SCHUSS MARINE SURVEY, LLC

1981 Silverton 34 Convertible

ROGER J

INDEPENDENT MARINE SURVEY SERVICE

CHICAGO

[redacted]

REPORT OF MARINE SURVEY

1981 Silverton 34 Convertible
ROGER J

CONDUCTED BY
Marian L. Hoskins, SAMS-AMS®

INDEPENDENT MARINE SURVEYOR

PREPARED EXCLUSIVELY FOR

[redacted]

November 25, 2024

Schuss Marine Survey, LLC

CHICAGO

[redacted]

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SECTION PAGE NO.

I. INTRODUCTION

SCOPE OF SURVEY

Acting on the request of [redacted] this surveyor did attend onboard a Silverton 34 Convertible on November 23 commencing at 1300 to 1430 and November 25 from 1045 to 1300 where an "out-of-water" survey was conducted at [redacted] Winthrop Harbor, IL. The ship's title was with the owner and appeared to be in order. The Hull Identification Number, **STN09011M81A**, was gathered from the title and a photo of the HIN is at the end of this report. A sea trial was not performed during this survey. The reason for the survey was to ascertain the physical condition and value of the vessel. The boat is equipped with AC and DC power and none was accessible for testing. No reference or information should be construed to indicate evaluation of the internal condition of the engines or of the propulsion system's operation capacity. Electronic equipment was not powered up.

This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors, chain, fixed partitions, instruments, clothing, spare parts, and miscellaneous materials in the bilges and lockers, or other fixed of semi-fixed items. No compartments were locked so attending surveyor was able to inspect all accessible compartments. No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report is a statement of the observations that could be made at the time and date of survey only: it represents the condition of the vessel on the above date only and it is the unbiased opinion of the undersigned. However, it is not a prediction of future durability, it is not an inventory it does not constitute a warranty either specified or implied.

Note: This survey has been prepared for the exclusive use of Catherine Carow.
It is recommended that the engines aboard this vessel be surveyed by a qualified Engine Surveyor to determine the condition of the engine, gears, pumps, heat exchangers, coolers, etc.
This survey and its "findings" reflect observable conditions AT THE TIME OF SURVEY ONLY.

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

The vessel had extensive upgrades performed in years 2016 and 2017 including new engines, new propellers, new exhaust manifolds, and new upholstery. This has all been documented with receipts from the owner. There are minimal electronics onboard.
The Silverton 34 Convertible is a mid-tier cruiser whose surprisingly affordable price included a long list of standard equipment. Rakish styling distinguishes her from most other convertibles her size, and the Silverton's interior is as practical as it is Spartan. From the cockpit, a sliding glass door opens into the salon with convertible sofa to port and entertainment center to starboard. While the salon dimensions are not especially generous, large wraparound windows add to the impression of space. The galley with solid surface counters is forward and down three steps to port. A convertible dinette is opposite the galley, and the forward stateroom has a centerline double berth, sliding privacy door, and head. A lower helm was optional and included here. Topside, the flybridge features a captain's chair and some unsecured seating.

DEFINITION OF TERMS

The following terms and words have the following meanings as used in the *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 SERVICE:
    - Service for which it was designed and manufactured by the naval architect and/or builder.
- FIT FOR INTENDED USE:
    - Use which is intended by Survey purchaser (present or prospective owner.)
- 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.
- 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 **Findings and Recommendations"* section pertaining to the item.

