

**Florida Boat & Yacht Surveyors**  
MARINE SURVEYOR AND CONSULTANT

**2005 Sea Boss 255 Walkaround**

***No Name***



INDEPENDENT MARINE SURVEY SERVICE

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# **Report of Marine Survey**

**Of The Vessel**

***No Name***

**2005 Sea Boss 255 Walkaround**

Conducted by  
Jeff Hahn

Marine Surveyor

PREPARED FOR:

Avit Frederic

September 16, 2019

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of Avit Frederic, the attending surveyor did attend onboard the *2005 Sea Boss 255 Walkaround, No Name* on September 16, 2019 where an "out-of-the-water-survey" was conducted at 3731 SW 124th Court, Miami, Florida. A sea trial was not performed. An out-of-the-water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed. The Hull Identification Number (HIN) GHQHT005D505 was verified from the transom. The reason for the survey, was to ascertain the physical condition and value of the vessel. DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

**This vessel was surveyed without removals 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. Owner is advised to open up all such areas for further inspection. Further, 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 it is not to be considered an inventory or a warranty either specified or implied.**

### CONDUCT OF SURVEY:

**THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.**

The use of the word "appeared" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks \* in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

## II. GENERAL INFORMATION

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### GENERAL INFORMATION

FILE NUMBER: ..... 091619

SURVEY PREPARED FOR: ..... Avit Frederic

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NAME OF VESSEL: ..... No Name

TYPE OF SURVEY: ..... Pre-Purchase for Buyer

**OVERALL VESSEL RATING: ..... \*\*\*\* AVERAGE**

**ESTIMATED MARKET VALUE: ..... \$ 32,500.00**

**ESTIMATED REPLACEMENT COST: ..... \$ 88,500.00**

BUILDER: ..... Sea Boss

YEAR BUILT: ..... 2005 (April)

MODEL YEAR: ..... 2005

MODEL OF VESSEL: ..... 255 Walkaround

HULL IDENTIFICATION NUMBER (HIN): ..... GHQHT005D505

STATE VALIDATION STICKER NUMBER: ..... 14749826

STATE REGISTRATION NUMBER: ..... FL 2228 PV

PLACE OF SURVEY: ..... 3731 SW 124th Court, Miami, Florida

HULL MATERIAL: ..... FRP (Fiber Reinforced Plastic).

HULL TYPE: ..... Planing, Modified-V with hard chines and flared bow.

LENGTH OVER ALL (L.O.A.): ..... 26' 6"

BEAM: ..... 8' 6"

DRAFT: ..... Hull Draft 1' 4"

DISPLACEMENT: ..... 4,100 lbs. dry weight without motors.

PROPULSION SYSTEM: ..... Two (2) outboard engines.

FUEL TYPE: ..... Gasoline.

DC POWER: ..... 12 volt.

INTENDED USE: ..... Recreational inland and backwater cruising.

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

#### APPEARED:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

#### FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

#### SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

#### POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

#### EXCELLENT CONDITION:

New or like new.

#### GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

#### FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

#### POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

#### USE OF \*:

Use of \* in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the \* item.

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS:(*continued*)

Asterisks \* in this General Information section refers to the source of such information as follows:

- \* Per Manufacturer's Specifications
- \*\*Refer to Summary and Valuation Section
- \*\*\* Per USCG Documentation
- \*\*\*\* Per Buc Book

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

**MATERIAL:**

FRP (fiber reinforced plastic)

**EXTERIOR HULL:**

White gelcoat.

**PORTLIGHTS:**

Two (2) opening portlights. Both were operable.

**BULKHEADS:**

Athwartships reinforcement enhanced by bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appeared serviceable where sighted.

**STRINGERS:**

Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appeared serviceable where observed.

**TRANSOM:**

Reinforced, FRP transom, fitted with transom door. Appeared serviceable.

**BILGE:**

Bilge area provides the area for most boat systems and tankage. Appeared serviceable.

**CHAIN LOCKER (DRAINAGE):**

The chain locker is forward and accessible through an access in the foredeck. The chain locker drainage is overboard.

**LIMBER HOLES:**

Limber holes are of adequate size and clear where sighted.

**MOISTURE CONTENT:**

This vessel's exterior hull was inspected with a sounding hammer and a moisture meter for the detection of moisture and delamination. No apparent signs of significant moisture intrusion or FRP delamination was detected.

### DECK CONSTRUCTION

**TYPE:**

Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface.

**MATERIAL:**

FRP (fiber reinforced plastic).

**COCKPIT:**

Cruising type cockpit.

### HULL-TO-DECK JOINT

**TYPE:**

The hull to deck joint was of the deck overlap type. Appeared serviceable where sighted.



# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL-TO-DECK JOINT(*continued*)

#### FASTENERS:

Stainless steel screw type.

#### REINFORCEMENT:

Rubber bumper rub rail surrounds the vessel as protection to the hull to deck joint. Appeared serviceable.

### DECK FITTINGS

#### STANCHIONS:

Welded stainless steel rail system, runs the forward perimeter of the deck. Appeared serviceable.

#### BOW PULPIT (BOW RAIL):

Stainless steel stanchions and rail system. Appeared serviceable.

#### TOE RAILS:

Molded FRP toe rails, part of deck layup.

#### VENTILATION:

Provided by portlights and hatch topsides and deck.

#### SCUPPERS:

Cockpit has two (2) scuppers at port and starboard aft corners. Appeared serviceable. Transom well has two (2) scupper drains. The starboard transom well scupper drain is missing rubber flap.

#### **\*C.1**

The starboard transom well scupper drain is missing rubber flap.

#### WINDLASS/GIPSY:

None.

#### HATCHES:

One (1) Bomar aluminum and lexan 20" x 20" hatch in forward cabin deck area. Appeared serviceable.

#### GRAB RAIL:

Stainless steel hand rails. Appeared serviceable.

#### CLEATS:

Five (5) stainless steel cleats were thru-bolted. Appeared serviceable.

#### ANCHOR PLATFORM:

FRP anchor platform with stainless steel anchor plate and integrated bow roller. Appeared serviceable.

#### OTHER:

FRP molded swim platform with Windline telescoping stainless steel swim ladder. Appeared serviceable.

#### NOTE:

Stainless steel trailer eye at bow. Appeared serviceable. Two (2) stainless steel trailer eyes at stern. Appeared serviceable.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### SUPERSTRUCTURE

**MATERIAL:**

Cabin house and deck are one unit molded FRP (fiber reinforced plastic).

**JOINERY STRESS:**

None Sighted.

**CANVAS AND SUPPORT STRUCTURE:**

FRP hardtop with aluminum support structure. Appeared serviceable.

**SUPERSTRUCTURE HOUSE TO DECK JOINT:**

Deck house and deck appeared to be molded seamlessly, no joint was observed.

### BRIDGE DECK

**MATERIAL:**

FRP (fiber reinforced plastic) molded bridge.

**TYPE:**

Bridge provides helm station and crew seating area.

**COCKPIT:**

Cruising style cockpit.

**SEATS:**

Two (2) pedestal mounted white vinyl cushioned seats at helm. Appeared serviceable.

**WINDSHIELD:**

Wraparound glass windshield. Appeared serviceable.

**NOTE:**

The cockpit deck is slightly soft under foot.

**\*C.2**

The cockpit deck is slightly soft under foot.

### ADDITIONAL EQUIPMENT AND ACCESSORIES

**ACCESSORIES:**

The port side courtesy light did not operate. Two (2) spreader lights. Operated.

**\*C.3**

The port side courtesy light did not operate.

**FENDERS:**

One (1) fender.

**BOAT TRAILER:**

Dual axle aluminum trailer. Appeared serviceable.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### FISHING EQUIPMENT

LIVE BAIT WELLS:

Live bait well with an electric water re-circulation pump. Not tested.

ROD HOLDERS:

Four (4) stainless steel gunwale mounted rod holders in cockpit coaming. Appeared serviceable. Five (5) aluminum rocket launcher rod holders on aft rail. Appeared serviceable.

FISH BOX(S):

One (1) fishbox located under cockpit floor. Appeared serviceable.

### CABIN APPOINTMENTS

#### INTERIOR DESCRIPTION:

INTERIOR BULKHEADS:

The interior bulkheads were fit well where sighted.

WATER INTRUSION SIGNS:

None Sighted.

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving fit well where sighted.

HEADLINERS:

Headliner material in the cabins appeared to be a light colored carpet. Appeared serviceable.

DOORWAYS:

FRP cockpit to salon bi-fold door with overhead hatch. Appeared serviceable.

FABRIC AND CUSHIONS:

White vinyl cushions. Appeared Serviceable.

FLOOR AND WINDOW COVERINGS:

Floor covering is FRP. Appeared serviceable.

ACCOMMODATIONS:

One (1) forward V-berth. Appeared serviceable.

HEADS:

One (1).

LIGHT FIXTURES:

12 volt cabin lights were operable.

### PROPULSION

#### MAIN ENGINES

TYPE:

Two (2) outboard engines.

# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES(*continued*)

MANUFACTURER:

Mercury Marine models: port 1200423HY. starboard 1200423HY.

SERIAL NUMBERS:

Port: 2B111011. Starboard: 2B091950.

