

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for Privacy

Date of report: March 30, 2021

Our file #: 21 – 20070web

Current owner: Removed

This inspection was performed upon the request of the client listed above on March 30, 2021 while it was hauled at Marine Group Boatworks, National City, CA and May 6, 2021 while the vessel was afloat in National City, CA and underway in San Diego Bay, San Diego, CA. The client and brokers attended. The current owner briefly 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.

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

VESSEL DESCRIPTION

Builder:	Beneteau	Doc. #:	Removed
Model/type:	57 / sloop	HIN:	Removed
Year:	2008	Engine:	Yanmar
Length:	57'	Name:	<i>"Removed"</i>
Draft:	8' 7"	Hailing port:	San Diego, CA
Beam:	16' 2" *	Weight:	50,000 lb.
* listing specifications		Dry weight:	47,399 lb. *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, bolt on external ballast lead fin keel, unknown weight

Topsides & transom: Molded fiberglass construction, unknown core, blue painted finish with white boot stripe and rub rail, deck mounted on inward hull flange with mechanical and adhesive fastening

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, molded non-skid deck surface, some teak planks, fiberglass toe rails, wood caprails, two aft deck hatches, nine forward deck hatches

Deck hardware: Stainless steel bow and stern rails, stainless steel stanchions, double lifelines, four sets of cleats, double anchor rollers

Longitudinals/stringers: Fiberglass encased longitudinals, unknown core, fiberglass hull liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Center cockpit, center companionway forward of cockpit, aft cabin access via starboard passageway, engine room inboard in passageway with access via door from passageway and below steps, owner's cabin aft with aft berth and ensuite head to port forward, outboard aft in passageway is cabin with bunk berths, day head forward of cabin, galley to port aft of salon, navigation station to starboard aft in salon, dinette to port and bench seat to starboard in salon, forward of salon are twin cabins with ensuite heads forward and shared shower

Bilge: Holding water in salon

Comments: The vessel was inspected while hauled and afloat. The hull bottom and keel were visually inspected and randomly sounded. The hull bottom and keel are in satisfactory – good structural condition. We noted three 1" blisters on the port side of the rudder, and a few smaller blisters. There was lateral "play" between the rudder post and the tube. The anti-fouling paint was failing in areas, some of which did not exhibit primer. We did see primer at several areas where paint failed near the waterline. There is black growth about several of the through hulls. The keel is apparently lead and the paint is thin on the keel. There is some pitting visible on the metal stern tube, most of it

is covered by a zinc anode. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in good structural and satisfactory cosmetic condition. The blue hull paint is reportedly 13 years old. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good structural and cosmetic condition. There is a small void visible to port forward in the cockpit. There was minor staining by the bimini bows' bases. There was discoloration about the windows forward of the windshield. We heard a small void when percussion testing just forward of the aft waste deck fitting. There were small gelcoat cracks in the deck near the aft end of the port traveler track. There is a small nick on the starboard aft deck vent cowling base. 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. There was wet varnish on many of the wooden components upon our arrival to the vessel for the in water portion of the survey, the varnish was less tacky near the end of the day. The large deck hatches are crazed by their hinges. The strut is disconnected from the port anchor rode locker hatch. A small cover for a satellite audio / video component is detached from its hinge and temporarily reinstalled to port of the companionway. The structural reinforcements including the longitudinals, bulkheads and liner were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The bilge is holding moderate water, the water is covering the keel bolts. The source of the water is beyond the scope of this survey and there is staining in the bilge. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in good cosmetic condition. The aft cabin door handle appears to be bent. The galley carpet was wet. We did not see the documentation number displayed. The insulation is loose in the engine room. The condition of the tender is beyond the scope of this inspection, the upholstery is sun damaged and the HIN is difficult to read. This survey is not a mould inspection. The condition of the coring, in the hull, deck and elsewhere as applicable is beyond the scope of this inspection.