I. GENERAL INFORMATION

SURVEY PREPARED FOR.....	[redacted]
NAME OF VESSEL.....	Roger J
TYPE OF SURVEY	Condition and Value
OVERALL VESSEL RATING.....	**POOR
ESTIMATED MARKET VALUE	$15,000
ESTIMATED REPLACEMENT COST	**$247,000
YEAR/MAKE/MODEL OF VESSEL	1981 Silverton 34 Convertible
HULL IDENTIFICATION NUMBER.....	STN09011M81A
USCG DOCUMENTATION NUMBER	None
HAILING PORT	None on hull
STATE REGISTRATION NUMBER.....	IL 3313GG
OWNER'S NAME/ADDRESS.....	[redacted]
SURVEYED AT.....	[redacted] Winthrop Harbor, IL
DATE AND TIME OF SURVEY	November 23, 1300 to 1430 November 25, 1045 to 1300
HULL MATERIAL/TYPE.....	Fiber reinforced plastic (FRP)
LOA	34' (ft) 6" (ins)***
BEAM.....	12' (ft) 7" (ins)***
DRAFT	3' (ft) 2" (ins)***
WEIGHT.....	13,500 lbs.***
PROPULSION SYSTEM.....	Twin inboard Crusader 350s, 260 hp
FUEL TYPE/CAPACITY	Gas/300 gals.***
AC SHORE POWER SYSTEMS.....	Two 115 VAC / 30 amp inlets
DC POWER.....	One 12 volt system
FRESH WATER CAPACITY.....	84 gals.***
HOLDING TANK.....	28 gals.***
INTENDED USE.....	Donation

Asterisks denote source of information:
** Per BUC book *** Per manufacturer's specs

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

NOTE: A GE Aquant Protimeter moisture meter was used during this survey. Readings are on a scale from 0 – 999 and register as follows: 0 - 170 = DRY; 171 - 250 = MOIST; 251 - 999 = WET.
MATERIAL: Hull, deck and flybridge appear to be single, one piece molded fiberglass units.

***1.** EXTERIOR HULL: Topsides are white with faded black and white boot stripe. Topsides are undamaged except some gouges in fiberglass port quarter of transom and a serviceable repair at bow.
Blue bottom paint coverage is thin in various places with rough finish. Soundings with a phenolic hammer were unremarkable. Moisture meter readings were in the dry range except on the keel where readings ranged 300-999.

***2.** COCKPIT: FRP deck with non-skid, the majority of deck and gunwales have remarkable soundings with a phenolic hammer. Engine hatches have unremarkable soundings with a phenolic hammer.

***3.** FORWARD DECK: Crazing in gel coat throughout with two cracks measuring about 6" each. Side decks and forward deck soundings with a phenolic hammer were remarkable, there are several areas where the deck flexes when weight applied.

***4.** FLYBRIDGE: White vinyl seats – one bucket seat at helm and two forward/aft combo seats that are not secured. Upholstery on seats and around bulwarks is worn. FRP deck has remarkable soundings on entire surface. Stainless steel railing around flybridge is secure. Plastic windshield is low profile installed in several pieces, cracked around several fasteners.

***5.** STRINGERS: Stringers were sighted in engine space and cabin bilge. The stringers were sounded with a phenolic hammer with unremarkable soundings except stringers in cabin show signs of water infiltration where they intersect at center.
BILGE: The bilge is painted FRP and sighted in engine space and in cabin. Bilge is dirty and dry.

***6.** THRU-HULLS: Three below waterline thru-hulls onboard. One for each engine, handle is in cabin and removed from port engine intake. Third thru-hull is forward, not connected to hose with gate valve installed in violation of ABYC recommendations.

DECK FITTINGS

SAFETY RAIL: There is a stainless steel rail system starting at the bow going aft on port and starboard sides ending at the beam. Attachment points are solid and welds appear serviceable.
VENTILATION: Portlights and hatches are well placed and in good condition. Ventilation is adequate.
CHOCKS AND CLEATS: Mild force applied caused no movement. Serviceable.
GRAB RAILS: There are various stainless steel grab rails installed on vessel. All secure and serviceable.
ANCHOR PLATFORM: Fastened to hull, fiberglass around edges is rough.
SWIM PLATFORM: Fastened wood platform on transom supported by four metal struts. There is a stainless steel ladder fastened to transom that is serviceable.
LADDER: Cockpit ladder leading to flybridge is stored in cabin. Stainless steel with wood steps, varnish flaking on steps, welds are serviceable.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION

The cabin is entered through two sliding clear panel doors. There is storage to starboard and an unsecured foldout couch to port. Forward upper cabin is the helm to starboard and port lower is the galley. The dinette is opposite the head. The V-berth cushions are in fair condition with carpeted hull sides and signs of water infiltration on carpet.

