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CAPTAIN JIM KELLY MARINE SURVEYOR

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Member of the "Society of Accredited Marine Surveyors(R)".

Report of Marine Survey

***"Fast Cat"* 104 foot Fast Cat Wave Piercing Catamaran delivered in 1999. Fully rebuilt in 2015/16**

This vessel is a 104 foot Fast Cat Wave Piercing Catamaran 149 passenger ferry vessel.

Conducted by

Capt. B. J. Kelly, Jr.

Captain Jim Kelly, Jr. Marine Surveyor

3001 S. W. 18th Terrace # 8

Ft. Lauderdale, Florida 33315

PREPARED EXCLUSIVELY FOR:

QPS MARINE

February 23rd 2017

Member of the "Society of Accredited Marine Surveyors(R)".

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***"Fast Cat"* surveyed by Capt. B. Jim Kelly, Jr. - Ft. Lauderdale, FL 33315**

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of QPS Marine the attending surveyor did attend onboard the 1999 104 foot Fast Cat wave piercing Catamaran ferry vessel "Fast Cat" where a Marine Survey was conducted on February 23rd 2017 at Ft Lauderdale Boatyard and Marina in Ft. Lauderdale, Florida. The Official Number 1037676 was verified from the U. S. Coast Guard documentation. The reason for the Marine Survey was to ascertain the physical condition and value of the vessel. AC and DC power was used to check operation of the electrical systems specified in this report. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

This vessel was inspected without the 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. 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.

NOTE: It is recommended and understood that all diesel and gasoline engines be surveyed by a qualified engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

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 "appears" 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

I. INTRODUCTION

VESSEL DESCRIPTION

This vessel is a 1999 104 Fast Cat catamaran passenger vessel with epoxy fiberglassed cold molded hull, cabin superstructure and decks.

Vessel is operated from the pilothouse helm station. Helm station console fitted with control panel board with Wema port and starboard fuel transfer gauges, port and starboard generator engine's Wema oil pressure gauges and Wema water temperature gauges, port and starboard fresh water pump, Wema gauges, port and starboard black water discharge Wema gauges, port and starboard, forward, midship and aft bilge pumps indicator lights/switch buttons.

Control panel board for navigation lights, anchor light bridge light, horn, red bridge light and underwater indicator lights/switch buttons. Windshield wiper control panel board with indicator light /button switches for four (4) windshield wipers, and control panel board for port and starboard generators

Vessel is powered with twin Caterpillar C-32 1,800 horsepower V-12, 4-Stroke-Cycle Diesel turbo-charged diesel engines.

The helm station is equipped with Seastar hydraulic wheel steering and Caterpillar electronic clutch and throttle controls. There is also Caterpillar electronic clutch and throttle control at the starboard aft deck external station.

The pilothouse helm station is furnished with pneumatic air suspension, with adjustable shock absorber and dampers mounted black leather helm chair.

Vessel's hull is fitted with a heavy duty rubber delta bow rail.

Vessel's interior cooled by four (4) Marine Air Systems 36,000 BTU air conditioners totaling 144,000 BTU.

Vessel is equipped with new Notifier NFS-3220 fire alarm system and new Spectra Alert sensors throughout the cabin and hulls.

The passenger cabin layout will be furnished with "Chicago" style seats and bench seating for approximately up to 149 passengers. The main passenger cabin area will have with "Chicago" style seats for approximately 100 passengers. Vessel's cabin overhead lights are LED lights.

II. GENERAL INFORMATION

FILE NUMBER: File #: FC-10499-15
SURVEY PREPARED FOR: QPS Marine
50 South Bryan road
Dania, Florida 33004

NAME OF VESSEL: "Fast Cat"

TYPE OF SURVEY: Condition Valuation Survey

OVERALL VESSEL RATING: "Above Average Condition"

ESTIMATED MARKET VALUE: Estimated Completion Value: \$2,550,000

ESTIMATED REPLACEMENT COST: Estimated Completion Value: \$4,675,000

YEAR/MAKE/MODEL OF VESSEL: 1999 104 foot Coastal / Inter Island Wave piercer
Catamaran Passenger Ferry Vessel.

BUILDER: Gold Coast Yachts, St. Croix, U.S.V.I.

