

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed
Current Owner: Removed

Date of report: March 29, 2022
Our file #: 22-20401web

This inspection was performed upon the request of the client listed above on March 23, 2022 while the vessel was hauled at Driscoll Boatworks Shelter Island and afloat in San Diego, CA and 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
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VESSEL DESCRIPTION

Builder:	Jeanneau	Doc. #:	Removed
Model/type:	NC 11	HIN:	Removed
Year:	2015	Engines:	Two Volvo Penta
Length:	34' 8"	Name:	"Removed for Privacy"
Draft:	2' (max 3' 3")	Hailing port:	San Diego, CA
Beam:	12.3' *	Weight:	22,000 lb. (travel lift's scale)
* Certificate of documentation		Displacement:	13,000 lb. **
** Soldboats.com data		*** reported by owner	

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-V shape, soft and hard chines, two lifting strakes per side, black antifouling paint

Topsides & transom: Molded fiberglass construction, unknown core, beige over white gelcoat (at bow) with a white vinyl boot stripe

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, gelcoat with black accents on superstructure, teak cockpit deck

Deck hardware: Stainless steel bow rail with single lifeline, stainless steel grab rails, two transom doors, paddleboard rack, opening portlights, foredeck hatch, three sets of cleats

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Painted wood bulkheads (material not seen)

Layout/interior components: Express cruiser, cockpit aft with transom doors on either side, engines accessed in the cockpit with a sole hatch, left-sliding door forward in the cockpit leads to the salon, galley to port aft, helm to port forward, steps center forward in the salon lead down to the cabins, cabin to starboard includes a berth, head to port, cabin forward includes a berth

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 good structural condition. The age of the bottom paint is unknown; it has fair coverage. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in good structural and cosmetic condition, except where noted. There is impact damage and radiating stress cracks at the starboard corner of the transom, a sound difference was noted when percussion testing this area. The boot stripe is damaged on the starboard side amidships. There are radiating stress cracks on the starboard hull side amidships below the upper chine located at the amidships cleat. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good structural and cosmetic condition, except where noted. There is a chip in the toe rail at the starboard forward-most bow rail stanchion. 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, except where noted. There is corrosion on the opening portlight frames. The structural reinforcements including the fiberglass liner 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 good – excellent 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: Good

MACHINE SYSTEMS

Main engines: Two Volvo Penta D3-200A-G, 147kw @ 4,000 rpm

Engine application: Diesel, 5 cylinders, turbocharged, aftercooled, outdrives

Serial Numbers: Port – A381884, starboard – A381891

Transmissions: Volvo Penta outdrives model DPS-D1 ratio 1.95, port serial number A1098306, starboard serial number A1094714

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic controls to servos to push-pull cables, single lever controls, single helm

Exhaust systems: Wet system, outdrive application

Propulsion gear: Outdrive application, Volvo Penta Duo Prop propellers, port propellers FH5 Rear 388583 EK, FHS Front 3885852 EL, starboard FH5 Rear 3885893 EK, FH5 front 3885852 EL

Steering system: Outdrive application, electronic steering, single helm

Ventilation: Natural

Generator: 5Kw Onan model 4MDKBH-5933E, serial number A140628236 in a sound box, forward in the engine room, fiberglass water lift muffler

Through hulls & components: Unknown type metal through hulls and ball valves, not bonded

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: One manual pump to starboard in the cockpit, one submersible / automatic

aft in the engine room, one Jabsco 50880-1000 remote electric bilge pump located to port amidships

Comments: The engines and outdrives were visually inspected and tested during a sea trial. The client had the engines and outdrives inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The engines' hours were recorded as 484 to port and 482 to starboard at the start of the survey and 486 to port and 484 at its conclusion per the digital hour meters. Wide open throttle was recorded as 3,750 rpm per the tachometers with a top speed of 28.4 knots in one direction in San Diego Bay. The external surfaces and peripheral components of the engines and transmissions appear satisfactory – good, except where noted. There is corrosion on both engines' raw water pumps. A black hose for the steering system is resting on the port engine's raw water pump housing and exhibits chafe damage. Oil was noted on the port engine's inboard stringer during the wide open throttle test; the mechanic cleaned the area and was unable to see it leak more. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propellers and outdrives visually inspected. The propellers were spun and inspected. Overall the propulsion components are in satisfactory – good condition. The steering system was visually inspected and test operated. The steering system functioned normally. The generator was visually inspected and loaded. The circuit breaker on the generator is loose and is taped in place with electrical tape. There is minimal corrosion on the generator's heat exchanger and corrosion is in the drip pan. There is limited access to the generator's exhaust mixing elbow due to it being in a sound box and its location in the engine room. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in good condition, except where noted. The “clam shell” external strainer for the HVAC is dented in. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are in good condition, except where noted. There is corrosion on the HVAC sea strainer. The electric bilge pumps were energized with their toggle switches. The manual bilge pump was not tested.