***7.** BULKHEADS: Interior bulkheads securely fit where sighted. Not sighted behind furniture. Serviceable.
Bulkheads in bilge sighted were one aft of lower helm and one below sliding doors. Forward bulkhead serviceable, aft bulkhead has remarkable soundings in the lower half showing signs of wood rot.

***8.** HEAD and HULL LINERS: Carpet and wood ply, there are signs of water infiltration in several places throughout vessel.
FABRIC & CUSHIONS: All fabrics below decks are of good quality and compliment the overall appearance of the interior.
ACCOMMODATIONS: One stateroom forward and kitchen dinette converts to a bunk for two.
HEADS: Forward port head is stand-up, private, with Electrasan head, and sink
LIGHT FIXTURES: Ample lighting is placed throughout.

CABIN SOLE: Installed carpet is soiled with a cutout carpet soiled on top of it.
WINDSHIELD: Three-panel aluminum framed, clear panels and undamaged. Side portlights are opening and undamaged. Three windshield wiper motors installed, wipers removed from one motor, all blades are worn.
CONDITION & DEFICIENCIES: The overall condition of the interior of the vessel is fair.

GALLEY
LOCATION: Port amidships
SINK: Rectangle stainless steel, drains overboard to port
REFRIGERATION: None
STOVE: 2-element, electric/alcohol

PROPULSION SYSTEM

MAIN ENGINES
TYPE: Inboard twin gas Crusaders models 350, 454 cid, with V-drives
MODEL#s: Port: No engine tag sighted
SERIAL NUMBERS: No engine tag sighted
INDICATED HOURS: 2595 on analog gauge on lower dash
HORSEPOWER: 260 each according to manufacturer's specs
THROTTLE CONTROLS: Located at both helm stations. Smooth action and detents crisp. Throttle and shift cables sighted behind dash at lower helm, appear new.
ENGINE MOUNTS AND BED: Each engine, rubber mounts on longitudinal FRP stringers with the engines mounted on these. Engine mounts are serviceable where sighted on inboard sides
EXHAUST SYSTEM: Exhaust travels through risers to inline mufflers and out port and starboard at waterline. Ports on hull have no screens.
PROPS, SHAFTS and STRUTS: Props appear to be bronze alloy and measure 18" diameter. 4-blade fixed. 1 1/4" shafts are solid when mild force applied. Cutless bearings are worn evenly.
STUFFING BOXES: Rubber boot, double clamped, access is poor under engines
TRANSIMISSIONS: Velvet Drive V-drive

COOLING SYSTEM
TYPE: Closed system
HOSES AND CLAMPS: All hoses and clamps are in good condition. Serviceable.
BELTS & PULLEYS: Appear serviceable.

FUEL SYSTEM

FUEL TYPE: Gas
TANKS: One tank beneath cockpit, access is fair. Top sighted, serviceable where sighted. Aluminum 5052 material according to tank label. Grounding wire connected to tank and fill hose.
TANKS CAPACITY: 300 U.S. gals. according to manufacturer's specs, label on tank not legible.
FILL PIPE LOCATION: Port deck aft. Stainless steel, bedded and secure to the deck. Port cap is properly marked.
FUEL GAUGE: Analog display on dash, reads ¼ full.
FILL PIPES GROUNDED: Connected to grounding wires.
FILL PIPE MATERIAL: USCG Type A2
FUEL LINES AND FITTINGS: Limited access to lines in engine space. Fittings are against frame.
BLOWERS: Attwood inline blower in cockpit bilge, not tested
AIR FILTERS: Clean on top of both engines
***9.** MANUAL FUEL SELECTOR SWITCH/SHUT-OFF VALVE: Four shut-off valves in cabin bilge, two on fuel tank and two at fuel filters. None turn with mild force.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)
***10.** The vessel is not compliant with current ABYC E-11 standards
VOLTAGE: The 12-volt DC negative ground electrical system is powered by batteries charged by alternators and a charger, which is powered by 115v AC system from shore power
BATTERIES: Two wet cell batteries in engine space, read 10v at helm analog display
MAIN BATTERY SWITCHES: None sighted
BATTERY MONITOR: Analog gauges on lower dash, powered up