YEAR BUILT: 1999

MODEL YEAR: 1999

MODEL OF VESSEL: 104 foot Wave Piercer Passenger Ferry Cateamarran

HULL IDENTIFICATION NUMBER (HIN): Official Number: 1037676

PLACE OF SURVEY: Ft Lauderdale Boat Yard and Marina
1915 S.W. 21st Avenue
Ft. Lauderdale, Florida 33315

HULL MATERIAL: Fiberglass composite and Cold Molded
using Okume marine plywood and West
System epoxy lamination both sides

HULL TYPE: Catamaran hull with wave piercer with tunnel drives
wave knocker design below the bridge deck

LENGTH OVER ALL (L.O.A): 104 feet.

BEAM: 32 feet.

DRAFT: 4 feet.

DISPLACEMENT LIGHT: 110,200 Lbs

DISPLACEMENT HEAVY: 148,900 Lbs

PROPULSION SYSTEM: New twin Caterpillar C-32 1,600HP turbo charged

FUEL TYPE: Diesel

FUEL CAPACITY: 2,200 gallons.

DC POWER: 24 volt system

"Fast Cat" surveyed by Capt. B. Jim Kelly, Jr. - Ft. Lauderdale, FL 33315

II. GENERAL INFORMATION

FRESH WATER CAPACITY: **Four (4) 120 Gal polyurethane potable water tanks**
HOLDING TANK: **Two (2) 220 Gal polyurethane holding tanks**
INTENDED USE/BUYER: **Coastal, Inter-Island Passenger Ferry Vessel.**
INTENDED CRUISING AREA: **Caribbean, Coastal and inter -Island American waters**

DEFINITION OF TERMS:

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

APPEARS:

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.

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 Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE: Wave Piercing hulls with propeller tunnel

MATERIAL: Cold molded using West System Epoxy lamination on both sides of Okume Marine Plywood.

EXTERIOR HULL: Exterior hull is being faired and painted with silver gray Awl-Grip.

BULKHEADS: All bulkheads are cold molded using West System Epoxy on both sides.

STRINGERS: Longitudinal stringers are Douglas Fir laminated with West System Epoxy. The longitudinal stringers run the full length of the hull. The longitudinal stringers were installed new during the 2015 full refit.

STEM: Sharply raked port and starboard bow stems

TRANSOM: Square port and starboard 3" thick transoms

BILGE: Deep (below decks) bilge area provides the area for most boat systems and tankage

DECK CONSTRUCTION

TYPE:

Port and starboard weather decks are cold molded using West System Epoxy on both sides of the Okume marine plywood. Cabin interior decks were replaced with new decks.

MATERIAL:

Cold molded using West System Epoxy lamination on both sides of the Okume marine plywood

DECK FITTINGS

BOW PULPIT (BOW RAIL):

Bow deck, aft deck and port and starboard weather decks will be fitted with anodized aluminum stanchions and hand rails.

CHOCKS AND CLEATS:

Cast heavy duty cleats located at strategic locations port and starboard.

DECK SURFACE:

Exterior decks will be painted with gray Awl-Grip with molded in nonskid.

HATCHES:

Port and starboard engine room hatches and port and starboard luggage storage compartment hatches.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE

MATERIAL:

Cabin superstructure is fiberglass composite and cold molded using West System epoxy lamination on both side of the Okume marine plywood.

WINDOWS/PORTS/DOORS:

The port and starboard cabin viewing windows are tempered laminated 5/16 inch tinted plated glass windows. The pilothouse windshields are tempered laminated 1/2 inch tinted plated glass.

SUPERSTRUCTURE HOUSE TO DECK JOINT: Cold molded West System epoxy with bi-axial laminate.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

STORAGE AREAS:

Passenger luggage storage compartments in port and starboard hulls.

HEADS:

The port and starboard head facilities equipped with vanities with sink bowls, bulkhead mirrors and toilets.

SOUND SYSTEM:

Stereo system with seven (7) amplifiers and 14 x 100 watt stereo speakers.

PROPULSION

MAIN ENGINES

TYPE: Twin diesel engines.

MANUFACTURER:

Caterpillar C-32 1800 horsepower 12-cylinder diesel engines.

Port engine serial number: RNC02269. Starboard engine serial number: RNCC02253.

Port and starboard gear boxes are ZF gear boxes.

