

All Island Marine Survey LLC

Robert Oakley ACMS
835 Akumu St.
Kailua, Hawaii 96734
Phone: (808) 597-0086
E-Mail: allislandsurvey@gmail.com

April 7, 2023

REPORT OF MARINE SURVEY (Confidential) NUMBER 040723C

In accordance with your request for a marine survey of the 2003 Cabo 43' flybridge sport fisher, "**SUMMERTIME**," Official USCG Documentation Number 1133308, for purposes of evaluating its present condition and estimating its fair market value and replacement cost, I herewith submit my report.

The subject vessel was personally inspected by the undersigned on April 7, 2023, while afloat in its slip at Alawai Yacht Harbor, Hawaii. John Dukesherer and Dushan Padalic were in attendance for the survey.

SCOPE OF SURVEY PERFORMED: The report addresses the condition of the vessel and her equipment on the date of the survey. The examination was conducted in accordance with standard and accepted marine survey practice by tapping, probing, and visual inspection of accessible spaces, without removal of any parts, including fittings or other fixed or semi-fixed items. Filled compartments or otherwise inaccessible areas would also preclude inspection. No determination of stability limitations have been made in this report. Reliance is placed on past vessel service and on periodic owners/masters inspections as to the vessel's continued compliance with comprehensive safety standards and requirements. No warranty, expressed or implied, is made for conditions of equipment, hull, gear, or any other item or aspect of the vessel other than as stated herein.



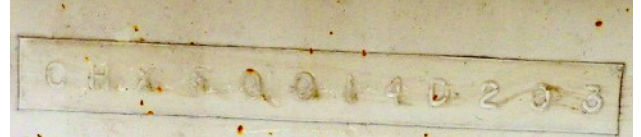
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SUMMARIZED CONCLUSION

The vessel was found to be properly designed, well-constructed, and in sound condition. The design is considered to be fit for her intended route and service in Hawaiian waters. The vessel can be recommended for complete operational insurance coverage, pending completion of the essential recommendations listed on page eleven.

STANDARDS AND CODES FOLLOWED: The following standards have been used as guidelines in the conduct of this survey:

- (1) Title 33 United States Code (USC); Title 33, Code Of Federal Regulations
- (2) The American Boat and Yacht Council (ABYC)
- (3) The National Fire Protection Association (NFPA)



VESSEL PARTICULARS

VESSEL NAME:	SUMMERTIME
VESSEL MAKE:	CABO 43' FLYBRIDGE
USCG DOCUMENT NUMBER:	1133308
HULL I.D. NUMBER:	CHXF0014D203
YEAR BUILT:	2002 (model year 2003)
BUILDER:	CABO YACHTS
LOCATION:	ADELANTO, CALIFORNIA, USA
REGISTERED DIMENSIONS:	43.2' X 14.9' X 7.9'
ACTUAL LOA / BEAM / DRAFT:	46.0' (with pulpit) X 15.1' X 4.33'
WEIGHT:	33,500 LBS
PROPULSION:	(2) MAN V8, 800 HP TURBO DIESELS
ESTIMATED TOP SPEED:	30+ KNOTS
TANKAGE (gallons):	700 FUEL / 100 FRESH WATER / 28 WASTE
LAST MAINTENANCE DRY-DOCK:	4/2017 BALBOA BOAT YARD, NEWPORT, CA
VESSEL REPRESENTATIVE:	JOHN DUKESHERER (808) 391-0433
SERVICE:	RECREATIONAL
FAIR MARKET VALUE BOAT AND EQUIPMENT:	\$ 390,000.00
REPLACEMENT COST NEW:	\$ 950,000.00

EXPLANATION OF TERMS

Excellent condition: New or like new.

Good condition: Nearly new and showing only minor wear.

Fit for intended service: Adequate for its intended use.

Fit intended use: Suitable for use intended by purchaser/owner.

Serviceable, adequate: Sufficient for a specific requirement.

