

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: September 27, 2023

Our file #: 22 - 20484

Current owners: Removed for privacy

This inspection was performed upon the request of the client listed above on 07/06/2022 while the vessel was hauled at Driscoll Boatworks, San Diego, CA and afloat at Harbor Island West Marina Slip XXX, San Diego, CA and the client and his son, the current owner, Kells Manthei (Surveyor, SAMS SA) and Ernie and Matt Monroe (mechanics) attended.

Scope of Services

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

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VESSEL DESCRIPTION

Builder:	Albemarle	Doc. #:	Removed for privacy
Model/type:	305 Express	HIN:	Removed for privacy
Year:	1998	Engines:	Two caterpillar
Length:	32' 6"	Name:	<i>Removed for privacy</i>
Draft:	3' 6"	Hailing port:	Dana Point, CA
Beam:	11'	Weight:	25,000 lb. (travel lift's scale)
* generator owner's manual		Displacement:	Unknown
** reported by owner		*** listing specifications	

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-v shape, single hard chine, two lifting strakes per side, black antifouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, black and gold vinyl boot stripes

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, molded nonskid deck surface, grey carpet in the cockpit

Deck hardware: Aluminum bow rail, aluminum supports for half tower, three sets of cleats, one set of Hawes holes aft, opening portlights, bow plank with integral anchor roller, foredeck hatch, windshield vent

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Express fisherman, the generator is located in the lazarette bilge, the engines are located forward below the cockpit and are accessed with a deck hatch or hydraulic hatch, half tower helm accessed on either side of the aft hard top supports, lower helm located starboard forward, companionway hatch to port forward leads to the cabin, galley is located to starboard aft, the head is located to starboard, berths are located to port and forward

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 hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory – good structural and cosmetic condition, except where noted. The vinyl boot stripes have minor damage on them. The vessel has a starboard side list. Water was seen entering the lazarette from where the starboard transom scupper is located. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition, except where noted. Sound differences were noted when percussion testing to starboard forward on the hard top. 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, except where noted. The upholstery on the half-tower is aged and the upholstery in the cockpit is aged. 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. The interior of the vessel is in satisfactory cosmetic condition, except where noted. There is water damage to wood to port in the salon. There is water damage to wood to starboard in the salon located at the starboard forward hard top support. 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 caterpillar 3116, 300 h.p. at 2800 rpm

Engine application: Diesel, six cylinders, turbo charged, aftercooled, inboard

Serial Numbers: P – 4KG06879 ** (tag illegible) S – 4KG06880

Transmissions: Twin Disc MC – 5050 – A, ratio 1.50.1, port serial number 5FJ068, starboard tag is illegible

External/peripherals: Suitable application, satisfactory installation

Engine controls: Hydraulic controls, double lever controls, controls located at the half-tower helm and lower helm

Exhaust systems: Wet system, fiberglass tubes, flexible hoses, transom discharges

Propulsion gear/shaft logs: Tides Marine dripless propeller shaft seals, 1.5” diameter stainless steel propeller shafts, single bronze strut per side, 20 x 23 bronze four blade counter rotating propellers

Steering system/rudder ports: Sea Star hydraulic steering, single actuator, tie bar, bronze packing glands, stainless steel rudders, half-tower helm and lower helm

Ventilation: Natural and one blower

Generator: NexGen UCM2 – 5.5, 5.5 KW, serial number E1C99548 *, sound enclosure, fiberglass muffler, transom exhaust discharge

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

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: Rule – Mate 2000 submersible automatic located in the lazarette, Rule – Mate 1100 submersible automatic located in the amidships bilge

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 engine hours were recorded as 4381 to port and 4370 to starboard at the start of the survey and 4383.05 and 4372.13 at its conclusion per the engine hour meters. Wide open throttle was recorded as 2775 rpm and 2750 rpm per the tachometers with a top speed of 27.6 knots in one direction in San Diego Bay in calm conditions. There was light blue exhaust smoke from the port engine on startup which cleared up after several seconds. The port engine was slower to start. A “knocking” sound was heard from the port engine at idle after startup. The external surfaces and peripheral components of the engines and transmissions appear satisfactory, except where noted. There is minor corrosion on both engines’ internal sea strainers. There is minimal corrosion on the fittings on the starboard engine’s exhaust elbow. The engine controls functioned normally. The exhaust system is properly arranged and installed. The port engine’s flexible exhaust hose inside the engine room is dated 1996 and appears “worn”. The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. The propellers were percussion tested and spun with a fixed object adjacent to the blades. The propeller shafts were manipulated in the struts and observed while underway. Overall the propulsion components are in satisfactory condition. The steering system was visually inspected and test operated. The steering system functioned normally. There was moisture on both rudder seals at the start of the survey and the port seal leaked water actively after the sea trial. The engine room blower was energized. The generator was visually inspected, test operated and loaded. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The electric bilge pumps were energized with their float and toggle switches.

