



2023 34' 8" Aspen Power Catamaran C100

"XXXXXXXXXX"



Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXXXXXXX"

2023 34' 8" Aspen Power Catamaran C100

Conducted By
Cpt. Mark Van der Vliet

Van der Vliet Marine, LLC
(406) 270-2221

Prepared For

XXXXXXXXXXXX

Date Of Survey: August 14, 2024
Report Submitted On: August 16, 2024

INTRODUCTION

PURPOSE & SCOPE

Acting at the request of XXXXXXXXXXX, Mark Van der Vliet did attend onboard the 2023 34' 8" Aspen Power Catamaran C100 "XXXXXXX" on August 14, 2024 to conduct a Pre-Purchase marine survey.

67F, sunny, winds light/variable. The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number US-APEXXXXXXXX was verified. I certify that the photographed image of the vessel's Hull Identification Number (HIN) is true and accurate and was taken on the date indicated below.

The reason for the survey was to ascertain the physical condition and value of the vessel. A limited trial run was performed and an out-of-the-water inspection of the exterior of the hull's wetted surfaces and running gear was performed.

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted. Electrical and electronic equipment was powered up and some systems may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removal for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified marine electrical engineer be engaged.

No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities, as this machinery and related mechanical systems are not within the scope of this inspection. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

This vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners and wall-liners, heavy furniture, tacked carpet, appliances, electrical equipment or electronics, instruments, anchors line and chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester (client) is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. The surveyor has noted in this survey report any adverse conditions and deficiencies observed during the inspection of the subject vessel. Unless otherwise stated in this report, the surveyor has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the vessel (such as, but not limited to, undisclosed past incidents, needed repairs, deterioration, the presence of hazardous or toxic substances, etc.) that would make the vessel less valuable, and has assumed that there are no such conditions. The surveyor will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the surveyor is not an expert in the field of Naval engineering/marine construction, marine electrical, nor marine mechanics, this survey report must be considered a general assessment of the overall vessel. The surveyor will not be responsible for matters of a legal nature that affect either the vessel being surveyed or the Title to it, except for information that they became aware of during the research involved in performing this survey. The surveyor assumes that the Title is good and marketable and will not render any opinions about the Title. The surveyor will not give testimony or appear in court because they made a survey of the vessel in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law. Additionally, the surveyor will only make a predetermined court appearance if located within the surveyor's county of residence. If the surveyor has based their survey report and valuation conclusion on an appraisal that is "subject to the satisfactory completion of any repairs or alterations" it is on the hypothetical condition that the completion of these repairs or alterations will be performed in a professional and workmanlike manner. This survey is subject to the hypothetical condition that the deficiencies listed in sections A and B are corrected in order for the vessel to be considered reasonably suitable for its intended use. This survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are average to good in condition with no substantial defects.

This signed report represents the findings of the survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This survey report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or

implied, nor does it warrant the future condition of the vessel. The survey report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

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. COMPLETE COMPLIANCE WITH, IDENTIFICATION OF, AND REPORTING ON ALL STANDARDS, CODES AND REGULATIONS IS NOT GUARANTEED.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Pre-Purchase Report of Marine 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 testing, etc.).

SERVICEABLE: Sufficient for a specific requirement. Or; Fulfilling its function adequately (usable at the time of survey). Or; Provides service as intended by the manufacturer.

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

DEMONSTRATED: The system or equipment was operated as intended for its use.

SUITABLE FOR INTENDED USE: The vessel, or its individual specified component(s), can be utilized for the purpose indicated by the manufacturer/builder or end-user (present or prospective owner or operator).

SUBJECT: The object of the survey being discussed, described, or dealt with; the vessel being surveyed herein. Or; Dependent or conditional upon.

ABYC: The American Boat and Yacht Council creates the standards within the boating industry that have become the authoritative reference for evaluating issues of design, construction, maintenance, safety, and product performance.

CFR: Code of Federal Regulations is a codification of the general and permanent rules that were published in the Federal Register by the Executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

NFPA: National Fire Protection Association is a global self-funded nonprofit organization, established in 1896, devoted to eliminating death, injury, property and economic loss due to fire, electrical and related hazards.

USCG: United States Coast Guard - The United States Coast Guard (USCG) is the maritime security, search and rescue, and law enforcement service branch of the United States Armed Forces, and one of the country's eight uniformed services. The Coast Guard is a maritime, military, multi-mission service unique among the U.S. military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties.

DELAMINATION: Separation into constituent layers.

PHENOLIC SOUNDING: Phenolics are the result of polymerization between layers of materials (e.g. fiberglass) impregnated with

synthetic thermosetting resins. The purpose of a "phenolic hammer" is to use the percussion of the hammer to identify sound anomalies caused by any disbonding in the layers of materials.

CONDUCTIVITY: Electronic moisture meters are designed to detect the 'conductivity' of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate, the conductivity of the material, etc. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

ACCESSIBLE: Capable of being reached for inspection without removal of installed fixtures, cabinetry, equipment or structure.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.

Unless specifically noted otherwise, the surveyor determined the subject vessel's details based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the surveyor. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

USE OF "A" "B" OR "C"

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section, pertaining to the lettered item. *PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.*

Deficiencies noted under "A" findings are deemed "FIRST PRIORITY/SAFETY FINDINGS" and should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "B" findings are deemed "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" and should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "C" findings are deemed "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" and considered lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

ENGINE SURVEY

There was no mechanical/engine survey performed during the hull survey. It is highly recommended and understood that the propulsion and auxiliary power systems (engines, transmissions, generators) be inspected by their respective manufacturer's certified technician to determine their condition. Also, recommend further investigation to determine what scheduled service work has been performed or is due to perform on the engines, transmissions and generator.

REPORTED VESSEL DISCLOSURE COMMENTS

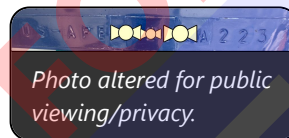
The surveyor was not made aware of any prior damage or insurance claim disclosures on this vessel.