Appears: Close inspection of the item was not possible, due to constraints such as inaccessibility.

Fair condition: Indicates that the item has some visual defects, but is still usable (should be monitored).

Poor condition: May be operable, but close to needing renewal.

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



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VESSEL DESCRIPTION

"SUMMERTIME" is a Cabo 43' flybridge sport fisherman. She has a flared bow with molded bow pulpit, modified deep-V hull, flared bow, hard chines, and vertical transom with swing-open fish door. She is powered by Man 800 hp turbocharged diesel engines and carries 700 gallons of diesel fuel and 100 gallons of fresh water.

The foredeck is arranged with a molded bow pulpit with anchor chain roller, mooring cleats, electric anchor windlass, raised bait station for fishing from the bow, and three aluminum-framed acrylic deck hatches that open to the cabin spaces below. Polished stainless steel railings surround the foredeck and lead aft, ending along the cabin trunk. From the foredeck, narrow walkways lead aft along the cabin trunk to the cockpit, which is rigged for sport fishing with gunwale-mounted rod holders, below-deck fish holds, built-in transom bait well, in-transom tuna tubes, swing-open transom door, and Pompanette fighting chair. A built-in cabinet forward to port is fitted with a top-loading bait freezer, rigging sink, and access hatch to the engine room. The forward starboard corner of the cockpit is fitted with a built-in ice cooler and throttle controls. The ladder leading to the flybridge is located forward to port. The flybridge is arranged with steering console offset to starboard and has full engine controls and instrumentation. Aft of the console are twin swiveling pedestal chairs. The helm console has a full array of navigation and communication equipment. Opposite the helm station to port is a built-in longitudinal settee that opens for storage, and there is a second bench seat built into the forward side of the steering console. The flying bridge is covered with an aluminum-framed composite hardtop, and there are twelve welded-on rod holders attached to the aft railing that are accessible to the helmsman.



Down below, starting forward, is the crew cabin with stacked single berths starboard and single berth port with cabinets and drawers below. The forward cabin has cabinets above on each side and lockers in the aft corners. The berth has storage below. Walking aft to port is an enclosed head with shower sink vanity and Vacuflush

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commode, and opposite to starboard is the master cabinet with queen pedestal berth and en-suite head with separate shower stall, Vacuflush commode, and sink vanity. Walking aft and up a couple of steps, the U-shaped galley is located to port and includes a Sub-Zero freezer and reefer drawers, a two-burner glass electric stovetop, single composite under-mount deep sink, microwave/convection oven, and Corian countertops. Walking aft from the galley and up another step is the salon area, which is arranged with L-shaped settee with triangular dining table to starboard and full length L-shaped lounge to port. A storage cabinet located in the aft starboard corner is fitted with the vessel's main electrical breaker panel and wet bar. Forward of the dining settee is an entertainment center with large TV and Bose surround sound system.



VESSEL CONSTRUCTION

The hull is constructed of solid fiberglass reinforced plastic (FRP) from the waterline down, and sandwich construction with foam core from the waterline up. The deck is cored with end-grain balsa for additional strength and weight savings. Vinyl ester resin is used to combat hull blisters. The vessel was built to Cabo Yachts factory specifications.

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MATERIAL CONDITION OF HULL, DECKS, AND STRUCTURES

The vessel was surveyed by hammering, probing, and visual inspection while in the water in its slip. Internal structures were inspected through all accessible hatches and openings. The hull below the waterline was not sighted as the vessel was not hauled out for the survey. The hull above the waterline was finished with white gelcoat and had the normal small scratches, scuff marks and mars, but was without any major dings or notable damage. The decks were finished with white gelcoat and I did not detect any soft spots or evidence of delamination. The decks and cabin superstructure were finished with white factory gelcoat, which was in overall poor condition, with crazing and cracking in sun exposed areas. The internal hull and structures were found in good condition and I was unable to detect any broken or cracked structural members or bulkheads. The hull-to-deck joint was intact, where sighted. The frame and bulkhead tabbing was solidly connected to the hull. Engine stringers and fuel tank support structures were solidly attached and in good condition.