Port gear box model number: ZF2595A. Port gear box serial number: 50014696

Starboard gear box model number: ZF2595A. Starboard gear box serial number: 50014687

HORSE POWER: Twin 1,800 horsepower diesel engines.

NUMBER OF CYLINDERS: twelve (12) cylinders.

THROTTLE CONTROLS:

Caterpillar electronic clutch and throttle controls. ZF gear boxes.

III. SYSTEMS

PROPULSION

MAIN ENGINES (*continued*)

LUBRICATION:

Port and starboard Caterpillar engines are brand new with 17 hours.

EXHAUST SYSTEM:

Raw water cooled exhaust system for cooling engine risers and exhaust pipes. Fitted with fiberglass exhaust mufflers. Caterpillar Remote Oil filters located forward of each engine.

COOLING SYSTEM

TYPE:

Enclosed system with reservoirs. Main engines are fresh water cooled by heat exchanger.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Diesel.

NUMBER OF TANKS: Two (2) aluminum diesel fuel tanks.

MATERIAL: Aluminum.

TANKS CAPACITY: Two (2) fuel tanks with 1,100 gallon diesel fuel each tank.

SECURED: Strapped down with steel bands.

LOCATION: Port and starboard hulls.

FILL PIPE LOCATIONS: Port and starboard weather decks.

FILL PIPE GROUNDED: Appears to be properly grounded.

FILL PIPE MATERIAL: Type A1 U.S.C.G. approved fuel hose. Appear serviceable.

FILL PIPE FITTINGS: Fill deck fitting clearly marked as to fuel type: Diesel.

HOSE CONNECTIONS, CLAMPS: Double clamped where sighted, grade U.S.C.G. type A1. Appears serviceable.

FUEL LINES AND FITTINGS: Both supply and return fuel lines are copper lines with copper alloy fittings.

VENT LOCATION:

Port and starboard topsides below fuel fill pipes.

FUEL FILTERS:

Dual 1000100 MAX Raccor primary fuel filters/ Water separators in port and starboard engine rooms forward bulkheads.

Two (2) high capacity fuel transfer pumps

Reverso Oil Changing system (24 DCV)

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

24 volt system.

BATTERIES:

Six (6) new 12 volt 8-D Maintenance free batteries.

BANKS:

4-banks.

MAIN BATTERY SWITCHES:

Rotary selector battery switches.

PANEL: DC panel board is equipped with designated breaker switches for DC-volt systems.

Navigation and communication electronics, stereo, navigation and anchor light, search light, cabin lights, bilge pumps and potable water pump.

ELECTRICAL SYSTEM (D.C. SYSTEM)

(continued)

TYPE CONNECTORS:

Captive lug type appeared serviceable.

ROUTING/SUPPORT:

Well supported and secured where sighted.

CHARGING SYSTEM:

Two New 24 volt 100 amp automatic battery charger. Port and starboard engines are fitted with 24 volt belt driven alternators. New 100 amp inverter.

ELECTRICAL SYSTEM (A.C. SYSTEM)

CONNECTIONS (TYPE):

Two (2) Hubbell 50 amp 125 V.A.C./250 V.A.C. shore-power inlets in each hull. Total of Four (4) inlets. Located forward of Port and STBD side cabin bulwarks.

Two (2) 65' 50A shore power cables

Vessel is equipped with two (2) STBD and Port Northern Lights model 0964 32 K.W. commercial generators with Luger 4-cylinder fresh water cooled diesel engines.

Port generator serial number: 1Z0093302.

Starboard generator serial number: G14K471664.

500MA/MAN Turbine series Racor fuel filter/ Water separators x 2

WIRE TYPE (SIZE AND RATING):

Size and rating in compliance with USCG subchapter T vessel regulations, where sighted, appears well routed and supported, serviceable for intended use.

ROUTING: Well routed and supported where sighted.

Lightning Seventy Four (74)LED lights thorough-out vessel

Four (4) Lumishore underwater lights

Six (6) banks (2 fwd, 2 sides and 2 aft) high density LED flood lights

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

Polyurethane potable water tanks.

CAPACITY: Four (4) 120-gallon potable water tanks. Two (2) in each hull.

MATERIAL: Polyurethane.

PUMPS: (2) 120 V Burcam 5065 jet water pressure pumps.

Wema gauges (2)

HOSES AND CLAMPS: Appears serviceable where sighted.