GENERAL INFORMATION**GENERAL SURVEY INFORMATION**

FILE NUMBER	VdV-1991
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on August 14, 2024 from 8am - 4pm.
LOCATION OF SURVEY INSPECTION	Cap Sante Marina, Anacortes, WA
LOCATION OF BOTTOM INSPECTION	Cap Sante Marina, Anacortes, WA
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet and XXXXXXXXXXXXX

GENERAL VESSEL INFORMATION

VESSEL BUILDER	Aspen
HIN (HULL IDENTIFICATION NUMBER)	US-APEXXXXXXXXXX



YEAR BUILT	2023 (per Hull Identification Number)
DOCUMENTED HAILING PORT	Friday Harbor, WA
HAILING PORT DISPLAYED	Friday Harbor, WA
STATE REGISTRATION NUMBER	D XXXXXX (the affixed decal was current)
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	34' 8" (per manufacturer)
LENGTH WATERLINE (LWL)	32'
BEAM	10' (per manufacturer)
DRAFT	2' 7" (per manufacturer)
OVERHEAD CLEARANCE	8' 2" (per manufacturer)
DISPLACEMENT	9,300 lbs. (per manufacturer)

RATING & VALUATION SUMMARY

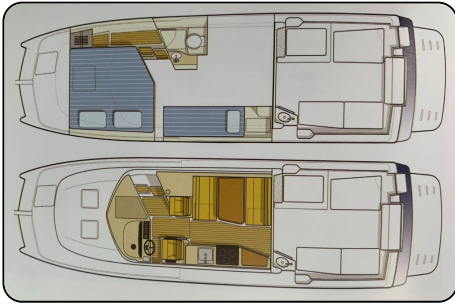
VESSEL OVERALL RATING	ABOVE AVERAGE CONDITION
ESTIMATED MARKET VALUE	\$420,750 per BUCValuPro™ and NADA.
ESTIMATED REPLACEMENT COST	\$407,000 per BUCValuPro™

VESSEL CONSTRUCTION**HULL ARRANGEMENT**

VESSEL LAYOUT

The forward king berth stateroom, with two (2) overhead hatches and two (2) portlights, a hanging locker with stowage beneath, leads aft on the starboard side to the head and up three (3) steps to the port helm station. There are two (2) captain chairs at the helm. Aft is the galley to port and convertible dinette to starboard with full windows surrounding the cabin. A 1/4 berth is just aft and below the galley, and the glass aft cabin door leads to the aft deck. The aft deck has a port side refrigerator, access hatch to the starboard side engine, and access doors to the battery panel and stowage doors in the transom. A Cooler is strapped to the

transom in front of transom locker doors, and a transom door leads aft to the swim step.



HULL DESIGN TYPE

Power Proa Asymmetrical Fixed Keel Catamaran, planing type, with lifting strakes, hard chines, bow affixed spray rails, twin port fins. There is a bulge on the inboard side of the starboard hull to accommodate the engine, and the port hull is (reportedly) 35% of the total displacement. Dual collision bulkheads.

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

Blue gelcoated hull with white boot stripe.

GENERAL EXTERIOR CONDITION

The exterior of the vessel was well maintained with an overall clean and well-kept appearance.

TRANSOM

The transom gate moved freely and was able to be secured in the closed positions.

SWIM PLATFORM

Sandwich cored fiberglass swim platform with four (4) stainless steel tubular support braces and center U-brace.



BOARDING SWIM LADDER

A telescoping stainless steel boarding ladder was installed under the aft starboard side of the swim platform. The boarding swim ladder was inspected and found to function as intended.

BULKHEADS

Athwartships reinforcement provided by bulkheads, bonded to the hull with FRP (fiber reinforced plastic). A complete inspection was not possible due to limited access.

KEEL

Full keel molded into the hull's layup schedule.

BILGES

A painted surface was used in the bilges. Recommend keeping the bilges clean and dry. NOTE: the vessel's fuel tankage and some of the bilge areas were not accessible at the time of survey due to caulked/sealed cover panels and floorboards.

GENERAL BILGE CONDITION

The bilges were mostly clean and dry during the survey, except where noted.

**Finding B-1**

Approximately 1/2" water was observed under the engine compartment propeller shaft with staining approximately 3/4" deep.

Recommendation

The water ingress or leakage source was not found during the survey/sea trial. The broker stated that the water was from the engine hatch leaking water from recent deck washdowns. Investigate further, and mitigate as necessary.

CHAIN LOCKER DRAINAGE

Overboard under the chain locker at the starboard side centerline.

VESSEL LIST

The vessel did not have any significant listing during the survey (a nearly straight waterline was observed).

MOISTURE COMMENTS

A Radio Frequency dielectric measurement moisture meter (Protimeter Aquivant) was used as a reference gauge for conductivity in various areas of the vessel, with particular attention given to areas around the hull, deck and superstructure penetrations.

DECK ARRANGEMENT**DECK MATERIAL**

Reportedly, sandwich cored FRP (fiber reinforced plastic) with white gelcoat and molded textured nonskid.

BULWARKS

Molded fiberglass bulwarks (part of the deck's layup).

RUB-RAILS

Black rubber compression rails. No exceptions sighted.

HULL-TO-DECK JOINT TYPE

Overlapping 'shoe box' type joint pinned every 12," with an aluminum plate drilled and tapped every 6" with a #8 fastener, FRP bonded.



SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

Reportedly, cored FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house was fastened and epoxy fiberglassed seamlessly with no visible joint. Appeared serviceable.

EXTERIOR EQUIPMENT

EXTERIOR HARDWARE/EQUIPMENT

COCKPIT/AFT DECK EQUIPMENT

The aft deck included a sink (demonstrated), a refrigerator (demonstrated), a washdown (demonstrated), and a 96-quart Igloo cooler.

EXTERIOR SEATING

Molded fiberglass seating and cooler vinyl top cushion.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's exterior and below decks & bilge hardware..

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

EXTERIOR LIGHTING

All exterior lights illuminated when tested.

EXTERIOR WASHDOWNS

The exterior washdown at the port aft deck was briefly demonstrated and proven operational at the time of survey. SPXFLOW Aqua Jet system.

CABIN VENTILATION

Provided by the foredeck hatches, the portholes, the windows, the aft cabin window, and the cabin door.

DECK HATCHES

The two (2) foredeck hatches were tested and had screens and shades for the stateroom, and the four (4) cabin hatches were tested. The hatches were operational and fit for use with no significant UV crazing in the hatch glass.