VESSEL SYSTEMS

Propulsion:

Engine type: (2) Man Model D2848LE403, V8, 800 hp turbocharged diesel engines:

(P) serial # not readable; engine hrs: engine hour meter inoperable

(S) serial #4239867125A301; engine hrs: engine hour meter inoperable

Engine cooling: Seawater cooled via freshwater heat exchanger.

Engine exhausts: Seawater injected at exhaust riser; silencer hoses and clamps in good condition; exhaust exits through transom.

Turbochargers: Free of corrosion and securely fitted.

Engine room ventilation: (2) 24 vdc blowers.

Engine mounting: Securely mounted and fit for service.

Hoses/clamps/belts and pulleys: Good condition.

Fluid levels and condition: Proper levels without visual evidence of water contamination.

Gauges: Analog tachometers, engine cooling water temperature, engine oil pressure, gear oil pressure, charging voltage, and fuel level indicator.

Engine controls: (2) sets ZF electronic throttle and shift controls.

Reduction gear: (2) ZF 325-A hydraulic reduction gears:

(P) serial #20015249, ratio:1.73:1; **(S)** serial #20016594, ratio: 1.7:1.

Propeller shaft seal: Tides Marine dripless-type seals, appeared in serviceable condition.

General condition/summary: The engine compartment was clean and well organized. The engines were in good material condition, started without hesitation, and operated normally while the vessel was moored in her slip. There were no signs of fuel oil, lubrication oil, exhaust, or cooling water leaks. The engine hour meters were inoperable.

Recommendations: Consult with a qualified boat repair professional to repair the engine hour meters.

Running Gear:

Propeller/shaft: Not inspected.

Propeller shaft bearings: Not inspected.

Strut: Not inspected.

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Rudders: Not inspected.

Trim tabs: Not inspected.

Anodes: Not inspected.

Summary: The running gear was not inspected because the vessel was not hauled out for the survey.

Recommendations: None.

Fuel System:

Tankage: (1) 700-gallon integral FRP tank.

Piping and hoses: Designed for fuel service and in good condition.

Venting: Tank vents overboard.

Fuel filter system: (2) Racor 75-1000 Max fuel/water separator primaries and engine mounted secondary filters for the main engines; Racor 500 series fuel filter/water separator primary and engine mounted secondary filters for the generator prime mover.

Fuel fill: Properly capped and marked.

Fuel shut-off valves: Located at the fuel tank and accessible from the aft deck.

Summary: The fuel system was fit for service.

Recommendations: None.

Electrical System:

24 VDC

Battery system: (6) Group 27 flooded batteries for 24 vdc engine start and house circuits; (1) Optima Group 31 battery for generator start service; batteries were properly contained, vented, and secured against movement; battery cables were properly sized and fused; reattach the disconnected negative battery cable on the second battery outboard of centerline on the forward side.

Circuit isolation fuses, installation, circuit routing, and suspension: Factory installed 42 gang main breaker panel; copper stranded marine grade cable; secure hanging electrical cables inside the flybridge steering console; marine grade rotary battery switches.

Power monitoring: Digital volt and amp meters.

Charging: (2) belt-driven 24 vdc alternators; (1) Newmar Phase Three Model PT-24-45 F battery charger.

120 /2240:

Shore power: (1) Glen Denning Cable Master CM7 50 amp shore power cord system; (1) Hubble 30 amp shore power receptacle.

System grounding: Appeared properly grounded.

Circuit isolation fuses, installation, circuit routing, and suspension: (27) gang main breaker panel; copper stranded marine grade cable; cable properly routed and secured.

Reverse polarity indicator: Yes.

GFCI plug outlets: Yes.