Summary: Satisfactory

TANKAGE

Fuel: 294 gallon capacity in one aluminum tank located forward in the cockpit bilge

Fill & vent: Deck fill fitting to starboard aft of amidships, marked “diesel”, USCG type A2 full hose, date not seen, USCG type A1 vent hose, date not seen

Feed & return: USCG type A1 hoses, dates not seen, Parker Racor fuel filters with vacuum gauges located aft in the engine room, valves on filters

Water: 35 gallon capacity *** in one tank (tank not seen), deck fill fitting located to port amidships, marked “water”

Holding: 15 gallon capacity *** in one tank (tank not seen), deck fitting to starboard amidships, marked “waste”

Comments: The fuel system including the tank, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition, except where noted. The fuel feed hose is cracked at the starboard fuel filter. Dates were not seen on the fuel fill, vent, feed or return hoses. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey. We did not see the waste holding tank. We did not see the freshwater tank.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 120 volt system, 30A 125V shore power cord, shore power inlet located to port forward in the cockpit

DC system: 12 volt system; two Trojan T – 105 Plus 6 volt wet cell batteries in plastic boxes without lids located center forward in the engine room bilge, two Odyssey ODX – AGM31M 12 volt AGM batteries located center in the engine room bilge, battery switch located inboard forward on the port engine

Wiring: Mostly original multi – strand wires

Circuit protection: Electrical distribution panel to port aft in the salon includes main and branch AC and DC circuit breakers, AC and DC volt and ammeters, GFCI outlets

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, except where noted. There is no lock ring on the shore power cord. A battery cable center forward connected to one of the AGM batteries is “compressed” by the lid. There is low fluid in the forward six volt battery. There is no terminal protection on the batteries. The forward batteries do not have lids on the boxes. 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 (2007, gauge in green) located in the galley

Fixed fire system: Sea – Fire unit located forward in the engine room, model number obscured by the mounting clamp, inspected 12/2020

Flotation devices: Six adult type III PFDs, two child type III PFDs, one type IV cushion

Horn/distress flares: Two cannister air horns, three handheld distress flares (expiration 9/2025) three pistol launch distress flares (expiration 10/2025)

Navigational/anchor lights: Separate side lights, stern light, combination anchor / steaming light

Anchor & ground tackle: 33 lb. Lewmar claw anchor with chain and line rode

Other equipment: One handheld orange smoke signal (expiration 10/2025), EPIRB (not remaining with the boat), one combination smoke / CO alarm

Comments: Safety equipment for firefighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. Current distress signal flares are aboard. A suitable sound signaling device is aboard. The electric horn is inoperative. The CO alarm is functional. CO alarm is not mounted. Garbage and oil placards were seen. The navigational and anchor lights are properly arranged, installed and functional. The steaming light is obscured by the radar antenna. The rear facing light on the combination anchor / steaming light is “dim”. 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.

Summary: Satisfactory

ACCESSORIES

Transom fish hold, cockpit bait tank, cockpit folding lights, internal sea strainers, electronic engine room hatch, garbage placard, oil placard, Pentair Shurflo Aqua King II 4138 – 111 – E65 freshwater pump, freshwater washdown, cockpit fish hold with macerator, West Marine raw water washdown pump model 32305 – 4092, electric waste macerator discharge pump, two Shurflo bait pumps, Jabsco 50840 – 0012 cyclone bait tank pump, Raritan water heater, Bennet trim tabs, cockpit sink, Simrad NSS7 evo2 multifunction device with plotter / sounder / radar, Simrad closed array radar antenna, Simrad RS35 vhf, Dytek ST1000 sea temperature gauge, tower helm engine instruments include two tachometers, Ritchie compass, Simrad autopilot controls at both helms, Dytek ST1000 sea temperature (lower helm), adjustable helm chair, swim step, two Simrad NSS9 evo3 multifunction devices with plotter / radar / sounder AIS (receive only), engine instruments at the lower helm include two tachometers with hour meters, two oil pressure gauges, two water temperature gauges and two voltmeters, two fuel level gauges, 12 volt outlets, Ritchie compass, windshield wipers, Simrad RS35 vhf (lower helm), Fusion MS – AV650 stereo, Bose speakers, cup holders, Pro Mariner Pro Nautic 12 – 30P battery charger, generator hour meter, Weems & Plath ship's clock, Pullman's bunk, galley includes sink, Goldstar microwave and Norcold DE – 351D AC / DC refrigerator, head includes sink with shower attachment, vent fan, shower sump pump and electric head, HVAC control located forward in the cabin, reading lights, Sharp TV, Lewmar two direction electric windlass with controls located at the lower helm, Magma bbq grill (in bag, not inspected)

