

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed

Date of report: May 12, 2022

Current owner: Removed

Our file #: 22 – 20446web

This inspection was performed upon the request of the client listed above on May 11, 2022 while the vessel was hauled at Driscoll Boatworks and afloat in San Diego, CA. The client, broker and undersigned marine surveyor attended.

Scope of Services

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

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VESSEL DESCRIPTION

Builder:	Robertson and Caine	Doc. #:	Removed (document)
Model/type:	Leopard 51PC	HIN:	Removed
Year:	2015	Engines:	Two Yanmar
Length:	52' 6"	Name:	“Removed”
Draft:	3' 9"	Hailing port:	San Diego, CA
Beam:	25'	Weight:	Travel lift's scale inoperative
* listing specifications		Dry weight:	40,786 lb. *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, power catamaran shape, soft chines, small keels forward of propellers, propeller tunnels

Topsides & transom: Molded fiberglass construction, unknown core, light blue painted hull sides, white boot stripe

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, molded nonskid and faux teak deck surfaces, molded fiberglass underbody

Deck hardware: Aft deck hardtop, fiberglass forward crossmember, ten plexiglass deck hatches, two sets of bow cleats, stainless steel safety rail, flybridge hardtop with stainless steel arch, integra anchor roller, set of side cleats, two sets of stern cleats, flybridge safety rail, grab rails, double sliding bridge deck doors

Longitudinals/stringers: Fiberglass hull liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Power catamaran, aft exterior bridge deck has large dinette to port and small one to starboard, sliding doors forward to interior bridge deck, steps to starboard forward lead up to flybridge, flybridge has helm to port forward, dinette aft of helm, seats to starboard forward, “exterior galley” to starboard aft, flybridge hard top, small lounge area forward / exterior of flybridge hard top, main deck has side decks to foredeck, forward exterior bridge deck with seating and door to interior bridge deck, storage locker to starboard forward. Interior bridge deck has galley to port aft, navigation to port forward, dinette to starboard forward and steps on both sides down to hulls. Starboard hull has cabin aft with berth, two outboard berths amidships and head forward. Port hull has cabin aft with berth and forward outboard ensuite head, cabin forward with forward berth and inboard aft ensuite head, small cabin to port forward with access via hatch forward from port forward cabin or deck hatch.

Bilge: Stained, salt and fluid

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in good structural condition. The listing broker reports that the antifouling paint was applied one year ago at Marine Group Boatworks. There is minor localized damage to the anti-fouling paint

above and below the waterline. There is a 4" x 1" (1/4" deep) gouge at the leading edge of the port keel, it has been painted over. There is staining from a deck fitting to starboard of the anchor locker. There are anomalies below the foredeck including paint differences in several locations, none appear significant. The hull sides and transoms were visually inspected and randomly sounded. The hull sides and transom are in good structural and excellent cosmetic condition. The hull sides were reportedly painted at the Marine Group Boatworks one year ago. There are former Florida registration number decals on the hull sides forward, there are no year decals and the vessel is reportedly documented. The current documentation was not aboard and the documentation number was not displayed. There are several dings about the anchor, both above and below the roller. The swim platform was not functional. There are shims above the port platform support, there are none to starboard. The starboard inboard latch is not on its pin and is not aligned with the outboard latch. There are cracks around the aft edge of the swim platform. There is a dull spot in the new paint below the "upper chine" between the vent fittings on the port side amidships. The strike rail portion of the rub rail is protruding to the port boarding gate. There is a dented vent cover on the port side aft. The port side drain fitting by the anchor roller appears cracked. There are several dings on the starboard rub rail amidships. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. The starboard side of the flybridge flexes underfoot, and there are audible differences when percussion testing this area. There is a 1" open void inboard on the lower starboard step up to the side deck. There are cracks about the portlight facing aft on the port side inboard on the lazarette and a small ding in this location. The faux teak decking is losing adhesion at many locations; it is discolored and hot underfoot (in the sun). There are many cracks in the gelcoat about the bow rail stanchion bases, some have rust stains. There is a 3" color difference, likely a repair, below the starboard flybridge enclosure panel. The sides of the flybridge have a different appearance, they are shiny and unfair. The exterior caulk seams about the deck and superstructure is discolored and failing. There is damage on the aft edge of the flybridge hardtop. 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. In addition to failure to operate there are other problems with the swim platform including bolts through the frame with loose nuts, bolts which are uneven for the hold down and the platform was reportedly run into by a jet ski. The tender was not tested, the tender cover is moldy and the zippers were stiff and not moved. There is a ding in the fiberglass transom and center transom on the tender. There is a vertical crack at the inboard aft corner of the propane locker. The port bow rail's handrail is bent between the fourth and fifth form forward stanchions. The transom lift control's plastic cover is damaged. There are cracks and rust about the bases and tops of the aft deck hard top supports. We did not open all of the deck enclosures and the hardware is weathered. The starboard foredeck fiberglass locker hatch's latch is broken. There are cracks and rust about the foredeck hatch hardware. The aft hinge on the windlass cover hatch is loose. There is damage to the plastic guides for the overhead foredeck sliding hatch. There is corrosion and paint damage on most of the portlights. We could not open the outboard portlight in the aft cabin. We did not dig out the starboard forward storage locker; there are likely two through hulls below the components stored in this area. Many of the deck hatches are crazed. There is a gap about the edge of the deck hatch above the starboard aft cabin. The structural reinforcements in this area including the liner and bulkheads were visually inspected and randomly sounded. The structural