Summary: The electrical system appeared in serviceable condition.

Recommendations: Reattach the disconnected negative battery cable on the second battery outboard of centerline on the forward side.

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Generators:

Make: (1) Fisher Panda 12 Mini PMS diesel generator set; KW: 10.2; hours: 228.3; (1) Fisher Panda digital gauge module.

Fuel delivery system: Fuel hoses designed for fuel service, in good condition; Racor fuel water separator primary and engine mounted secondary filter.

Exhaust: Wet exhaust; hoses, clamps, and silencers, in good condition.

Cooling: Seawater cooled freshwater heat exchanger.

Mounting: Securely mounted below the galley.

Circuit isolation fuses, ventilation, installation, circuit routing, and

suspension: Main breaker with shore power/generator selector with interlock; marine grade copper stranded cable, properly routed and secured.

Summary: The generator was recently installed new and had low hours. The generator operated properly under various electrical loads. There were no lubrication oil, cooling water, exhaust, or fuel leaks noted.

Recommendations: None.

Thru-hull Fittings, Seacocks, and Valves:

Below the waterline: Flanged bronze seacocks with double-clamped marine grade reinforced hose; the valves were all hard to operate by hand or not operable by hand.

Above the waterline: Bronze thru-hull fittings with double-clamped reinforced marine grade hose; hose and clamps were in good condition.

Rudder shaft seal: Lip seals appeared in serviceable condition, no leakage noted.

Propeller shaft seal: Tides Marine dripless type, appeared in serviceable condition.

Transducers: Depth and sonar sensors appeared securely attached to the hull.

Other: (4) LED transom lights, securely connected to the hull.

Summary: The thru-hull fittings and seacocks were in serviceable condition and all operable by hand.

Recommendations: Consult with a boat professional to provide lubrication and servicing for the thru-hull valves, to make the valves operable by hand.

Steering:

Type: Single station hydraulic power assist steering; leakage noted under steering actuator ram in the steering compartment.

Rudder shaft and seals: Stainless steel rudder shafts with lip type rudder seals, no leakage noted.

Connections and crossbars: Securely attached.

Bearings: Appeared fit for service.

Excessive play: None noted.

Bow thrusters: (1) Sidepower 24 vdc bow thruster and (1) Sidepower 24 vdc stern thruster; both reported as inoperable.

Emergency steering provisions: Via engine control and bow thrusters.

Summary: The steering system was in serviceable condition.

Recommendations: Consult with a boat repair professional to troubleshoot and repair the hydraulic fluid leak in the steering gear compartment located on centerline below the steering rams.