PORTHOLES/PORTLIGHTS

The two (2) stateroom and one (1) head porthole gaskets and dogs were inspected and found operational and fit for use.

EXTERIOR DOORS

The watertight cabin door was operational, and no light leaks were observed around the frame seals when closed, however; water pressure testing on these seals is always recommended.

WINDOWS

Solar Guard PureVue Ceramic Film cabin port/starboard windows. The vessel's windows were well fit with no chips or cracks observed.

WINDSHIELD

Dual tempered glass windshield with two (2) windshield wipers/washers. Demonstrated.

DECK RAILINGS

1 1/4" Stainless steel side deck railings with seven (7) 1" stainless steel stanchions on each side, ran from amidships around the forward perimeter of the vessel. Stainless steel railings ran from just aft of the aft deck boarding steps around the stern perimeter of the vessel.

HANDRAILS

Stainless steel handrails were fitted at convenient locations of the vessel, including the length of the cabin top, aft deck sink perimeter, and starboard side deck walkway entrance.

DECK DRAINAGE

Self-bailing deck drains were plumbed at the port & starboard aft deck corners. The drains were clear and unobstructed where sighted.

CLEATS

Six (6) stainless steel Bollard type. The cleats were found to be secure.

EXTERIOR STORAGE

The hardware and/or seals on the vessel's exterior lockers and storage areas were inspected for normal operation/condition and found fit for their intended use.

EXTERIOR DECK ACCESS HATCHES

Sandwich cored fiberglass deck hatches. All deck access hatches were clear and operational at the time of survey.

FENDERS

Various fenders were observed onboard (amount included unknown).

MOORING LINES

The dock/mooring lines used to secure the vessel at the time of survey were adequately sized with no significant wear & tear or chafe damage observed. The amount included with the purchase was unknown.

GROUND TACKLE**ANCHORS**

Aluminum magnesium alloy Fortress F16 with stainless steel swivel.

ANCHOR RODE TYPE

1/4" galvanized chain (reportedly 40'), and 1/2" stranded line (reportedly 250') with anchor depth markers (reportedly). No significant corrosion had developed on the anchor rode where sighted. It was securely fastened to the anchor locker cleat and ready for use at the time of survey.

ANCHOR WINDLASS

Lewmar Pro-Series Windlass.

Demonstrated from helm switch and bow switches.

The windlass breaker is located in the forward stateroom hanging locker.

**TENDER/AUXILIARY WATERCRAFT****TENDER/WATERCRAFT**

8' 10" Zodiac Cadet Aero 270 Inflatable Boat, SN 50050.

MODEL YEAR

2022 (per Manufacturer's Certificate of Origin)

HIN (HULL IDENTIFICATION NUMBER)

FR-XDC2X229B222

**WATERCRAFT COMMENTS**

State registration # WN 0320EB, current decal sighted.

UNDERWATER EQUIPMENT & HULL INSPECTION**PROPELLERS**

Acme bronze, painted, 4-bladed.

No cavitation erosion, dents, or damage was observed on the blades and no play was observed between the hub and shaft. The nut and cotter pin were securely fit.

**PROPELLER SHAFTS**

1 1/4" inch diameter stainless steel.

No significant corrosion or pitting was observed.

PROPELLER SHAFT LOGS

The shaft log was fiberglass with a bronze shaft log bearing mounted in the keel.

RUDDER MATERIAL

Bronze. NOTE: the rudder was painted/coated which hindered inspection of their underlying material.

RUDDER MOUNTING

Mounted in bronze rudder log and on stainless steel sand shoe.

TRIM TAB SYSTEM

Lenco Marine 12 volt electric trim tabs with level indicator gauges. Demonstrated.

THRUSTERS

Four bladed Sleipner Side Power bow and stern thruster propellers. The bow and stern thruster's external components and propeller blades were inspected without notable exception.

HULL SEA-STRAINERS

The two (2) starboard hull bottom mounted sea-strainers were serviceable.

DRAINAGE THROUGH-HULLS

Stainless steel discharge/drainage through-hulls. The hull side's discharge/drainage through-hulls were visually inspected and all appeared well fit and functional.

SACRIFICIAL ANODES

Transom (2), Trim Tabs (2), Sand Bar (1), Swim Step Supports (3), Thrusters (2).

Reportedly, new November, 2023.

No significant waste was observed on all of the zinc anodes, except where noted. Monitor frequently.

**Finding B-2**

The starboard side transom zinc was approximately 35% waisted.

Recommendation

Monitor and replace, as necessary.

ANTIFOULING PAINT

SeaHawk Biocop (PN 1205-1), per manufacturer. The antifouling bottom paint appeared serviceable.

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted.

HULL SURFACE COMMENTS

A phenolic hammer percussion sounding was performed on the accessible areas of the hull bottom and hull sides with no abnormalities noted.

HULL INSPECTION COMMENTS

Inspection of the hull's wetted surface was partially hindered due to the vessel's position on the travel-lift straps and the presence of antifouling paint/coatings covering the hull's wetted surface. Unexposed areas precluded inspection. A percussion hammer sounding was performed on the hull's accessible wetted surfaces.

LIMITED TRIAL RUN**TRIAL RUN INFORMATION****TRIAL RUN CONDITIONS**

An inshore trial run was performed in calm conditions.

VESSEL LOADS

Fuel: 30% port, 80% starboard
Water: 10% port 40% starboard
Blackwater mid tank: Empty

ENGINE STARTUP

The engine started without excessive cranking or excessive exhaust smoke.

VIBRATION COMMENTS

No significant hull, engine or running gear vibrations were observed while underway.

ENGINE BACKDOWN TEST

The engine motor mounts were observed while the engines were placed in forward and reverse gear several times under load without exception.

ENGINE CONTROL STATION OPERATION

The engine throttle/shift control was operated at the helm station without exception.

STEERING TEST

The steering components were observed while the helm was turned hard over several times without exception.

