

# Christian & Company

MARINE SURVEYORS

## PRE-PURCHASE SURVEY

Client: Mrs. Hunter Christian  
[Hunter.christian@gmail.com](mailto:Hunter.christian@gmail.com)

Date of report: March 30, 2024  
Current owner: Proximity SD LLC  
Our file #: 24 - 21060

This inspection was performed upon the request of the client listed above on March 28<sup>th</sup>, & 29<sup>th</sup>, 2024 while the vessel was hauled at Driscoll Boatworks Shelter Island, afloat in K-dock end tie slip, Safe Harbor Sunroad Marina and on a sea trial in San Diego Bay, San Diego, California. The weather conditions were overcast with 15 knot winds and sunny with 5 knot winds (second day). Will and Rebecca Wilson (owners), Kurt Jerman (broker), Brad Destache and Kells Manthei (marine surveyors), Jim Dixon (marine electrician), Chris Catterton (rigger), Hunter Christian, Kells Manthei (marine surveyor) and the 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 the client. Exterior hardware was visually examined for damage and drive components were tested by sight only. All systems were tested unless otherwise noted. 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 engines, 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 electrical 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 the geographic area where the vessel is located, and reported sales prices where available. The surveyor will refer to and may reference Code of Federal Regulations (CFRs), National Fire Protection Agency (NFPA) and American Boating and Yacht Council (ABYC) recommendations (and/or other sources) as the surveyor deems reasonable but not all of these regulations and recommendations will be applied nor should this report be relied upon as full compliance with them. 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, reviewed and signed by the client details the terms governing this marine survey.

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## VESSEL DESCRIPTION

Builder:	Lagoon	Doc. #:	1317081
Model/type:	42 / catamaran	HIN:	IRIZW082K021
Year:	2021 (model year)		FR CNBZW082K021
Length:	42' *	Name:	<i>"Proximity"</i>
Draft:	4' 1"	Hailing Port:	San Diego, CA
Beam:	25' 3" *	Weight:	34,000 lb. (travel lift scale)
Engine:	Two Yanmar	Light displacement:	26,681 lb.

\* Lagoon website

## HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, balsa core, molded underbody, keels, black antifouling paint

Topsides & transom: Molded fiberglass construction, balsa core, white gelcoat finish, gray boot stripe, raked stems and reverse transoms

Decks & superstructure: Molded fiberglass construction, unknown core, deck laid on hull flange with adhesive fastening (screws visible from top forward and aft), fiberglass toe rails, non-skid deck surface - teak deck aft, molded nonskid surface elsewhere

Deck hardware: Transom tender davits, stainless steel bow and stern safety rails and stanchions with multistrand stainless steel lifelines, three sets of mooring cleats, helm bench seat and hard top with inboard sliding hatch, ten deck hatches, two trampolines, aluminum forward crossmember, two anchor rollers, three panel sliding bridge deck door, exterior bridge deck dinette

Longitudinals/stringers: Fiberglass liner inserts for engine bearers, several fiberglass inserts in hulls, adhesively fastened

Athwartships/bulkheads/frames: Plywood bulkheads, some fiberglass tabbing

Layout/interior components: Sailing catamaran, engine rooms aft on both hulls with deck hatch accesses, exterior bridge deck has dinette to starboard, seating to port, raised helm to port, steps from helm up to hard top, side decks, forward lockers/berth (port) lockers with deck hatch accesses, interior bridge deck includes galley to starboard, dinette forward, chart table to starboard forward, steps on both sides to cabins, starboard side has berth aft, desk amidships and head forward. Port side has two cabins with berths and ensuite heads