Summary: Good

MACHINE SYSTEMS

Main engine: Yanmar 4LHA-HTP, 118 Kw @ 3300 rpm, engine hours are 383,

Engine application: Diesel, four cylinders, turbocharged, after cooled

Serial number: M26383

Transmission: Kanzaki KM5A, gear ratio 2.57, serial no. 06337

External/peripherals: Suitable application and installation, two alternators

Engine controls: Push / pull cables, single lever control

Exhaust systems: Wet system, flexible hoses, fiberglass water lift muffler, starboard aft hull side discharge

Propulsion gear/shaft log: Volvo type dripless shaft seal, 4 centimeter diameter stainless steel propeller shaft, three blade Max-prop bronze feathering propeller, stainless steel

stern tube

Steering system/rudder port: Hydraulic system, single actuator, unknown type seal or bearing, single station, fiberglass encased (unknown core) spade type rudder

Ventilation: Natural

Generator: Onan e– QD, tag not seen, 9.5 kw *, sound box, exhaust gas / water separator, manual indicates model MDKBN – 5777764, serial no. JO60984927, hour meter 232

Through hulls & components: Bronze through hulls, bronze ball valves, some bonding

Seawater systems: Reinforced hoses, single and double clamped connection

Bilge pumps: Manual pump aft, submersible auto and diaphragm pumps in salon

Comments: The engine and transmission were visually inspected and tested during a sea trial. The client had the engine and transmission inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engine and transmission appear satisfactory. There is corrosion on the aft end of the after cooler. The engine was started cold and started quickly. Wide open throttle was 3400 rpm per the tachometer. The engine controls functioned normally. The exhaust system is properly arranged and installed. There is pitting on the stern tube visible externally. The propulsion components including the propeller, propeller shaft, stern tube and shaft seal were visually inspected. The propeller was manipulated. The propeller shaft was manipulated in the stern tube and observed while underway. Overall the propulsion components are in good condition. The steering system was visually inspected and test operated. There is lateral play in the rudder. The steering system functioned normally. There is fluid on the end of the steering actuator. The generator was visually inspected, test operated and loaded. The generator turned off during the sea trial, the cause is beyond the scope of this survey, otherwise it functioned normally. There are salt crystals in the generator's drip pan and corrosion on the heat exchanger. The insulation is failing in the generator's sound box. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition, however many exhibit salt crystals and corrosion (in the bilge). There were no labels on the through hulls, many of the through hulls located externally were not found internally. As the exterior and interior inspections were performed at different times we could not correlation the location of through hulls externally and internally. There are salt crystals on several of the through hulls forward of the engine. The aft waste through hull and valve exhibit corrosion. The aft HVAC through hull is corroded. There is corrosion on the galley sink through hull. One of the through hulls forward of the engine has its valve handle disconnected, another has no valve handle and no hose connected. The condition of the bonding system is beyond the scope of this survey. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The aft HVAC primary sea water hose exhibits cracks. There was a leak from a strainer fitting serving the diaphragm bilge pump. The submersible bilge pump was energized with its float switch, the diaphragm bilge pump was energized with a toggle switch, both pumped water. The manual bilge pump was

manipulated and appeared to function normally but was not well tested.

Summary: Satisfactory – Good

TANKAGE

Fuel: Two 240 liter plastic tanks below aft berth, 185 liter metal tank aft in forward cabins bilge

Fill & vent: One tank fill fitting per side of transom hatch, one deck fill fitting to starboard forward, all labeled "diesel", hoses mostly inaccessible

Feed & return: Flexible hoses, likely original, not labeled per US convention, valves on tank, Racor filters

Water: Deck fill fittings to starboard forward of amidships and to port forward of amidships labeled "water", manifold outboard of port salon dinette, water capacity is 265 gallons (listing), tanks in salon, 265 gallon capacity *

Holding: Deck fittings to port aft, starboard forward and starboard amidships, labeled "waste", plastic tank in foredeck (sail) locker, plastic tank in owner's head, 60 gallon capacity (listing), tank in starboard head not seen

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in good condition. 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. The fuel hoses are likely original. Please consider filling all tanks for a simple, practical test of their integrity. There are salt crystals on top of the forward fuel tank. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey. There are minor stains on top of the aft holding tank. There is a disconnected hose in the aft head bilge. The day head is manual and uses sea water. The other three heads are supplied by freshwater. The forward shower sump pump is inoperative in the automatic mode, it was energized by a toggle switch in the port forward head cabinet.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 50A / 125 / 250V shore power inlet to starboard in transom space, shore power cord, 120 volt system

DC system: Two Lifeline GPL – 31T, 12V AGM batteries in forward passageway bilge, two battery switches by generator, two Lifeline GPL-4DL 12V AGM batteries below port forward dinette seat, five battery switches to port of companionway, six Lifeline GPL-4DL 12V AGM batteries in salon bilge, 12 and 24 volt system

Wiring: Mostly original multi-strand wires

Circuit protection: Two main AC circuit breakers in starboard lazarette, GFCI outlets, two

main AC and one DC distribution panels in starboard aft passageway include main and branch AC circuit breakers, branch DC circuit breakers, two AC and two DC volt meters, AC and two DC ammeters, two main AC circuit breakers by generator

