hours were 723.3 and 722.4 at the start of the survey and 725.4 and 724.5 at its conclusion per the hour meters on the digital engine instrument. Wide open throttle was recorded as 3,000 rpm per the tachometers with a top speed of 27 knots in one direction in San Diego Bay. There is minimal corrosion on both engines' raw water pumps. There is minimal corrosion on both engines' aftercoolers. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propellers and the lower units of the pod drives were visually inspected. The pod drives and engines were observed while underway. Overall the propulsion components are in satisfactory – good condition. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blowers were energized. The generator was visually inspected, test operated and loaded. The generator functioned normally. There is limited access to the generator's raw water pump due to the sound box. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory – good condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are in satisfactory – good. There is corrosion on the HVAC pump. There is corrosion the Seakeeper's heat exchanger. The electric bilge pumps were energized with their float switches.

Summary: Satisfactory – Good

TANKAGE

Fuel: 506 gallon total capacity in two aluminum tanks located forward in the engine room

Fill & vent: USCG type A2 fill hoses (dated 2015), USCG type A1 vent hoses (dated 2016), fill fittings located on either side of the transom, marked "diesel"

Feed & return: USCG type A1 hoses (dated 2016), Racor filters for the engines, Racor filter for the generator, valves on the tanks

Water: 140 gallon capacity ** in one plastic tank located on centerline in the bilge below the steps to cabins, deck fill fitting located to port forward of amidships, marked "water"

Holding: 68 gallon capacity in one plastic tank located to starboard in the engine room, deck fitting located to starboard on the transom, 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 – good condition. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

AC system: 120/240 volt system, 50A 125/250V shore power cord on electric cable caddy in the port transom locker, 50A 125V shore power inlet in the port transom locker, 50A 125V shore power cord below the outboard berth in the port cabin

DC system: 12 volt system, two Odyssey PC1800 – FT sealed batteries located center forward in the engine room, two unknown make and size batteries in sealed boxes on either side below the aft berth, main battery solenoid switches on the electrical distribution panel, battery switch forward below the aft berth

Wiring: Suitable multi-strand wires

Circuit protection: Main AC circuit breakers with ELCI devices to port aft in the engine room, main DC panel centerline forward in the engine room and includes main and branch DC circuit breakers, electrical distribution panel to starboard aft in the salon includes main AC circuit breakers, branch AC and DC circuit breakers, two AC volt and ammeters, DC volt and ammeter, GFCI outlets located in the owner's head, galley, below the outboard berth in the port cabin and below the flybridge sink, GFCI device for the flybridge grill located below the flybridge sink

Comments: The electrical system including the shore power cords, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually

inspected and most components were tested. There are two batteries below the aft berth that were not inspected (they were in sealed wooden boxes with fasteners). The inverter controller was showing the fault "battery over temp" at the start and conclusion of the survey. One blue overhead light is inoperative on the flybridge. The icemaker in the cockpit did not make ice. We did not test the ice maker in the galley. One outlet to port aft in the owner's cabin is inoperative and made "popping noises". The starboard center underwater light is inoperative and corroded. Overall the electrical system is in satisfactory condition. The condition and age of the batteries is beyond the scope of this inspection.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Four type B:C size I (inspected 10/2020) located below the pilothouse sink, in the starboard cockpit drawer, below the galley sink and in the port locker of the aft cabin, two type B:C size I (2020) in boxes in the aft salon locker, one type B:C size I (2021) in a box in the aft salon locker

Fixed fire system: Sea Fire model FD100M with HFC-227ea agent, inspection due 10/2021

Flotation devices: One ring type IV PFD, eight adult type III PFDs, six adult type II PFDs, one type IV cushion throwable PFD

Horn/distress flares: Electric horn, four pistol launch distress signal flares (expiration 2024)

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

Anchor & ground tackle: Lewmar plow type anchor (size not seen) with chain and line rode

Other equipment: High water alarm, first aid kit

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 use. Current distress signal flares are aboard. A suitable sound signaling device is aboard. There are no CO alarms. There are no smoke alarms. Garbage and oil placards were seen. Navigation rules were not seen. A waste management plan was seen. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. There was no secondary anchor. There is only chain rode. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Satisfactory – Good

