VdV Marine Survey

2023 34' Ranger Tugs R-31 S

"XXXXXXXX"

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Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXXXXX"

2023 34' Ranger Tugs R-31 S

Conducted By
Cpt. Mark Van der Vliet

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

Prepared For

XXXXXXXXXXXXXXXX

Date Of Survey: August 21, 2025
Report Submitted On: August 24, 2025

SOCIETY OF ACCREDITED MARINE SURVEYORS, SA
American Boat and Yacht Council Standards Advisor

INTRODUCTION

Purpose & Scope

Acting at the request of XXXXXXXXXXXXXXXX, Mark Van der Vliet did attend onboard the 2023 34' Ranger Tugs R-31 S "XXXXXXXX" on August 21, 2025 to conduct a Pre-Purchase marine survey.

The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number FMLTXXXXX323 was verified. I certify that the photographed image of the vessel's Hull Identification Number (HIN), which appears below in this report, 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

A mechanical/engine surveyor is reportedly scheduled to perform a separate mechanical survey on the engine and transmission for sometime after the hull survey. Questions about the condition of these systems should be directed to that surveyor.

REPORTED VESSEL DISCLOSURE COMMENTS

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

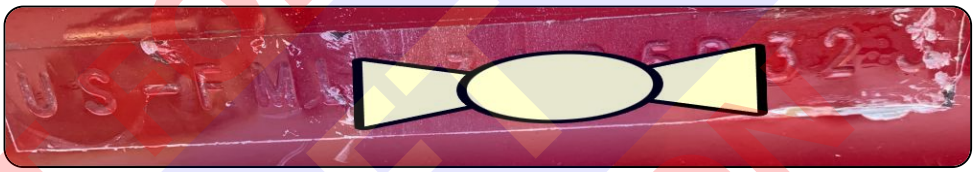
GENERAL INFORMATION

General Survey Information

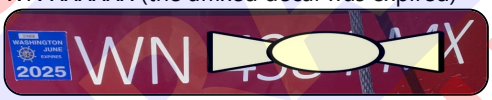
FILE NUMBER	VdV-2078
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on August 21, 2025 from 8am - 3pm.
LOCATION OF SURVEY INSPECTION	Port of Everett Marina, WA.
LOCATION OF BOTTOM INSPECTION	Port of Everett, Everett, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client(s) XXXXXXXXXXXXXXXX, and the sales broker XXXXXXXXX from XXXX Yacht Sales.

General Vessel Information

VESSEL BUILDER	Fluid Motion, LLC
HIN (HULL IDENTIFICATION NUMBER)	FMLTXXXXX323



MODEL YEAR	2023 (per Hull Identification Number)
YEAR BUILT	2023 (per Hull Identification Number)
STATE REGISTRATION NUMBER	WN XXXXXX (the affixed decal was expired)



STATE REGISTERED VESSEL OWNER	XXXXXXX
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	34' 10" (per manufacturer)
REGISTERED LENGTH	31' (per WA State Registration)
BEAM	10' (per manufacturer)
DRAFT	30" (per manufacturer)
OVERHEAD CLEARANCE	10' (mast down) (per manufacturer) 13' 10" (mast up) (per manufacturer)
WEIGHT	12,000 lbs. (per manufacturer)
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