Summary: Satisfactory – Good

TANKAGE

Fuel: 180 *** gallon total capacity in two plastic tanks located one per side in the engine room

Fill & vent: USCG type A2 fill hoses (dated 2014), USCG type A1-15 vent hoses (dated 2014), fill fittings on the transom, one per side, marked “diesel”

Feed & return: USCG type A1-15 hoses, (dated 2014) Volvo Penta fuel filters, valves on tanks

Water: 60 gallon capacity *** in one plastic tank located in the aft salon bilge, deck fill fitting to starboard aft, marked “water”

Holding: Unknown capacity in one plastic tank located in the forward of amidships bilge, deck fitting to starboard forward, 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 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. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Good

ELECTRICAL SYSTEMS

AC system: Two 32A 50 / 60Hz shore power inlets to starboard aft in the cockpit, two 32A / 60Hz shore power cords

DC system: 12 volt system, five Interstate Batteries 31P-MHD 12 volt maintenance free batteries in covered wooden boxes forward on either side of the engine room (three to port, two to starboard) in the engine room, battery switches by generator box

Wiring: Suitable multistrand wires

Circuit protection: Main AC circuit breakers to starboard in the engine room, distribution panel to port in the salon includes battery solenoid switches, main and branch AC circuit breakers and AC voltmeter, AC branch circuit breakers in aft salon storage hold, DC switches at the helm

Comments: The electrical system including the shore power cords, shore power inlets, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in good condition, except where noted. There are lock nuts in use on the battery terminal posts. The condition and age of the batteries is beyond the scope of this inspection.

Summary: Good

SAFETY AND LIFE SAVING

Portable fire extinguishers: Two type B:C size I (2020) located to starboard aft in the salon and in the locker in the starboard cabin, gauges in green

Fixed fire system: Two non-USCG units in the engine room – one per side, inspection due 2018

Flotation devices: Ten adult type II PFDs, five cushion type IV PFDs

Horn/distress flares: Electric horn, four handheld distress signal flares (expired 2017)

Navigational/anchor lights: Separate side lights, all-around / anchor light

Anchor & ground tackle: Plow type anchor (size not seen) with chain and line rode

Other equipment: Handheld SOS strobe, distress signal flag, first aid kit

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 current distress signal flares are aboard. The vessel is equipped with a handheld distress signal strobe and a daytime flag (compliant with federal regulations). A suitable sound signaling device is aboard. No CO alarms were seen. No smoke alarms were seen. Garbage and oil placards were seen. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. There is no secondary securing mechanism for the anchor rode. There is no secondary anchor or rode. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Satisfactory

LP GAS SYSTEMS

Tank: One tank in dedicated locker to starboard forward in the cockpit

Devices: Oven, remote electric shut off solenoid valve, pressure gauge, reducing regulator

Comments: The LP gas system including the tank, tank locker devices and galley oven was visually inspected and the galley oven and electric solenoid valve were tested. Overall, the installation of the LP system is good. The vessel is not equipped with a propane alarm.

Summary: Good

ACCESSORIES

Caframo Pali 9510 engine compartment heater, boarding ladder, Fusion speakers, electric sunroof, foredeck sun pad, galley includes Waeco refrigerator, Home icemaker, Nespresso coffee maker, Samsung TV, sink, Force 10 two burner electric stove and Eno LP oven, freshwater pressure inlet, cockpit shower, dinette with reversible bench seating, reversible / fold-out cockpit bench, sliding salon windows, Fusion MS-RA770 stereo, HVAC controls located to starboard in the salon and forward cabin, USB outlets, cup holders, cockpit courtesy lights, hardtop lights, three Cristec Y Power 12V / 25A battery chargers, Cristec solo 12V-200VA sinewave inverter, two 12 / 24DC battery isolators, Nautic Boiler B32512SLV water heater with heat exchange to port engine, Jabsco ParMax 3.5 32600-0092 freshwater pump with pressure accumulator tank, Whale Gulper 320 shower sump pump, bilge lights, Raymarine autopilot, Polaroid TV, helm bench seat, engine instruments include two tachometers with digital hour meters, two voltmeters, two water temperature gauges and two oil pressure gauges, two Volvo Penta digital engine instruments, two drive trim level gauges, trim tabs with trim level gauges, "rudder" angle indicator, Plastimo compass, Raymarine hybrid touch multifunction device with plotter / radar / sounder, Raymarine vhf with remote speaker, windshield wipers, VDO speakers, head includes sink, shower enclosure and electric