Comments: The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition. The condition and age of the batteries is beyond the scope of this inspection. The captain reported that the batteries are vintage December 2015. The wine cooler is reportedly inoperative. We found water in the icemaker outside of the bucket upon opening it. The chart plotter is original and the chart indicates the vessel is in a lot where the current marina was built (outdated). The cockpit table refrigerator did not get cold. The cabin lights dimmed with the bow thruster. There was a report of a burned wire smell when the thruster was used, we did not smell it and we did not see the bow thruster on the interior of the vessel. The galley refrigerator and freezer were "iced over". The vhf was apparently not functional, the cockpit microphone type vhf uses the speaker at the chart table. The chart table vhf did not function when tested on channel 27, no response was received when hailing on 16 and we heard no chatter on channel 16 during the survey. There is reverse polarity at the outlets when the inverter is supplying AC power.

Summary: Satisfactory – Good

SAFETY AND LIFE SAVING

Portable fire extinguishers: Three dry chemical units type B:C size I (2008) in boxes port lazarette, type B:C size I (2019) in engine room

Fixed fire system: One original unit, not USCG approved in engine room with remote pull to port of the companionway

Flotation devices: Four adult type II, three adult type III, horseshoe buoy, two horseshoe buoys

Horn/distress flares: Flare kit (unopened), expires November 2022, canister airhorn

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

Anchor & ground tackle: Fortress anchor in bag, 66 lb. claw anchor, chain and line rode

Other equipment: Plastimo boarding ladder, emergency tiller handle, high water alarm

Comments: Safety equipment for fire fighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. The fixed extinguisher is not a USCG approved unit and is a portable unit that has been connected to a pull cable terminated to port of the companionway. Personal flotation devices are suitable for near coastal use. Current distress signal flares are aboard. A canister airhorn is aboard, it was not tested. Waste and oil placards were seen. No navigation rules were seen. The navigational and anchor lights

are properly arranged, installed and functional. The port navigational light is inoperative. The ground tackle including the anchors and rode was visually inspected as installed and appears satisfactory. We did not open and inspect the Fortress anchor. The entire length of the anchor rode was not inspected and should be inspected prior to use. The locker for the life raft is questionable due to its questionable use for deploying the raft in the darkest of night and roughest of sea conditions.

Summary: Satisfactory

LP GAS SYSTEMS

Tanks: One tank in dedicated, vented locker to port aft

Devices: Reducing regulator, pressure gauge, electric solenoid valve, galley range

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 or carbon monoxide alarm. The vessel has no smoke alarm. The igniter is inoperative. The stove burners do not have functional thermo couplers.

Summary: Satisfactory

SAILING SYSTEM

Mast & rig type: One aluminum keel stepped mast, sloop rig

Standing rigging: Stainless steel multi-strand wires, swage end fittings, forestay, discontinuous upper and two jumper shrouds per side, two backstays, shroud tie-rods

Hardware: Leisure furl roller boom assembly for mainsail, self-tailing jib hardware, Forespar boom vang, three sets of aluminum spreaders, Facnor SD2920 roller furling headsail assembly

Winches: Two Harken 70 and two Harken 46 electric

Sails: Roller furling main, roller furling jib, spinnaker (not aboard)

Comments: The mast and associated rigging were visually inspected from the deck level only. The mast and associated rigging is likely original. The client had a rig survey performed by Chuck Simmons, please refer to the rig survey for greater detail as to the condition of the sailing system. The vessel was taken on a sea trial and sailed during the survey. Overall the sailing system is in satisfactory condition. The main sail appears to have mold. The main sail wrinkled at the forward end while being pulled in and at one point the furling had to be stopped and reversed and restarted.