SANITATION

Sanitation Head facilities equipped with vanities with sink bowls, bulkhead mirrors and toilets.

Handicap access on Port side.

Madera 16 ½" flush valve floor mounted toilets

Black water 240 Gallons / 2 Polyurethane black water tanks

Two (2) self-priming 120 VAC macerator pumps

Wema gauges (2)

LOCATION: The head facilities are located aft port and starboard.

III. SYSTEMS

STEERING SYSTEM

TYPE: Gravity fed hydraulic steering system with Seastar hydraulic cylinders and steering at pilothouse helm station.
MANUFACTURER: Seastar hydraulic system.

NUMBER OF STATION:2

Pilothouse helm station with Caterpillar electronic clutch and throttle controls.

LOCATION: Pilothouse helm station console. Aft deck of STBD hull

LINES AND FITTINGS: Hydraulic reinforced flexible hose with metallic fittings. New condition.

ACTUATOR CYLINDERS: Four (4) in total. New condition.

MOUNTING: Appeared serviceable.

GROUND TACKLE

ANCHORS: 2 x new Fortress FX125 aluminum anchor.

CHAIN: 18 feet of 1 inch galvanized steel anchor chain and 140 feet 1 1/2 inch nylon anchor line.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF: Two (2) new Standard Horizon VHF radios.

GPS: New Garmin 5212 and 7212 GPS chart plotter/color video sounder/radar.

Radar: New Garmin HD 4 KW

Compass: New Ritchie 5 inch magnetic steering compass.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM: New AM/FM/CD stereo player with seven (7) zones.

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

The bonding system is well established where sighted. The bonding system is using individual green insulated wire and appeared to be serviceable where sighted.

THRU-HULL FITTINGS: All new thru-hull fittings are composite marelon fitted with ball valves.

Main engines thru-hull and sea cock are bronze 3" interior diameter and well grounded.

SEA STRAINERS: All sea strainers appeared to be bonded.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

Aluminum railing Inc. four (4) boarding gates and two (2) aft gates for stern access

NUMBER AND TYPE OF PFD'S: New 149 Personal Flotation Devices (PFD's), plus 10 Children PFD, plus 5 PFD's for crew.

SOUND DEVICES: 120 Volt air compressed horn.

NAVIGATION LIGHTS: U. S. Coast Guard approved navigational lights. Navigation lights and anchor light.

Flare kit

First emergency safety kit

EPIRB

Fire extinguisher system throughout vessel with Notifier NFS-3220 fire alarm system and

Spectra Alert sensors

Two (2) 1,500 CUFT Fireboy fixed extinguishers connected to Fireboy system for engines, generators and dampers shut-down.

Two (2) 4 HP 50 GPM fire pumps connected to bilge pump circuit as well sealed

BILGE PUMPS

Six (6) 24 DCV Rule 2500 GPH submersible bilge pumps fitted with automatic float switches.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

New 5-bladed Nibral propellers with 36 inch diameter X 42 inch pitch.

New 3,5-inch diameter Aqua Met 22 stainless steel propeller shafts.

CONDITION OF HULL (WETTED SURFACE)

CONDITION OF BOTTOM PAINT: New, Petit Trinidad SR Professional.

DOCUMENTATION:

Full set of AC and DC electrical drawings

Digital dockage, plan view and other construction drawings

Full set of 3D renderings

Owner manual

Laptop dedicated to vessel with all downloads and files

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 its value.

Deficiencies will be listed under the appropriate heading:

***A. SAFETY DEFICIENCIES:**

*A-At time of survey attendance vessel was being refitted. Safety equipment will include survival rafts for 149 passengers plus crew, new 3 1/2 lb. dry chemical fire extinguishers, new Clean Agent fire extinguisher cylinders for port and starboard engine rooms, new Personal Floatation Devices (PFD's) for 149 passengers plus crew, and new Visual Distress Signals (PFD"s)

***B OTHER DEFICIENCIES NEEDING ATTENTION:**

*Note: There were no deficiencies needing immediate attention at time of survey attendance.

***C. SURVEYORS NOTES AND OBSERVATIONS:**

*C1-It is the opinion of the undersigned Marine Surveyor that said vessel is a "Good Financial and Insurance Risk".