Bilge: Clean and dry

**Comments:** The vessel was inspected while hauled and afloat. The hull bottoms and keels were visually inspected and randomly sounded. Both hull bottoms and keels are in good structural condition. The antifouling paint exhibits good coverage. The age of the bottom paint is November, 2022 per an invoice from Driscoll Boatworks. The hull sides and transoms were visually inspected and randomly sounded. The hull sides and

transoms are in good structural and cosmetic condition. The finish appears to be original gelcoat with no visible localized repairs. There are a few cosmetic deficiencies, including a 2' – 3' scratch in the port hull side halfway between the deck and the waterline, aft of amidship. There is rub damage and color transfer aft on the port hull side. There are a group of scratches (4" diameter approximately) on the port bow, outboard, near the waterline. There are gelcoat cracks inboard forward of both navigational lights. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good structural and cosmetic condition. There is a gelcoat crack at the center stanchion base of the port bow pulpit and scratches at the starboard. There is a crack inboard aft on the port foredeck hatch. There is an audible difference inboard forward of sticker at the port trampoline. There are gaps in the caulk inboard at the starboard hard top support and the color is different. The vent fitting on the port aft deck hatch is stuck shut. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in good condition. The port stern rail exhibits minor damage, the center stanchion base is distorted and the aft stanchion base is not flush. There is a small gelcoat flaw aft of the port aft cleat. The caulk around the deck forward, on the starboard hull side/deck, superstructure, aft port side and aft on superstructure exhibits black spots (mildew/mold). There is a bend in the lower lifeline of the port bow, upper and lower have less/different tension. The structural reinforcements including the liner inserts and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The bilge is clean and dry. The interior cabin spaces are neat, clean and orderly. There is a nick in the aft cabin sole by the head door. The interior of the vessel is in good cosmetic condition. This survey is not a mold inspection. The condition of the coring, in the hull, deck and elsewhere as applicable is beyond the scope of this inspection, but where visible and per our percussion testing appears undamaged.

**Summary: Excellent – Good**

### **MACHINE SYSTEMS**

Main engines: Two Yanmar, model 4JH57, 41.9 Kw (57 h.p.) @ 3000 rpm, hours per meters – 326 (port) and 322 (starboard)

Engine application: Diesel, four cylinders, naturally aspirated, sail drives

Serial numbers: Port – E18793, starboard – E18732

Transmissions: Yanmar SD60 sail drives, ratio 2.49, port serial number – 368899, starboard serial number – 370842

External/peripherals: Suitable application, satisfactory installation, 125A alternators, two Victron 100A DC/DC buck boost converters, remote coolant reservoir, remote fuel filters

Engine controls: Push/pull cables, single lever controls, single port helm station, emergency stop buttons on engines

Exhaust systems: Wet system, mixing elbow at engine, flexible hoses, plastic water lift

muffler, aft hull side discharges

Propulsion gear: Flexofold 18x14x3 L bronze feathering propellers

Steering system/rudder ports: Mechanical cable/pulley system, tie bar, single port side helm, fiberglass tubes to rudder shelf (unknown seal), LS hydraulic drive to starboard, fiberglass spade type rudders, unknown core

Ventilation: Engine room blowers (one per side - discharge)

Generator: None

Through hulls & components: Bronze through hulls, bronze ball valves, not bonded, three holding tank drains are plastic

Location of through hulls as visible: See chart

Seawater systems: Reinforced hoses

Bilge pumps: One manual pump per side aft, two Rulemate RM1100B electric automatic (one per side, tested with pump mounted test buttons)

**Comments:** The engines and sail drives were visually inspected and tested during a sea trial. The client had a mechanical survey performed, please refer to that report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and sail drives appear good – excellent. There is salt on the port sail drive’s hose connection to the through hull. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propellers were visually inspected and manipulated. An oil analysis performed prior to the survey of the engines’ and drives’ oil revealed water in the starboard sail drive. Following the survey the vessel was left out of the water for resealing of both sail drives (VB Engineering). The engines were started cold and started quickly. Wide open throttle was slightly more than the specified rpms. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blowers were energized. The through hull fittings (below the maximum heeled waterline) were visually inspected from the interior and exterior of the vessel and the valves were manipulated. The above waterline through hull fittings were visually inspected externally and internally. The waste overboard discharge through hull valves are not capable of being secured in the “closed” position to prevent accidental discharge where prohibited. The through hulls are in good – excellent condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are in good condition. The port forward head supply valve (fresh or seawater) leaked. The electric bilge pumps were energized with their test buttons. The manual bilge pumps were not tested.

