Christian & Company
MARINE SURVEYORS

STANDARD SURVEY

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

Our file #: 21-20253web | Current owner: Removed

This inspection was performed upon the request of the client listed above on September 30, 2021 while the vessel was hauled at Driscoll Boat Works and afloat at Sunroad Resort, San Diego, CA and the listing broker, client's broker, client, captain and mechanic 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: Carver
Model/type: Five Seventy Voyager Pilothouse
Year: 2001 (model year)
Length: 61'
Draft: 4' 8"
Beam: 15' 4"
* previous survey
** listing specifications

Reg. #: Removed
HIN: Removed
Engines: Two Volvo Penta
Name: *"Removed"*
Hailing port: San Diego, CA
Weight: Unknown
(travel lift's scale inoperative)
Displacement: 52,000 lb. *

HULL & STRUCTURE

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

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, black and gold vinyl boot stripes, full upper rub rail and lower rub rail (on the swim platform)

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, molded non-skid deck surface, black and gold vinyl stripes on the superstructure

Deck hardware: Aluminum radar arch, stainless steel bow rail, flybridge safety rail, bimini top with full flybridge enclosure, swim step staples, foredeck sun pad, sets of cleats forward, forward of amidships, amidships and aft, single cleat forward, stainless steel grab rails, opening port lights, foredeck hatch

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Flybridge, cockpit, pilothouse motor vessel, transom door to starboard, ladder up to the flybridge located to starboard in the cockpit, engine room is located below the salon and accessed in the cockpit with a sole hatch. Sliding door between the cockpit leads to the salon, galley is located port and forward in the salon, steps starboard forward in the salon lead to the pilothouse, bench seating to port in the pilothouse, steps to starboard of center aft in the pilothouse lead to the flybridge, flybridge helm is forward with seating to port and an open deck aft, half-spiral stairs to starboard forward in the pilothouse lead to the cabins, owner's cabin is aft with a sliding door and includes an island berth to starboard and a head to port, the port cabin is located at the base of the steps and includes bunk berths, the forward head is located to starboard at the base of the stairs, the forward cabin includes an island berth and access to the head to starboard aft

Bilge: Holding minimal water

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. The gelcoat on the bottom of the swim platform has deep scratches and the fiberglass is exposed. There is "halo" damage of the anti-fouling paint about the through

hulls. The anti-fouling paint is thin at the bow. The hull sides and transom were visually inspected and randomly sounded. There is spider cracking of the gelcoat to starboard on the swim platform. The rub rail is partially separated on the aft corners of the swim platform. The boot stripes are damaged. The starboard exhaust discharge fitting is dented. The hull sides and transom are in satisfactory structural condition. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory 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 satisfactory condition. There is moisture and cracking on the underside of the transom lockers, seen inside the lazarette. There is cracking in the gelcoat about the forward cleat. There is spider cracking in the gelcoat to port on the flybridge. There are gelcoat repairs port forward below the rub rail at the forward port light. The bimini top is dirty. There is no lock receiver on the aft salon sliding door or aft cabin door. The gasket on the exterior of the port salon window is loose and the black accent strip on the window is loose. The bale on the anchor roller is bent. The wing door does not roll properly and is difficult to move. The forward flybridge hatch's frame is cracked at the base. Speakers / lights have been removed from the overhang in the cockpit. There are missing support struts for the forward flybridge hatch and the single strut does not hold it open. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The bilge is holding minimal water; the origin of the water is beyond the scope of this survey. The interior cabin spaces are neat, clean and orderly. An odor was noted in the engine room after the sea trial and in the cabins when the HVAC was running. There is a "lump" in the floor by the galley. One drawer in the owner's cabin does not fully close. There is a trim piece in the galley window that is damaged. The counter that is below the steps to the flybridge in the pilothouse is cracked and damaged. The interior of the vessel is in satisfactory / good cosmetic condition. 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 Volvo Penta TAMD74P, 353 kw (approximately 500 h.p. *) @ 2600 rpm

Engine application: Diesel, 6 cylinders, turbo charged, aftercooled

Serial numbers: Port: 2071140244, starboard: 2071189780

Transmissions: ZF model JRM301A.2, ratio 2.551, port serial number 20008020, starboard serial number 20006424