ENGINE PERFORMANCE

Recorded engine performance and average speed:

- 8.5 kts @ 2150 RPM, 174F coolant temperature
- 14.7 kts @ 3150 RPM, 176F coolant temperature
- 20.8 kts @ 4150 RPM, 183F coolant temperature

ENGINE SPACE COMBUSTION AIR VOLUME

The engine appeared to have adequate air flow and combustion during the trial run.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE MODEL

Volvo D3 220

MANUFACTURE DATE

07-04-2022 per data tag.

ENGINE HORSEPOWER

220 horsepower

NUMBER OF CYLINDERS

Five (5) in-line configuration.

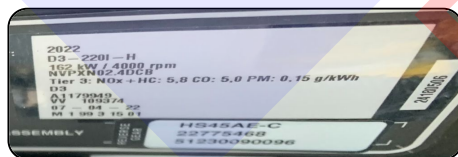
ENGINE HOURS

124 hours were observed on the Volvo-Penta display's digital hour meters.



ENGINE SERIAL NUMBERS

A1179949



ENGINE LABELS & NOTICES

The engine labels were in place and readable.

ENGINE INSTRUMENTATION

Engine instrument gauges were located at the helm.

ENGINE ALARM SYSTEM

Volvo-Penta audible alarm. Test sounded.

ENGINE EXHAUST SYSTEM

Raw water cooled with Trident flexible hose to fiberglass muffler, to Trident hose, to fiberglass tube transom mounted discharge.

ENGINE COOLING SYSTEM TYPE

No significant corrosion or leakage were observed on the engine cooling system components.

ENGINE DRIVE BELTS

Belt and pulley condition was hindered by belt guards, but appeared fit for intended use where sighted.

THROTTLE & SHIFT CONTROLS

Volvo Penta EVC (Electronic Vessel Control).

EMERGENCY ENGINE SHUTDOWN

Engine 'start/stop' buttons were located at the helm ignition. Demonstrated.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers.

MAIN ENGINE OIL LEVEL

Normal level was observed on the engine sump dipstick.

Volvo Oil Filter # 30788490

CONSIDERATIONS

Reportedly, water pump assembly replaced under warranty.

TRANSMISSIONS/GEARS/DRIVES**DRIVE SYSTEM TYPE**

Direct drive.

TRANSMISSIONS/GEARS

ZF Marine

GEAR RATIO

2.03

GEAR SERIAL NUMBERS

22775468

HS45AE-C

2.034

No. 5 12 30090096

**GEAR FLUID LEVEL**

Normal level was observed on the transmission dipstick.

MD-3 ATF

PROPELLER SHAFTS

Size: 1.25"

Material: stainless steel

PROPELLER SHAFT SEALS

PYI dripless shaft seal with cooling hose. No leaks were observed.

MACHINERY & BILGE SPACE EQUIPMENT**ENGINE ROOM AIR BLOWERS**

A 12 volt air blower was located in the starboard aft engine compartment.

SEACOCKS/SEA-VALVES

Two (2) raw water seacocks in the starboard side engine compartment, both were ball valve type. One is 1/2" for the head and wash down, one is 1.5" for the engine. The valves moved freely when tested.

RAW WATER STRAINERS

AG Bronze alloy with sight glass and underwater scoop strainers.

HOSES

No significant degradation was observed on the hoses. The hoses appeared serviceable where sighted.

HOSE CLAMPS

Double clamped where sighted. The hose clamps appeared serviceable where sighted.

TRIM TAB SYSTEM

Lenco stainless steel marine 12 volt DC electric trim tabs.

STEERING SYSTEMS**STEERING SYSTEM TYPE**

Hydraulic with Tilt Helm wheel. Hydraulic fluid fill is located on the top of the helm wheel assembly.

STEERING SYSTEM MANUFACTURER

Sea-Star by Teleflex.
2.1 ISO 9001

NUMBER OF STEERING STATIONS

One (1) helm station was located at the port side of the cabin.

STEERING HOSES/LINES

Reinforced flexible hoses with metallic fittings. No hydraulic fluid leaks were observed.

STEERING SYSTEM ACTUATORS

The steering system's Teleflex SeaStar actuator was observed to operate smoothly. No hydraulic fluid leaks were observed.
Model BA125-7ATM
Part # HC5312-3

UPPER RUDDER BEARINGS & RUDDER SUPPORT

Bronze upper rudder bearing. The upper rudder bearing was well secured where sighted.

RUDDER STOCKS

Stainless steel rudder stock. No significant corrosion had developed on the rudder stock.

RUDDER LOG SEALS

No leaks were observed.

RUDDER LOG PACKING GLANDS

Flange & bolt type packing gland. No leaks were observed. Monitor frequently.

THRUSTERS

Sleipner Side Power 12 volt bow and stern thrusters, with Sleipner 8940 dual control panel and Side-Power Radio Remote.

ELECTRICAL SYSTEMS**DC ELECTRICAL SYSTEMS****DC SYSTEMS VOLTAGE**

12 volt systems.

BATTERIES

Two (2) Golf Cart 6v Deep Cycle wet lead acid (in series) House batteries aft of the engine, outboard of the steering ram.

One (1) G 27 Start battery in port transom locker, inboard of the propane locker.

BATTERY SWITCHES

Five (5) Blue Sea Systems Marine rotary switches for House/Engine/Bow & Stern Thrusters/Parallel. Blue Sea Voltage Sensitive Relay for start/house voltage management.

**BATTERY PARALLEL SWITCHING**

Blue Sea Systems Marine parallel switch located at the transom locker switch panel

BATTERY ISOLATORS

Mastervolt 'Battery Mate' battery isolator.

MAIN DC BREAKERS

The main DC breaker was located in the main DC electrical panel.

DC ELECTRICAL PANEL BREAKERS/FUSES

Individual DC breakers were located at the helm.

DC ELECTRICAL SYSTEM MONITORS

Digital DC voltage and amperage gauges were located in the main DC electrical panel at the helm, as well as two (2) Balmar SG200 Battery Monitors and Blue Sea Systems DC Digital Meter.

BATTERY CHARGERS

Mastervolt Chagemaster 12/25-3 Full Automatic Battery Charger, Victron MultiPlus Compact Inverter/Charger, and two (2) 180-watt solar chargers with Mastervolt MPPT Solar ChargeMaster 25, and Mastervolt MPPT Solar ChargeMasrer 25 Battery Solar Charge Regulator.