**Summary: Good - Excellent**

## TANKAGE

Fuel: Two plastic tanks, one per side below aft berths, 159 US gallons \*, 279 liters per tank (per label on starboard tank, 146 gallons)

Fill & vent: Deck fill fittings to port and starboard of center on transom labeled “diesel”, flexible hoses (mostly inaccessible)

Feed & return: USCG type A1-15 flexible hoses (where visible)

Water: Deck fill fitting on centerline aft on foredeck labeled “water”, two blue plastic tanks, one per side in foredeck lockers (plumbed as one), 79 US gallons \*

Holding: Two deck fittings to port amidships and one to starboard forward labeled “waste”, plastic tank in starboard head, unknown capacity

**Comments:** The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in good condition. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. There is a small water leak at a hose connection for the water maker, it is leaking onto the starboard water tank. Accuracy of tank level gauges is beyond the scope of this survey.

**Summary: Good – Excellent**

## ELECTRICAL SYSTEMS

AC system: 30A/115V shore power inlet to port aft, Guest 30A galvanic isolator inboard forward in port engine room, 120 volt system

DC system: Two Exide Start PRO EG 1102 (110Ah) 12V batteries in secure and covered plastic boxes inboard forward in both engine rooms (one per side), two Cristec battery isolators, three battery switches per engine room, 4 Battle Born Game Changer 3.0 lithium ion batteries (LiFePO4 - 270 Ah each), 12 volt system

Wiring: Mostly original multistrand wires

Circuit protection: Main AC circuit breaker inboard forward in port engine room (shore power), distribution panel to starboard on interior bridge deck with AC and DC circuit breakers, AC voltmeter, separate panel inboard and forward of exposed panel behind “locker door” with DC circuit breakers

**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. The shore power cord connector and inlet were not inspected. Jim Dixon found that the buck boost DC to DC converters were not functioning properly. The inverter is likely the size that came with the vessel, though the current owner stated that the original inverter failed and was replaced. It is small, even for this boat which runs mostly DC. We did not see the vessel on vesseltracker.com (AIS transmit function). There is no audio source on the multifunction device (Fusion

stereo not showing on the Garmin). There is a circuit breaker and fuse by the port engine room battery switches, they are unlabeled and their function is unknown. Overall the electrical system is in good condition. The condition and age of the batteries is beyond the scope of this inspection. We did a test on the Battle Born batteries by starting with them fully charged and running them to empty (see Jim Dixon’s report for details – pending) and they exhibited no degradation. The battery history shows very low use.

**Summary: Good**

### **SAFETY AND LIFE SAVING**

Portable fire extinguishers: Three 2021 1-A:10-B:C units located inside the port cockpit locker, starboard cabin steps, port cabin steps

Fixed fire system: None

Flotation devices: Life ring with retrieving line, Lifesling, one type IV cushion, numerous and various

Horn/distress flares: Canister airhorn, flares expired 11/23

Navigational/anchor lights: Separate sidelights, stern light, masthead/steaming light, all-around/anchor light

Anchor & ground tackle: 44 lb. (per listing – markings covered with mud) Delta anchor with bridle, 250’ chain and 50’ line rode (listing specifications)

Other equipment: Emergency tiller handle, hatch breaking hammer, two emergency hull bottom escape hatches, three smoke alarms

**Comments:** Safety equipment for firefighting protection appears satisfactory but there are no extinguishers in the port side cabins, there is one below the port cabin steps. There is no fixed fire extinguishing system. Personal flotation devices appear satisfactory, they were not closely inspected. The distress signal flares are expired. A suitable sound signaling device is aboard, it was not tested. The smoke alarms sounded when tested. There are no CO alarms and the smoke alarms are not interconnected. We did not see garbage and oil placards, waste management plan or navigation rules. The navigational and anchor lights are properly arranged, installed and functional. The starboard navigational light is inoperative. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use. There is no secondary anchor or rode aboard. There are no bails on the anchor rollers. There is no life raft aboard, there is a designed space for a life raft. We did test the emergency tiller handle on both rudders.