ACCESSORIES

Reverso oil change pump, freshwater washdown in engine room, ProMariner ProNautic 12 – 60P battery charger, Victron Energy Orion DC / DC converter, Seakeeper gyroscopic stabilizer model SK9000, Glendenning electric cable caddy, Charles 6KVA isolation transformer, Charles Iso-Boost 50 isolation power transformer, hydraulic swim platform, transom washdown, TV inlet, analog engine instrumentation at the flybridge includes two tachometers, two voltmeters, two oil pressure gauges and two water temperature gauges, Ritchie compass, two fuel level gauges, Vessel View 4 digital engine display, Precision Pilot system with autopilot and Skyhook, Kenyon electric grill, Dometic flybridge refrigerator, flybridge sink, electric retracting sun room, blue / white overhead lights, Rockford Fosgate PMX-SCAN stereo, Rockford Fosgate speakers, two Raymarine Axiom Pro 12S multifunction devices with plotter / sounder / radar / engine instruments / camera / AIS, salon includes two sofas, Samsung TV and Bose sound bar, KVH dome, KVH satellite receiver below port salon sofa, Sirius XM receiver, Bose Sound system, Samsung DVD player, Sea Keeper controller at the electrical distribution panel, Glomex TV / antenna controller, freshwater level indicator with switch on electrical distribution panel, oil placard, garbage placard, waste management plan, galley includes Kenyon two burner electric induction stove, two Vitrifrigo DW180XN1-ESI freezers with ice maker, Cuisinart convection microwave and sink, spotlight, two Raymarine Axiom Pro 12S multifunction devices with plotter / radar / sounder / engine instruments / AIS camera, Mercury Vessel View 4 digital engine instrument, two Raymarine RayMic 260 vhfs, 12 volt outlets, USB outlets, courtesy lights, Splendide 2100XC clothes washer / dryer, bench seating aft on flybridge with dinette, dinette port forward on flybridge with adjustable seating, owner's cabin includes island berth, table with booth seats, Bose sound bar, Samsung TV and ensuite head, HVAC controls located starboard aft in the salon, in the galley starboard aft in the owner's cabin and aft in the forward cabin, owner's head includes sink, vent fan vacuflush head and shower enclosure, Xantrex Freedom SW/3102 inverter located below the aft berth, sump collector box and pump in the engine room, shower sump collector box and pump below aft berth, Sirius XM radio controller, DirecTV receiver, Samsung DVD player, Bose sound system controller, Bose amplifier below the port sofa, Bose amplifier below the aft berth, Shurflo Aqua King II freshwater pump, freshwater manifold in the forward bilge access, port cabin includes Dometic wine cooler, convertible bunk berths, Samsung DVD player, and Samsung TV, forward head includes sink, vent fan, vacuflush head and shower enclosure, forward cabin includes island berth and lockers with automatic lights, electric waste discharge pump, Kuuma KWHTR20B240HFF15A75 water heater

SUMMARY

The vessel is a composite fiberglass flybridge cockpit motor vessel equipped with two diesel engines, pod drives and a diesel generator. The vessel was built in the USA. The broker reported that the current owner purchased the vessel eight months ago in San Diego, CA. He reported that the engines, pod drives and generator are original. He reported that the bottom paint is less than one year old. He disclosed no knowledge of any problems with the vessel and no knowledge of any significant events in the vessel's history such as submersions, collisions, fires, etc. The vessel was inspected while hauled, afloat and underway on a sea trial in San Diego Bay and offshore. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a coastal cruising vessel.

Overall Summary: Satisfactory – 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	NEW REPLACEMENT VALUE	INVESTMENT
$1,050,000	$1,550,000	$1,110,000

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 we have placed is based partially based on the Soldboats.com reported sale prices and Yachtworld.com listing prices. The surveyed vessel is in good condition. The best comparable vessel is the same vessel that sold on April 22, 2021 in San Diego, CA for $998,000, followed by the vessel that sold on May 14, 2021 in Dana Point, CA for $950,000. Most vessels in the comparable data are equipped with the same size engines and pod drives, the vessels that sold for less are equipped with either V-drive or direct drive transmissions. The data from Soldboats.com and Yachtworld.com have factored in the demand and value spike attributed to Covid-19.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
51	Sea Ray 510 Fly	2017	22-Apr-21	998,000	998,000	San Diego, CA, USA
51	Sea Ray 510 Fly	2018	14-May-21	950,000	1,049,000	Dana Point, CA, USA
51	Sea Ray 510 Fly	2016	10-Aug-21	750,000	799,995	Miami, FL, USA
51	Sea Ray 510 Fly	2016	2-Jul-21	845,000	869,000	Naples, FL, USA
51	Sea Ray 510 Fly Extended Hardtop	2017	21-May-21	860,000	899,000	Wrightsville Beach, NC, USA
51	Sea Ray 510 Fly	2016	8-Apr-21	835,000	875,000	Annapolis, MD, USA
51	Sea Ray 510 Fly	2017	10-Oct-20	775,000	799,000	Miami Beach, FL, USA
51	Sea Ray 510 Fly	2017	5-Nov-20	875,000	945,000	Sarasota, FL, USA
51	Sea Ray 510 Fly	2016	13-Oct-20	825,000	869,000	Annapolis, MD, USA

