

REPORT OF THE MARINE SURVEY

Survey completed: February 28, 2017

Report: February 28, 2017

Final Report: February 28, 2017

**As requested, a Pre-purchase Survey was conducted, but not completed, of
"Straight Out"**



2003 Ocean Master 31 Center Console

PREPARED EXCLUSIVELY FOR:

Vincent Colabro

37 Driving Park Avenue Lynbrook, NY 11563.

CONDUCTED BY:

Peter J. Spang, SAMS® AMS®



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Please note: This survey is prepared for the exclusive use of Vincent Colabro. This report by itself does not contain all the components necessary for a prepurchase decision. The intended users of this report and appraisal are the client and those lenders and underwriters who may finance or insure this vessel for Vincent Colabro only. This report is not transferable to any other person or entity, therefore, other potential buyers are specifically excluded as third party users of this report.

Vessel owner is responsible for research of warranties and/or defect recalls. As well as conscientiously having defects quickly repaired when recalled. TMS takes no responsibility for any problems stemming from these issues. © Copyright 2016, Turnstone Marine Survey, LLC. All rights reserved



GENERAL SURVEY INFORMATION

SURVEY STANDARDS

1.1 Standards followed: This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Title 33 and Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today. Marine Pollution Act, MARPOL, International ISO, and COLREGS also apply.

SURVEY INSPECTION COMMENTS

1.2 Comments:

- All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and recommendations section. Electronic devices and instruments were checked for power up only - not for functionality unless a sea trial was performed. The vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts, and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Buyer/owner is advised to open all such areas for further inspection. Furthermore, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates and is the unbiased opinion of the undersigned, but not to be considered an inventory or a warranty either specified or implied.
- "Priority I Recommendations" are related to Safety & Regulatory findings and are listed in **RED** in the report.
- "Priority II Recommendations" are related to Maintenance & Standards findings and are listed in **ORANGE** in the report.
- "Other Recommendations" are suggestions "in the ways of a prudent mariner" or findings that are relatively minor in nature and are listed in **BLUE** in the report.
- It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.

SCOPE OF SURVEY

1.3 Report file no: 022817oceanmaster31colabro.

1.4 Inspection date: February 28, 2017.

1.5 Report date: February 28, 2017.

1.6 Final Report date: February 28, 2017.

1.7 Type of survey: As requested, a Pre-purchase Survey was conducted. The agreed scope of work is to thoroughly establish and report the overall condition, then appraise the fair market value of this vessel for pre-purchase decision making. The report may also be used for insurance underwriting and/or financial decision making.

1.8 Conducted by: Peter J. Spang, SAMS® AMS®

1.9 Requested by: This survey was performed at the request of the purchaser, Vincent Colabro, who was present at the time of the survey.

1.10 Survey conditions Equipment used for electrical systems testing: True RMS Multimeter by Klein



Tools model CL2000, True RMS Ideal Sure Test Circuit Analyzer model 61-164, Fluke networks Pro3000 circuit tracer, SPX OTC Digital Battery Tester, HM Digital COM-100 salinity meter, CEM AT-6 Tachometer, Fluke VT04 visual IR thermometer. A calibrated Electrophysics moisture meter, model GRP 33 or model "Dolphin", was used to obtain laminate moisture readings used in this report. A self calibrating Delmhorst J-Lite probing moisture meter would be used for wood applications. The vessel was on the hard in storage, decommissioned and uncovered. Weather conditions for the survey were moderate temperatures and dry weather. A complete survey was possible. A sea trial was not performed as part of this survey.

1.11 Intended use: Charter sport and commercial fishing.

SURVEY REQUESTED BY

- 1.12 Client's name:** Vincent Colabro.
1.13 Client address: 37 Driving Park Avenue Lynbrook, NY 11563.
1.14 Cellular phone: 516-728-6952.
1.15 Customer experience: Customer admits to a lifetime of pleasure boating experience in this class of boat. Captains license. Commercial fisherman.

