

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy
Current owner: Removed for privacy

Date of report: November 17, 2021
Our file #: 21 – 20301web

This inspection was performed upon the request of the client listed above on November 15, 2021 while the vessel was hauled at Safe Harbor Boatyard and while afloat in Harbor Island West Marina, slip – XXX, San Diego, CA and XXX (owner), XXX (client), Kells Manthei (surveyor) attended.

Scope of Services

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

Marine Claims Assistance - Vessel Inspections
1276 Scott Street – San Diego, CA 92106
TEL 619.223.7380 800.944.4789 FAX 619.223.7390
office@themarinesurveyors.com - themarinesurveyors.com

VESSEL DESCRIPTION

Builder:	Capital Yachts	Reg. #:	Removed
Model/type:	Newport 30 III / sloop	HIN:	Removed
Year:	1984	Engine:	One Yanmar
Length:	30' 6"	Name:	Removed
Draft:	5' 5"	Hailing Port:	San Diego, CA
Beam:	10' 6"	Weight:	8,000 lb. (travel lift's scale)
* sailboatdata.com		Displacement:	8,500 lb. *
** owner's manual			

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, bolt-on external ballast fin keel (2,600 lb. * - unknown material), blue anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, blue gelcoat accent and boot stripes, transom stern

Decks & superstructure: Molded fiberglass construction, unknown core, white paint, beige particle nonskid deck surface, fiberglass toe rail

Deck hardware: Stainless steel bow and stern rails, stainless steel stanchion posts, double lifelines, wooden grab rails, anchor roller, sets of cleats forward and aft, two boarding gates, two deck hatches

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Aft cockpit with companionway center forward, engine located below the cockpit and accessed via the companionway steps and a cockpit deck hatch, interior has a quarter berth to starboard aft, galley to port aft, salon amidships, head to port forward, V-berth forward

Bilge: Holding minimal water

Comments: The vessel was inspected while hauled and afloat. The hull bottom and keel were visually inspected and randomly sounded. The hull bottom and keel are in satisfactory structural condition except where noted. There are approximately 15 to 30 .75" – 1" diameter blisters on the hull bottom. A transducer was installed during the haul out. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition except where noted. There are chips and scratches in the gelcoat at the bow. The HIN on the transom is difficult to read. There is a square-shaped repair on the starboard hull side forward with radiating stress cracks just above the repair. There is a circular repair on the port hull side just aft of amidships. There is a long scratch in the gelcoat on the port hull side aft of amidships. There are chips in the gelcoat on the edges of the transom. There is ghost lettering aft on both hull sides. The deck and superstructure were visually

inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition except where noted. There is cracking in the gelcoat at the forward bow rail stanchion bases. There are cracks in the gelcoat at the toe rail to starboard forward and aft of amidships. There is no gelcoat present on the aft side of the starboard cockpit bench. 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 starboard forward bow rail stanchion base is bent. The structural reinforcements including the liner and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The forward bulkhead to port in the salon is not flush with the deck and has a "gap". There is staining on the forward salon bulkhead at the port chain plate. 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. The coatings are failing on the overhead in the quarter berth. 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 engine: Yanmar 2YM15, 10 kw @ 3,600 rpm

Engine application: Diesel, two cylinder, freshwater cooled, inboard

Serial number: E07548

Transmission: Kanzaki KM2P-1, ratio 2.21, serial number 44593

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push-pull cables, double lever controls, single pedestal helm

Exhaust system: Wet system, flexible hoses, plastic muffler, starboard aft hull bottom discharge

Propulsion gear/shaft log: Bronze packing gland, .85" diameter (apparently, measured with calipers) stainless steel propeller shaft, single bronze strut, bronze 12 x 13 three blade right hand propeller

Steering system/rudder port: Cable quadrant system, single pedestal helm with wheel, fiberglass spade-type rudder, unknown core

Ventilation: Natural

Generator: None

Through hulls & components: Bronze through hulls, bronze ball valves, not bonded, Marelon through hulls, Marelon valves

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: One manual pump aft in the cockpit, Rule 2000 submersible automatic in the center bilge

Comments: The engine and transmission were visually inspected and tested between the slip and boatyard only. This survey is not a mechanical inspection, please consult with a qualified technician for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engine and transmission appear good except where noted. There is minimal corrosion on the raw water pump. There is rust staining on the exhaust mixing elbow. Wide open throttle was recorded as 3,000 rpm with a top speed of 7.2 knots in one direction in San Diego Bay. The engine hours were 252.2 at the start of the survey and 253.5 at its conclusion per the engine's hour meter. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propeller, propeller shaft, strut and shaft seal were visually inspected. The propeller was percussion tested and spun with a fixed object adjacent to the blades. The propeller shaft was manipulated in the strut 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. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition except where noted. There is corrosion on the waste discharge and head sink discharge through hulls. The head sink discharge through hull's valve is stiff. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The electric bilge pump was energized with its toggle switch. The manual bilge pump was not tested.