LABELS AND NOTICES:

The engines required labels appeared to be in place and readable.

HORSE POWER:

200 hp.

NUMBER OF CYLINDERS:

Six (6).

THROTTLE CONTROLS:

Mercury mechanical throttle and gear controls. Operated.

EMERGENCY SHUT DOWN:

Emergency engine shut down pull cord at helm is missing.

**\*B.1**

Emergency engine shut down pull cord at helm is missing.

ENGINE MOUNTS AND BED:

Transom thru-bolts with aluminum reinforcement backing plates. Appeared serviceable.

LUBRICATION:

Two (2) remote oil reservoir tanks. Appeared serviceable.

ENGINE ALARMS:

Test of port and starboard low oil pressure alarm and coolant over heat warning audible at helm station. Operated.

ENGINE SHUT DOWN:

Key off. Operated.

NOTE:

The port and starboard individual engine trim tilt switches stick in down position.

**\*C.4**

The port and starboard individual engine trim tilt switches stick in down position.

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

# III. SYSTEMS

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## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM(*continued*)

MATERIAL:

5052 Aluminum.

NUMBER OF TANKS:

One (1).

SECURED:

Metal brackets to hull. Appeared serviceable.

LOCATION:

Under centerline cockpit sole.

MANUFACTURING LABEL:

The ABYC required label was sighted on the fuel tank.

FILL PIPE LOCATIONS:

Starboard side deck marked for gas.

FILL PIPE GROUNDED:

Appeared to be properly grounded.

FILL PIPE FITTINGS:

Fill deck fittings is clearly marked as to fuel type.

FUEL LINES AND FITTINGS:

Grade USCG type A1. Appeared serviceable where sighted.

VENT LOCATION:

Starboard topsides, flame screen was sighted.

FUEL FILTERS:

Remote mounted spin on/off type.

OTHER:

One (1) fuel level gauge. Appeared serviceable.

## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

12 volt system.

BATTERIES:

Two (2) batteries. Appeared serviceable.

MAIN BATTERY SWITCHES:

Two (2) Blue Sea Systems rotary switches. Operated.

PANEL:

Overcurrent Protection: Bus type fuses and circuit breakers.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

**BREAKERS/FUSES:**

Individually switched branch breakers.

**TYPE CONNECTORS:**

Round Lugs: Captive type, where sighted. Condition: Appeared serviceable.

**ROUTING/SUPPORT:**

Well supported and secured where sighted.

**CHARGING SYSTEM (ALTERNATOR):**

Two (2) engine mounted alternators. Appeared serviceable.

**OUTLETS:**

12 Volt DC outlet was sighted. Appeared serviceable.

## SANITATION

### SANITATION (BLACK WATER)

**MANUAL OR ELECTRIC TYPE:**

Manual porta potty.

**NUMBER OF HEADS:**

One (1) head on vessel.

**M.S.D TYPE USCG SYSTEM:**

Certification Type: MSD Type III. (Holding tank)

## STEERING SYSTEM

### STEERING SYSTEM

**TYPE:**

Hydraulic.

**MANUFACTURER:**

Sea Star Teleflex.

**NUMBER OF STATIONS:**

One (1).

**MODEL #:**

1.7 Helm HH5271

**LINES AND FITTINGS:**

Reinforced flexible hose, with metallic fittings. Appeared serviceable.

**ACTUATOR CYLINDER:**

Appeared serviceable.

# III. SYSTEMS

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## STEERING SYSTEM

### STEERING SYSTEM(*continued*)

MOUNTING:

Fixed type. Appeared serviceable.

## GROUND TACKLE

### GROUND TACKLE

ANCHORS:

No anchor onboard vessel.

**\*B.2**

No anchor onboard vessel.

RODE MATERIAL:

Rope and chain.

LINE:

Braided marine grade nylon.

CHAIN:

Chain is galvanized 5/16" BBB type for windlass usage.

WINDLASS:

None.

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

One (1) Uniden UM 385 VHF radio. Operated

COMPASSES:

One (1) Ritchie compass. Appeared serviceable.

ANTENNAS:

All antennas sighted appeared to be well mounted and serviceable.

### ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Boss stereo. Operated.

SPEAKERS:

Four (4) Kenwood speakers. Operated.

# III. SYSTEMS

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## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

One (1) Type II-U.S.C.G. approved. Appeared serviceable.

NUMBER OF THROWABLE PFD'S:

One (1) Type IV-U.S.C.G. approved throwable device. Cushion type.

FIRE EXTINGUISHERS:

One (1) dry chemical portable fire extinguisher. Appeared serviceable.

VISUAL DISTRESS SIGNALS:

Flares were out of date.

**\*B.3**

Flares were out of date.