External/peripherals: Suitable application, satisfactory installation

Engine controls: Volvo Penta electronic controls with flybridge and pilothouse helms, single lever controls

Exhaust systems: Wet system, flexible hoses, fiberglass water lift mufflers, aft hull side discharges

Propulsion gear/shaft logs: Tides Marine dripless propeller shaft seals, 2.25" diameter stainless steel propeller shafts, single bronze strut per side, bronze 4-blade 30 x 36 counter rotating propellers

Steering system/rudder ports: Hydraulic steering, single actuator, tie bar, dripless lip seals (by appearance), bronze rudders, flybridge and pilothouse stations

Ventilation: Natural and two blowers

Generator: 17 kw Onan model MDKAD – 4491084, serial number K000169307, soundbox, exhaust / gas / water separator, hours per meter 2076.7 (at beginning of survey, 2079.9 at its conclusion)

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

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: Rule 1500 submersible automatic forward in the engine room, in the lazarette and the aft cabin

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 raw water pump and staining below it. There is rust on the starboard engine's turbocharger. The engine hour meters on the tachometers were difficult to read, the hours recorded on the Volvo Penta digital instruments were 1104 to port and 9272 to starboard at the start of the survey and 1105 to port and 9273 at its conclusion per the Volvo Penta digital engine instruments. Oil is present at the rear seal on the starboard engine. There is a fuel leak at injector # 2 of the starboard engine. There is minimal corrosion on the port engine's after cooler and moisture was seen on it during the sea trial. The engines took several turns to start (as opposed to starting on the first turn), the port engine took longer to start. Wide open throttle was recorded as 2624 and 2606 rpm per the flybridge tachometers with a max speed of 24.2 knots in one direction in San Diego Bay. The engine controls functioned normally. The exhaust systems are properly arranged and installed. 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. There is moisture and staining below the propellor shaft seals and they dripped water during the survey (they are dripless shaft seals). The starboard propeller shaft was a little harder to turn than the port. There is minimal runout of the starboard propeller. Overall the propulsion components are in satisfactory condition. The steering system was visually inspected and test operated. There is moisture on both rudder ports. The steering system functioned normally. The

engine room blower was energized. The generator was visually inspected, test operated and loaded. There is corrosion on the generator and its sound box. The generator's vented loop was leaking and the hose in the vented loop was leaking onto the sound box. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hull valve for the HVAC system is seized. The through hulls are in satisfactory condition. The seawater systems were visually inspected and most components were tested. The HVAC system lost prime after the haulout and the client's broker re-primed the system. There is minimal corrosion on the engines' sea strainers. Overall, the seawater systems are in satisfactory condition. The electric bilge pumps were energized with their float and toggle switches.

Summary: Satisfactory

TANKAGE

Fuel: 800 gallon total capacity in two aluminum (5052, H32) tanks located forward on either side in the lazarette bilge

Fill & vent: Fill fittings located on either side of the transom, marked "diesel", USCG type A2 fill and USCG type A1 vent hoses (fill hoses dated 2000), vent hose dates not seen, (likely original)

Feed & return: USCG type A1 hoses, valves on the tanks, (hoses dated 2000), Racor fuel filters

Water: 200 gallon total capacity ** in two plastic tanks located on either side of the engine room, deck fill fitting to starboard amidships, marked "water"

Holding: 100 gallon total capacity ** in two plastic tanks forward on either side in the engine room, two deck fittings to starboard amidships, 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 condition. The fuel feed hose is cracked at the starboard fuel tank. The port fuel fill hose is cracked. The fuel hoses appear to be original based on their dates. 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. There is a dark liquid and dead bugs on the waste hoses. 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

ELECTRICAL SYSTEMS

AC system: 120 / 240 volt system, spare 50A 125 / 250 volt shore power cord, 50A 125 / 250 volt shore power inlet on the starboard side of the cabin top, 50A 125 / 250v shore power cord

DC system: 12 volt system, one Powerstride 31-PC21505 12 volt AGM battery to port of

the generator in a secured and covered plastic box, four Full Force FF0260-12 12 volt AGM batteries aft in the engine room, four Powerstride PS31-7505 12 volt AGM batteries (by appearance, two not accessed) centerline in secured and covered boxes centerline in the engine room