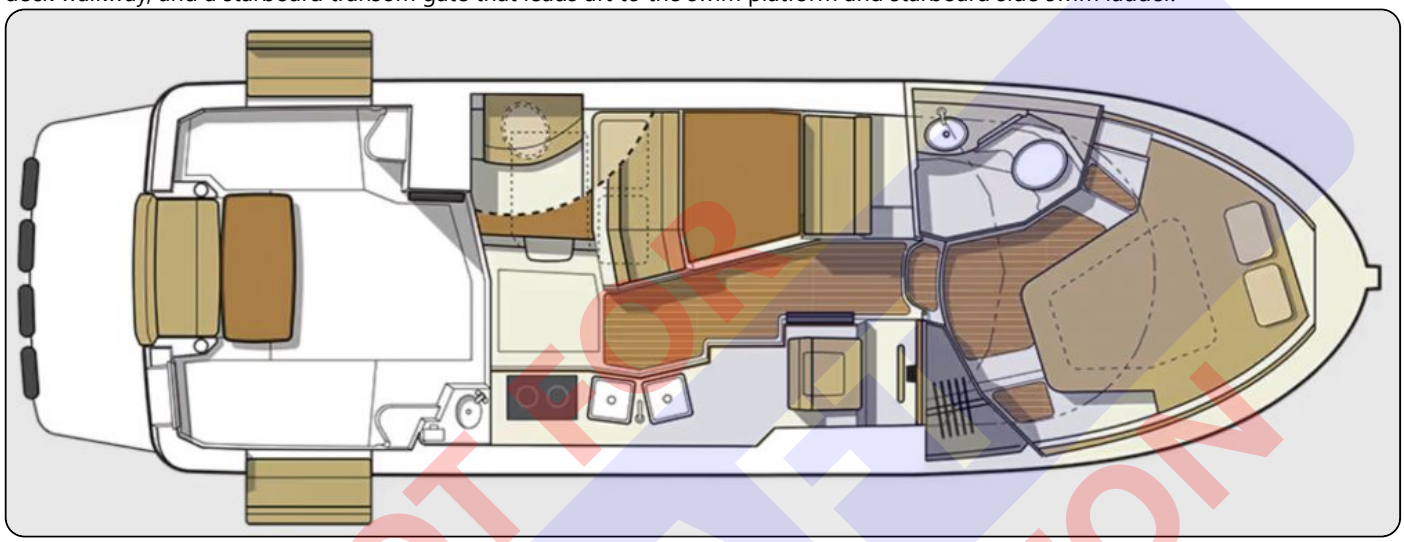
Rating & Valuation Summary

VESSEL OVERALL RATING	**ABOVE AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$355,000 per surveyor's assessment**
ESTIMATED REPLACEMENT COST	**$410,000 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

Forward stateroom with overhead escape hatch, drop-down vanity table, storage below, and a privacy head to port, leads aft to main cabin with starboard helm and galley, port side convertible crew seating and dinette, and lower quarter-berth with ensuite day head. A sliding helm door leads out to the side deck and the aft cabin door leads to the cockpit. The cockpit has a starboard helm station, folding cockpit coaming seating either side, centerline aft table with transom bench seating, access to the foredeck via either side deck walkway, and a starboard transom gate that leads aft to the swim platform and starboard side swim ladder.



VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Vee, light displacement planing, pocket trawler.

HULL MATERIAL

Reportedly, solid FRP (fiber reinforced plastic) and Vinyl-ester skin coat below the waterline.

EXTERIOR FINISH

Red gelcoated hull with white boot stripe and white gelcoat above the rub-rails.

GENERAL EXTERIOR CONDITION

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

TRANSOM

Reportedly, sandwich cored transom with starboard transom gate.

HULL RIGIDITY

Hull stiffness was provided by a FRP foam cored liner with a structural grid system bonded to the hull.

STEM

Sharply raked stem with standard stainless steel D-ring.

BILGES

Gelcoated or painted surfaces were used in the bilges.

GENERAL BILGE CONDITION

The bilges were clean and dry during the survey.

CHAIN LOCKER DRAINAGE

Overboard at the port lower bow.

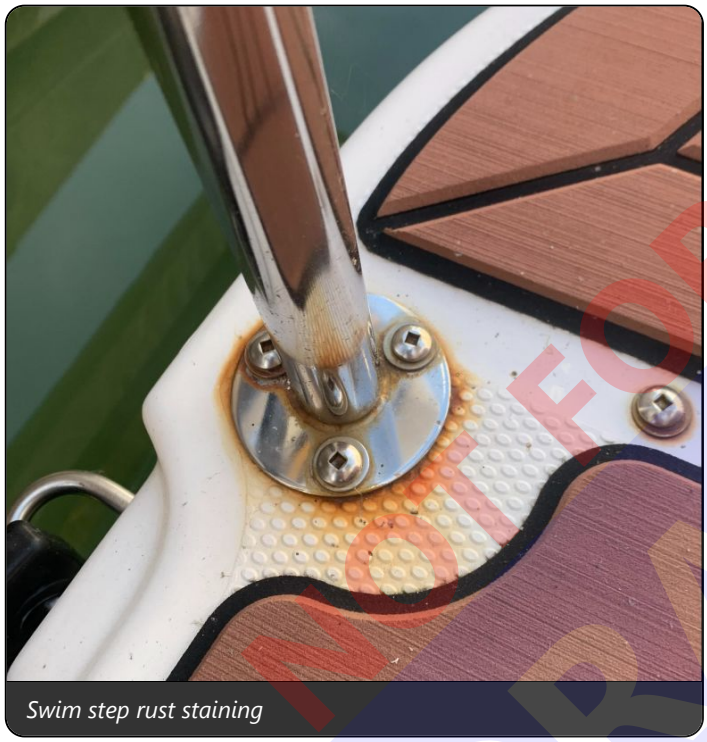
BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear where sighted.