MAIN ENGINE ALTERNATORS

12 volt / 115 amp, engine mounted and belt driven alternator.

DC POWER OUTLETS

5 volt USB jacks were located throughout the vessel (tested with 4.93-5.05 volts).

BONDING SYSTEM (ABYC E-2 & E-11)

There did not appear to be any bonding or grounding exceptions identified during the survey.

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The wiring appeared to be well supported and secured where sighted.

AC ELECTRICAL SYSTEMS**AC SHORE POWER SYSTEM VOLTAGE**

120 volts AC.

AC SHORE POWER INLETS

SmartPlug 30 amp./125 volt shore power inlet. Demonstrated.

AC SHORE POWER CORDS

30 amp. vinyl shore power cord. Appeared fit for its intended use.

MAIN AC SHORE POWER BREAKERS

The main AC 30A breaker was located in the main electrical panel.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers were located in the AC electrical panel at the helm.

AC ELECTRICAL SYSTEM MONITORS

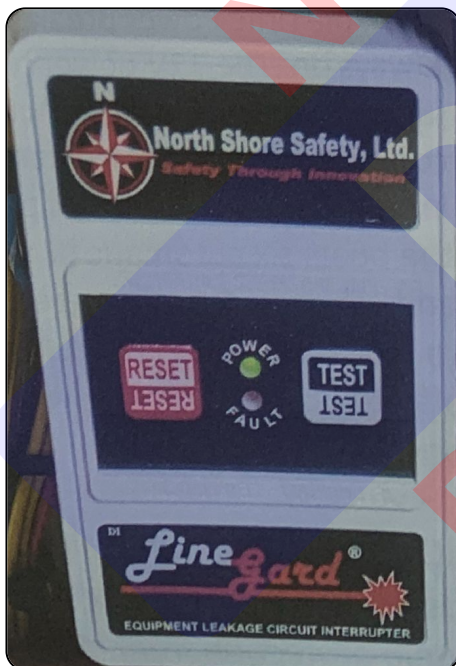
A digital AC voltage/amperage/frequency/watt monitor was located in the cabin AC electrical panel. Powered up.

GALVANIC ISOLATION SYSTEM (ABYC A-28)

Fail-Safe GI-30A galvanic isolator.

AC ELECTRICAL POWER OUTLETS

The AC outlets in the head, dinette, and helm appeared to be conveniently located. The vessel system GFI is located behind the dash above the forward stateroom berth. Demonstrated.

**AC ELECTRICAL OUTLET POLARITY**

The polarity was checked at all outlets sighted and was proved to be normal.

CABIN APPOINTMENTS

INTERIOR

MAIN CABIN ARRANGEMENT

Main cabin convertible dinette table.

GALLEY ARRANGEMENT

The galley was located to port amidships.

ACCOMMODATION ARRANGEMENT

Three (3). King berth forward, convertible dinette queen berth, 1/4 berth starboard hull.

HEAD ARRANGEMENT

Dometic Vacuflush 12 volt head.

SHOWER ARRANGEMENT

Integral shower in the head.

INTERIOR BRIDGE SEATING

Two (2) Helm seats with Ultra Leather and matching dinette seating.

INTERIOR CABINETS & TRIM

Satin finished teak cabinetry and trim were built into the vessel's interior. No significant wear & tear was observed on the interior cabinetry and trim.

INTERIOR STORAGE

The cabinets, lockers, and drawers were operational at the time of survey.

INTERIOR BULKHEADS

The interior bulkheads were well-fit and properly secured where sighted. A complete inspection was not possible due to limited access.

INTERIOR DOORS

The interior doors opened/closed suitably during the survey.

INTERIOR MIRRORS

No desilvering was observed on the interior mirror's reflective coatings.

CEILING HEADLINERS

Headliner material was padded simulated leather. The interior headliners were generally well-fit with no visible tears and no significant staining.

WALL-LINERS

Wall-liner material was simulated leather. The interior wall-liners were generally well-fit with no visible tears and no significant staining.

FLOORING

Teak & holly at the galley, dinette, stateroom, and head.

CABIN SOLE FOUNDATION

Sandwich cored fiberglass cabin sole foundation.

GENERAL INTERIOR & SOFTGOODS CONDITION

The vessel's interior was generally well maintained.

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The vessel's interior soft-goods were generally well maintained.

INTERIOR JOINER WORK COMMENTS

The interior joiner work was well fit where sighted.

WATER INTRUSION COMMENTS

There were no signs of water intrusion observed at the vessel's interior at the time of survey.

INTERIOR SYSTEMS & EQUIPMENT**LIGHTING**

All interior lights illuminated when tested, and the USB ports on the cabin overhead lights were tested/demonstrated with a USB digital multimeter.

CABIN HEATING SYSTEM

Wallas Marine 30D Diesel Heater. Pulls diesel from the port fuel tank when the tank is 1/3 full (per manufacturer). Demonstrated.

GALLEY EQUIPMENT**REFRIGERATION**

Two (2) Nova Kool refrigerator/freezer located in the galley and aft deck.

STOVE

Force 10 LPG double burner stove and oven.

STOVE BURNER HEAT PROTECTION

Corian countertop and backsplash

GALLEY SINK

White Corian counter top with single basin stainless steel sink and pull-out nozzle. Demonstrated.

ELECTRONICS & NAVIGATION EQUIPMENT**VHF RADIOS**

ICOM MC330

SN 71007167

Demonstrated.

COMPASSES

Ritchie 3" B-81 magnetic compass.

D 220732736

AIS (AUTO IDENTIFICATION SYSTEM)

Si-Tex Metadata MDA-5 Class B/SO AIS Transceiver/Splitter

AIS target data was observed on the interfaced multi-function navigation units.

SATELLITE MARINE WEATHER RECEIVER

Garmin GXM 54

SN 640020791

Powered up.

AUTOPILOT

Garmin GHC 50

SN 631000808

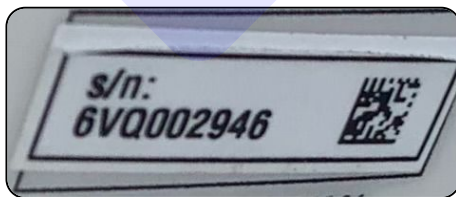
The autopilot components and functions were demonstrated during the trial run.