VESSEL INFORMATION

- 1.16 Year /Make /Model:** 2003 Ocean Master 31 Center Console.
1.17 Vessel name: Straight Out.
1.18 Description: Manufactured by: Ocean Master Marine, Inc. West Palm Beach, FL.
Description: This power vessel is of molded fiberglass (FRP) construction, with a planing modified-V, and single- monohull. The hull primary color is: White. As designed, the hull has a hard chine molded-in at the turn of the bilge, Vessel has a stepped sheer at the cockpit, is of a sport fisherman style, and with an open cockpit and center console. The vessel's **LOA: 30' 7"**, **Beam: 10' 3"**, **Draft: 1' 4"**, and **Displacement: 5000 LBS.** (Dimensions as per BUC Research). **Hull Identification Number: OMB31078J203.** A true digital photograph of the hull ID number of the referenced vessel is displayed. This vessel is **Documented by the USCG and the number is: 11563915.** *The documentation paperwork was not sighted on vessel as required by law*, but the documentation is in order based on the documentation sighted or researched from the internet. The vessel is documented as a **Recreational Vessel. The Documented hailing port is Fairhaven, MA. Her Documented length is: 30.6' Breadth: 10.3' Depth: 6.5' Gross tons (GRT):13 Net tons (NET):10 Date of Manufacture: 2002. Documented Owner: Kevin M. Dusablon, 10 Forest Place 3rd floor, North Attleboro, MA 02760.**
1.19 NOTE: *Manuals for ship's systems, propulsion and electronics were not sighted on board.*

VESSEL CONDITION & VALUE

- 1.20 Cond. per BUC:** **FAIR CONDITION** This vessel needs the usual maintenance plus TLC and repair and/or upgrading to prepare for commissioning or sale.
1.21 Book values: BUC ValuePro used: Boat value only: \$36,000 to \$41,700. Outboard(s) valued at \$4,250 each.
1.22 Market value: \$42,500... value for total package. Refer to Section 1.1 "Value reconciled"
1.23 Explanation: Valued at \$42,500 using BUC ValuPro, ABOS, NADA and Soldboats.com among others as guides. Value reconciliation and methodology: Yachtworld currently lists 2 comparable 2000 and 2004 models, (in the US), asking \$59,900 and \$85,000



respectively. Soldboats.com currently lists 5 comparable 2000-2004, (in the US and Puerto Rico), models that sold for \$47,000 to \$68,500 (diesel inboards) in the last year, (1 sold this season so far). The outboard models had been repowered with newer outboards. Eliminating the unusually high (diesel model) and/or low values this calculates a mean market value as \$52,500. Given the age and condition (-10%) of this vessel, equipment offered (-10%), and systems repairs needed (if any) to be fully operational, I contend this valuation is fair and is **also based upon correction of Type I and II Recommendations cited in this report.** Comparables used for this valuation are on file and available by request. (The Business Method of Appraisal was not used in this instance as this vessel is used for recreational purposes only. The Cost Method was not used as there were sufficient recent sales of this model to determine a Current Market Value using the Market Method of Appraisal).

1.24 Replace cost: \$125,000 per BUCValuPro.com. (Does not include outboard(s) or trailer). (MSRP was \$91,400 per ABOS).

1.25 NOTE: The "MARKET VALUE" is the most probable price, in terms of money

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- A reasonable time is allowed for exposure in the open market.
- Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The overall vessel condition and value was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details. Vessel was then compared to similar vessels for sale or sold, using all available resources including listed book values. Valuations are determined using 2008-2009 USPAP (Uniform Standards of Professional Appraisal Practice) standards for personal property in which the surveyor has been trained and tested by the ASA (American Society of Appraisers).

HULL INSPECTION

HULL Summary

2.1 Hull Construction **Construction methods and materials used:** This vessel has a molded reinforced fiberglass (FRP) hull reinforced with an unknown coring material above the waterline with a molded-in grid system and a bonded inner and outer hull monocoque system. **Below waterline machinery includes:** 2 outboard propulsion units. **This vessel also has:** a, **The decks and house are constructed of:** Molded reinforced fiberglass (FRP) and reinforced with a plywood core. ently functional Lenco electronic trim tabs. Mooring fittings include heavy duty well mounted bow cleat(s), cleats amidships on each sidedeck, and cleats on each of the stern quarterdecks. Strafe protection appears adequate.

2.2 Integrity **This hull** is a watertight compartment divided by non-watertight bulkheads. There is a self draining anchor locker in the forepeak. **Hatches**, doors, windows and port



lights opening to exterior decks are apparently watertight types, meeting ABYC H-3.5.2 standards, except for the only weathertight, companionway, and cockpit locker hatches. **The cockpit** has 2 apparently functional and appropriate clearing ports and/or drain.

2.3 Thru-hulls

Thru hull fittings: All sighted appear to be serviceable and properly installed at reinforced locations in the hull and include- threaded barrels with and bronze ball valves. All hose fittings below water line are double clamped as recommended by ways of a prudent mariner.

2.4 Condition summary

Components of the hull and deck structure are built and installed to ABYC standards and appear serviceable but with exceptions noted.