SWIM PLATFORM

Cored fiberglass swim platform with four (4) 1.25" tubular stainless steel mounting brackets (found secure), stainless steel handrails around the perimeter (found secure), dinghy mounting hinge hardware, dinghy boarding gate (chain), stainless steel cleats, aft fenders, propane locker, and EVA foam traction.

See Note.



Swim step rust staining

Finding C-1

Several of the swim steps stanchions had rust staining around their bases.

Recommendation

Clean, polish, and monitor, as necessary.

BOARDING SWIM LADDER

A folding telescoping stainless steel boarding ladder with hinged hatch cover was installed at the starboard swim platform. The boarding swim ladder was inspected and found to function as intended.

VESSEL LIST

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

MOISTURE COMMENTS

An FM Wave type moisture meter (Protimeter) 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. There did not appear to be any significantly elevated conductivity readings (possible moisture intrusion or other conductive material) around the hull, deck and superstructure penetrations.

Deck Arrangement

DECK MATERIAL

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

DECKING OVERLAY

EVA foam traction in the cockpit. Found adequate.

PHENOLIC TESTING

A phenolic hammer percussion sounding was performed on the accessible areas of the deck and superstructure with no abnormalities noted.

TOE-RAILS

Molded fiberglass toe-rails were part of the bow deck's layup, and white plastic composite toe-rails along the side decks. The toe-rails were found secure.

RUB-RAILS

Black plastic composite compression rail with stainless steel striker strip. Found secure. No gaps/separation or damage to the rub-rail's sealants or damage to the rub-rail or missing striker screws were sighted.

HULL-TO-DECK JOINT TYPE

Reportedly, an overlapping 'shoe box' type joint. Structurally sound, where sighted.

Superstructure Arrangement

SUPERSTRUCTURE MATERIAL

Reportedly, sandwich cored FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were molded seamlessly with no joint. Structurally sound, where sighted.

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

BOATHOOK

Aluminum boathook observed onboard. Appeared serviceable.

BBQ GRILL

Magma Catalina II transom-mounted LPG grill. Not demonstrated.

BOARDING STAIRS/BOARDING LADDER

Each side, side deck/superstructure ladder step mounting hardware and one (1) ladder step for access to the cabin top. Found secure.

BOW RAILING

1.25" stainless steel bow railings ran around the forward perimeter of the vessel to either side of the forward superstructure. The railing mounts were found to be secure.

HANDRAILS

Stainless steel handrails were fitted at convenient locations of the vessel. The handrails were found to be secure.

CABIN VENTILATION

Provided by the foredeck hatches, the opening portlights/portholes, the cabin-top hatches, the cabin helm sliding door and the aft cabin door.

GENERAL CAULKING/SEALANT CONDITION

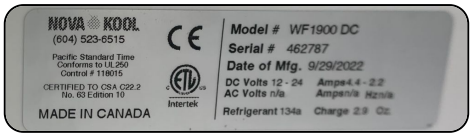
No significant weathering was observed on the vessel's exterior caulking sealants.

CLEATS

Cleats throughout the vessel were stainless steel horn type. The cleats were found to be secure.

COCKPIT/AFT DECK EQUIPMENT

The cockpit included a table, a sink at the helm (demonstrated), port Nova Kool refrigerator (demonstrated), and aft Magma stainless steel propane grill (required test/prove).



Finding C-2

The cockpit table surface was very slightly weathered.

Recommendation

Recommend refinishing the table to protect the wood from UV damage.

EXTERIOR COVERS

Brown Sunbrella type fabric cockpit table and chair covers and cockpit throttle/shift lever cover. Found secure.

DECK HATCHES

Forward stateroom escape hatch with screen, head hatch with screen, four (4) cabin opening hatches with screens, and three (3) opening hatches at the cockpit hard top. The hatches were operational and fit for use with no significant UV crazing in the hatch glass.

EXTERIOR DECK ACCESS HATCHES

Cored fiberglass deck hatches and Lenco electro-hydraulic engine compartment hatch. All deck access hatches were clear and operational at the time of survey.

DECK DRAINAGE

Self-bailing deck drains in the cockpit and in the helm sliding door-well were plumbed overboard at the transom. The drains were clear and unobstructed where sighted.

DEFROST FANS

Two (2) windshield defrosting fans. Powered up.

EXTERIOR LIGHTING

All exterior lights illuminated when tested.

EXTERIOR SHOWER

Hot/cold shower in the starboard aft cockpit. Demonstrated.

EXTERIOR DOORS

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

EXTERIOR SEATING

Cockpit bench seating (FRP molded and hinged/folding) aft and either side. No tears or staining was observed on the cushions.
Foredeck seating (FRP molded) with removable table/storage underneath seating.

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.

FENDERS

Various fenders were observed onboard. Appeared fit for intended use.

