

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for Privacy

Date of report: February 1, 2021

Our file #: 21 – 29979web

Current owner: Removed

This inspection was performed upon the request of the client listed above on February 2, 2021 while the vessel was underway in Mission Bay, hauled at Driscoll Boatworks Mission Bay and afloat in San Diego, CA and the clients and the 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:	Cabo	Doc. Number:	Removed **
Model/type:	35 Express	HIN:	Removed
Year:	2007 (model year)	Engines:	Two Caterpillar
Length:	35' 6"	Name:	"Removed"
Draft:	3' 2"	Hailing port:	San Diego, CA
Beam:	13'	Weight:	20,000 lb. (travel lift scale)
* reported by owner		Displacement:	Unknown
** US Certificate of Documentation			

HULL & STRUCTURE

Keel & bottom: Molded construction, unknown core, modified V-shape, propeller shaft pockets, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, blue painted boot stripe

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, molded non-skid deck surface, fiberglass toe rail

Deck hardware: Set of cleats in interior of cockpit, set of side cleats, set of bow cleats with chocks, fiberglass bow plank with integral anchor roller, foredeck hatch, aluminum bow rail, windshield, aluminum tuna tower

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Cockpit aft, engines below deck forward of cockpit, helm to starboard forward, tuna tower with helm, companionway to port of center, cabin includes head to port aft, galley to port, salon to starboard and berth forward

Bilge: Dry

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom was not pressure washed for the survey, marine growth can mask small anomalies such as blisters. The hull bottom is in satisfactory condition. The hull sides and transom were visually inspected and randomly sounded. There are scratches on the starboard hull side aft. There are cracks on the starboard gunnel and scratches on the top edge of the transom door. The hull sides and transom are in satisfactory – good structural and cosmetic condition. The deck and superstructure were visually inspected and randomly sounded. There are numerous small cracks / age damage to port on the superstructure combing and to port forward in the cockpit (likely sun damage). The deck and superstructure are in satisfactory structural and cosmetic condition. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. The cockpit combing and cushions are aged and cracked. There is paint damage and corrosion on the windshield frame. The foredeck

hatch's strut is removed. The port light gasket is loose. Overall the deck hardware is in satisfactory condition. The structural reinforcements including the hull liner and bulkheads were visually inspected. The structural reinforcements appear to be in "as-built" condition. The bilge is dry. The interior cabin spaces are neat, clean and orderly. The head mirrors are de-silvering. There is water damage at the base of the stairs in the salon. The interior of the vessel is in good cosmetic condition. This survey is not a mould inspection. The condition of the coring, in the hull, deck, and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engines: Two Caterpillar C9, 503 h.p. at 2500 rpm

Engine application: Diesel, six-cylinders, turbocharged, aftercooled

Serial numbers: Port – X9X00649, starboard – X9X00652

Transmissions: ZF transmissions model ZF 285A, ratio 1.484, serial numbers port: 20083175, starboard: 20083176

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic controls, single lever controls, tower helm and lower helm

Exhaust systems: Wet system, fiberglass tubes, fiberglass thrust tubes, silicone hoses, transom discharges

Propulsion gear/shaft logs: Bronze seals (unknown type), 2" diameter stainless steel propeller shafts, bronze struts, Nibral and bronze (apparently by stamp) counter-rotating propellers - port propeller 23L27.5 NI, starboard propeller 23R27.5

Steering system/rudder ports: Hydraulic system, single actuator, tie bar, unknown type seals, fiberglass rudder tubes, bronze rudders, tower helm and lower helm controls

Ventilation: Natural and two blowers

Generator: 7.6 k.w. Westerbeke, model 7.6BTD, generator serial number 53065, engine serial number 157453-E610, 1304 hours on meter

External/peripherals: Suitable application, satisfactory installation

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

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: Rule 2000 submersible automatic pump forward in the engine room, Rule 2000 submersible automatic pump aft in lazarette, Rule 2000 submersible automatic pump below center salon sole