reinforcements including the liner and bulkheads were visually inspected and randomly sounded. Most of the structural reinforcements appear to be in “as-built” condition. There are several groups of spider cracks in the liner forward of the port engine. There is cracking to port forward below the starboard engine. There are cracks in the bottom of the locker below the port aft interior bridge deck sole. There are lateral tabbing cracks in the aft bilge access space in the port aft cabin. The bilge is holding minimal water, salt crystals, fluid and stains. There are stains forward of both engines. There is red fluid forward of the starboard engine. The outboard cleat for the port engine hatch is broken at the lift mount connection point. There are stains and fluid in the starboard aft bilge space. There is fluid in the bilge aft of amidships in the starboard hull. There is salt build up and stains in the port aft bilge. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory – good cosmetic condition. An access panel inboard aft in the starboard hull is not secure, the latches are broken and the edge of the hatch is damaged. The sliding hatch into the starboard hull won’t lock. The vessel apparently has a Mexican temporary importation permit. The gasket for the starboard engine hatch is loose. 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 engines: Two Yanmar, model 8LV370, fuel stop power 272 kw @ 3,800 rpm

Engine application: Diesel, eight cylinders, twin turbocharged, aftercooled

Serial numbers: S – 1,381, P – 1,380

Transmissions: Yanmar model KMH50A, ratio 2.43, starboard serial number 04598, port serial number 04664 (hard to read)

External/peripherals: Suitable application, satisfactory installed

Engine controls: Electronic controls, flybridge and lower stations, starts / stops at electrical distribution panel with throttles, engine starts and stops in locker below interior helm

Exhaust systems: Wet system, flexible hoses, fiberglass mufflers, metal and plastic fittings, aft hull side discharges

Propulsion gear/shaft logs: Flexible coupler, Tides Marine dripless shaft seals, 584 x 586 four blade bronze (apparently) counter rotating propellers, one bronze strut per shaft (with lower extensions)

Steering system/rudder ports: Hydraulic system, two actuators, flybridge steering wheel, lower helm autopilot control, unknown type seals, fiberglass tubes, metal (apparently stainless steel) rudders

Ventilation: Two vent fans in each engine room

Generator: 9 Kw Northern Lights, set model # M773LW3-9KW, set serial # 7732-50667, in port foredeck locker, sound box, exhaust gas / water separator

Through hulls & components: Marelon through hulls and valves

Location of through hulls as visible: See chart

Seawater systems: Reinforced hoses, double clamped connections

Bilge pumps: Rule 1100 submersible automatic type, one forward of each engine, one in each aft bilge, Rule 2000 submersible automatic type aft in starboard and port hulls, manual pumps to starboard and port in interior bridge deck