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by BUC RESEARCH, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY, and by virtue of my experience, my opinion is:

OVERALL VESSEL RATING: Above Average Condition

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;
- 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 at the time of the inspection is: **\$2,550,000** *Two Million Five Hundred Fifty Thousand Dollars.*

SUMMARY:

In accordance with the request for a Maine Survey by Quality Power and Sail of the 2000 104 foot Fast Cat Catamaran Passenger vessel "Fast Cat" for the purpose of evaluating its present condition and estimating its Present Market Value, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on July 25th, 2015 and was found to be a well constructed, appointed and comfortable vessel. 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.

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.

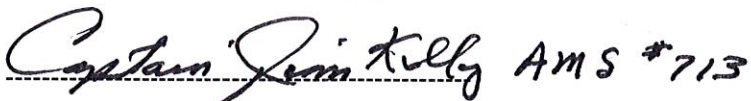
My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

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.

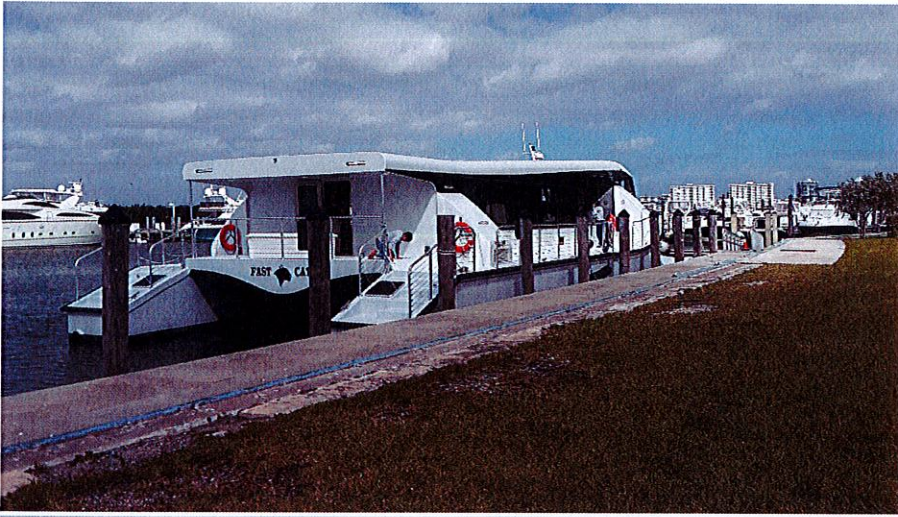
ATTENDING SURVEYOR:

CAPT. B. JIM KELLY, JR.