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De-watering Pumps:	<p>Type and location: (3) Rule 24 vdc automatic submersible bilge pumps; (1) fixed educator system attached to the starboard engine raw water intake.</p> <p>Bilge alarms: Yes, with audible indicator at flybridge console; the alarm in the steering compartment was inoperable.</p> <p>Summary: The bilge pumps were operational. The bilge high level alarm in the steering gear compartment was inoperable.</p> <p>Recommendations: Make operable the bilge high level alarm in the steering gear compartment.</p>
Freshwater System:	<p>Tanks: (1) 100-gallon polyethylene tank.</p> <p>Pumps: (1) 115 vac Headhunter Mach 5 vdc pressure set.</p> <p>Hot water heater: (1) Whale 115 vac 11-gallon hot water heater.</p> <p>Summary: The freshwater system was in good condition, with exception of the recommendations listed below.</p> <p>Recommendations: Repair the freshwater leak located in the piping just outboard of the pressure pump.</p>
Sanitation:	<p>Commodes: (2) VacuFlush commodes; both inoperable.</p> <p>Holding tank type and condition: (1) 27-gallon holding tank with Sealand VacuFlush system; (1) 20-gallon aluminum tank.</p> <p>Venting: Tank properly vented.</p> <p>Piping, clamps, and hoses: Fit for service.</p> <p>Showers: (1) stall shower in starboard head, operational.</p> <p>Pumps: Vacuum and macerator pumps; (1) saltwater wash-down.</p> <p>Summary: Both of the commodes were not flushing at the time of the survey.</p> <p>Recommendations: Repair the VacuFlush commode system, both commodes were not flushing.</p>
Air Conditioning:	<p>Make and model: (2) Cruise Air 16,000 BTU marine air conditioning units.</p> <p>Pump: (1) 120/230 vac.</p> <p>Controls: Digital controls.</p> <p>Summary: The forward air conditioning unit was not operational. The salon air conditioning unit was blowing cold air.</p> <p>Recommendations: Consult with a marine air conditioning technician to repair or replace the forward air conditioning unit, which was inoperable.</p>
Deck Hardware:	<p>Mooring bitts and cleats: (8) polished stainless steel horn cleats.</p> <p>Railings: Polished stainless steel tube railings around foredeck and bow pulpit and on the aft side of the flybridge.</p> <p>Handholds: (2) polished stainless steel handrails along cabin sides.</p> <p>Scuppers: Cockpit drains through transom freeing ports.</p> <p>Antennas: Solidly mounted and secured.</p> <p>Doors: FRP companionway door, operational.</p> <p>Hatches: FRP cockpit hatches in good condition; aluminum-framed acrylic foredeck hatch over passageway head with fractured acrylic; other two aluminum-</p>

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framed acrylic foredeck hatches were in serviceable condition.

Windows: Salon fixed side windows, in good condition.

Vents: (2) engine room cowls on port and starboard freeboards, no damage noted.

Ladders: Flybridge ladder solidly attached with secure handrails, in good condition.

Other: (2) helm station pedestal chairs, in good condition.

Summary: The deck hardware was in serviceable condition, with exception of the recommendation listed below.

Recommendations: Replace the acrylic on the foredeck hatch located over the passageway head.

Ground Tackle:

Anchor and rode: (1) Fortress FX-37 anchor with bent stock; anchor locker hatch with inoperable latch; anchor chain/nylon rode not sighted.

Windlass: (1) 24 vdc anchor windlass, inoperative.

Summary: The anchor had a bent stock; the anchor locker could not be opened, due to a defective latch, and the electric anchor windlass was inoperative.

Recommendations: Consult with a boat repair professional to repair the anchor locker latch, repair the bent stock on the Fortress anchor, and to repair or replace the 24 vdc anchor windlass.

Galley:

Stove: (1) 2-burner electric stovetop; (1) Panasonic microwave oven.

Refrigeration: (1) Sub Zero Model 249FF front-loading reefer; (1) Subzero 700 BR two-drawer under-counter reefer system.

Sinks: (1) single composite deep sink.

Counters: Corian.

Summary: The galley was in good condition.

Recommendations: None.

Cabin Interior:

Finish: Teak, white gelcoat, and various vinyl bulkhead and overhead coverings.

Upholstery: Cream imitation leather, in good condition.

Doors: Teak veneer cabinet, head and cabin doors, in good condition.

Sole: Carpet in forward cabin; teak and holly in salon and galley; there was an approximate 6" x 6" stain on the teak sole inboard of the galley.

Lighting: Recessed 24 vdc lighting throughout.

Summary: The cabin was in overall good condition.

Recommendations: Consult with a boat repair professional to remove/repair the approximate 4" x 6" stained area on the teak and holly sole inboard of the galley.

Safety Equipment:

Personal flotation devices (PFDs): (8) Type II USCG approved adult PFDs, in serviceable condition.

Type IV throwable: (1) USCG approved life ring.

Visual distress signaling: None sighted.

Life raft: (1) Viking 6UKCL six-person inflatable life raft in valise, servicing was due 3/2016.

EPIRB: (1) GlobalFix V4, battery expires 10/2031.

Man overboard recovery: (1) Lifesling.

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First aid kit: Yes.