HULL EXTERIOR

2.5 Hull cosmetics:

Hull cosmetics are in fairly good condition-minor nicks and scratches.

2.6 Rub rail:

Black PVC rubrail. In good condition- well secured.

2.7 Transom:

Conventional transom with cutout for the outboard(s) and a splash well /barrier with scupper drains. Transom is well secured, no cracks or defects sighted. Moisture readings were relatively dry. No soft or delaminated areas revealed when tapped.

2.8 Boarding ladder:

None sighted. ABYC H-41 recommends that a boarding ladder be provided to allow a person to reboard without assistance for safety reasons. RECOMMENDATION: Install boarding steps on the transom or a boarding ladder as recommended.

2.9 Moist./Delam.:

Moisture meter readings on topsides near the water line and surrounding thru hull fittings are relatively dry except for a small area beneath the chine forward stbd side. Cuprous anti-fouling paint gave false high readings by the moisture meter and but small areas of bare hull show dry readings. Percussion testing with a phenolic hammer on a 6" grid pattern reveals: What appears to be solid laminate.

2.10 Condition summary:

Wetted surface is clean, fair, and has last year's anti-fouling paint.

2.11 Damage sighted:

No damage sighted. (Small scuff on the stem from loading on trailer?)

HULL BOTTOM

2.12 Bottom paint:

Minor areas of flaking bottom paint noted. RECOMMENDATION: Remove loose flaking antifouling paint, spot sand areas and touch up peeling/flaking areas prior to next launch.

2.13 Osmotic blistering:

No evidence of blistering was visible on hull bottom at the time of inspection.

2.14 Void(s):

None detected.

2.15 Thru Hulls

All thru-hull fittings were adequately sealed and bonded to hull as sighted from exterior. Clear of debris.

2.16 Transducers

Transom mounted depth transducer well mounted. Appears serviceable.

2.17 Drain Plugs:

Transom mounted bronze drain plug fitting. *Drain plug(s) removed. Be sure to install drain plug before launching vessel.*

BELOW WATER LINE THRU-HULLS

2.18 AFT BILGE :

Bronze seacock ball valve(s) installed. Valves are functional and accessible. **Thru hull valves used for:** Cockpit drain(s), deck wash down inlet, and baitwell pump inlet. **Sea valve(s) are piped with:** Marine rubber covered reinforced hose. Hose connections are double clamped.

HULL INTERIOR



2.19 Bilge(s):



Clean with some standing clear water. **Some black mold sighted in bilge and other closed in areas. RECOMMEND spraying with mild bleach or vinegar solution, then hosed out. Ways to ventilate these areas would help.**

2.20 Stringers:

Hull stiffness provided by FRP (unknown core or no core) longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers are sighted in the aft bilge compartment are well glassed into hull where sighted. Stringers were sounded with hammer where accessible and appear very sound. No soft spots, separation, cracks rotting or splitting sighted. Limber holes appear to be adequately sealed where sighted. Stringers checked with moisture meter where accessible and all readings are relatively dry.

2.21 Inside of transom:

Reinforced. Secure-no cracks or separation sighted where visible.

TOP DECK & SUPERSTRUCTURE

DECK Summary

3.1 Safety holds

Grab rails are well mounted to the weatherdeck structures in the cockpit and t-top support structure.

3.2 Ladders and stairs

N.A.

3.3 Miscellaneous

Canvas covers or convertible enclosures or tops include: A partial center cockpit weather enclosure, a helm cover, and as observed, aside from zippers needing lubrication, the convertible and soft enclosures and covers are in good condition, do not obscure field of vision and the frames are well mounted and solid. The windshield or windscreen is of a typical marine style and quality utilizing safety glass or lexan of a sufficient thickness, gaskets are in good condition, the framework is solid and well mounted. The field of vision from the helm is unobstructed apparently meeting standards of ABYC H-1.5 to 1.8.

MAIN DECK & FITTINGS

3.4 Deck Surface:

White gelcoat with molded non skid fiberglass surface.



3.5 Moist /Delam:



Abnormally high, (wet), moisture meter readings and/or delaminated or soft deck(s) on the cockpit sole are as follows: most of the aft cockpit and beneath the helm. Extensive repair necessary.

- 3.6 Deck Hatches:** FRP hatches in cockpit sole. Screwed down round hatches over fuel tank fittings.
- 3.7 Chocks and cleats:** Cleats are flush mounted pop-up style. All are well sealed and secure.
- 3.8 Scuppers /drains:** Clearing ports or scuppers in each aft corner of the cockpit.