Comments: The engines and transmissions were visually inspected and tested during a sea trial. The client had the engines and transmissions inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory. There are salt crystals on the port engine's fuel cooler and corrosion about the transmission and aft mounts. There are salt crystals on the starboard engine's hose connections at the aftercooler and the fuel cooler. There is corrosion on the port engines' aft mounts, more significantly inboard. The port engine would not start at the electrical distribution panel control. We did not hear any audible engine alarms. The engine controls functioned normally except for the stop mentioned above. The exhaust system is properly arranged and installed. The engines were started cold and started quickly. We did not note the exhaust smoke opacity upon start up. Wide open throttle was 3,705 to port and 3,782 to starboard rpm (per the engine instruments/tachometer) and top speed was 27 knots in one direction in San Diego Bay. The engine hour meters read 591 to port and 588 to starboard. The generator hour meter read 1,033. The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. The propellers were percussion tested and spun with a fixed object adjacent to the blades. The propeller shafts were manipulated in the struts and observed while underway. Overall the propulsion components are in satisfactory condition. The steering system was visually inspected and test operated. The steering system did not function normally. The starboard actuator does not fully retract and is apparently not synced with the port actuator. The steering wheel keeps spinning after the rudders stopped turning. Most of the engine room blowers energized however, one of the starboard engine room fans did not energize. The generator was visually inspected and briefly test operated. The generator stopped running repeatedly. There was a technician aboard at the beginning of the survey addressing the generator. He stated that he believes the generator stopped when it overheated. There is heavy corrosion on the generator sound box, particularly on the bottom. The generator's exhaust mixing elbow is cracked. There are stains on and below the mixing elbow. There is salt and corrosion on the generator's seawater pump. The generator's sea strainer has no screen. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. The water maker through hull exhibits corrosion; it is the only metal through hull. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The electric bilge pumps were energized with their float switches. The manual bilge pumps were manipulated but not tested.

Summary: Satisfactory

TANKAGE

Fuel: Fiberglass tanks in starboard and port bilges aft of amidships, 396.26 gallons *

Fill & vent: One deck fill fitting per side amidships, labeled “diesel”, flexible hoses (labels illegible)

Feed & return: USCG type A1-15 flexible hoses, Parker filters, valves on tanks

Water: Two plastic tanks in starboard foredeck locker, direct fills, 206.05 gallons *

Holding: Deck fittings to port amidships and starboard forward, labeled “waste, fiberglass tanks in starboard head and both port heads, 44.91 gallons *, gravity drains

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. There is debris in the starboard engine’s fuel filter bowl. 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. There is a switch for seawater and freshwater at the starboard forward head, we are unsure if it is functional. There is a seawater pressure pump in the starboard head bilge, its purpose is unknown. There are stains on top of the port forward holding tank and there is a waste odor about the port holding tanks. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: Two 30A / 125V shore power cords hard wired, spare shore power cord, 120 volt system

DC system: Two sets of Lifetime 6PL-3100 12 volt AGM battery aft of both engines in secure and covered in plastic boxes, four Lifeline GPL-4DA 12 volt AGM batteries to port forward on aft exterior bridge deck, battery switches in port aft bilge and in locker in starboard aft cabin, Super Start part number 24DCMJ 12 volt wet cell (03/22) battery below port interior dinette seat, battery switch below interior dinette seat, battery switch below galley sink, 12 volt system

Wiring: Original multi-strand wires

Circuit protection: Two main AC circuit breakers in port aft exterior bridge deck locker, GFCI outlets, main AC circuit breaker by generator, main distribution panel to starboard aft in interior bridge deck includes main and branch AC circuit breakers, branch DC circuit breakers, Blue Sea AC and DC multi-meters, various other fuses and circuit breakers

Comments: The electrical system including the shore power cords, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory – good condition. The condition and age of the batteries is beyond the scope of this survey, some had date stamps. The upper refrigerator drawer in the galley was seized shut and was not opened; this unit was not tested for function (neither drawer). There is a loose terminal connection at the aft battery in the port engine room. The vhf radios did not function properly, there was no response when tested on channel 27 or 16 and there was no MMSI number in the lower vhf. There was also no position data in the vhf; however the GPS may have been off at the time it was tested. Four of the flybridge hard top lights did not illuminate. The technician aboard the vessel stated that he had to defrost several of the refrigerators. There is a small dome on the center aft of the hard top, its function is unknown. We could not make the cameras display on the multifunction device and they exhibit surface corrosion. The light overhead in the starboard cabin did not illuminate. Upon returning to the slip after the sea trial there was an alarm sounding on the flybridge, it seemed to be associated with a freezer, per a circuit breaker and a switch. The lower autopilot controller is not secure and the wireless remote would not power up. The port aft cabin fan did not function.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I (2015) units, on flybridge, on forward bridge deck, starboard aft cabin, in galley, in port cabin, in port forward cabin