Summary: Satisfactory – Good

TANKAGE

Fuel: 25 gallon capacity ** in one aluminum tank below the quarter berth

Fill & vent: Deck fill fitting to starboard aft, marked "diesel", unknown type fill and vent hoses

Feed & return: USCG type A1-15 hoses dated 02/13/17, Racor fuel filter, valve on tank

Water: Unknown capacity in one tank (not accessed) located below the V-berth, fill fitting located inside the anchor rode locker

Holding: Unknown capacity in one plastic tank located below the head sink, deck fitting to port 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 – good condition except where noted. We could not see the type or dates on the fuel fill and vent 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. We were unable to access the water tank. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory – Good

ELECTRICAL SYSTEMS

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

DC system: 12 volt system, Battery switch to starboard aft in the salon below the navigation table, Optima 24M 12 volt AGM battery below the starboard salon bench, Everstart 27DC 12 volt wet cell battery below the starboard salon bench

Wiring: Multi-strand wires

Circuit protection: AC main circuit breaker to starboard aft in the salon, DC main circuit breaker with DC switches to starboard aft in the salon

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. The wire was off the DC switch for the waste discharge pump (it was reattached and the pump was tested). There is no branch circuit protection for the AC system. There are no GFCI outlets or devices. The DC system is a main circuit breaker with branch switches. There are smaller wires below larger wires on the battery terminal posts. The anchor light switch is missing, it reportedly energizes with the “masthead” switch. The bottom outlet of the starboard forward outlet tested with an open ground and the galley outlet tested with reverse polarity. The condition and age of the batteries is beyond the scope of this inspection.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Two type B:C size I located in the port cockpit locker (2004) and at the navigation table (1996)

Fixed fire system: None

Flotation devices: Two adult type II PFDs, one adult type III PFD, three type IV throwable PFDs

Horn/distress flares: Four pistol launch distress signal flares (expired 1/2021)

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

Anchor & ground tackle: Lewmar claw-type primary anchor (size illegible) with chain and line rode, Danforth type secondary anchor with chain and line rode located in the port cockpit locker

Other equipment: Life sling, first aid kit

Comments: Safety equipment for fire fighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. There are no current distress signal flares aboard. A suitable sound signaling device is aboard. There is no CO alarm. There is no smoke alarm. Garbage and oil placards were seen. The navigational and anchor lights are properly arranged, installed and functional. There are two masthead / steaming lights. We were unable to determine the functionality of the all-around / anchor light. 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.

Summary: Satisfactory – Marginal

SAILING SYSTEM

Mast & rig type: Aluminum deck stepped mast, sloop rig

Standing rigging: Stainless steel multi-strand wires, swage end fittings, two lower and one upper shroud per side, forestay, split backstay

Hardware: Harken MK IV roller furling headsail assembly, set of aluminum spreaders, aluminum boom, lazy jacks

Winches: Two Lewmar 7, two Lewmar 30, two Lewmar 43 self-tailing

Sails: Roller furling jib, main, spinnaker in bag

Comments: The mast and standing rigging were visually inspected from the deck level only. The current owner reported that the standing rigging was replaced three years ago. This survey is not a rig survey, please consult with a qualified technician for greater detail as to the condition of the sailing system. The sails were raised when returning from the boatyard but the vessel was not sailed or taken on sea trial during the survey. Overall the sailing system is in satisfactory – good condition.