ROUTING/SUPPORT: Where sighted in engine space, behind cabinetry and in locker spaces was well routed and supported.
PANEL: The master panel is located at main companionway. Cabin circuit breakers and switch/circuit breakers are in the master DC panel. A main feeder also supplies DC power to the helm area. Cockpit controlled DC functions are switched on the helm switch panel. Individual circuits are clearly labeled.
CHARGING SYSTEM: Located in engine space. Newmar ABC 12-8

ELECTRICAL SYSTEM (A.C. POWER)
SHORE POWER INLETS: Two AC inlets located in cockpit. 125 volt-30 amp. There is no evidence of overheating, arcing or corrosion.
SHORE POWER: 125 volt/30 amp. It is distributed throughout the vessel via an electrical panel located at main companionway.
MAIN & BRANCH CIRCUIT BREAKERS: Located on the electrical panel in cockpit with breakers.
CIRCUIT LOAD MONITORS: None sighted
ROUTING: The wire routing where sighted in engine spaces, behind cabinetry and in locker spaces was well routed and supported.
OUTLETS: Several outlets installed throughout cabin and cockpit. No GFCI installed in violation of ABYC recommendations.
POLARITY: Indicator on main panel. Not tested

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)
STORAGE TANK: One polyethylene tank in engine space
CAPACITY: 84 gals. total according to manufacturer's specs
FILL PIPE LOCATION: Port and starboard cockpit deck. Clearly labeled.
POTABLE WATER PRESSURE SYSTEM: Not sighted
HOSES & CLAMPS: All appear serviceable.
WATER HEATER: In engine space. Label not sighted, vents to bilge, not tested.

SANITATION

MANUFACTURER: Electrasan
MANUAL OR ELECTRIC: Electric
WATER PUMP: Not sighted, not tested
MSD TYPE USCG SYSTEM: Type III (holding tank). Not tested.
PUMP-OUT LOCATION: Forward port deck. Clearly labeled.
HOLDING TANK: Tank is not accessible for inspection, 28 gal. capacity according to PowerBoat Guide

SANITATION (GREY WATER)
GREY WATER DISCHARGE: Drainage for the head sink is overboard port. Galley sink drainage is overboard port. Shower is routed to two a sump pump in the bilge and then pumped overboard.

STEERING SYSTEM

***11.** TYPE: Hynautic hydraulic wheel system. Smooth action from stop to stop. Two stations, upper and lower. Molded dash at lower helm has 6" crack in plastic with soundings remarkable on entire surface aft of starboard windwhield and forward of wheel.
LINES & FITTINGS: Serviceable where sighted in aft stateroom where they attach to the steering cylinder.
RUDDER ARMS: Appear to be bronze alloy.
***12.** RUDDERS: Metal, ¼" side-to-side movement to rudders when mild force applied. No signs of stress or corrosion
TRIM TABS: Bennett electro hydraulic trim planes appear serviceable on transom with rocker switch controls at dashes.

GROUND TACKLE

ANCHORS: One Danforth anchor secured in bilge with chain and rope rode. Recommended that two anchors are carried onboard suitable for this size vessel.

BONDING SYSTEM

***13.** There are magnesium sacrificial anodes installed on trim tabs and shafts and they are all 50% wasted.

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF: West Marine VH580 Submersible at lower helm, not tested
COMPASS: One at each helm, no oil in compass at lower station

ENTERTAINMENT
STEREO: Pyle PLMRKIT106 in cabin
SPEAKERS: Two in cabin
TV: 25" Samsung in cabin