Fixed fire system: Two Sea-fire FD150A units, agent HFC-227ea, manufactured 07/2014, one per engine room

Flotation devices: Horseshoe buoy, 24 adult type II

Horn/distress flares: Electric horn, 4 handheld red, 4 pistol launch and two smoke (June and July 2018 expiration), 2017 and 2019 flares at lower helm

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

Anchor & ground tackle: Britany 16 anchor with short chain rode, Delta type primary anchor (size not seen) with chain rode

Other equipment: CO alarm, emergency tiller handle ports, 8 person Viking life raft (service due 4/21), highwater alarm, fire blanket in galley, smoke alarm, canister air horn, MOB strobe, two medical kits, EPIRB with 09/2021 battery expiration and no visible registration

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 not aboard. A suitable sound signaling device is aboard, it was not tested. The CO alarm is hanging from its wire in the starboard aft cabin and did not

sound when tested and the port aft CO alarm is missing. The smoke alarm on the interior bridge deck did not sound when tested. Oil placards were seen. No garbage placard, waste management plan or navigation rules were seen. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchors and rodes was visually inspected as installed and appears satisfactory. The entire length of the anchor rodes was not inspected and should be inspected prior to use. No emergency tiller handle was seen. The life raft was due for service in April of 2021. We did not test the GOST system. The EPIRB battery expired in September 2021 and we saw no registration. The vessel is not equipped with the LP alarm. The ignitor on the stove and oven is inoperative.

Summary: Satisfactory

LP GAS SYSTEMS

Tanks: Two tanks in dedicated vented locker to starboard on aft exterior bridge deck

Devices: Reducing regulator, electric solenoid valve, pressure gauge, galley stove and oven

Comments: The LP gas system including the tanks, tank locker devices and galley range was visually inspected and the galley range and electric solenoid valve were tested. Overall, the installation of the LP system is satisfactory. The vessel is not equipped with a propane alarm or functional carbon monoxide alarms.

Summary: Satisfactory

ACCESSORIES

Cabin fan, electric engine hatch lifts, engine room lights, internal sea strainers, hydraulic lifting swim platform, Williams 325 turbojet tender with HIN from registration – WTPT2271B515, boarding ladder, oil placard, two Kuuma 1184 water heaters with heat exchanger (one per side), two aft deck cameras, Fusion MS-NRX200i stereo (aft bridge deck exterior), exterior aft shower, Quick two direction electric windlass with foredeck control, Plastimo magnetic compass, Raymarine A8089 vhf, Raymarine autopilot, two Yanmar digital engine instruments, Raymarine multifunction device with plotter / radar (Lighthouse Release 15), two fuel level gauges, Raymarine small multifunction device with depth / speed, Fusion MS-NRX200; stereo on flybridge, two ammeters, various canvas covers, flybridge enclosure, flybridge seats, flybridge dinette, flybridge sink, Raritan icemaker, Vitrifrigo model C901XDXMAN flybridge refrigerator, two Frigidaire flybridge refrigerator / freezers, Kenyon electric grill on flybridge, fighting chair aft on flybridge, KVH satellite TV antenna, four solar panels, Fusion MS-NRX200i stereo forward exterior bridge deck, Gost Phantom system (security), Cruisair HVAC system with controls in starboard aft cabin, two in salon, Samsung TV, six aft underwater lights, ProSafe FS60galvanic isolator, fuel transfer pump, starboard shower sump pump, starboard forward head includes electric head, sink shower enclosure, port lights, screens and shades, Splendide 2100XC combination clothes washer / dryer, generator instruments include volt, temperature, hours and volts, Mangum inverter controller, two water tank level gauges, Spectra Newport 400 water maker, window blinders, Vitrifrigo

DT series double draw galley refrigerator, double galley sink, GE Profile dishwasher, Breville toaster oven, Emerson microwave oven, Eno separate three burner stove and range, interior navigation station, Raymarine vhf, Raymarine autopilot with fixed and remote windlass controls, Fusion MS-UD755 stereo, Iridium satellite box, Uniden MH125 vhf, DeLorne inReach satellite device, binoculars, MagnaSine MS2012 inverter, port aft head includes electric head, sink, shower enclosure and sump pump, generator fuel filter and electric pump, exterior cushions