MARINE RADAR

Garmin Fantom Dome 18x

SN 6VQ002946

Demonstrated.



GPS CHARTPLOTTER

Garmin GPSMAP 8612
SN 7C1002695
Demonstrated.

GARMIN GPSMAP 8610xsv
SN 7BZ003629
Demonstrated.

CELLULAR TELEPHONE

weboost DRIVE X cellular signal booster

ANTENNAS

The antennas were well mounted where sighted. The Shakespeare Galaxy 5225 XT VHF radio antenna was lowered for haul-out and was well mounted.

STEREO SYSTEM

Fusion Apollo MS-RA670, 5W8050456
Two (2) Fusion aft deck speakers, two (2) cabin speakers, and two (2) stateroom speakers.

FUEL SYSTEMS**FUEL SYSTEM TYPE**

Diesel.

FUEL TANK MATERIAL

Reportedly, aluminum (not readily accessible).

NUMBER OF FUEL TANKS

Two (2). A fuel tank switch is at the helm (no fuel transfer pump).

FUEL TANKAGE CAPACITY

Reportedly, 80 gallons total

FUEL LEVEL MONITORING

The fuel gauges were located at the helm station. Demonstrated.

FUEL TANK MANUFACTURER LABELING

None sighted due to access. Recommend affixing the fuel tank label in a visible/accessible area.

Finding B-3

The ABYC required fuel tankage labels were not readily viewable on the fuel tanks (common with this vessel brand due to the fuel tankage being enclosed).

Recommendation

Recommend verification that these labels exist and affixing the proper labels in an accessible location to comply with ABYC Standards, as necessary (ABYC H-33.18.5 Diesel Fuel Tanks).

FUEL TANKAGE SECURING

Unknown due to poor/limited access.

FUEL TANKAGE LOCATION

The fuel tankage was inaccessible for inspection.

FUEL FILL LOCATION

Port & starboard aft side decks.

FUEL FILL MARKING

The deck fuel fill fitting was clearly marked as to fuel type.

FUEL TANK VENTILATION

Port & starboard hull sides below the fuel fills.

FUEL TANKAGE & FUEL FILL GROUNDING

Unknown due to access. Recommend verifying grounding.

FUEL FILL HOSE/PIPE

USCG Approved Type A2 fuel hoses where sighted.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines/hoses where sighted.

FUEL SHUT-OFF VALVES

The valves moved freely when tested.

MAIN ENGINE PRIMARY FUEL FILTERS

Two (2) Racor 2010 series 30 micron Filter/Water Separators, one for each tank.

Finding C-1

There are lines stowed against and around the Racor fuel filters.

Recommendation

Keep Racor units clear of all stowed items.

MAIN ENGINE SECONDARY FUEL FILTERS

Volvo Penta secondary fuel filter, Part # 211139810

FUEL FILTER CONDITION

The fuel filter bowl was clean and clear where sighted (filter not removed).

CONSIDERATIONS

The manufacturers' manual sighted onboard the vessel, which conveys with the vessel, shows photos of the fuel/waste/water tankage before the decks were secured during the manufacturing process.

WATER SYSTEMS**FRESHWATER SYSTEM****WATER TANKAGE MATERIAL**

Polyethylene (complies with ABYC H-23.5).

NUMBER OF FRESHWATER TANKS

Two (2).

WATER TANKAGE CAPACITY

50 gallons

WATER TANKAGE SECURING

The water tankage appeared to be well secured where sighted.

WATER TANKAGE LOCATION

Port & starboard below the aft deck gunwales.

WATER FILL LOCATION

Port and starboard inboard below the aft deck gunwales (complies with ABYC H-23.7.5)

WATER FILL MARKING

Properly marked for water (ABYC 23.7.5.3).

FRESHWATER TANKAGE VENTILATION

Port and starboard inboard under the aft deck gunwales just aft of the water fill fittings. The water vents are located over the aft deck drains.

FRESHWATER PUMPS

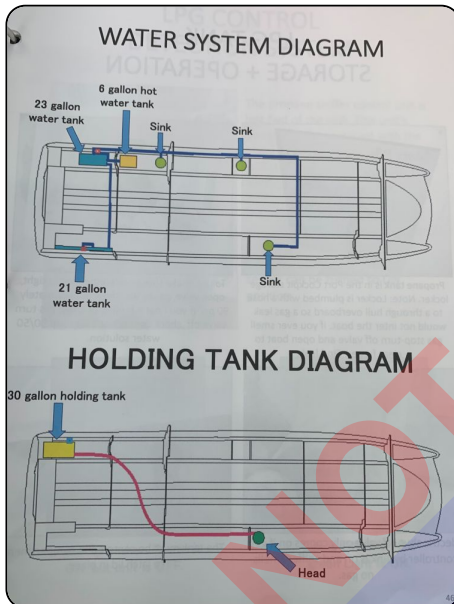
The freshwater system held pressure throughout the survey with no abnormal cycling or water leaks observed. There is a port/starboard tank switch at helm. SPXFLOW Viking Power 16. Demonstrated.

FRESHWATER PIPE/HOSE PLUMBING

No leaks were observed at the freshwater system's hose/pipe connections.

WATER LEVEL MONITORING

Analog water and black water level monitors located at helm.
Demonstrated.

CONSIDERATIONS**HOT WATER SYSTEM****WATER HEATER**

Unknown due to access (the data tags were inaccessible).

WATER HEATER TYPE

Marine grade 110 volt and tied into engine water jacket (per manufacturer).

WATER HEATER CAPACITY

6 gallons.

WATER HEATER PRESSURE RELIEF VALVE

Unknown due to access (presumably has a relief valve built into the tank).

WATER HEATER HEAT EXCHANGER SYSTEM

Engine mounted heat exchanger.

BLACKWATER SYSTEM**MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)**

Type I MSD waste treatment system (utilizes an on-board treatment device using a physical/chemical based system that relies on maceration and chlorination. After treatment the waste can be discharged).

BLACKWATER TANKAGE

Reportedly, 28 gallon capacity (per owner's manual).

BLACKWATER TANKAGE VENTILATION

The blackwater tank's vent fitting was plumbed overboard at the hull side.