Comments: The engines and transmissions were visually inspected and tested during a sea trial. The client had the engines, transmissions and generator inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory. The engine controls functioned normally. The engine hours were recorded at 692 to port and 690.65 to starboard at the start of the survey and 693 to port and 692 to starboard at the conclusion. Wide open throttle was recorded at 2230 rpm and 30 knots (perhaps mph) in one direction in Mission Bay. The exhaust system is properly arranged and installed. There is a (drain) fitting on the port fiberglass exhaust tube that is weeping. 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 port propeller has two nicks in one blade. There is minor runout of the starboard propeller. The propeller shafts were manipulated in the struts and not observed while underway. Overall the propulsion components are in satisfactory condition. The steering system was visually inspected and test operated. The steering wheel at the tower station turned infinitely and required excessive turns to reach the "stops". The steering system has no designed steering stops; it stops on the actuator. Otherwise, the steering system functioned normally. The engine room blower was energized. The generator was visually inspected, test operated and loaded. There is corrosion on the generator's heat exchanger, water pump and moisture below the water pump. There is corrosion below the generator's exhaust discharge through hull. The generator functioned normally. The through hulls were visually inspected and the valves were manipulated. There is corrosion on the raw water washdown intake through hull and the clamps and we could not move the valve (the current owner has a breaker bar; this was not used). There is corrosion on the freezer plate's sea strainer and HVAC hose connection on the through hull. The through hulls are in satisfactory condition. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory condition. The electric bilge pumps were energized with their float and toggle switches. The bilge pump forward in the engine room is inoperative.

Summary: Satisfactory

TANKAGE

Fuel: 400 gallon capacity in one fiberglass tank center below cockpit

Fill & vent: Deck fill fitting to starboard amidships, marked "diesel", fill and vent hoses not seen

Feed & return: Racor (900MA on filter housing) fuel filters with pressure gauges for engines, USCG type A1 hoses (2006), valves on tank and filters

Water: Deck fill fitting to port amidships, marked "water", plastic tank below salon stairs in bilge, 125 gallon capacity *

Holding: 60 liter plastic tank forward in engine room, 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. The dates seen on fuel hoses is 2006. Where visible the fuel system components are in satisfactory 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. The valve for the cockpit freshwater washdown does not turn off the water on the spigot (the spigot has a fitting with a valve). The waste discharge through hull valve does not contact the safety switch to allow overboard discharge. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 120 volt system, two 30 amp 125 volt shore power inlets to starboard aft in the cockpit, two 30 amp 125 volt shore power cords

DC system: 12 volt system, battery switches center forward in the engine room, five X II Power group 31M 12 volt AGM batteries center forward in the engine room secured and covered in a dedicated fiberglass box, one West Marine 15020241 12 volt AGM battery below berth

Wiring: Multi-strand

Circuit protection: Main AC circuit breakers to starboard aft in engine room, DC sub panel center forward in engine room, electrical distribution panel to starboard aft in salon includes main and branch AC and DC circuit breakers, GFCI outlet by galley and starboard forward in salon

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. The tower stereo control is faded. The bow thruster is not properly functional. The battery box lid is cracked. Two engine room lights are inoperative. The Isotherm refrigerator is heavily "iced over". There is no locking ring on one shore power cord. A "pin" is missing from the port side of the electrical distribution panel and hinders pulling down the panel for inspection. The galley refrigerator and freezer appeared to not power on or get cold. The HVAC units did not get warm. We were unable to determine if the container starboard forward in the cockpit was a freezer or ice box (owner reports it is an ice box). Overall the electrical system is in satisfactory condition. The condition and age of the batteries is beyond the scope of this inspection.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: One type B:C size I (2017) in the port bench locker, one type B:C size I (2005) by the helm, one type B:C size I (2006, gauge in red) below galley sink

Fixed fire system: Fireboy FE241 (no tag) forward in the engine room

Flotation devices: Four adult type I PFDs, one adult type II PFD, three child type III PFDs, no type IV throwable

Horn/distress flares: Electric horn, five pistol launch distress flares (10/2020)

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

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

Other equipment: First-aid kit, retrieval line

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 appear suitable for near coastal use. No throwable type IV PFD was seen. No current distress signal flares are aboard. A suitable sound signaling device is aboard. The CO alarm is functional. Waste and oil placards were seen. The navigational and anchor lights are properly arranged, installed and functional. The steaming light is dim (forward facing light on the combination light). The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. There is no secondary way to secure the anchor and there is no secondary anchor or rode aboard. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Satisfactory