SUMMARY

The vessel is a composite fiberglass power catamaran built in Cape Town, South Africa. The listing broker reports that the current owners purchased the vessel 4 – 5 years ago in Florida and they are they second owner. He reports that the machine systems are original. He reported that the hull bottoms and sides were painted one year ago at Marine Group Boatworks, Chula Vista, CA. The hull sides were reportedly previously wrapped and the wrap had failed. The broker disclosed no knowledge of any significant events in the vessels history such as collisions, fires, submersions, etc. The broker disclosed no knowledge of any problems with the vessel. Eventually, through the survey, several problems were disclosed including an allision involving a jet ski with the swim platform, a problem with the generator and the necessity to defrost several refrigeration units. The vessel was inspected while afloat, underway and while hauled. The vessel is basically structurally sound. The vessel exhibits very little usage type damage, however there are more than the normal number of deficiencies, particularly in the hull and structure. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a near coastal cruising vessel.

Overall Summary: Satisfactory

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE	NEW REPLACEMENT VALUE	INVESTMENT
\$775,000	\$1,500,000	N/A

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel’s condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the soldboat.com reported sale prices and the yachtworld.com listing prices below. While it is unknown if this vessel was a charter boat, the sales history suggests it was not. The condition of the hull however is not better than if it had been in charter, except for the hull side paint job. The value of charter vessels is less than private vessels, based on condition. This vessel is in the higher tier of value, but its condition reduces its value.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Loc
51	Leopard 51 PC	2016	11-Apr-22	749,000	749,000	St Thom
51	Leopard 51 PC	2016	31-Mar-22	748,000	749,000	Virgin Isl
51	Leopard 51 PC	2015	23-Mar-22	685,000	749,900	U.S. Virg Islands
51	Leopard 51 Powercat	2015	3-Mar-22	490,000	549,000	Fort Pier USA
50	Leopard 51 PC	2015	22-Feb-22	394,649	455,924	Tortola, Virgin Isl
51	Leopard 51 Powercat	2016	9-Feb-22	550,000	559,000	Marina, Oyster P
51	Leopard 51 Powercat	2016	16-Dec-21	510,000	559,000	Saint Ma Port Lou
51	Leopard 51 Powercat	2015	16-Dec-21	500,000	549,000	Saint Ma Marina F Luis, Sain
50	Leopard 50	2018	24-Nov-21	1,164,277	1,167,721	Martin Darwin, Northern Territory
51	Leopard 51PC	2017	18-Nov-21	934,000	949,000	Australia Fort

51	Leopard 51 Powercat	2016	15-Nov-21	500,000	549,000	Lauderd USA Tortola, Virgin Isl
51	Leopard 51 Powercat	2016	15-Nov-21	500,000	560,000	Road To British V Islands
51	Leopard 51 PC	2015	8-Oct-21	845,000	895,000	Lima, Pe
51	Leopard 51 Powercat	2015	23-Jul-21	510,000	539,000	Road To British V Islands
51	Leopard 51 PC	2015	13-Jul-21	735,000	750,000	Marco Is FL, USA
50	Leopard 51 PC	2016	7-Jul-21	508,890	559,779	Phuket, Thailand
51	Leopard 51 PC	2017	17-Jun-21	925,000	925,000	Fort Lauderd USA
51	Leopard 51 PC	2016	1-Jun-21	865,000	889,000	Key Bisc FL, USA
51	Leopard 51PC	2015	30-May-21	600,000	629,000	Fort Lauderd USA
50	Leopard 51 PC	2014	26-May-21	688,921	823,261	Gold Coa Queensl Australia
51	Leopard 51 PC	2017	25-May-21	894,000	929,000	Fort Lauderd USA
51	Leopard 51 PC	2018	14-May-21	949,000	949,000	West Pa Beach, F
50	Leopard 51 Powercat	2017	11-May-21	545,239	622,092	Port St L Rhone, Bouches Rhône, F
51	Leopard 51 Powercat	2015	5-May-21	520,000	555,000	Nassau, Bahama
51	Leopard 51 PC	2014	30-Apr-21	480,000	600,000	Cancun, Mexico
51	Leopard 51PC	2016	8-Apr-21	885,000	899,000	Fort Lauderd USA
51	Leopard 51PC	2017	8-Apr-21	919,000	929,000	Fort Lauderd USA
51	Leopard 51 Powercat	2018	5-Mar-21	668,000	694,000	Road To British V