GREYWATER SYSTEM

GREYWATER TANKAGE

Individual greywater sump tanks were installed where drain fixtures were located close to or below the waterline.

GREYWATER DISCHARGE SYSTEM

Johnson Pump SPX 1000

PLUMBING FIXTURES

There was no significant pitting/corrosion observed on the interior plumbing fixtures.

HEAD SINKS

Porcelain 'vessel' type sink installed in the head.

GENERATORS/AUXILIARY POWER

INVERTERS & OTHER AUXILIARY POWER

INVERTER SYSTEMS (ABYC E-11, A-31)

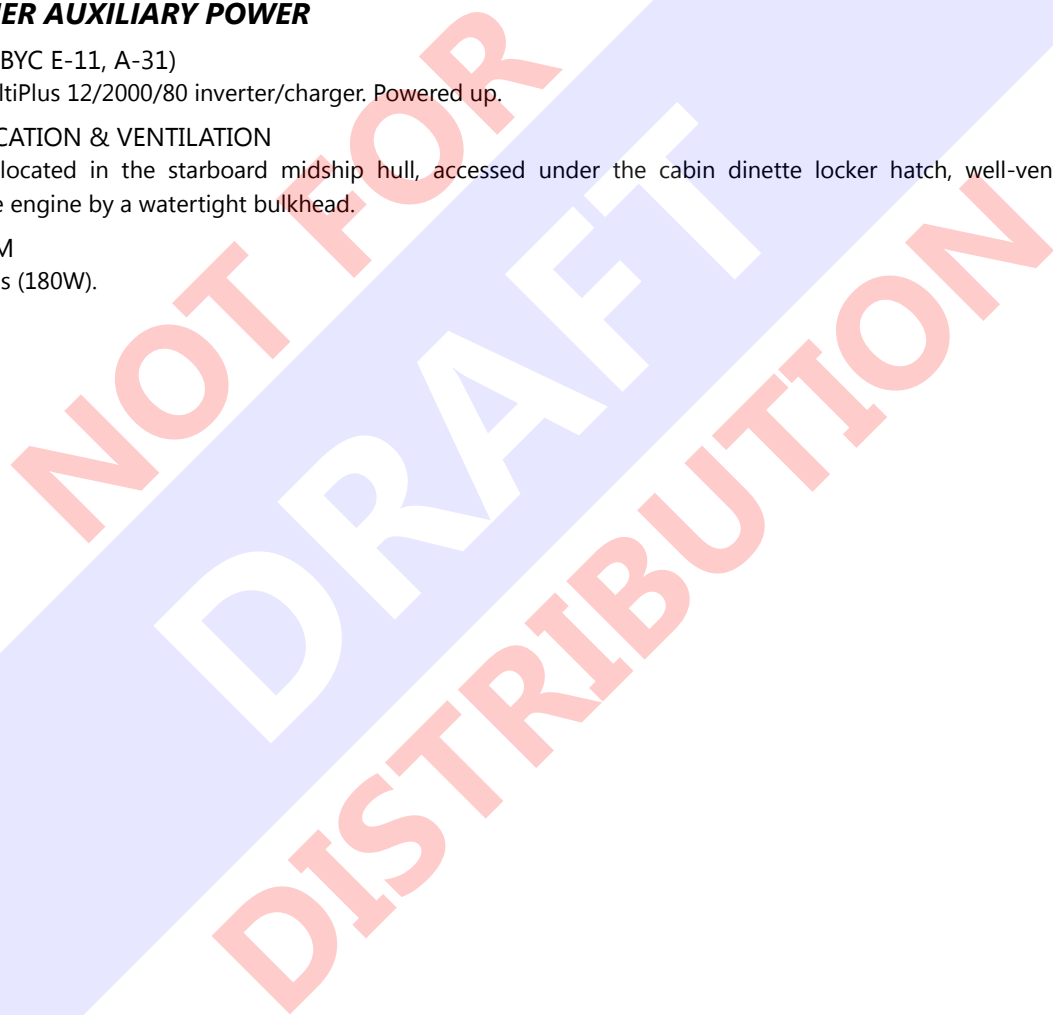
Victron Energy MultiPlus 12/2000/80 inverter/charger. Powered up.

INVERTER SYSTEM LOCATION & VENTILATION

The inverter was located in the starboard midship hull, accessed under the cabin dinette locker hatch, well-ventilated and separated from the engine by a watertight bulkhead.

SOLAR POWER SYSTEM

Two (2) solar panels (180W).



SAFETY EQUIPMENT

SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Four (4) type II U.S.C.G. approved PFDs.

Finding C-2

PFD's were stowed in the engine compartment.

Recommendation

Recommend stowing PFD's in a more accessible location.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type IV U.S.C.G. approved throwable device (cushion) was observed onboard the vessel.

FIRE EXTINGUISHERS (33 CFR 175.310)

Two (2) type ABC-I 2.5 lb. dry chemical.

Finding A-1

There were not enough fire extinguishers onboard for a vessel of this size (ABYC A-4.5.8.)

Recommendation

Provide at least one additional fire extinguisher to comply with USCG, ABYC and NFPA recommended standards for fire protection.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were 12 gauge shells and handheld flares (current dated) were sighted onboard on the port side of the helm.

SOUND PRODUCING DEVICES (33 CFR 83)

Single trumpet 12 volt electric air horn. Powered up.

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

The required "oil discharge prohibited" placard was found properly displayed in the machinery space.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

Found properly displayed.

CONSIDERATIONS

The safety equipment observed onboard during the survey reportedly conveys with the sale of the vessel.

AUXILIARY SAFETY EQUIPMENT

BILGE HIGH WATER ALARMS

Test sounded.

E.P.I.R.B.

None sighted. Highly recommended if cruising offshore.

MAN OVERBOARD SYSTEM (MOB)

None sighted. Recommend mounting a life ring with throw line in a prominent/accessible location of the vessel.

FIRST AID SUPPLIES

A first aid kit was observed onboard.

CARBON MONOXIDE DETECTORS (ABYC A-24)

One (1) carbon monoxide detector. Test sounded.

SMOKE DETECTORS (NFPA 302)

One (1) Universal smoke detector located in the cabin. Test sounded.