**Summary: Satisfactory**

### **LP GAS SYSTEMS**

Tanks: Two tanks in dedicated locker below starboard forward exterior bridge deck seat

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

**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 alarms.

**Summary: Satisfactory - Good**

### **SAILING SYSTEM**

Mast & rig type: Aluminum deck stepped mast and boom, catamaran fractional rig

Standing rigging: Multistrand stainless steel wires with swage end fittings, set of aft upper shrouds, forestay, inner and outer jumper shrouds on both sides and forward, upper shrouds covered with black plastic sheath

Hardware: Mainsail boom bag, lazy jacks, aluminum spreaders with triangular forward strut (three pieces), bow sprit with whisker stays, Facnor LS200 roller furling headsail assembly

Winches: Two Harken 46 two speed (aft), two Harken 46 two speed electric at helm

Sails: Mainsail, roller furling headsail (self-tacking), Code 0 genaker (roller furling sail stored in a bag)

**Comments:** The mast and associated rigging were visually inspected from the deck level only. The mast and associated rigging is likely original. A rig survey by Chris Cotterton of CC Rigging was performed, 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. The Code 0 sail was raised on the second day of survey. The jib is somewhat dirty. The cord holding up the bow sprit is deteriorated. There is some surface corrosion on the standing rigging including at the swage fittings. There is a washer on the starboard jumper shroud. The main sheet and boom traveler have more wear than other running rigging. What appears to be a kink in the main halyard near the top of the mast is actually a splice and of no concern. There is no wire in the shackle for the halyard. Tie wraps are used on the halyard/turning block. Overall the sailing system is in good condition.

**Summary: Good**

## ACCESSORIES

Par-Max model 82400-0092 freshwater pressure pump with pressure accumulator tank, Flojet model R4235143, freshwater and saltwater washdown (port aft), internal sea strainers for engines, two Cristec Y Power 12V/40A battery chargers, B&G compass forward in starboard engine room, engine room lights, starboard aft exterior shower, water pressure inlet, Quick two direction electric windlass with wired remote control, two LG 390 watt (Upgrade Marine invoice) hard and three SunPower 5000 TG.50 SLM R10TG 5000 soft solar panels, B&G Zeus 3S 12 multifunction device with plotter/radar/autopilot/sail steer/instruments (battery monitor)/AIS, two small B&G multifunction devices, two Yanmar engine instruments, Plastimo Offshore 95 compass, three white bean bag chairs, Spectra Catalina 340C water maker, isotherm model DR65 cockpit refrigerator, galley sink with two faucets (fresh and seawater), Mabru DC HVAC system with four units two SC 12000 (starboard and salon) and two SC 7000 (port cabins), B&G vhf, Fusion MS-RA70NSX, B&G Zeus 3S 12 multifunction device, chart table, interior dinette, Mastervolt 12/2000 pure sine wave inverter, freshwater Victron SmartSolar MPPT 100/50 and one 100/30 charge controllers, Cafrano cabin fans, starboard head includes electric (fresh or seawater) head sink, shower enclosure, sump pump, B&G wireless vhf, isotherm CR130 CT galley refrigerator, LG TV, Vitrifrigo BN100BT-DE freezer, port aft cabin includes berth, ensuite head with electric head (fresh/sea water), shower enclosure, automatic shower drain pump, port forward cabin includes berth and ensuite head with electric head (fresh or seawater), head sink, shower enclosure, automatic shower drain pump, two Jabsco Par-Max 2.9 31331-05932 electric water pumps for heads, starboard side includes berth aft and ensuite head forward with electric head (fresh or seawater), sink, shower and automatic shower drain pump

## SUMMARY

The vessel is a production composite fiberglass sailing catamaran equipped with two diesel engines and sail drives. The vessel was built in Belleville, France (per the Certificate of Documentation). The current owner is the original owner and purchased the vessel through Naos Yachts in Los Angeles, California. The engines and sail drives are original. The current owner upgraded the vessel with a lithium battery system, solar charging system and a 12V HVAC system. The vessel does not have a generator. The vessel was inspected in its slip, underway briefly in San Diego Bay and while hauled. The survey was continued on the following day, the vessel was launched and operated back to its slip. The vessel is in good condition and exhibits minimal wear. The vessel is structurally and mechanically sound and suitable for its intended purpose as a coastal cruising sailboat.