Leopard 51 PC

US\$499,999 *

51 ft / 2015
valencia, Spain
Intel Marine

Leopard 51 Powercat

US\$559,000 *

51 ft / 2016
Tortola , British Virgin Islands
Sale Pending
Moorings Yacht Brokerage USA

Leopard 51 Powercat

US\$649,000 *

51 ft / 2017
Tortola , British Virgin Islands
Sale Pending
Moorings Yacht Brokerage USA

Leopard 51PC

US\$780,000 *

51 ft / 2014
Cape Town, Mauritius
David Abromowitz & Associates

Leopard 51 PC

US\$979,900 *

51 ft / 2016
Jensen Beach, Florida, United States
Global One Yacht Sales

Leopard 51 PC

US\$889,000 *

51 ft / 2015
San Diego, California, United States
Sale Pending
Cruising Yachts - San Diego, Marina del Rey & SF Bay Area

Leopard 51 Powercat

US\$539,000 *

Client Removed
May 12, 2022

“Vessel Name Removed”
2015 Robertson and Caine Leopard 51PC

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51 ft / 2015
Nassau, Bahamas
Sale Pending
Moorings Yacht Brokerage USA

Leopard 51 PC

US\$895,000 *

51 ft / 2015
Punta Gorda, Florida, United States
Frank Gordon Yacht Sales

Leopard 51 Powercat

US\$599,000 *

51 ft / 2017
Tortola , British Virgin Islands
Sale Pending
Moorings Yacht Brokerage USA

Leopard 51 Powercat

US\$549,000 *

51 ft / 2015
Road Town, British Virgin Islands
Sale Pending
Moorings Yacht Brokerage USA

Leopard 51 Powercat

US\$659,000 *

51 ft / 2017
Tortola, British Virgin Islands
Moorings Yacht Brokerage USA

Leopard 51 Powercat

US\$545,000 *

51 ft / 2016
Tortola , British Virgin Islands
Sale Pending
Moorings Yacht Brokerage USA

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 six years.
2. Assure the vessel has all legally required carriage items including current and approved distress signal flares, garbage placard, waste management plan and a current copy of the navigation rules.
3. Maintain the life raft per the manufacturer's recommendations.
4. Maintain the EPIRB per the manufacturer's recommendations and register the EPIRB to the new owner.
5. Assure the vessel has suitable carbon monoxide, smoke and propane alarms.
6. Provide a suitable emergency tiller handle and practice its usage.
7. The man overboard strobe light did not illuminate, service and prove it properly functional.
8. Replace the outboard cleat for the port engine hatch, it is broken at the lifting mount.
9. There are numerous problems with the swim platform, assure it is properly functional. There are loose bolts, uneven bolts, shims on one side, cracks around the aft edge and an improperly adjusted latch mechanism. Service and prove the swim platform properly functional.
10. Remove the Florida registration numbers from both hull sides, affix the documentation number to a structural member of the vessel and bring aboard a current copy of the U.S. Certificate of Documentation.
11. The faux teak decking is failing, address as desired.
12. Repair the vertical crack at the inboard aft corner of the propane locker, address the root cause as applicable.
13. Determine the cause of the significant flexing underfoot of the starboard aft flybridge deck and address the significance of the audible difference in this area. Address appropriately.
14. Repair the bow rail which is bent between the fourth and fifth stanchion posts as desired.
15. Repair the access panel inboard aft in the starboard hull, it is not secure, latches are broken and the edge of the hatch is damaged.
16. Repair the damaged fiberglass tabbing across the bottom of the bilge in the port aft cabin near the forward end of the berth.