Searchlight: None.

Summary: The lifesaving equipment was in good condition.

Recommendation: Provide valid USCG approved visual distress signals. Provide recertification for the Viking inflatable life raft.

Firefighting and Detection: **Portable fire extinguishers:** (3) Type BI, fully charged, properly mounted and in good condition.

Fixed firefighting system: (1) SeaFire Model FD700A fixed auto/manual fire suppression system in engine room, last servicing by IHK Pacific Fire and Marine in May 2017.

Smoke and carbon monoxide alarms: None sighted.

Summary: See recommendations below.

Recommendations: Consult with a qualified fire equipment servicing technician for inspection and servicing of the fixed fire suppression system in engine room, per the system manufacturer's servicing recommendations. Provide a UL approved smoke alarm for each cabin and the salon area.

Navigation and Communication:

VHF: (1) ICOM IC-M506 with whip antennas.

GPS: (1) Simrad 12" multifunction display with fractured display screen in upper port corner, powered up; (1) Northstar Model 952X multifunction display, inoperative; (1) Garmin GPS Map 7212 multifunction display; powered up.

Fish finders: (1) Furuno SCV-295; (1) Furuno Model CH37 sector sonar with Furuno type CH342 retractable sensor.

Radar: Garmin radar, not tested.

Autopilot: (1) Simrad AP-28 autopilot, not tested.

Navigation lights: Inoperable.

Magnetic compass: (2) Richie 6" compass.

Sound signaling: Fixed and handheld horns.

Charts and publications: Electronic charts on board.

Other: (1) Sea Tel satellite phone system.

Summary: See recommendations below.

Recommendations: Provide operable navigation lights. Replace damaged/inoperable electronics, as needed.

Fishing:

(2) fold-out outrigger holders; (2) double spreader aluminum outriggers; (1) aluminum center rigger; (1) 50-gallon in-transom bait tank; (1) below-deck fish holds with 12 vdc macerator pumps; (1) Glacier Model GL030CID refrigeration unit for both fish holds and cockpit bait station (inoperable); (4) in-gunwale tuna tubes; (15) rocket launch rod holders; (4) in-gunwale rod holders; (1) Pompanette fighting chair.

Other:

(1) Kenwood KCDX493 stereo with multiple speakers; (2) Bose audio/visual entertainment system; (1) Samsung 32" TV; (1) Luce 21" TV; (1) Stow-A-Vac central vacuum system; (1) Whirlaway sink disposal; (1) Raritan ice maker; (1) Reverso oil changer; isinglass enclosure for flybridge, poor condition.

CONCLUSIONS

The vessel's construction, systems, equipment, and hardware are suitable for the vessel's route and service in Hawaiian waters. The vessel is professionally maintained and in overall good condition. The vessel is recommended for full insurance coverage, pending the completion of the essential recommendations listed below.

ESSENTIAL RECOMMENDATIONS

many of the recommendations are done

1. Consult with a qualified boat repair professional to repair the engine hour meters.
2. Reattach the disconnected negative battery cable on the second battery outboard of centerline on the forward side.
3. Consult with boat repair professional to provide lubrication and servicing for the thru-hull valves; the valves were hard to operate or not operable by hand.
4. Consult with a boat repair professional to troubleshoot and repair the hydraulic fluid leak in the steering gear compartment located on centerline below the steering ram.
5. Consult with a boat repair professional to repair the bilge high level alarm in the steering gear compartment.
6. Replace the acrylic on the foredeck hatch located over the passageway head.
7. Consult with a boat repair professional to repair the anchor locker latch, repair the bent stock on the Fortress anchor, and to repair or replace the 24 vdc inoperable anchor windlass.
8. Provide valid USCG approved visual distress signals.
9. Consult with a qualified fire equipment servicing technician for inspection and servicing of the fixed fire suppression system in engine room per the system manufacturer's servicing recommendations.
10. Provide a UL approved smoke alarm for each cabin and the salon area.
11. Consult with a qualified boat repair professional to provide operable navigation lights.
12. Secure unsupported (hanging) electrical cables inside the flybridge steering console.