ACCESSORIES

Hydraulic engine room hatch, Reverso oil change pump, Shurflo Blaster raw water pump, Seaward S-1200-E water heater, Jabsco pressure accumulator tank, Par-Max 4 freshwater pump, Charles 5000 SP 60 amp battery charger, exhaust gas / water separator for generator, cockpit raw water washdown, cockpit freshwater washdown, HVAC pump, tv / phone inlet, two fish boxes with cold plates, fish box, transom door, electric waste discharge pump, sump pump, four engine room lights, trim tabs, underwater lights, macerator discharge pump for fish box drain down rigger plugs, cockpit table, two quartz lights, helm enclosure, cockpit refrigeration, outriggers, tickler pole, JL Audio speakers, windshield wipers, Isotherm 1049BA4CL000 12/24/110/220V refrigerator, bow thruster, Garmin GPS map 7616 XSV multi-function device with depth / radar / plotter / media, GPS map 7616 multifunction device with depth / radar / plotter / media, Simrad AP26 autopilot, two Caterpillar electronic engine instruments, Icom IC-M604 vhf, Furuno RD-30 fathometer, Clarion stereo remote, rudder angle indicator, fuel level gauge, Fusion MS-0D750 stereo, boarding ladder, cockpit shower, cockpit courtesy

lights, Ritchie compass, electric windshield vent, tower helm seat and shade, various canvas covers, remote controlled light with lower and upper controls, Garmin GPS map 7610 at tower helm with sounder / plotter / radar / media, Ritchie compass, Clarion stereo controller, rudder angle indicator, Icom HM162B tower vhf, Lewmar two direction electric windless with foredeck and lower helm controls, generator instrumentation includes voltmeter, water temperature gauge, oil pressure gauge and hour meter, HVAC unit, water level gauge, two HVAC controls starboard aft in salon, opening port lights, Sony MEX-R5 stereo, head includes sink, shower and vacu-flesh head, galley includes Euro Kera two burner electric stove, Tappan convection microwave, sink and Nova Kool RFS6100 ACDC refrigerator / freezer, ProMarine ProSport 12 battery charger, adjustable table, berth, Solé tv

SUMMARY

The vessel is a molded fiberglass express fishing vessel with a tower and tower helm. It is equipped with two diesel engines and a diesel generator. The vessel was built in Adelanto, CA. The current owner reported he purchased the vessel three years ago in Riviera, Florida. He reported the bottom paint is under three years old. He reported the engines, transmissions and generator are original. He reported the propellers were straightened and trued in the last year and a half and the engines' aftercoolers and heat exchangers have been serviced. He disclosed the strut on the foredeck hatch is disconnected. He reported no knowledge of any significant events in the vessel's history such as submersions, collisions, fires, etc. The vessel was inspected while hauled and afloat and on a sea trial in Mission Bay. The vessel is basically structurally sound and upon completion of the recommendations should be suited for its intended purpose as a near coastal cruising vessel.

Overall Summary: Satisfactory

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

VALUES

ACTUAL CASH VALUE

\$250,000

NEW REPLACEMENT VALUE

\$950,000

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 average historical sale price of similar (express) vessels on Soldboats.com is \$202,000 and the average current listing price of similar (US based express) vessels on Yachtworld.com and BoatTrader.com is \$235,000. The vessel is in average condition for its age and exhibits deferred maintenance. The HVAC units are inoperative and the refrigeration in the salon is inoperative. There is currently a Covid-19 related value and demand spike and it is unclear as to how long this spike will last. This spike, the location, and the condition of the vessel have been factored into the value we have placed on the vessel.

Length	UOM	Boat	Year	Sold Date	Active	Sold Price	Listed Price	Boat L
35	ft	Cabo 35 Flybridge Sportfisher	2006	21-Nov-20	39	365,000	399,900	Oxnard
35	ft	Cabo 35 Express	2005	10-Apr-20	235	200,000	219,500	Orange
35	ft	Cabo 35 Cabo Express	2006	10-Dec-19	189	205,000	229,750	Destin,
35	ft	Cabo 35 Express	2006	5-Aug-19	432	200,000	224,900	Manteo
35	ft	Cabo 35 Flybridge Sportfisher	2008	15-Jul-19		352,000	360,000	Newport USA

Save

2007 Cabo 35 Express Sportfish2007 Cabo 35 Express Sportfish

\$294,900

FL

Offered By:Private Seller

CONTACT

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

Save

2007 Cabo 35 Express2007 Cabo 35 Express
\$289,000

MA

Oyster Harbors Marine

Cabo 36

US\$299,078 *

37 ft / 2008

Aegean Sea, Turkey

Niyana Yachts

Cabo 35 Express

US\$340,949 *

37 ft / 2008

Greece

PRAXIS Yachts

Cabo 35 Express

US\$269,000 *

35 ft / 2007

Wainscott, New York, United States

Montauk Yacht Sales

Cabo 35 Flybridge

US\$319,000 *

35 ft / 2007

Atlantic Highlands, New Jersey, United States

South Jersey Yacht Sales - Pt. Pleasant

[Request Info](#)

Cabo 35 Express

US\$289,000 *

35 ft / 2007

Client Name Removed
February 2, 2021

"Removed"
2007 Cabo 35 Express

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Greenbush, Massachusetts, United States
Oyster Harbors Marine