Wiring: Mostly original multi-strand wires

Circuit protection: AC and DC distribution panels at the steps to the pilothouse starboard forward in the salon include main and branch AC and DC circuit breakers, AC volt and ammeter, main AC circuit breaker center in the transom locker

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. There are portable lights in the engine room and they are not properly secured. The majority of the engine room lights are inoperative. There is no position data in the vhf on the flybridge. The rotating flybridge bench seat did not rotate. There is minimal heat damage on the forward shore power inlet. The inverter controller flashed an "E02" message and did not appear to function. There is no locking ring in the forward shore power cord. The pilothouse HVAC did not get cold. The salon HVAC is inoperative. The HVAC lost its prime after the haulout, prime was fixed and the HVACs ran. The flybridge windlass control is difficult to use. The tv in the aft cabin powered on but was dark. Several lights were inoperative including: three over head in the aft cabin, a reading light in the aft cabin, the reading lights in the port cabin, two in the pilothouse and the switch is missing for the reading lights in the port cabin. There is no terminal protection for the aft batteries. 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: one type B:C size I (2000) port aft salon locker and by the pilothouse helm

Fixed fire system: Fireboy model MA2-1500-FE241 unit located to port on the aft side of the aft engine room bulkhead, FE241 agent, manufactured 1/29/2001

Flotation devices: 16 Adult type II PFDs, two inflatable type III PFDs, two type IV throwable PFDs

Horn/distress flares: Electric horn, no flares seen

Navigational/anchor lights: Separate side lights, three bulb combination light

Anchor & ground tackle: Stainless steel plow type anchor (no size seen), chain rode

Other equipment: Bell, first aid kit, four CO alarms

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. No distress signal flares were seen aboard. A suitable sound signaling device is aboard. The CO alarms are functional. There are no smoke alarms. Garbage and oil placards were seen. A waste management plan was seen. Navigation rules were not seen. The navigational and anchor lights are questionable, only the aft of a three-bulb combination light above the flybridge illuminated. The two navigational side lights did not illuminate. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use. There is only chain rode. There is no retaining wire in the anchor shackle. There is no secondary securing mechanism for the anchor. There is no secondary anchor or rode aboard.

Summary: Satisfactory

ACCESSORIES

Freshwater pressure inlet, freshwater washdown, cockpit transom shower, Charles C-Power isolation transformer, four Aqua Air HVAC units to starboard in the lazarette, Charles C-Charger 24 VPC 5000 series battery charger, Seaward S-6000 water heater, Jabsco Par Max 82600-0092 freshwater pump, Groco PST-2 freshwater pressure accumulator tank, 3M water filter model 33, oil X-changer oil change pump, Charles C-charger 20 amp 5000 series battery charger, internal sea strainers, Xantrex Freedom 458 inverter, battery isolator, flybridge dinette, electric rotating bench seat, arch speakers, arch lights, full flybridge enclosure, bimini top, Raymarine radar antenna, KVH satellite antenna dome, boarding ladder, cockpit camera, engine room camera, Kenwood speakers, flybridge engine instrumentation includes two digital tachometers with hour meters, two oil pressure gauges, two volt meters, engine synchronizer gauge and water temperature gauge, two fuel level gauges, Raymarine multi-function device with plotter / sounder / radar/ AIS, Norcold NR751BB refrigerator, Vitrifrigo IMXTIXN1-F ice maker, JL Audio speakers, Jenn Air electric grill, flybridge sink, West Marine VHF680 vhf, Raytheon AP650 autopilot, pilothouse engine instrumentation includes two digital tachometers with hour meters, engine synchronization gauge, two oil pressure gauges, two water temperature gauges, and two volt meters, two fuel level gauges, salon includes three sofas (two reclining, one pull-out), DirecTV receiver, Samsung tv and three bar stools, Onkyo Blu-ray disc player model BD-SP807, Onkyo AV transceiver model TX-NR709, galley includes Keurig coffee maker, two basin sink, Sharp Carousel convection microwave, Sub Zero beverage refrigerator, Princess three burner electric range and Sub Zero refrigerator, garbage and oil placards, waste management plan, Maxwell 3500 two direction electric windlass with foredeck, pilothouse and flybridge controls, spotlight, windshield wipers, 12 volt outlets, two Volvo Penta electronic engine instruments, Raytheon Tridata with depth / speed / sea temp, West Marine VHF580 vhf, aft cabin includes island berth, Samsung TV, Aiwa speakers and ensuite head, aft head includes vacuflush head with electronic control and vent fan in one room, sink, and shower with tub in separate room, port cabin includes bunk berths, forward cabin includes island berth, Sceptre tv, forward head includes sink, vent fan, vacu flush head and shower enclosure, QL bow thruster, reading lights, electric waste discharge pump, Bose speakers, HVAC controls in the salon, aft cabin and pilothouse