BRIDGE DECK / COCKPIT

- 3.9 Cockpit /Helm:** Open cockpit with the helm at the center console. Bench seat at helm station.
- 3.10 Top /superstructure:** T-top, aluminum frame, soft vinyl top. Appears well secured.
- 3.11 Cockpit Equipment:** Cockpit flood lights installed, **1 does not power up, repair or replace as necessary.** Coaming compartments for rod storage. Cockpit has courtesy lights that power up.
- 3.12 Door(s):** Folding plastic. Companionway entrance off cockpit.
- 3.13 Condition summary:** Unless otherwise noted, appears serviceable and built to ABYC standards.

FISHING EQUIPMENT

FISHING GEAR

- 4.1 Live bait wells:** There is a livewell with circulator and aerator pumps. The livewell drains overboard via scupper. Could not test, winterized, pump powers up.
- 4.2 Rod holders:** There are thru-deck holders mounted on side decks /transom. There are rocket launcher style rod holders mounted on the T-top.
- 4.3 Lure storage:** There is double tackle station with several drawers provided.
- 4.4 Washdown system:** There is a raw water washdown system provided. The washdown system could not be tested because the system is winterized. **(Pump did not power up).**

CABIN INTERIOR APPOINTMENTS

CABIN Summary

- 5.1 Entertainment** Entertainment includes: An AM/FM/CD/satellite stereo. *Stereo powers on, but shows time only.*
- 5.2 Condition summary** Components of the cabin system are built and installed to ABYC standards and appear serviceable but with exceptions noted.

GALLEY

- 5.3 Location:** No galley on this vessel.

BERTHS / STATEROOMS

- 5.4 Berths:** No sleeping quarters on this vessel.



HEAD(S)

- 5.5 Number /Location: No head on this vessel.
 5.6 Toilet(s): No toilet or MSD on this vessel.

STEERING SYSTEM

STEERING Summary

- 6.1 System The vessel has a hydraulic steering system without power assist and wheel controlled. Steering is accomplished, by steering the outboard(s).
 6.2 Condition summary Problems or deficiencies sighted in this system are noted below.

STEERING SYSTEM

- 6.3 Type: Sport style wheel. Made of stainless steel. Hydraulic system, with ram cylinder attached to outboard(s).
 6.4 Manufacturer: System is by SeaStar-Teleflex.
 6.5 Lines and fittings: Flexible hydraulic lines from steering head to ram(s).
 6.6 Reservoir tank: **No steering fluid could be seen in the reservoir. Wheel turns but outboards do not steer. Repair as necessary. Look for leaks.**
 6.7 Steering tie bar: Well mounted with outboard steering arms connected by a stainless steel lateral bar.

PROPULSION SYSTEM

PROPULSION Summary

- 7.1 Propulsion: The vessel is propelled by dual engines, gasoline fueled with an oil injection system, 2 stroke, V6 cylinders configuration, multi port fuel injected, and naturally aspirated. Outboard(s) system installation manufactured by: **Evinrude by Bombardier- Engine year: 2002 and Model: E250FCXXTA- Ficht. Each Producing: 250 HP and rated at 4800-5800 RPM. Serial #(s)- Port engine: 04999874 Starboard engine: 05013688.** These engines have a troublesome reputation as being unreliable. The Etech models appeared in 2004.
 7.2 Controls: Manual type, -outboard controls with tilt and trim switch on the handle. On this vessel is one control station located at and the center console.
 7.3 NOTE: Survey was aborted by the buyer at this point because of the soft cockpit sole, dated electronics, and the Evinrude Ficht outboards.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

- 8.1 Required equipment: ***Be aware that State and Local regulations concerning mandatory safety equipment might differ from the Federal regulations enforced by the Coast Guard. They are usually more specific and comprehensive than the Federal regulations. For instance in Massachusetts; ALL power boats must carry an anchor and line, boats longer than 26' must have a bell in addition to the horn or whistle, toilet waste cannot be discharged in any inshore State waters except a small area in Nantucket Sound and the ferry channel between Woods Hole and Martha's Vineyard, etc. These are examples and not conclusive. As you know, "Ignorance of the law is not excuse". When you register your boat, you will be given a copy of the State Regulations. Take a few minute to read the booklet and make sure when you are boarded by Local, State, or Federal Authorities your boat will be compliant.*



*That said, the following is to meet USCG CFR 33 and 46 regulations only. **Safety notice:** Please read this important notice of a recall for some fire extinguishers with plastic valves made by Kidde. Go to: <http://marinesurvey.us8.list-manage2.com/track/click?u=be99d3cfe0e55e99f3413d7e8&id=0b03df0333&e=dc9600d0ec>.*



RECOMMENDATIONS:

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS: (MAY BE MANDATORY)

HULL INSPECTION

HULL EXTERIOR

2.8 Boarding ladder:

1. None sighted. ABYC H-41 recommends that a boarding ladder be provided to allow a person to reboard without assistance for safety reasons. RECOMMENDATION: Install boarding steps on the transom or a boarding ladder as recommended.