SUMMARY

The vessel is a production fiberglass express sport fisherman equipped with two diesel engines and a diesel generator. The vessel was built in Edenton, North Carolina. The current owner reported that he purchased the vessel in Dana Point, CA in late September / early October 2019. He reported that the engines are original and that the port transmission was replaced shortly after the vessel was purchased. He did not report the age of the generator, only that it was recently replaced. He reported that the bottom paint was applied in November 2020. He disclosed that the sea temperature gauge on the half-tower helm is inaccurate, the water temperature gauge on the port engine bounces and that the port engine consumes more oil than normal. He reported that he had no knowledge of any significant events in the vessel's history, such as submersions, collisions, fires, etc. The vessel was inspected while hauled, afloat and underway on a sea trial in San Diego Bay in calm and overcast conditions. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal cruising and fishing 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

Removed

NEW REPLACEMENT VALUE

Removed

INVESTMENT

Removed

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 Soldboats.com reported sales prices, Yachtworld.com and BoatTrader.com current listing prices below. The vessel that sold in Dana Point for \$80,000 in October 2019 is the same as the surveyed vessel; there was no data in its Soldboats.com report. There is limited data on Soldboats.com of Albemarle 305 Express boats that have sold on the West Coast so expanded our research. We have included Cabo 31 Express boats in our research, which hold a higher value on than similarly sized Albemarle boats and are equipped with larger engines. The surveyed vessel's navigational electronics have been upgraded and its generator was recently replaced, increasing its value compared to other Albemarle 305 Express boats. The condition of the vessel, its systems and location have been factored into our valuation. The values of vessels have continued to increase due to the Covid-19 induced demand; the future of the value spike is unknown.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
30	Albemarle 305 Express Fisherman	2002	14-Jun-22	50,000	59,990	Hampstead, NC, USA
32	Albemarle 305 Express Fisherman	2001	12-Apr-22	77,500	87,000	Norfolk, VA, USA
31	Albemarle 305 EXPRESS	2001	5-Feb-22	77,500	87,000	Norfolk, VA, USA
30	Albemarle	2001	23-Jul-21	75,000	75,000	Cape May,

	305 EXPRESS					NJ, USA
31	Albemarle 305	2002	14-Oct-21	75,000	79,900	Millsboro, DE, USA
29	Albemarle 305 Express Fisherman	2002	21-Nov-20	85,000	92,000	Babylon, NY, USA
30	Albemarle 305	2002	2-Jul-20	60,000	65,000	Solomons, MD, USA
30	Albemarle Express	2000	1-Jun-20	63,000	68,900	Stuart, FL, USA
29	Albemarle 305 Express Fisherman	2000	30-Apr-20	62,000	61,900	cape charles, VA, USA
30	Albemarle 305 EXPRESS	1998	2-Oct-19	80,000	118,000	Dana Point, CA, USA
30	Albemarle 305 Express Fisherman	1996	1-Aug-19	40,000	44,900	Brooklyn, NY, USA
30	Albemarle 305 Express Fisherman	1996	22-Jun-19	43,000	49,900	Oakdale, NY, USA
32	Albemarle 325 Convertible	1999	24-Jun-20	75,000	79,000	San Pedro, CA, USA
31	Cabo 31 Express	1999	12-May-22	120,000	129,900	Dana Point, CA, USA
31	Cabo Express	1996	31-Oct-21	100,000	115,000	Dana Point, CA, USA
31	Cabo 31 Express	2000	9-Sep-21	125,000	139,900	Brisbane, CA, USA
31	Cabo Express	1998	20-May-21	82,500	95,000	Huntington Beach, CA, USA
31	Cabo 31 Express	1997	8-Nov-20	91,000	99,500	Marina Del Rey, CA, USA

1.