17. Service the starboard engine cooling system including salt crystals on the fuel cooler.
18. Service the port engine cooling system, there are salt crystals on the hose connections at the after cooler and the fuel cooler.
19. There is corrosion on the port engine's aft motor mounts, more significantly inboard, address appropriately.
20. Have a qualified technician inspect and service the steering system and prove it properly functional, the actuators are not in sync and the system is not properly functional.
21. The generator died, exhibits heavy corrosion on the bottom of the box, lighter corrosion on the top of the box, has a cracked exhaust mixing elbow and salt crystals about the sea strainer. Service and prove the generator properly functional.
22. The port engine did not start from the electrical distribution panel station and we did not hear any audible engine alarms, address these conditions appropriately.
23. Install a screen in the generator's sea strainer.
24. The bronze through hull for the water maker exhibits corrosion, address or replace as necessary.
25. The upper drawer for the galley refrigerator was seized shut and was not tested. Service and prove this component and all refrigeration units properly functional. An alarm sounded apparently related to a flybridge refrigeration unit. Many reportedly were recently “iced over” and defrosted and they likely should not ice over.
26. The vhf radio system is not properly functional, service and prove it properly functional, assure it is able to work in the distress mode and have at least two functional vhf radios.
27. Determine the source and significance of the waste odor about the port holding tanks. Eliminate the source, remove the stains from the port holding tank to allow detection of any future issues.

SECONDARY

1. Secure the loose battery terminal at the aft battery in the port engine room, service the various inoperative lights including the four flybridge hardtop lights and one light overhead in the starboard aft cabin.
2. Determine the function of the small dome on the center aft on the hard top, the function is unknown.
3. Service and prove the two aft deck cameras functional as desired, we could not make them work.
4. Service and prove the wireless remote for the autopilot functional, it did not power up.
5. Secure the lower autopilot, it pulled out of the helm panel.
6. The aft cabin fan did not energize, address as desired.
7. Clean the starboard fuel filter bowl and fuel as necessary, there is debris in the filter bowl.
8. Determine the purpose and function of the water pressure pump in the starboard bilge, prove its system functional, it was not tested.
9. Determine how the seawater / freshwater switch in the starboard head functions and utilize or address deficiencies.

10. Address corrosion on the starboard transmission and aft mounts. Eliminate any cause, replace, repair, clean and paint to allow detection of any future issues.
11. Service the inoperative starboard engine room ventilation fan and prove it functional.
12. Dig out the starboard forward locker, inspect, address any deficiencies, inspect the through hulls which are likely in this area and were not inspected internally.
13. There is staining fluid and salt crystals throughout the bilge spaces. Clean the bilge spaces to allow detection of any future weeps or leaks.
14. There is a 4" long (1/4" deep) gouge on the leading edge of the port, address as necessary.
15. The plastic cover for the swim platform lift control is damaged, replace as desired.
16. There is rust and cracks about the open bottom of the aft deck hard top supports, address as desired.
17. We did not open all enclosure panels, the hardware for these components are weathered, address as desired.
18. Repair the starboard foredeck fiberglass locker hatch's latch, the latch is broken.
19. There are cracks and rust about the foredeck hatches' hardware, address as desired.
20. The aft hinge on the windlass latch is loose, properly secure it.
21. There is minor damage along the aft edge of the flybridge, address as desired.
22. There are several dings about the anchor locker, address appropriately.
23. There are stains from a drain to starboard of the anchor roller, clean, determine the source and address appropriately.
24. There are several minor anomalies about the vessel, many are mentioned under hull and structure comments above, address as desired.
25. Properly secure the strike rail portion of the rub rail below the port boarding gate.
26. There are cracks below both engines, address the causes and repair as necessary.
27. Service the sliding hatch into the starboard hull to lock as desired.
28. Repair the cracks around the bottom of the below sole locker to port aft in the interior bridge deck.
29. Free up and prove the outboard portlight in the port aft cabin functional, it was seized and not opened.
30. The tender cover is moldy and the zippers are stiff, repair or replace as desired.
31. There is a small ding on the fiberglass in the back of the tender, address appropriately. The condition of the tender is beyond the scope of this survey.
32. There is a 1" open void in the lower starboard step to the side deck, address appropriately.
33. Cancel the Mexican temporary importation permit.
34. Service the ignitor functional for the stove and the oven.
35. Address the gap around the deck hatch in the starboard cabin.
36. The following components were not tested or inspected: clothes washer (dryer was energized), water maker, dishwasher, satellite TV system, solar panels, GOST Phantom system, fuel transfer and generator fuel pumps, tender, ice maker, 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.



May 12, 2022

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

Date