Summary: Satisfactory – Good

ACCESSORIES

Transom shower, electric transom hatch, Seafari water maker, oil and trash placards, aft boom light, three deck vents with dorades, windshield, dodger and bimini top, hard boarding ladder, Walker Bay Generation 360 RIB with HIN EWVSL328D010 (hard to read reportedly a 2014) equipped with a 40 h.p Suzuki outboard engine model DF40A and serial no. 040003F – 31D79 and California registration no. CF 8333 RV, foredeck light, Lewmar two direction electric windlass, bow washdown, Raymarine E80 multi-function device with plotter / radar, Raymarine ST60 and tridata and wind instruments, Raymarine ST6002 autopilot, cockpit table, Icom Commander II vhf, Max Power bow thruster, "soft patch" cockpit sole, three fuel level gauges, engine instrumentation includes tachometer with hour meter, temperature and oil pressure, Dometic HVAC system with controls in owner's cabin, starboard cabin, salon, starboard forward cabin, and port forward cabin, Sony CDX – H905 IP stereo, Dynex TV, owner's head includes electric head, sink and shower enclosure, aft head sump pump, Dometic safe, water level gauge, ProNautic 12 – 20P and Dolphin 24V 50A battery chargers, cockpit table refrigerator, starboard head includes manual head and sink with shower fixture, Beneteau dishes, Frigoboat galley refrigerator and freezer, Avanti wine cooler, icemaker, two Johnson fresh water pressure pumps with pressure accumulator tank, Sony MEX – DV 2000 stereo, Magnum inverter controller, ICOM IC – M504 vhf, Raymarine ST60t graphic, Raymarine E120 multi-function device with plotter and radar, MagnaSine MS2812 inverter, noc TV, window blinds, deck hatch shades, sump pumps

SUMMARY

The vessel is a composite fiberglass cruising sailboat equipped with a diesel inboard engine and a diesel generator. The vessel was built in St. Grilles Croix de vie, France to a Farr yacht design. The current owner is the original owner. His broker and captain report that the refrigeration system was modified and now circulates freshwater from the port water tank. The battery system was modified and upgraded. Pacific Offshore Rigging installed the self-tacking jib. The machine systems, standing rigging and sails are original. The hull was painted twice just after purchase, the first time was the wrong color. The vessel has been very lightly used. The canvas was recently replaced. The listing broker disclosed no knowledge with any problems with the vessel or any events of significance such as submersions, collisions, fires, etc. The hull bottom was inspected while hauled over a month prior to the survey. The vessel was inspected in its slip and underway. The vessel is basically structurally sound and upon completion of recommendations on this survey, the rig survey and the mechanical survey, should be suitable for its intended purpose as a coastal cruising vessel.

Overall Summary: Good

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

VALUES

ACTUAL CASH VALUE

\$460,000

NEW REPLACEMENT VALUE

\$1,100,000

INVESTMENT

N/A

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

Explanation of value opinion: The value is based on the values below with an increase based on the condition of the vessel and its location. While the vessel has been lightly used and actively maintained, it is mostly original without significant recent upgrades and many systems and components are original.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
56	Beneteau 57	2010	29-Apr-21	424,236	438,378	Dartmouth, Devon, United Kingdom
58	Beneteau 57	2003	8-Mar-21	286,020	351,743	Split, Croatia
58	Beneteau 57	2008	2-Feb-21	286,020	303,059	Split, Croatia
58	Beneteau 57	2006	8-Jan-21	352,960	389,474	Rimini, Italy
57	Beneteau 57	2005	4-Jan-21	231,250	284,803	Noumea, New Caledonia
58	Beneteau 57	2004	17-Sep-20	286,527	337,090	Marmong Point, New South Wales, Australia
57	Beneteau 57		27-Jun-20			
57	Sense	2018	20	578,590	660,833	Sidney, BC, Canada
58	Beneteau Sense		27-Jan-20			
58	57	2017	20	578,125	608,431	Canet-en-Roussillon, France
57	Beneteau 57	2005	8-Jan-20	352,769	368,448	Sydney, New South Wales, Australia
57	Beneteau 57	2009	3-Jan-20	369,000	379,000	Beaufort, NC, USA
57	Beneteau 57	2009	3-Jan-20	369,000	475,000	Beaufort, NC, USA

Beneteau 57
US\$340,287 *
58 ft / 2007
Athens, Greece
YD Yachts

Client's Name Removed
March 30, 2021

"Vessel Name Removed"
2008 Beneteau 57 / sloop

Page 10 of 13
File # 21 – 20070web

Beneteau 57
US\$433,866 *
58 ft / 2010
Spain
De Valk Palma

Beneteau Oceanis 58
US\$546,890 *
58 ft / 2010
Greece, Greece
HAREL YACHTS

Beneteau 57
US\$322,057 *
58 ft / 2007
Greece
Nikos O. Papadakis International Yachts Sales & Charters

Beneteau 57
US\$328,134 *
58 ft / 2007
Athens, Greece
Seahorse Yachtbrokers

Beneteau 57
US\$424,143 *
58 ft / 2006
Hyères, Var, France
Tenor Yachts

Beneteau 57
US\$425,359 *
58 ft / 2009
Palma de Mallorca, Spain
Sunbird Mallorca

Beneteau 57
US\$358,517 *
58 ft / 2008
Alicante, Spain
Marina Estrella Alicante

Beneteau 57 / Owners version
US\$363,378 *
57 ft / 2008
Dalmatia, Croatia
Selymar Yachts

Beneteau 57
US\$549,000 *
57 ft / 2008
San Diego, California, United States
Wayne C. Jones Yacht & Ship Broker, Inc.