### **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**

<b>FAIR MARKET VALUE</b>	<b>NEW REPLACEMENT VALUE</b>	<b>INVESTMENT</b>
\$650,000 (tax paid)	\$850,000 (plus tax)	\$650,000

The fair market value is the surveyor’s opinion of value, which 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 soldboats.com reported sale prices and the yachtworld listings below. The single best comp is the 2020 that sold for \$660,000 in 8/22 in Ft. Lauderdale. Values have come down since that sale, significantly, and are still coming down.

There are three comparable boats listed on Yachtworld now:  
2021 in Annapolis asking \$575,000  
2021 in Ontario asking \$715,000  
2021 in Oakland asking \$679,00

All seem to be good comps, average asking price \$656,000. Boats are not selling for their asking price. There is a correction in the recreational boat market occurring, post Covid-19 demand and value spike.

On Yachtworld, where the three comparable listings above are found, there are 49 Lagoon 42s for sale (2020 – 2022), most are asking much less, and most have likely had some time in charter, most have generators. The location and condition of the vessel place it in the top tier of value for similar model and age vessels.

Length	Make/Model	Year	Listed Price	Sold Price	Boat Location
42 ft	Lagoon 42	2021	US\$685,000	US\$685,000 (3/2022)	Saint Petersburg, Florida, United States
42 ft	Lagoon 42	2020	US\$595,000	US\$595,000 (3/2022)	St George's, Grenada

45 ft	Lagoon 450F	2020	US\$799,000	US\$781,500 (6/2022)	United States
45 ft	Lagoon 450 F	2020	US\$799,000	US\$785,000 (6/2022) Tax: Paid, US	Fort Lauderdale, Florida, United States
41 ft 12 in	Lagoon 42	2020	US\$457,950	US\$457,950 (6/2022) Tax: Not Paid	Can Pastilla, Spain
42 ft	Lagoon 42	2020	US\$689,000	US\$659,000 (7/2022)	Florida, United States
42 ft	Lagoon 42	2020	US\$669,000	US\$660,000 (8/2022) Tax: Paid, US	Fort Lauderdale, Florida, United States
41 ft 12 in	Lagoon 42	2021	US\$479,815	US\$477,623 (8/2022)	Split, Croatia
45 ft	Lagoon 450	2020	US\$799,000	US\$785,000 (8/2022)	Grenada, Grenada
45 ft 1 in	Lagoon 450 F	2020	US\$684,527	US\$661,240 (8/2022) Tax: Not Paid	Lagoon 450 F, Yacht management, Greece
42 ft	Lagoon 42	2020	US\$650,000	US\$630,000 (8/2022)	Charleston, South Carolina, United States
45 ft 1 in	Lagoon 450S	2020	US\$684,527	US\$650,310 (9/2022) Tax: Not Paid	Lagoon 450S, Charter management, Spain

Length	Make/Model	Year	Listed Price	Sold Price	Boat Location
42 ft	Lagoon 42	2022	Call	US\$644,046 (10/2022)	Annapolis, Maryland, United States
41 ft 12 in	Lagoon 42	2021	US\$579,268	US\$546,479 (10/2022)	Ta'Xbiex, Malta

Tax: Not Paid					
42 ft	Lagoon 42	2021	US\$578,721	US\$578,721 (10/2022) Tax: Leasing, MQ	Le MARIN, Martinique
45 ft 1 in	Lagoon 46	2020	US\$735,000	US\$750,000 (11/2022)	St Thomas, U.S. Virgin Islands
41 ft 12 in	Lagoon 42	2020	US\$600,034	US\$600,034 (11/2022) Tax: Not Paid	Valencia, Spain
41 ft 12 in	Lagoon 42	2021	US\$742,119	US\$710,423 (1/2023) Tax: Not Paid	saint lucia, Saint Lucia
42 ft	Lagoon 42	2021	US\$650,000	US\$625,000 (2/2023) Tax: Not Paid	Saint-Martin, Sint Maarten (Dutch part)
42 ft	Lagoon 42	2022	US\$699,999	US\$670,000 (2/2023)	United States
45 ft	Lagoon 46	2022	US\$810,000	US\$810,000 (2/2023) Tax: Not Paid	St. Thomas, U.S. Virgin Islands