head, starboard cabin includes berth, reading lights, windshield vent blowers, Lewmar two direction electric windlass with helm and wired remote controls, underwater lights, spotlight, Raymarine radar antenna, Glomex Satellite TV antenna

SUMMARY

The vessel is a production fiberglass express cruiser equipped with two diesel inboard / outdrive engines and a generator. The vessel was built in Annapolis, Maryland. The current owner reported that the purchased the vessel in April 2020 in Los Angeles, CA. He reported that the engines and generator are original. He reported that the outdrives were replaced by Admiralty Marine by the previous owner (unsure when). He reported that the age of the bottom paint is unknown. He disclosed that he believes there is either a small oil leak on the port engine or it was overfilled at the last oil change. He has 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 calm and sunny conditions in San Diego Bay, CA. 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: 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

\$287,000

**NEW REPLACEMENT
VALUE**

\$425,000

INVESTMENT

N / A

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

Explanation of value opinion: The value we have placed on the vessel is based on the Soldboats.com reported sales prices, Yachtworld.com and Boattrader.com current listing prices below. The surveyed vessel is in good condition and exhibits active maintenance. There are no similar Jeanneau vessels listed for sale in California, so our research was expanded. The Jeanneau Leader 36 is a larger model express cruiser but is equipped with gasoline engines; gasoline engines typically hold less value than similarly rated diesel engines. The best comparable vessel is the vessel that sold for \$285,000 in February 2022 in Santa Barbara, CA; this vessel is equipped with a bow thruster, however, which is a feature not on the surveyed vessel. The vessel is being sold with an inflatable tender; our value is on the vessel only and does not include the tender. The values of these vessels has continued on an upward trim due to the Covid-19 related demand and value spike.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
36	Jeanneau NC 11	2016	27-Feb-22	285,000	299,000	Santa Barbara, CA, USA
36	Jeanneau NC 11	2017	15-Oct-21	279,500	279,500	Alameda, CA, USA
36	Jeanneau NC 11	2017	3-May-21	272,500	299,500	Seattle, WA, USA
36	Jeanneau NC 11	2017	15-Oct-20	275,000	289,850	Blaine, WA, USA
36	Jeanneau	2017	20-Oct-21	275,000	289,900	Danvers,

	NC 11					MA, USA
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2015 Jeanneau NC 11

36'

\$299,999

[\\$1,978/month](#)[Payment Calculator](#)

San Diego, CA

[Sell a boat like this](#)

DETAILS

Year

2015

Make

Jeanneau

Model

NC 11

Class

Cruisers

Length

36'

Fuel Type

Diesel

Location

San Diego, CA

Hull Material

Fiberglass

Hull Shape

Other

DESCRIPTION

2015 Jeanneau NC 11

Private sale, no brokers.

Coming mid March 2022

Prime slip location at Marriott Marina, first space bottom of C Dock entry,
potential transfer upon Marina Manager approval

Recent maintenance

New custom sun pad and rear shade with moveable hanging sun block panel.

I found the videos below to be informative when I was researching this model. It is a 2017, but is essentially the same as mine. I do have a propane oven instead of a microwave. I don't have the front bow thruster which has never been an issue due to the joystick docking system.