51	Sea Ray 510 Fly	2016	10-Aug-20	705,000	890,000	Lighthouse Point, FL, USA
50	Sea Ray 510 Fly	2016	2-Jul-20	724,714	885,940	Rockport, ON, Canada

New Arrival

Sea Ray 510 Fly

US$1,149,000
51 ft / 2017
San Diego, California, United States
Silver Seas Yachts - San Diego
Live Video TourOne-click Contact

Sea Ray 510 Fly

US$1,150,000
51 ft / 2015
San Diego, California, United States
Infinity Yacht Sales

Sea Ray 510 Fly

US$1,150,000
51 ft / 2017
Naples, Florida, United States
Galati Yacht Sales Naples

Sea Ray 510 Fly

US$989,000
51 ft / 2016
Huntington, New York, United States
MarineMax Huntington

Sea Ray 510 Fly

US$909,000
51 ft / 2015
Vancouver, British Columbia, Canada
M & P Yacht Centre

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. The fire extinguishers were due for inspection in 10/2021. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Provide a current copy of the navigational rules per federal regulations.
3. We strongly recommend the installation of carbon monoxide alarms and smoke alarms.
4. There is only chain rode in use, we strongly recommend the installation of line with the chain rode or line at the bitter end for quick disconnect in emergencies.
5. Provide a secondary anchor and rode for emergencies or two anchor situations.
6. Determine why the inverter controller showed the fault "battery over temperature" and address appropriately.
7. The name on the transom does not match the name on the certificate of documentation. Assure that the name on the transom matches the document and is properly displayed per federal regulations.
8. Several sound differences were noted when percussion testing on the hull bottom as noted above in the survey. Determine the significance of the sound differences and address appropriately or as necessary.
9. Sound differences were noted while percussion testing the hull bottom forward of the generator through hull, below the engines' sea strainers and by the transducers. Determine the significance of the sound differences and address appropriately.
10. There is corrosion on the Seakeeper's heat exchanger. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion.
11. Determine the significance of the cracking in the coating on the stringer to port aft in the engine room and address as appropriately or as necessary.
12. There is minimal corrosion on both engines' raw water pumps. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean components to allow detection of future weeps or leaks.
13. There is minimal corrosion on both engines' aftercoolers. Service or replace components as necessary and clean components to allow detection of future weeps or leaks.
14. The ice maker in the cockpit did not make ice. Address as desired.

15. One outlet to port aft in the owner's cabin had no power and made "popping noises" when we were testing it. Determine the cause and address appropriately.

SECONDARY

1. One overhead blue light is inoperative on the flybridge. Address as desired.
2. One underwater light is inoperative and its fixture is corroded. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and service and prove the light properly functional as desired.
3. There is crazing on the flybridge enclosure. Address as desired.
4. There is crazing on the starboard amidships cabin windows. Address as desired.
5. The bottom paint has failed on the pod drives, swim platform brackets and on one underwater light. Address as necessary or as desired.
6. There is corrosion on the HVAC pump. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the pump to allow detection of future weeps or leaks.
7. The gasket on the retracting sunroof is aged and damaged. Address as desired.
8. The upholstery on the ottoman in the salon is aged. Address as desired.
9. The following components were not tested or inspected: oil change pump, engine room starts / stops, TV inlet, freshwater pressure inlet, galley ice maker, galley stove (energized but not tested), 12 volt outlets, USB outlets, all functions of entertainment devices and navigational electronics (power up and basic function 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 1, 2021

By: Mr. Kells Manthei, SAMS SA Date

November 1, 2021

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