Cabo 35 Express

US\$229,000 *

35 ft / 2007
Cancun, Mexico
RJA Partners

Cabo 35 Express

US\$184,900 *

35 ft / 2005
Herradura, Costa Rica
Rica Boats

Cabo 35 Express

US\$209,000 *

35 ft / 2007
Cabo San Lucas, Mexico
Galati Yacht Sales -Cabo San Lucas
[Request Info](#)

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Provide federally required, approved and current distress signal flares.
3. Provide a secondary anchor and rode for use in two anchor situations or emergencies.
4. Provide and utilize a secondary means to secure the anchor.
5. Determine why the bow thruster was weak and address appropriately.
6. Determine why the HVAC units did not get warm when tested and address appropriately.
7. The galley refrigeration appeared to not power on or get cold. Determine why the refrigeration is inoperative and address appropriately.
8. Install a locking ring on the shore power cord.
9. The steering at the tower station would not stop turning and requiring excessive turns. Determine why the wheel would not stop turning and had excessive turns, eliminate the cause, service the steering system as necessary and prove it properly functional.
10. There are no designed stops on the steering system in the lazarette. Install stops.
11. The date seen on fuel hoses was 2006. The industry standard life expectancy "rule of thumb" for fuel hoses is ten years. Either replace the hoses or assure they are suitable for continued use.
12. The waste discharge through hull valve does not contact the safety switch to discharge overboard. Modify the switch or valve to allow the contact and prove the system properly functional.
13. There is corrosion on the generator's heat exchanger, water pump and moisture below the heat exchanger. Determine the scope of damage, eliminate the cause, service or replace components any necessary, and clean the area to allow detection of future weeps or leaks.
14. Service or replace the bilge pump in the engine room and prove it properly functional.
15. There is corrosion on the port engine's water pump, fittings, and port forward motor mount. Determine and eliminate the cause, service or replace components as necessary, and clean the area to allow detection of future weeps, leaks or corrosion.

16. There is corrosion on the raw water washdown seawater intake through hull and clamps on the hose and we could not move the valve. Determine the cause of the corrosion, eliminate the cause, service the valve and prove it properly functional and clean the area to allow detection of future weeps or leaks.
17. Wide open throttle was recorded at 2230 rpm in one direction in Mission Bay and the engines are designed for 2500 rpm at wide open throttle. Please refer to the mechanical survey and address appropriately.

SECONDARY

1. There is cracking to starboard aft on the gunnel, the top edge of the transom door, rub rails, about the starboard gunnel and scratches on the starboard hull side aft. Address as desired.
2. There are numerous small cracks / age damage to port aft on the superstructure combing and to port forward in the cockpit, likely sun damage. Address as desired.
3. Address the de-silvering of the head mirrors as desired.
4. Replace the failing gasket in the head port light as necessary or desired.
5. Address the faded tower stereo control as desired.
6. There is corrosion on the freezer plate sea strainer and HVAC hose connection on the through hull. Service components as necessary and clean the strainer and through hull to allow detection of future weeps or leaks.
7. Determine the cause of the corrosion below the generator's exhaust discharge through hull and address as necessary or desired.
8. There is a fitting on the port fiberglass exhaust tube that is weeping rust. Service or replace the fitting as necessary, eliminate the weep and clean the area to allow detection of future weeps or leaks.
9. Address the two nicks in one blade of the port propeller as desired.
10. Address the minor runout in the starboard propeller as desired.
11. The valve on the cockpit freshwater washdown does not turn off the water, however the spigot has a fitting with a valve on it. Address as desired.
12. Repair or replace the cracked battery box lid.
13. Service the two inoperative engine room lights and prove them functional as desired.
14. The Isotherm refrigerator by the helm is heavily "iced over". Address as desired.
15. Replace the missing "pin" on the port side of the electrical distribution panel to allow easier access to pull the panel down for inspection.
16. We were unable to determine if the starboard forward container in the cockpit was a freezer or icebox. The current owner believes it is an icebox. Determine the functionality of this container and prove it functional if it is a refrigeration unit.
17. The following components were not tested or inspected: oil change pump, emergency bilge pick up, sump pump, outriggers, windshield wipers, tv / phone inlet, emergency engine controls, all functions of entertainment devices and all functions of navigational electronics (power up and basic functions were tested).

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection, and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components.

Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our knowledge and belief:

The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



February 02, 2021

By: Mr. Kells Manthei, SAMS SA

Date



February 02, 2021

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

Date