PRIORITY II - MAINTENANCE & STANDARDS RELATED: (NOT NORMALLY MANDATORY)

HULL INSPECTION

HULL INTERIOR

2.19 Bilge(s):

1. Some black mold sighted in bilge and other closed in areas. RECOMMEND spraying with mild bleach or vinegar solution, then hosed out. Ways to ventilate these areas would help.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

3.5 Moist /Delam:

2. Abnormally high, (wet), moisture meter readings and/or delaminated or soft deck(s) on the cockpit sole are as follows: most of the aft cockpit and beneath the helm. Extensive repair necessary.

FISHING EQUIPMENT

FISHING GEAR

4.4 Washdown system:

3. (Pump did not power up).

STEERING SYSTEM

STEERING SYSTEM

6.6 Reservoir tank:

4. No steering fluid could be seen in the reservoir. Wheel turns but outboards do not steer. Repair as necessary. Look for leaks.

OTHER RECOMMENDATIONS: (SUGGESTIONS IN THE WAYS OF A PRUDENT MARINER)

GENERAL SURVEY INFORMATION

VESSEL INFORMATION

1.18 Description:

1. The documentation paperwork was not sighted on vessel as required by law,

1.19 NOTE:

2. Manuals for ship's systems, propulsion and electronics were not sighted on board.

HULL INSPECTION

HULL BOTTOM

2.12 Bottom paint:

3. Remove loose flaking antifouling paint, spot sand areas and touch up peeling/flaking areas.

2.17 Drain Plugs:

4. Drain plug(s) removed. Be sure to install drain plug before launching vessel.

CABIN INTERIOR APPOINTMENTS

CABIN Summary

5.1 Entertainment

5. Stereo powers on, but shows time only.



DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. BUC condition ratings are defined as:

- **EXCELLENT /BRISTOL** - Essentially as new in appearance- loaded with extras. A rarity.
- **ABOVE AVERAGE** - Above average care- no obvious defects or limitations. Optional electronics or systems.
- **AVERAGE** - Ready for sale needing no repairs, updates or cleaning.
- **FAIR** - Needs the usual maintenance, TLC, repair or service to prepare for sale
- **POOR** - Requires substantial yard work and is devoid of extras.
- **RESTORABLE** - Enough of the hull and engine exists to restore the boat to usable condition.

RESULTS:

- **THIS VESSEL'S CONDITION.....FAIR CONDITION** This vessel needs the usual maintenance plus TLC and repair and/or upgrading to prepare for commissioning or sale.
- **ESTIMATED MARKET VALUE.....\$42,500...** value for total package. Refer to Section 1.1 "Value reconciled"
- **APPROXIMATE REPLACEMENT COST.....\$125,000 per BUCValuPro.com.** (Does not include outboard(s) or trailer). (MSRP was \$91,400 per ABOS)
- **INTENDED USE OF VESSEL**Charter sport and commercial fishing
- **SUITABILITY FOR INTENDED SERVICE:** Vessel IS considered fit for it's intended service upon correction of all listed Priority I and specific Priority II recommendations.

NOTE1: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

NOTE2: The vessel owner is solely responsible for researching and knowledge of manufacturers' warranties and recalls for any and all components of this vessel and responsibly responding to same.

NOTE3: **Estimated replacement cost** was determined using information obtained from BUC ValuPro.com and dealer prices using the same or similar make and model with similar equipment options.

CLOSING STATEMENT & SIGNATURE:

I certify that, to the best of my 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 personal, impartial, and unbiased professional analyses, opinions and conclusions.*
- *I have no, (or the specified), present or prospective interest in the property that is the subject of this report, and I have no, (or the specified), personal interest with respect to the parties involved.*
- *I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.*
- *my engagement in this assignment was not contingent upon developing or reporting predetermined results.*
- *my compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.*
- *my analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice, (USPAP).*
- *no one provided significant business and /or intangible asset appraisal assistance to the person signing this certification. (If there are exceptions, the name of each individual providing significant business and/or intangible asset appraisal assistance must be stated).*

This report is submitted in confidence for the exclusive use of without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.




Peter J. Spang, SAMS® AMS® (Society of Accredited Marine Surveyors #987)