<https://youtu.be/2-yYiV45csk>

<https://youtu.be/Lu5v3dWXMxA>

[Show More...](#)

MEASUREMENTS

Dimensions

Nominal Length

36ft

Length Overall

36.5ft

Max Bridge Clearance

12ft

Beam

12.25ft

Tanks

Fresh Water Tanks

1 × 190gal

Fuel Tanks

1 × 190gal

PROPULSION

Engine 1

Engine Make

Volvo Penta

Engine Model

D3

Total Power
200hp
Engine Hours
485
Engine Type
Inboard
Fuel Type
Diesel

Engine 2

Engine Make
Volvo Penta
Engine Model
D3
Total Power
200hp
Engine Hours
485
Fuel Type
Diesel

MORE DETAILS

Accommodations

Access onto the vessel is via the large swim platform, which leads to the aft deck area with cushioned seating. The console is located forward and to port side with cushioned helm chair. Aft of the helm station and to port side is the galley area with electric stove top sink, gas oven and refrigerator. Opposite is a dinette with bench seating and center table. The interior area is enclosed with electric sliding hardtop and triple glass sliding doors. A companionway leads down to the interior where the head is located to port side with a sink, electric toilet, and shower. Located forward is the master berth with queen size bed and hanging lockers. To starboard side is a guest berth with two single beds and hanging lockers.

Additional Equipment

Joystick docking

New underwater lights

New Fusion Apollo MS-RA770 stereo

Client Name Removed
March 29, 2022

“Removed”
2015 Jeanneau NC 11

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2 Air Conditioners

Lenco Trim Tabs

Generator: Cummins Onan - 130hrs

Brand new Newport 4 person inflatable dinghy with ePropulsion Spirit 1.0 plus electric motor

2 Stand Up Paddle Boards 1yr old

Navigation Systems

Raymarine Hybrid Touch

Sonar / Fish finder / GPS

1.

Save **2014 Jeanneau NC11**

2014 Jeanneau NC11

\$259,000

Fort Lauderdale, FL



Offered By: InterMarine

CONTACT

Jeanneau NC11

US\$279,900 *

36 ft / 2017

Annapolis, Maryland, United States

Crusader Yacht Sales

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

Jeanneau Leader 36

US\$299,900 *

36 ft / 2016

Marathon, Florida, United States

SYS Yacht Sales - Jupiter

Jeanneau NC 11

US\$216,513 *

37 ft / 2014

Cannes, Alpes-Maritimes, France

Star Yachting

Jeanneau NC 11

US\$252,781 *

34 ft / 2015

Varazze, Liguria, Italy

Delta Boat Care

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. Replace the fixed fire extinguishers with USCG approved units as necessary or desired. The fixed units should function properly, including shutting off engines and blowers (if present).
2. We encourage the installation of carbon monoxide alarms and smoke alarms.
3. While the handheld distress strobe and distress signal flag are federally compliant signaling devices, we strongly recommend the carriage of current and approved distress signal flares.
4. There are lock nuts in use on the battery terminal posts. ABYC prohibits the use of lock nuts on battery terminals. Replace with steel nuts and lock washers per ABYC recommendations.
5. We strongly recommend applying a secondary securing mechanism for the anchor.
6. We strongly recommend the carriage of a secondary anchor and rode for emergencies and two anchor situations.
7. There is corrosion on both engines' raw water pumps. 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 and corrosion accumulation.
8. A black hose for the steering system is resting on the port engine's raw water pump housing and exhibits chafe damage. Determine the significance of chafe damage and either replace the hose or mount in a way to eliminate future damage to eliminate potential liabilities.
9. The circuit breaker on the generator is loose and it is taped in place. Address appropriately to eliminate liabilities.
10. There is minimal corrosion on the generator's heat exchanger and corrosion in the drip pan. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components and area to allow detection of future weeps, leaks and corrosion accumulation.
11. The port engine was observed leaking oil during the sea trial. We were unable to see it leak again after cleaning the area. Determine the cause of the oil leak and address appropriately.
12. There is corrosion on the HVAC sea strainer. 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 and corrosion accumulation.

SECONDARY

1. The "clam shell" external strainer for the HVAC is dented in. Determine the significance and address as necessary.
2. There is impact damage and radiating stress cracks at the starboard corner of the transom. A sound difference was noted when percussion testing this area. Determine the significance of the sound difference and cracking and address as necessary or desired.
3. There are radiating stress cracks to starboard amidships below the upper chine at the amidships cleat. Determine the significance of the cracks and address as necessary or desired.
4. Address the corrosion on the opening portlight frames as desired.
5. The toe rail is chipped at the starboard forward-most bow stanchion. Address as desired.
6. The following components were not tested or inspected: freshwater pressure inlet, engine compartment heater, tender, ice maker, 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.



By: Mr. Kells Manthei, SAMS SA