Summary: Satisfactory – Good

ACCESSORIES

Internal sea strainer, fuel level gauge, engine instruments include tachometer with digital hour meter and warning lights, audible engine alarm, Autohelm ST4000+ autopilot, Fusion speakers, bimini top, Ritchie compass, cup holders, rod holder, foredeck light, Raymarine multifunction device, Pyle speakers, galley includes sink, ice box and Whirlpool refrigerator, USB outlets, Standard Horizon Eclipse vhf, oil placard, garbage placard, Sony DSX-M50BT stereo, West Marine Mistral handheld vhf, pull-out bench seat, fold-down dinette table, electric waste macerator discharge pump, head includes electric waste macerator, discharge pump, head includes sink with foot pedal and manual head, Vizio TV, Bose speakers, iPad with Navionics, two Deltran Battery Tender battery chargers

SUMMARY

The vessel is a production fiberglass sloop-rigged sailboat equipped with a single diesel engine. The vessel was built in the USA. The current owner reported that he purchased the vessel on December 31, 2017 in Long Beach, CA. He reported that the engine and transmission were replaced three years ago. He reported that the rigging was replaced by Rigworks Inc. three years ago and the sails were replaced at that time. He reported that the bottom paint was applied at the end of 2020. He reported that a new Raymarine wind indicator and multi-function device has been installed and a new transducer was installed during the haul out. He reported that a new propeller was installed in April 2021. He disclosed that the previous owner had struck another vessel with the bow though no insurance claim was filed. He disclosed no other problems with the vessel and no other significant events in the vessel's history including submersions, collisions, fires, etc. The vessel was inspected while hauled, afloat and underway between the slip and the boatyard and no sea trial was performed. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal cruising vessel.

Overall Summary: Satisfactory – Good

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

VALUES

ACTUAL CASH VALUE

Removed

NEW REPLACEMENT VALUE

Removed

INVESTMENT

N / A

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

Explanation of value opinion: The value is based on the Soldboats.com reported sales prices, Yachtworld.com and Sailboatlistings.com listing prices below. The surveyed vessel exhibits active maintenance, was repowered three years ago and had the standing rigging replaced three years ago. None of the Soldboats.com comparable vessels have been repowered and there is no information on the condition of their rigging. The vessel listed for \$12,500 in San Diego CA on Sailboatlistings.com is the best comparable vessel in terms of model and location, but it is equipped with an electric motor. The condition of the vessel, its systems and its location have been factored into our valuation. The data from Soldboats.com, Yachtworld.com and Sailboatlistings.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
30	Newport 30	1985	14-Oct-21	19,000	22,000	Port Townsend, WA, USA
30	Newport 30 MKII Newport 30 Mk	1976	12-Oct-21	8,326	8,326	Victoria, BC, Canada
30	III Newport 30-3	1984	12-Oct-21	11,000	14,000	La Paz, Mexico Madeira Beach, FL, USA
30	MKIII Newport 28 MK	1988	25-Jun-21	20,000	21,999	USA
28	II	1986	1-Jun-21	13,000	15,000	Warwick, RI, USA Port Orchard, WA, USA
30	Newport 30 Newport 30 Mk	1981	15-May-21	17,000	19,000	USA
30	II	1974	2-Apr-21	2,500	2,500	Saint Joseph, MI, USA
30	Newport Mk III	1989	5-Mar-21	14,900	19,900	Portland, OR, USA
30	Newport 30	1978	3-Feb-21	10,300	15,500	Anacortes, WA, USA
30	Newport Mk III	1986	9-Jul-20	11,000	11,900	San Pedro, CA, USA

Newport N30

US\$12,500 *

30 ft / 1981

San Diego, California, United States

Yachtfinders Windseakers

Newport 30 MK11

US\$19,900 *

30 ft / 1986

Kemah, Texas, United States

Little Yacht Sales

Price Drop: US\$3,000 (Oct 29)

In-Stock

Newport 30 MKIII

US\$19,500 *

30 ft / 1985

Ventura, California, United States

Sale Pending

Peninsula Yacht Sales

Newport Mk III

US\$8,000 *

30 ft / 1984

Warwick, Rhode Island, United States

Rudders & Moorings Yacht Sales LLC

Newport 30 Mk III

US\$17,100 *

30 ft / 1983

S. Texas, Texas, United States

Boatshed Texas

Price Drop: US\$1,000 (Nov 16)

Newport 30 MKII

US\$10,500 *

30 ft / 1976

Seattle, Washington, United States

Orca Yacht Sales

Newport 30 MKII

Length: 30' Beam: 10'6" Draft: 4' 9"

Year: 1981

Type: cruiser

Hull: fiberglass monohull

Engine: 1 diesel inboard

Location: Alamito Bay Long Beach, California

Asking: \$17,000

Sailboat Added 29-Aug-2021 [More Details](#)**Newport 30 MK III**

Length: 30' Beam: 9' Draft: 5'