NON-ESSENTIAL RECOMMENDATIONS

1. Repair the freshwater leak in the piping just outboard of the pressure pump.
2. Repair the Vacuflush commode system; both commodes were not flushing.
3. Consult with a marine air conditioning technician to repair or replace the forward air conditioning unit that is inoperable.
4. Consult with a boat repair professional to remove/repair the approximate 4" x 6" stained area on the teak and holly sole inboard of the galley.
5. Provide recertification for the Viking inflatable life raft.
6. Replace damaged/inoperable navigation electronics, as needed.
7. Repair the SidePower bow and stern thrusters, which were reported as inoperable.
8. Consult with a refrigeration repair technician to troubleshoot and repair the fish hold and bait station refrigeration systems.
9. Make operable the transom bait tank.
10. Make operable the transom tuna tubes.
11. Plan for refinishing of the sun damaged gelcoat on the decks and cabin superstructure areas, as needed.
12. Replace clouded isinglass inclosure on flybridge.

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DETERMINATION OF VALUE

The pricing represents a normal consideration for the vessel sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. Using comparisons of similar boats listed on the World Wide Web, the fair market value was determined by averaging out the comparable vessels, then making adjustments for age, condition, equipment, and location existing at the time of the survey.

VALUATION

Estimated present day fair market value:	\$ 390,000.00
Estimated present day replacement cost, new:	\$ 950,000.00

All systems named in this report were inspected by the undersigned surveyor.

In accordance with the request for a marine survey of the vessel, "**SUMMERTIME**," for the purpose of evaluating her present condition and value for insurance purposes, I hereby submit my conclusions, based on the preceding report. The subject vessel was personally inspected by the undersigned on the dates named in this report.

SURVEYOR'S CERTIFICATION:

I certify, to the best of my knowledge and belief, that the statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are my unbiased professional analyses, assumptions, and limited 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 estimates, the attainment of a stipulated result, or the occurrence of a subsequent event. This report is confidential, submitted without prejudice, and for the benefit of John Robert Johnson, to be used for his purposes exclusively.

Robert B. Oakley, ACMS Number 318
Hawaii State Certification No. 25.004
Attending Marine Surveyor

Enclosures:

1. List of comparable boats for sale (two pages)



2002 Cabo Convertible | 43ft

[US\\$299,900 tax included](#)

Jupiter, Florida

BASICS

Year:	2002
Make:	Cabo
Model:	Convertible
Class:	Sport Fishing
Length:	43ft
Fuel Type:	Diesel
Hull Material:	Fiberglass
Offered By:	Denison Yachting - Palm Beach



2004 Cabo 43 Flybridge | 43ft

[US\\$360,000](#)

Bradenton, Florida

BASICS

Year:	2004
Make:	Cabo
Model:	43 Flybridge
Class:	Flybridge
Length:	43ft
Fuel Type:	Diesel
Hull Material:	Fiberglass
Offered By:	Galati Yacht Sales



2002 Cabo Convertible Painted | 43ft

US\$399,000

Corpus Christi, Texas

BASICS

Year:	2002
Make:	Cabo
Model:	Convertible Painted
Class:	Sport Fishing
Length:	43ft
Fuel Type:	Diesel
Hull Material:	Fiberglass
Offered By:	Fox Yacht Sales-Four Gulf Coast Locations



2004 Cabo 43 | 43ft

US\$399,000 tax not included

Seabrook, Texas

Price Drop: US\$20,000 (Apr 11)

BASICS

Year:	2004
Make:	Cabo
Model:	43
Class:	Sport Fishing
Length:	43ft
Fuel Type:	Diesel
Hull Material:	Fiberglass
Offered By:	MarineMax Houston