BILGE PUMPING SYSTEMS**ELECTRIC BILGE PUMPING SYSTEMS**

Six (6) Johnson SPX Flow automatic bilge pumps, each in watertight compartments (three per hull), and an emergency pump (1100gph) under the engine. Manual switches are located at the helm.

CONSIDERATIONS

The "HOT FLOAT" breaker switch located at the base of the battery switch panel must be left on to activate the automatic bilge pumps.

AUXILIARY GAS SYSTEMS**GAS TYPE**

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

One 4.5lb. Propane tank located in the port transom locker in a designated polyethylene container.

GAS TANKAGE SPACE VENTILATION

Appeared adequate (keep drainage hole clear).

GAS SHUT-OFFS

Shut-off valve was located at the gas tank and an electric gas shut-off solenoid was located in the galley under the gas control/detection alarm.

GAS TANKAGE MOUNTING

The tank was properly secured.

GAS LINES & FITTINGS

Reinforced rubber LP gas lines.

GAS REGULATOR

A gas regulator was installed inline at the tank.

GAS PRESSURE GAUGE

A gas pressure gauge was installed inline at the tank.

LPG GAS FUME DETECTORS

Trident Marine L.P. Gas Control & Detection System located in the galley. Tested, demonstrated.

The Findings & Recommendations section is only one section of the "XXXXXXX" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

Finding A-1 Fire Extinguishers (33 CFR 175.310)

There were not enough fire extinguishers onboard for a vessel of this size (ABYC A-4.5.8.)

Recommendation

Provide at least one additional fire extinguisher to comply with USCG, ABYC and NFPA recommended standards for fire protection.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 General Bilge Condition

Approximately 1/2" water was observed under the engine compartment propeller shaft with staining approximately 3/4" deep.

Recommendation

The water ingress or leakage source was not found during the survey/sea trial. The broker stated that the water was from the engine hatch leaking water from recent deck washdowns.

Investigate further, and mitigate as necessary.

Finding B-2 Sacrificial Anodes

The starboard side transom zinc was approximately 35% waisted.

Recommendation

Monitor and replace, as necessary.

Finding B-3 Fuel Tank Manufacturer Labeling

The ABYC required fuel tankage labels were not readily viewable on the fuel tanks (common with this vessel brand due to the fuel tankage being enclosed).

Recommendation

Recommend verification that these labels exist and affixing the proper labels in an accessible location to comply with ABYC Standards, as necessary (ABYC H-33.18.5 Diesel Fuel Tanks).

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 Main Engine Primary Fuel Filters

There are lines stowed against and around the Racor fuel filters.

Recommendation

Keep Racor units clear of all stowed items.

Finding C-2 Wearable Personal Flotation Devices (33 CFR 175)

PFD's were stowed in the engine compartment.

Recommendation

Recommend stowing PFD's in a more accessible location.



SUMMARY

SUMMARY OF CONDITION & VALUATION

VESSEL 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 determines the adjustment to the range of base values 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": a vessel that is new or maintained like new, with all systems and units fully functional.

"ABOVE AVERAGE CONDITION": a vessel that has above average care and is well equipped and in better average condition for her age and class.

"AVERAGE CONDITION": a vessel ready for sale, requiring normal maintenance work and comparably equipped to other similar vessels on the market.

"FAIR CONDITION": a vessel that is in need of a fair amount of maintenance work and some systems are due to be serviced or replaced.

"POOR CONDITION": a vessel that requires substantial work to be fit for its intended purpose (may require structural repairs, extensive refit and replacement of several systems).

"RESTORABLE CONDITION": a vessel with extensive structural deficiencies that is in need of major work on most systems and hull integrity to be fit for its intended purpose.

As a result of my survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

ABOVE AVERAGE CONDITION

APPRAISAL METHODOLOGY

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:

Due to the limited number of similar year/make/model vessels currently on the market, and limited data of similar year/make/model sold, the average BUC value adjusted for condition and region and the average NADA value were used to obtain the fair market value of the vessel.

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET

2025 Aspen C100 listed for \$516,400 and located in Burlington, WA.

2025 Aspen C108 listed for \$592,000 and located in Burlington, WA.

2025 Aspen C107 listed for \$527,000 and located in Burlington, WA

SIMILAR VESSEL(S) RECENTLY SOLD

2018 Aspen C100 listed for \$390,000

2016 Aspen C100 listed for \$349,000

2015 Aspen C100 listed for \$327,000

ADDITIONAL REFERENCES

BUCValuPro™ Retail Price Range: \$346,500 - \$381,000
BUCValuPro™ Adjusted for Region & Condition Range: \$427,000 - \$469,000
BUCValuPro™ Replacement: \$407,000

NADA Guide:

Low Retail \$390,000.
Average Retail \$393,500.
High Retail \$397,000

VALUATION CONCLUSION

The definition of Fair Market Value, as used in this report, is the estimated amount, expressed in terms of money, that may be reasonably expected for a property in an exchange between a willing buyer and a willing seller, with equity to both, neither under any compulsion to buy or sell, and both fully aware of all relevant facts, as of the specific date stated above. Valuations are the opinion of the surveyor(s) and are intended to be used for insurance or financing purposes only; they are not intended to influence the purchase or purchase price of the subject vessel. The surveyor(s) have no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUCValuPro™ and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term "Market Value" is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Implicit in this definition are the consummation of a sale as of a specified date and the passing of a 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.

This report is subject to the limiting conditions and assumptions stated. Values are based on the whole and possessory interests of the owner of the property, undiminished by liens, fractional interest or other encumbrances.

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

\$420,750 per BUCValuPro™ and NADA.

Four Hundred Twenty Thousand, Seven Hundred Fifty US Dollars (USD)

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

\$407,000 per BUCValuPro™

Four Hundred Seven Thousand US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "XXXXXXX", 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 August 14, 2024. Subject to correction of deficiencies listed in

sections **A** and **B**, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades. The vessel's valuation is subject to the hypothetical condition that the deficiencies listed in sections **A** and **B** are corrected, and this survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are in reasonable condition with no substantial defects.

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 stipulated 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 should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

Mark Van der Vliet, USCG licensed 100t Captain, Power/Aux Sail



Signed and submitted on: August 16, 2024

PHOTO ADDITIONS

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