Year: 1982

Type: cruiser

Hull: fiberglass monohull

Engine: 1 diesel inboard

Location: Berkeley, California

Asking: \$12,000

Sailboat Added 27-Jun-2019 [More Details](#)**Newport**

Length: 30'

Year: 1974

Hull: fiberglass monohull

Engine: 1 diesel inboard

Location: Redondo Beach Port Royal Marina, California

Asking: \$12,500

Sailboat Added 01-Aug-2013 [More Details](#)**Newport 30 MKII**

Length: 30' Beam: 10.5' Draft: 4.5'

Year: 1979

Type: cruiser

Hull: fiberglass monohull

Engine: 1 other inboard

Location: San Diego, California

Asking: \$12,500

Sailboat Added 06-Dec-2012 [More Details](#)**Marine Claims Assistance - Vessel Inspections****1276 Scott Street – San Diego, CA 92106****TEL 619.223.7380 800.944.4789 FAX 619.223.7390****office@themarinesurveyors.com - themarinesurveyors.com**

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.
3. We could not determine the functionality of the all-around / anchor light. Assure that the light is properly functional or service / replace as necessary and prove it properly functional.
4. There are no GFCI outlets or devices. We strongly recommend the installation of a GFCI device or outlet per ABYC recommendations and installing it where the outlet may get wet, like the galley or head.
5. There is no branch AC circuit protection for the outlets or refrigerator. We strongly recommend installing proper overcurrent protection for these devices.
6. There are smaller wires below larger wires on the battery terminal posts. Rearrange the wires with smaller wires above larger per ABYC recommendations.
7. Determine why the galley outlet tested with reverse polarity and the lower outlet to starboard forward tested with an open ground and address appropriately.
8. The anchor light switch is missing and the light reportedly powers on with the "masthead" switch. Assure that the anchor light functions properly without the navigational lights and properly install the switch on the distribution panel.
9. The wire was off of the DC switch for the waste discharge pump, the wire was reattached and the pump was tested. Assure that all wires are properly connected to their switches or address appropriately.
10. Wide open throttle was recorded as 3,000 rpm per the tachometer with a top speed of 7.2 knots. The engine is designed to operate at a maximum rpm of 3,600 per the engine's tag. Determine why the engine did not reach its designed rpm specification and address appropriately.

SECONDARY

1. Gelcoat is missing aft on the starboard cockpit bench. Address as necessary or desired.
2. There are approximately 15 to 30 - .75" to 1" diameter blisters on the hull bottom. Address as desired.

3. There are chips and scratches in the gelcoat at the bow and on the edges of the transom. Address as desired.
4. There is a square-shaped repair on the starboard hull side forward with radiating stress cracks above the repair and a circular repair on the port hull side just aft of amidships. Determine the significance of the radiating stress cracks and address the repairs and cracks as necessary or desired.
5. There is a long scratch in the gelcoat on the port hull side aft of amidships. Address as desired.
6. Address the ghost lettering aft on both hull sides as desired.
7. The forward bulkhead to port in the salon is not flush with the deck and has a "gap". Determine the significance of this condition and address appropriately.
8. There is staining on the port forward salon bulkhead by the chain plate. Determine the cause of the staining as possible and address as appropriately or as necessary.
9. There is cracking in the gelcoat on the deck at the forward bow rail stanchion post bases. Determine the significance of the cracking and address as necessary or desired.
10. The base of the starboard forward bow rail stanchion is bent. Determine the significance of the bend and address appropriately or as necessary.
11. Address the failing coatings on the overhead above the quarter berth as necessary or desired.
12. There are cracks in the gelcoat at the starboard toe rail forward and aft of amidships. Determine the significance of the cracks and address as necessary or desired.
13. There is minimal corrosion on the engine's raw water pump. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks or corrosion.
14. Determine the cause of the rust stains on the engine's exhaust mixing elbow, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks.
15. Determine the cause of the corrosion on the waste discharge and head sink discharge through hulls, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion.
16. The head sink drain's through hull valve is stiff. Service the valve (and handle) as necessary and prove it properly functional.
17. The following components were not tested or inspected: all sailing systems, autopilot, spinnaker, all functions of entertainment devices and navigational electronics (power up and basic function 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.



November 17, 2021

By: Mr. Kells Manthei, SAMS SA

Date



November 17, 2021

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

Date