SUMMARY

The vessel is a composite fiberglass flybridge, cockpit, pilothouse motor vessel equipped with two diesel engines and a diesel generator. The vessel was built in Pulaski, Wisconsin. The listing broker reported that the current owner purchased the vessel approximately nine years ago in San Diego, CA. He reported that the engines and transmissions are original. He reported that the bottom paint is close to two years old. He disclosed that the generator reportedly had a fire approximately 7 years ago and was rebuilt by Cal Pacific (reported but not confirmed), it was the subject of an insurance claim. He disclosed no knowledge of any other problems with the vessel. The vessel was inspected in its slip, while hauled and underway on a sea trial in San Diego Bay. The vessel is basically structurally sound. The vessel exhibits deferred and recent maintenance. Upon completion of the recommendations, the vessel should be suitable for its purpose as a 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
$330,000	$1,650,000	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 average sale price of similar vessels on Soldboats.com is $342,281 and the average current listing price of similar vessels on Yachtworld.com is $418,796. The most relevant sale prices are West Coast vessels. The majority of the Soldboats.com comparable vessels are equipped with higher horsepower engines than the surveyed vessel (typically, higher horsepower engines hold more value). The surveyed vessel exhibits deferred and recent maintenance. The condition of the vessel is the most significant negative factor in the valuation. The condition of the vessel, its systems and its location have been factored into our valuation. 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
57	Carver 570 Pilothouse	2001	18-Jun-21	280,000	359,000	San Diego, CA, USA
57	Carver 57 Voyager	2002	22-Sep-20	415,000	429,000	National City, CA, USA
57	Carver 570 Voyager Pilothouse	2001	15-Jul-20	347,335	395,000	Isleton, CA, USA
57	Carver 57 Pilothouse	2002	15-Jun-21	390,000	399,000	Seattle, WA, USA
57	Carver 570 Voyager Pilothouse	2002	15-Jul-21	349,000	349,000	North Tonawanda, NY, USA
57	Carver 570 Voyager Pilothouse	2001	5-Jun-21	384,500	389,000	Muskegon, MI, USA
57	Carver 570 Voyager Pilothouse	2002	4-Mar-21	340,000	369,000	Fort Myers, FL, USA
57	Carver 57 Voyager	2002	4-Mar-	340,000	399,000	Marathon, FL, USA

57	Carver 570 Voyager Pilothouse	2001	13-Dec-21	325,000	357,000	Madisonville, LA, USA
57	Carver 570 Voyager Pilothouse	2001	29-Jul-20	230,000	249,900	Port Clinton, OH, USA
57	Carver Voyager	2001	20-Jul-20	364,260	429,000	Seattle, WA, USA

Carver Voyager

US$419,000 *

57 ft / 2001

San Diego, California, United States

CA Yacht Sales International

Carver 570 Voyager Pilothouse

US$379,000 *

59 ft / 2001

Indian Harbour Beach, Florida, United States

Yacht Masters

Request Info

Carver 570 Voyager Pilothouse

US$435,000 *

57 ft / 2001

Anacortes, Washington, United States

Anacortes Yachts & Ships

Price Drop: US$30,000 (Sep 14)

Carver 57 Voyager Pilothouse

US$439,900 *

57 ft / 2002

Lighthouse Point, Florida, United States

Bob Stella Yacht Sales

Carver 570 Voyager Pilothouse

US$429,900 *

57 ft / 2002
Port Clinton, Ohio, United States
North Shore Boat Brokerage Inc.