Length	Make/Model	Year	Listed Price	Sold Price	Boat Location
45 ft 10 in	Lagoon 450 sport top	2020	US\$666,705	US\$666,705 (4/2023)	Antibes, Alpes-Maritimes, France
45 ft	Lagoon 450S	2021	US\$799,999	US\$740,000 (6/2023)	United States
42 ft	Lagoon 42	2021	US\$584,733	US\$541,014 (6/2023)	PANAMA, Panama
42 ft	Lagoon 42	2022	US\$739,537	US\$726,000 (7/2023) Tax: Paid, CA	Vancouver, British Columbia, Canada
41 ft 12 in	Lagoon 42	2021	US\$709,330	US\$709,330 (10/2023) Tax: Paid, NL	Lisboa, Portugal

42 ft	Lagoon 42	2020	US\$650,000	US\$615,000 (10/2023)	Annapolis, Maryland, United States
42 ft	Lagoon 42	2020	US\$679,000	US\$599,000 (12/2023)	Jacksonville, Florida, United States
42 ft	Lagoon 42	2021	US\$715,000	US\$674,000 (1/2024) Tax: Paid	Mt. Pleasant, South Carolina, United States
42 ft	Lagoon 42	2021	US\$715,000	US\$674,000 (1/2024) Tax: Paid	Mt. Pleasant, South Carolina, United States

The above information is from a March 11, 2024 analysis and I am a boomer, that's why it looks so whack.

## 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. As water was found in the starboard drive oil and the drives were resealed, run the vessel for ten hours under power, retest the oil in both drives.
2. Assure that the buck boost units are functioning properly, Jim Dixon found that they were not.
3. Service and prove the starboard navigational light functional.

### SECONDARY

1. The jib is dirty, consider cleaning the jib.
2. Replace the deteriorated bungee cord holding up the bow sprit.
3. Upgrade the smoke alarms to include CO detection and interconnected alarms.
4. Consider the installation of a propane alarm.
5. Install bails on both anchor rollers.
6. Prior to offshore use upgrade the safety components to include a life raft, EPIRB, safety harnesses, jacklines, man overboard strobe, man overboard pole and an abandon ship kit.
7. Prior to offshore use provide a secondary anchor and rode.
8. Install fixed fire extinguishers in both engine rooms.
9. Assure that all legally required carriage items are aboard including a current copy of the navigation rules, a waste management plan, oil and garbage placards.
10. Eliminate the water leak at the hose connection for the water maker that is dripping onto the starboard water tank.
11. Consider electrical upgrades per Jim Dixon, see his report.
12. Connect the stereo to the multifunction device.
13. Determine the purpose of the circuit breaker and fuse by the port engine room battery switches and label these components.
14. Address the minor damage to the port stern rail.
15. Address the minor cosmetic damage at the deck and hull sides to the gelcoat, specifics are listed in hull and structure comments above.
16. Address the black spotting on the caulk around the vessel as desired.
17. Service as a result of salt on the port sail drive through hull to hose connection.
18. Eliminate the leak in the port forward head at the freshwater/seawater selector valve.
19. Assure the AIS transmitter is properly functional, the vessel was not visible on vesseltracker.com and had not been seen in 163 days.

20. Upon the first attempt to energize the water maker, on the second day of the survey, it displayed a low voltage error message. After the flush cycle it was tested again and functioned normally. The fresh water pressure pump must be left on to allow the water maker to perform automatic timed flushes.
21. The following components were not tested or inspected: shore power cord and inlet connections, keys for engine room hatches, water pressure inlet, aft deck and helm area enclosures.

**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, 2024

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

Date

Mrs. Hunter Christian  
March 30, 2024

*"Proximity"*  
2021 Lagoon 42 / catamaran

Page 15 of 15  
File # 24 - 21060

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March 30, 2024

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By: Mr. Kells Manthei, SAMS SA

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Date