SAFETY EQUIPMENT

***14. SAFETY EQUIPMENT (UNITED STATES COAST GUARD)**
AND TYPE PFD's: None sighted
NUMBER OF THROWABLE PFD'S: None sighted
VISUAL DISTRESS SIGNALS: None sighted
FIRE EXTINGUISHERS: Four extinguishers onboard, all should be replaced due to age
SOUND DEVICES: None sighted
NAVIGATION LIGHTS: One red light and one green light mounted on port and starboard flybridge, white light mounted forward of flybridge. Not tested.
TRASH DISPOSAL PLACARD: Not sighted
No OIL DISCHARGE PLACARD: Posted on engine hatch

AUXILIARY SAFETY EQUIPMENT
CARBON MONOXIDE DETECTORS: None sighted

BILGE PUMPS

- 750 gph with float switch in forward bilge in sump box with no cover
- Rule with float switch in forward bilge
- Rule pump in engine space, no label sighted

IV. FINDINGS AND RECOMMENDATIONS

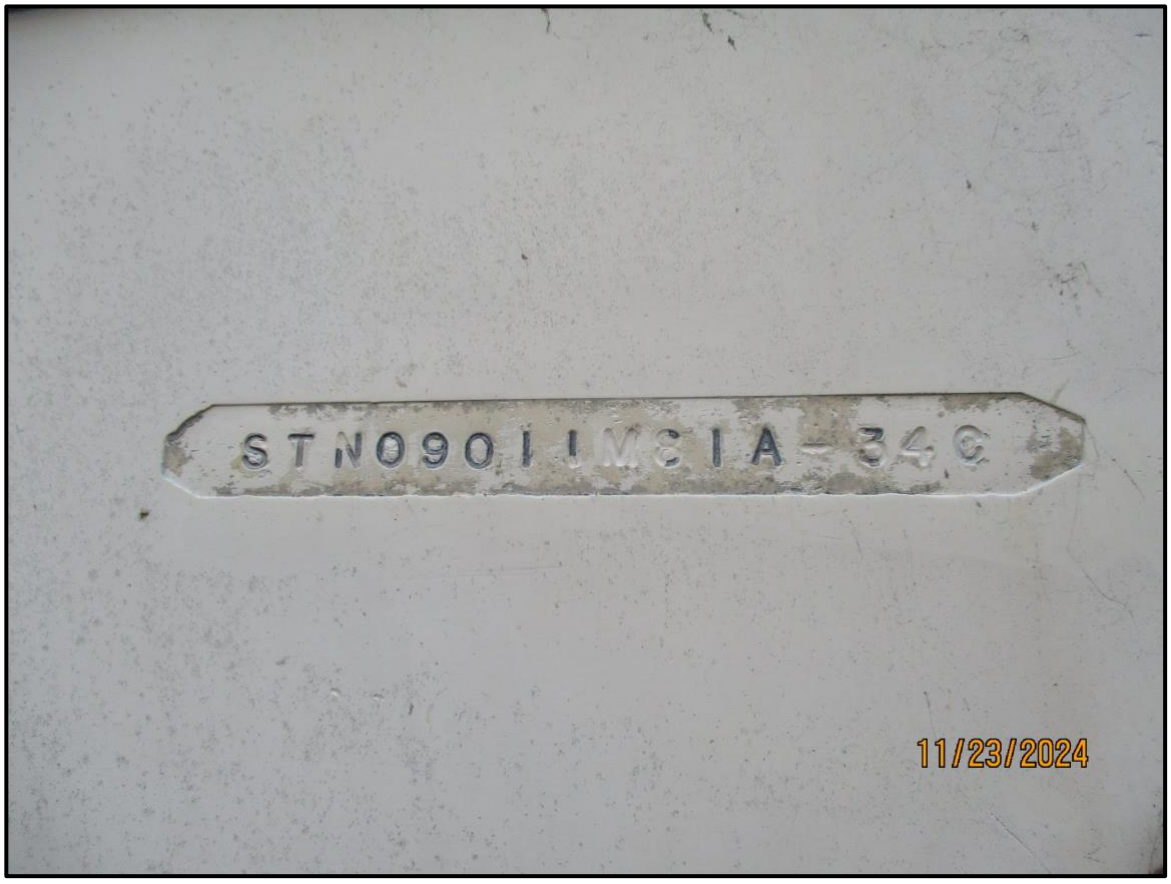
FINDINGS	RECOMMENDATIONS	DESIRABLE RECOMMENDED ESSENTIAL
1. Below waterline, moisture meter readings were in the dry range except on the keel where readings ranged 300-999.	Monitor condition of bottom and repair as needed	Recommended
2. FRP deck with non-skid, the majority of deck and gunwales have remarkable soundings with a phenolic hammer.	Repair as needed	Recommended
3. Forward deck has crazing in gel coat throughout with two cracks measuring about 6” each. Side decks and forward deck soundings with a phenolic hammer were remarkable, there are several areas where the deck flexes when weight applied.	Repair as needed	Recommended
4. FLYBRIDGE: FRP deck has remarkable soundings on entire surface.	Repair as needed	Recommended
5. Stringers were sighted in engine space and cabin bilge. Stringers in cabin show signs of water infiltration where they intersect at center.	Repair as needed	Recommended
6. Three below waterline thru-hulls onboard. One for each engine, handle is in cabin and removed from port engine intake. Third thru-hull is forward, not connected to hose with gate valve installed in violation of ABYC H-27.5.1: “All piping tubing or hose lines penetrating the hull below the maximum heeled waterline, under all normal conditions of trim and heel, shall be equipped with a seacock to stop the admission of water in the event of failure of pipes, tubing or hose.”	Replace handle on thru-hull seacock and install seaock at forward thru-hull to comply with ABYC recommendations	Recommended
7. Bulkheads in bilge below sliding doors. It has remarkable soundings in the lower half showing signs of wood rot.	Repair/replace bulkhead where needed	Recommended
8. Head and hull liners sbow signs of water infiltration in several places throughout vessel.	Repair as needed	Recommended
9. Four fuel shut-off valves in cabin bilge, two on fuel tank and two at fuel filters. None turn with mild force.	Repair/replace where needed	Recommended
10. The vessel is not compliant with current ABYC E-11 standards	Engage a certified ABYC technician to survey electrical system	Recommended