Save Price Drop: \$14,900 (Jun 30) – Reel Obsession

1998 Albemarle 305 EXPRESS

1998 Albemarle 305 EXPRESS

\$105,000

San Clemente, CA 92672

Offered By: Private Seller

[CONTACT](#)

Albemarle 32 Express

US\$94,500 *

32 ft / 2000

Waretown, New Jersey, United States

South Jersey Yacht Sales - Pt. Pleasant

[Request Info](#)

Albemarle 32 Express

US\$64,900 *

32 ft / 1999

Dickinson, Texas, United States

Galati Yacht Sales Texas

[Request Info](#)

Albemarle 320 Express

US\$89,900 *

32 ft / 2000

Pensacola, Florida, United States

Sale Pending

Myers Yacht Sales

Cabo 31 Express with 8 HRS...

US\$149,500 *

31 ft / 1997
Freeport, New York, United States
Brightwater Yacht Brokers Inc.

Price Drop: US\$10,000 (Jul 6)

Cabo 31 Express

US\$79,000 *

31 ft / 2000
East Quogue, New York, United States
Montauk Yacht Sales

Cabo 31 Express with Tower

US\$95,000 *

31 ft / 1998
North Myrtle Beach, South Carolina, United States
Sale Pending
Lombardi Yacht Sales

Cabo 31 Express

US\$129,900 *

31 ft / 1999
Dana Point, California, United States
Mariners Yacht & Ship Brokerage, Inc.

Albemarle 305 EXPRESS

US\$40,900 *

31 ft / 1996
Niceville, Florida, United States
Bluewater Bay Yachts, Inc.

Cabo 31 Express

US\$112,000 *

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1998 Albemarle 305 Express

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31 ft / 1998
Hampton, Virginia, United States
Bluewater Yacht Sales

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. There is only one portable fire extinguisher aboard, provide at least one more (total of two) per federal regulations and assure they are evenly spaced throughout the vessel for easy access in emergencies.
2. We encourage providing a secondary anchor and rode for use in two anchor situations or emergencies.
3. Properly mount the combination smoke / CO alarm.
4. The steaming light is partially obscured by the radar antenna and the rear light on the combination anchor / steaming light is dim. Address appropriately.
5. Install a lock ring on the shore power cord.
6. Provide terminal protection on the batteries per ABYC recommendations.
7. The forward six volt battery has low fluid. Address appropriately.
8. Water was seen entering the vessel from inside of the lazarette at the starboard scupper. Address appropriately to eliminate future water intrusions and dry and clean the area to allow detection of future weeps or leaks.
9. The fuel feed hose at the starboard Racor filter is cracked at the filter. Replace the hose.
10. No dates were seen on the fuel hoses. The industry accepted standard "rule of thumb" for the life expectancy of fuel hoses is ten years. Either replace the hoses or assure they are suitable for continued use and replace them as necessary.
11. The port engine was slower to start than the starboard engine and the port engine's exhaust smoke opacity was light blue on startup. Determine the cause of the slow start and blue exhaust smoke opacity and address appropriately.
12. Determine the cause of the "knocking" sound from the port engine after startup while it was at idle and address appropriately.
13. There was moisture seen on both rudder seals at the start of the survey and the port seal was leaking water actively after the sea trial. Determine the cause of the leak and moisture, eliminate the cause, service or replace components as necessary and clean and dry the bilge to allow the detection of future weeps or leaks.
14. We strongly recommend installing an anti-siphon loop for the generator's exhaust.

15. Remove the portable propane tanks from inside the cabin to eliminate potential liabilities.

SECONDARY

1. The port engine's exhaust hose is dated 1996 and appears "worn". Either replace the hose or monitor and replace as necessary.
2. Determine the cause of the corrosion on the engines' internal sea strainers, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks or corrosion.
3. There is minimal corrosion on fitting on the starboard engine's exhaust elbow. Determine the cause of corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks or corrosion.
4. One battery cable connected to an AGM battery is has been "compressed". Address appropriately or as necessary and install the cable in a way that it will not be damaged in the future.
5. There is water damage to wood to port in the salon and to starboard in the salon located at the starboard forward hard top support. Determine the cause of the water damage (as possible), eliminate the cause, service or replace components as necessary and clean the area to allow detection of future weeps or leaks.
6. Sound differences were noted to starboard forward on the hard top when percussion testing. Determine the significance of the sound differences and address as necessary or desired.
7. The upholstery at the half-tower helm and in the cockpit is aged. Address as desired.
8. Address the damage to the vinyl boot stripes as desired.
9. Determine the cause of the starboard side list (as possible) and address appropriately.
10. There is debris about several hose connections on through hulls and sea strainers (such as for the engines' sea strainers). Address appropriately.
11. The following components were not tested or inspected: bbq grill, outriggers, freshwater tank, waste holding tank, forward bait tank, all functions of entertainment devices and 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.



September 27, 2023

By: Mr. Kells Manthei, SAMS SA

Date