In-Stock

Carver 570 Voyager

US$465,000 *

57 ft / 2001
Seattle, Washington, United States
Denison Yachting - Seattle

Live Video TourContact Seller

Carver Voyager

US$369,000 *

57 ft / 2001
Cincinnati, Ohio, United States
Sale Pending
Nashville Yacht Brokers, Inc.
Request Info

Carver 570 Voyager Pilothouse

US$459,500 *

57 ft / 2001
Tacoma, Washington, United States
NW Yachtnet

Price Drop: US$40 (Sep 29)
In-Stock

Carver 57 Voyager

US$461,261 *

57 ft / 2001
North Vancouver, British Columbia, Canada
Yacht BC Yacht Sales

Live Video TourContact Seller

In-Stock

Carver 570 Voyager Pilothouse

US$369,995 *

57 ft / 2002
Tampa, Florida, United States
Off The Hook Yacht Sales

Live Video TourContact Seller

Carver 57 Voyager

US$379,000 *

57 ft / 2001
Bay Shore, New York, United States
Staten Island Office

Request Info

Carver Voyager

US$419,000 *

57 ft / 2001
Boyne City, Michigan, United States
Sale Pending
Denison Yachting

Request Info

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. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Provide federally required, approved and current distress signal flares and provide a distress signal flag to make the handheld SOS strobe legally compliant.
3. Provide a current copy of the US Navigation rules.
4. Determine the current function of the navigational lights and prove all installed fixtures functional. Assure the installation of the navigational lights complies with federal and international regulations or modify appropriately.
5. Provide a secondary anchor and rode for emergencies or two anchor situations.
6. We strongly recommend the installation of line rode or line at the bitter-end of the primary anchor rode for quick-disconnect in emergency situations.
7. The fuel fill hose for the port fuel tank is cracked and the starboard feed hose is cracked at the fuel tank. The dates seen on fuel hoses indicate they are original. The industry standard life expectancy "rule of thumb" for fuel hoses is 10 years. Replace the hoses.
8. There is dark liquid on the waste hoses and dead bugs on the hoses. Determine the cause of this unusual condition and address appropriately.
9. Provide and install a secondary securing mechanism for the primary anchor and install a retaining wire in the anchor shackle.
10. There are portable lights that are not properly secured in the engine room and the majority of the engine room lights are inoperative. Service the engine room lights and prove them properly functional and remove the portable lights as they are unsafe.
11. Input position data into the vhf to allow the function of the distress mode.
12. Install a locking ring in the forward shore power cord.
13. There is minimal heat damage on the forward shore power inlet, replace the inlet.
14. The inverter controller flashed an "E02" error message and the inverter does not appear to function. Determine the cause of the error message, address appropriately and prove the inverter properly functional.
15. The engine hour meters did not properly function. Address as necessary or as desired.
16. The generator's vented loop was seen leaking onto the sound box and the hose connected to the vented loop is wasted and leaking. Service or replace the

vented loop and replace the hose, clean, dry and paint the sound box to allow detection of any future weeps or leaks.

17. The # 2 injector (second from forward) on the starboard engine leaked fuel during the sea trial. Determine the cause of this leak, eliminate the leak and remove any spilled fuel to allow detection of any future weeps or leaks.
18. The engines took several turns to start (as opposed to starting on the first turn), the port engine took longer. Determine the cause and significance of this condition and address appropriately.
19. There is moisture and staining below the propeller shaft seals and they dripped during the survey. The seals are dripless type. Determine the cause of the dripping and address appropriately. Dry and clean the area and components to allow detection of any future weeps or leaks.
20. There is moisture on both rudder ports, determine and eliminate the cause, service or replace components as necessary and dry and clean the area to allow detection of any future weeps or leaks.
21. There is corrosion on the port engine's raw water pump and staining below it. Determine the cause of the cause of the corrosion, eliminate the cause, service or replace components as necessary and dry and clean the components to allow detection of any future weeps or leaks.
22. There is minimal corrosion on the port engine's aftercooler and moisture was seen on the aftercooler during the sea trial. Determine the cause of the corrosion and moisture, eliminate the cause, service or replace components as necessary and clean and dry components to allow detection of any future weeps or leaks.
23. There is corrosion on the generator (likely caused by the leak at the vented loop). Determine the cause of the corrosion (as possible), service or replace components as necessary and clean the generator to allow detection of any future weeps or leaks.
24. There is no lock receiver on the aft salon sliding door or the door to the aft cabin. Install a lock receiver to allow the doors to properly lock.
25. Oil is present aft on the starboard engine. Determine the cause of the oil, eliminate the cause, service or replace components as necessary and clean the area to allow detection of future weeps or leaks.
26. The salon HVAC is inoperative, the pilothouse HVAC did not get cold and the HVAC lost its prime after the haulout. Service the HVAC system and prove it properly functional as desired.