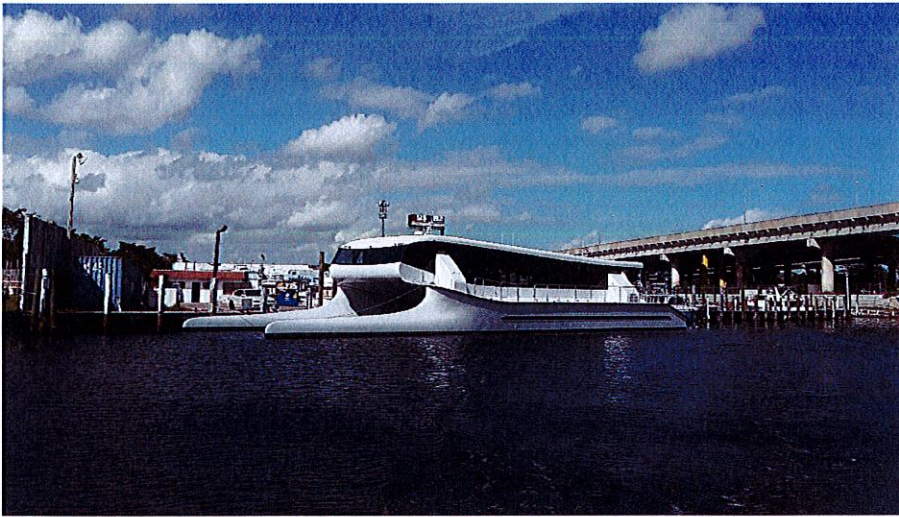
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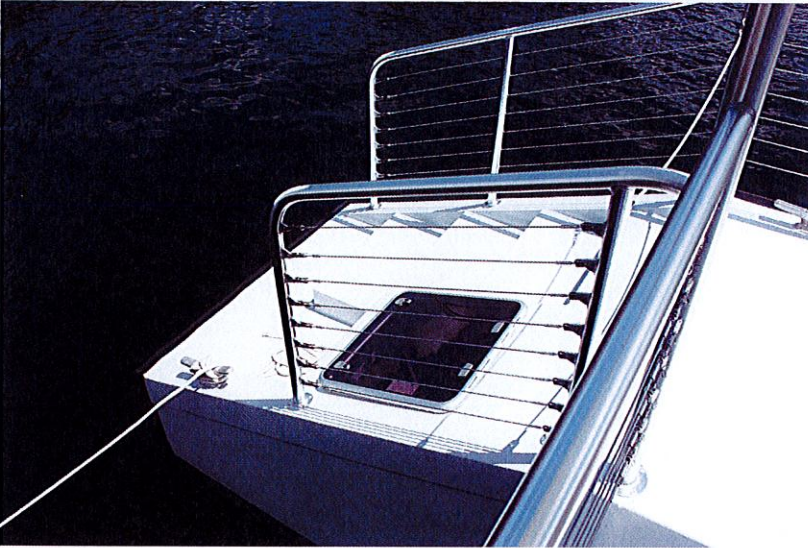
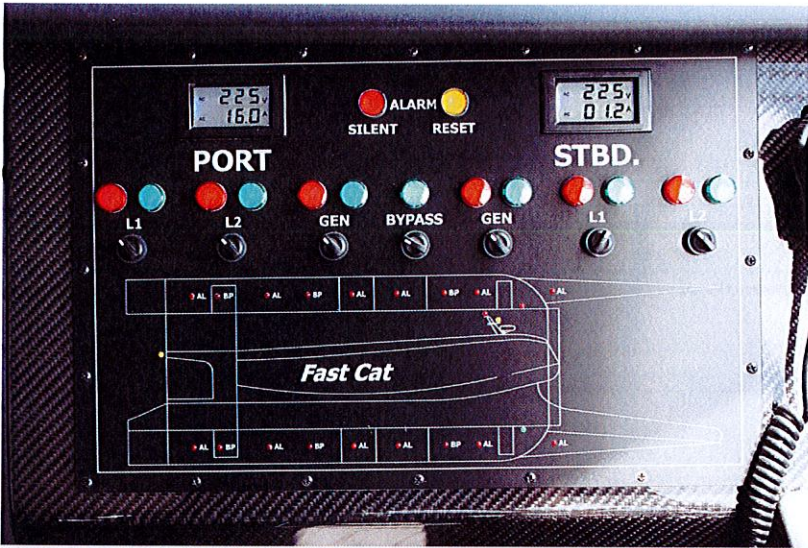
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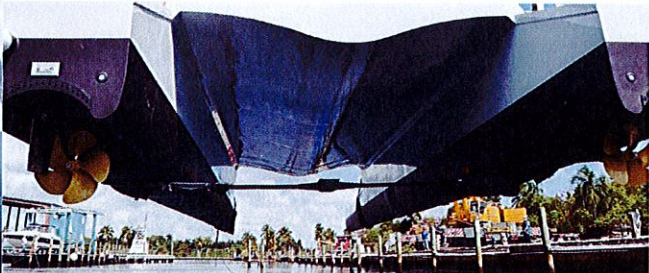
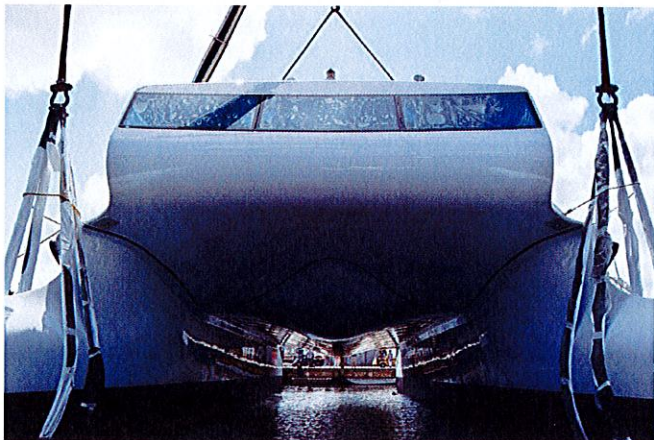
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