SOUND DEVICES:

Horn did not operate.

**\*B.4**

Horn did not operate.

NAVIGATION LIGHTS:

All navigation lights were operable.

"NO OIL DISCHARGE" PLAQUE:

Found properly displayed.

TRASH DISPOSAL PLACARD:

Found properly displayed.

### BILGE PUMPS

LIST:

One (1) Rule bilge pump with Rule-A-Matic float switch. Operated.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

PROPELLER(S):

Two (2) stainless steel, three bladed propellers with no visible damage.

TRIM TABS:

Bennett hydraulic trim tabs. Operated.

THRU-HULLS:

Bronze thru-hulls fittings. Appeared serviceable.

TRANSDUCERS:

Depth transducer was clear of debris. Appeared serviceable.



# III. SYSTEMS

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## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY(*continued*)

#### STRAINERS/SCOOPS/SCREENS:

Clear and appeared serviceable.

### CONDITION OF HULL (WETTED SURFACE)

#### BLISTERS:

None Sighted.

#### CONDITION OF BOTTOM PAINT:

Bottom paint condition is fair.

# IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G. regulations.***

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

## B. OTHER DEFICIENCIES NEEDING ATTENTION:

### B.1 (PAGE 9) EMERGENCY SHUT DOWN:

FINDINGS	RECOMMENDATIONS
Emergency engine shut down pull cord at helm is missing.	Replace with new pull cord.

### B.2 (PAGE 12) ANCHORS:

FINDINGS	RECOMMENDATIONS
No anchor onboard vessel.	Provide anchor.

### B.3 (PAGE 13) VISUAL DISTRESS SIGNALS:

FINDINGS	RECOMMENDATIONS
Flares were out of date.	Comply with USCG regulations for Visual Distress Signals.

### B.4 (PAGE 13) SOUND DEVICES:

FINDINGS	RECOMMENDATIONS
Horn did not operate.	Repair horn. Comply with USCG regulations for Sound Devices.

## C. SURVEYOR'S NOTES AND OBSERVATIONS:

### C.1 (PAGE 6) SCUPPERS:

FINDINGS	RECOMMENDATIONS
The starboard transom well scupper drain is missing rubber flap.	Note for survey.

# IV. FINDINGS AND RECOMMENDATIONS

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## C. SURVEYOR'S NOTES AND OBSERVATIONS:

### C.2 (PAGE 7) NOTE:

FINDINGS	RECOMMENDATIONS
The cockpit deck is slightly soft under foot.	<i>Note for survey.</i>

### C.3 (PAGE 7) ACCESSORIES:

FINDINGS	RECOMMENDATIONS
The port side courtesy light did not operate.	<i>Repair as necessary.</i>

### C.4 (PAGE 9) NOTE:

FINDINGS	RECOMMENDATIONS
The port and starboard individual engine trim tilt switches stick in down position.	<i>Note for survey.</i>



# V. SUMMARY AND VALUATION

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## STATEMENT OF VALUATION:

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. 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.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

**\$32,500.00**

*Thirty Two Thousand Five Hundred Dollars and Zero cents*

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

**\$88,500.00**

*Eighty Eight Thousand Five Hundred Dollars and Zero cents*

# V. SUMMARY AND VALUATION

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## **SUMMARY:**

In accordance with the request for a marine survey of the No Name, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **September 16, 2019**. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

**LIMITATION OF LIABILITY. BY YOUR ACCEPTANCE OF THIS SURVEY YOU AGREE THAT NOTWITHSTANDING ANY PROVISION OF LAW TO THE CONTRARY, THE TOTAL LIABILITY OF FLORIDA BOAT & YACHT SURVEYORS, LLC. AND IT'S EMPLOYEES, OFFICERS AND DIRECTORS, FOR ALL LOSSES, DAMAGES, COSTS, AND EXPENSES, INCLUDING ATTORNEYS FEES, SHALL NOT EXCEED THE AGGREGATE AMOUNT PAID TO FLORIDA BOAT & YACHT SURVEYORS, LLC. FOR THIS SURVEY, REGARDLESS OF THE LEGAL THEORY UNDER WHICH SUCH LIABILITY IS SOUGHT TO BE IMPOSED. (Fee paid was \$ 500.00)**

**Florida Boat & Yacht Surveyors, LLC and it's employees, officers and directors does not carry errors and omissions insurance and does not offer a warranty or guarantee that is expressed or implied in the inspection of this boat or yacht. The repair or replacement of any item on this vessel is the sole responsibility of the boat or yacht owner.**

# V. SUMMARY AND VALUATION

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## **SURVEYOR'S CERTIFICATION:**

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, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:   
\_\_\_\_\_  
Jeff Hahn