SECONDARY

1. Speakers / lights have been removed from the overhang in the cockpit, reinstall speakers / lights and prove them properly functional or fill the holes as desired.
2. There is moisture and cracking on the underside of the aft transom lockers, seen from the inside the lazarette. Determine the significance and cause of the leaking, eliminate the cause and dry and clean the lazarette to allow detection of any future weeps or leaks.
3. The bimini top is dirty. Address as desired.
4. There are deep scratches in the gelcoat on the underside of the swim platform, address as desired.
5. There is spider cracking of the gelcoat to starboard and port on the swim platform, the rub rail is separated partially on the aft corners of the swim platform

as well. Determine the significance of the gelcoat cracks and address as desired. Properly secure the rub rail as desired.

6. There is "halo damage" of the anti-fouling paint about several through hulls. Properly prepare this area before re-painting.
7. The bottom paint is thin at the bow. Address as desired.
8. The boot stripes are aged and damaged. Address as desired.
9. The starboard exhaust discharge fitting is dented. Address as desired.
10. Two support struts for the forward flybridge are missing and the single strut does not hold the door open. Reinstall the missing struts and assure that the door is held up properly.
11. The counter outboard of the steps to the flybridge in the pilothouse is cracked and damaged. Address as desired.
12. The gaskets on the exterior of the port salon window are loose and the black accent strip on the window is loose. Address as desired.
13. Determine the significance of the spider cracking in the gelcoat to port on the flybridge and address as necessary or as desired.
14. There is a trim piece in the galley window that is damaged. Address as desired.
15. The bale on the anchor roller is bent. Address as desired or as necessary.
16. Determine the significance of the cracking in the gelcoat about the forward cleat and address as necessary or as desired.
17. One drawer in the owner's cabin does not fully close. Address as desired to allow it to properly close.
18. The wing door does not roll properly and is difficult to move. Service components as necessary and prove the door properly functional.
19. There is a "lump" in the floor by the galley. Address as necessary or as desired.
20. An odor was noted in the engine room and the salon while the HVAC was running. Determine the cause of the odor and address appropriately.
21. There is cracking to the frame of the forward flybridge hatch. Determine the significance of the cracking and address appropriately.
22. There are gelcoat repairs on the port hull side forward below the rub rail at the forward portlight. Address as desired.
23. Determine the significance of the rust on the starboard engine's turbocharger and address appropriately. Consider painting the turbocharger to stymie rust accumulation.
24. There is minimal corrosion on both engines' sea strainers. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the sea strainers to allow detection of any future weeps or leaks.
25. The starboard propeller shaft was a little harder to manually turn than the port. Determine the cause and address as necessary or as desired.
26. There is minimal runout of the starboard propeller. Determine the significance of the runout and address as necessary or as desired.
27. The tv in the aft cabin powers on but it is dark. Address as desired.
28. Several lights in the cabin inside the vessel are inoperative including: three lights in the aft cabin, the forward reading light in the aft cabin, the reading lights in the port cabin and the switch for the reading lights in the aft cabin is missing. Service the lights and prove them properly functional as desired.
29. The rotating flybridge bench seat did not rotate. Service the bench seat and prove it properly functional as desired.

30. The following components were not tested or inspected: cockpit and engine room cameras, shore power cord in the lazarette, oil change pump, coffee 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.

October 1, 2021

By: Mr. Kells Manthei, SAMS SA Date

October 1, 2021

Reviewed by: Mr. Kells Christian, Surveyor Date
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