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 fire extinguishers per NFPA recommendations the extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six year. The fixed extinguishing unit is not approved US, consider upgrading to an automatic unit.
2. We encourage installation of propane, carbon monoxide, and smoke alarms.
3. Service or install thermo couplers for the stove burners.
4. Service and prove the port navigational light properly functional, it did not illuminate.
5. Ensure the vessel has all legally required carriage items including a current version of the navigation rules.
6. The plotter does not have current chart information, upgrade appropriately.
7. The wine cooler is reportedly inoperative, address as desired.
8. The cockpit table refrigerator did not get cold, address as desired.
9. Investigate the report of the burned wire smell when the thruster was being used, access, inspect the thruster and address any root cause of this reported condition.
10. The galley refrigerator and freezer were "iced over", address appropriately.
11. Service and prove the vhf functional and assure there is a redundant vhf with one at the navigation station and one at the helm.
12. As the batteries are over 7 years old, we encourage having them inspected and replaced as necessary.
13. The AC outlets had reversed polarity when energized by the inverter, assure polarity is proper.
14. There is corrosion on and about the engine's after cooler, address appropriately.
15. Clean, inspect, service or replace through hulls. Most of the valves were functional, but several through hulls had salt crystals and corrosion. We encourage labeling through hulls.
16. Replace the aft HVAC primary seawater hose, it is cracked.
17. Determine the source of salt crystals in the generator's drip pan. Eliminate the source, service as necessary and remove the salt crystals to allow detection of any future weeps or leaks.
18. Service as a result of corrosion on the generator's heat exchanger.
19. Address the failing insulation in the engine room and in the generator's sound box.

20. Determine why the generator turned off during the sea trial and address appropriately.
21. Remove the water from the bilge, clean the bilge, address any leaks appropriately.
22. Display the documentation number per federal regulations.
23. The broker noted a small gap at the aft end of the keel, between the keel and hull bottom. Address appropriately.

SECONDARY

1. Service and prove the igniter functional on the galley range as desired, it is inoperative.
2. There appears to be mold on the main sail, address appropriately.
3. The main sail wrinkled while being retrieved and had to be lifted to correct a misalignment, address the cause and prevent wrinkles for longevity of the sail.
4. The vessel has a designed place for a life raft, consider deployment in the event that the transom door is inoperative and in heavy weather and dark conditions.
5. The lights dimmed when the bow thruster was utilized, determine the significance and address if / as necessary.
6. We found water in the icemaker, determine the cause and significance and address appropriately.
7. There is fluid on the end of the steering actuator, determine the source and address appropriately.
8. Water is leaking from a strainer serving the diaphragm bilge pump, eliminate this leak.
9. There are minor stains on top of the aft holding tank, remove stains, determine if the stains return and address if necessary.
10. There is a disconnected hose in the aft head bilge, assure there is no liability associated with the hose.
11. Clean the salt crystals from the top of the forward fuel tank, monitor for any recurrence of the condition causing the salt crystals and address if / as necessary .
12. Service and prove the forward shower sump pump functional in the automatic mode, it was inoperative.
13. Assure that the varnish on the various components about the deck dries properly or address as necessary.
14. There are miscellaneous minor color issues, voids and age and use related damage on the vessel and tender, address these conditions as desired. Many conditions are mentioned under hull and structure comments above.
15. Several of the deck hatches have heavy crazing, address as desired.
16. Replace the strut on the anchor rode locker hatches as desired.
17. Address the apparently bent door handle for the owner's cabin.
18. Determine the source of the moisture on the galley carpet and address the source.
19. The hull paint is 13 years old, renew or maintain as desired or necessary.
20. The following components were not tested or inspected: all functions of entertainment devices and all functions of navigational electronics (power up and basic functions were tested), all personal effects, blankets, etc. were not removed from the storage spaces.

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

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

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

Christian & Company, Marine Surveyors, Inc.



March 30, 2021

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

Date