11. Molded dash at lower helm has 6” crack in plastic with soundings remarkable on entire surface aft of starboard windshield and forward of wheel.	Repair as needed	Recommended
12. Rudders are metal with ¼” side-to-side movement to rudders when mild force applied.	Monitor condition and repair as needed	Recommended
13. There are magnesium sacrificial anodes installed on trim tabs and shafts and they are all 50% wasted.	Replace anodes	Recommended
14. There are several USCG required pieces of equipment missing onboard (page 10)	Comply with USCG regulations	Essential

Schuss Marine Survey, Inc.
Chicago
(312) 315-7362

IV. HULL IDENTIFICATION NUMBER

I certify that the rubbing of the HULL IDENTIFICATION NUMBER which appears below on this document was personally taken by the undersigned on the date indicated below.



M. Hoskins

Marian L. Hoskins, SAMS-AMS®

November 23, 2024
Date

V. SUMMARY AND VALUATION

STATEMENT 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 that the vessel is in:

OVERALL VESSEL RATING:

POOR CONDITION

V. SUMMARY AND VALUATION

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 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.

A search of Silverton 34 convertibles that have sold in the last five years on soldboats.com in the United States reveals 21 - 1979 and 1985 models sold in that time. The sold range is $2,000 - $27,000.
A search on BUC 2024 claims this model in the Great Lakes in poor condition is worth a range $11,800 - $13,400. Considering this information, the repower, stated condition and modifications, it is this surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

$15,000
Fifteen Thousand Dollars

BUC 2024 claims the replacement cost is:

$247,000
Two Hundred Forty-Seven Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of this Silverton 34 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 November 23 and 25. Subject to correction of deficiencies listed the vessel is considered to be "suitable for its intended use."

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 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:

Marian L. Hoskins, SAMS-AMS®
Schuss Marine Survey, LLC

VII. PHOTOGRAPHS

Link to photos:

[redacted]

Photos available for 6 months after date of survey.