GENERAL EXTERIOR SOFTGOODS CONDITION

The vessel's exterior softgoods were clean and well maintained where sighted.

GENERAL HARDWARE CONDITION

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

KICKER MOTOR MOUNT

Sea-Dog transom railing mounted Edson motor mount. Found secure.

LINE CHOCKS

Stainless steel bow line guide chocks. The chocks were found to be secure.

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.

PORTHOLES/PORTLIGHTS

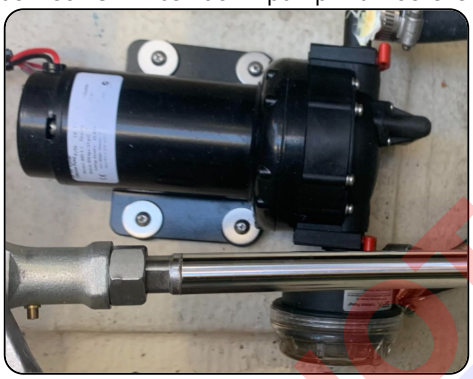
Two (2) stainless steel-framed portholes either side of the main cabin. Two (2) portlights in the quarter-berth. The porthole/portlight gaskets and dogs were inspected and no glass crazing was sighted. The portlights/portholes were operational and fit for use.

TRAILER U-BOLT

Stainless steel lower bow towing bolt. Found secure.

EXTERIOR WASHDOWNS

Johnson SPX wash down pump with rocker switch at centerline/port transom. Demonstrated.



WINDOWS

Tinted and tempered, fixed and sliding windows. The vessel's windows were well fit with no chips or cracks observed.

WATERTIGHT DOORS

Aft cabin hinged door and starboard cabin sliding door. The door gaskets appeared to seal effectively when closed.

WINDSHIELD

Four (4) Diamond Tempered dsg 6mm windows with four (4) Roca wipers. Demonstrated.

Ground Tackle

ANCHORS

22lb. galvanized Claw anchor. The anchor was ready to deploy but its shackle bolt was not properly secured with safety wire (seizing wire) to prevent accidental anchor loss.

Finding B-1

The anchor-to-chain shackle's securing bolt was not safety wired.

Recommendation

Properly install safety wiring (seizing wire) to prevent accidental anchor loss, as necessary.

ANCHOR RODE TYPE

Approximately 50' 8mm galvanized chain and 200' stranded nylon line. No significant corrosion had developed on the anchor rode where sighted. It was securely fastened and ready for use at the time of survey.

ANCHOR WINDLASS

Lewmar Pro-Series 1000 with bow foot pedal controls (demonstrated) and helm control (demonstrated).
SN 5722309056.
70A windlass breaker behind helm console.

ANCHOR PLATFORM

Stainless steel fairlead anchor roller chute. The anchor fairlead chute and its associated hardware were inspected, the rollers moved freely and all components were found to function as intended when briefly tested.

Tender/Auxiliary Watercraft

TENDER/WATERCRAFT

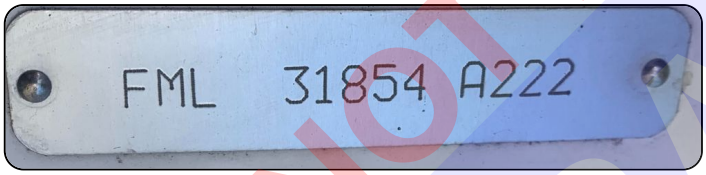
Fluid Motion Inflatable.

MODEL YEAR

2022 (per Hull Identification Number).

HIN (HULL IDENTIFICATION NUMBER)

FMLXXXXXXXX



ENGINE MODEL

Epropulsion Spirit 1.0 Plus. Not demonstrated.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

One (1) 18" 4-bladed bronze propeller. No data stamps sighted. No cavitation erosion, dents, or damage were sighted on the propeller blades and roots. There was no excessive play between the propeller hub and shaft.

PROPELLER SHAFTS

1 1/2" inch diameter stainless steel. The shaft tracked straight through the shaft log transit and no pitting or corrosion was sighted on the shaft.

PROPELLER SHAFT LOGS

The shaft logs was fiberglass with bronze shaft log bearings. Alignment at the shaft log transit was inspected with no exceptions observed.

RUDDER MATERIAL

Bronze.

RUDDER MOUNTING

Bronze exterior rudder assemblies mounted to transom. Found secure.

TRIM TAB SYSTEM

Lenco Marine 12 volt electric trim tabs. Demonstrated.

THRUSTERS

Sleipner Side Power 5-bladed bow & stern thrusters. The bow and stern thruster's external components and propeller blades were inspected without exception.

Note: The bow thruster blade root body was slightly loose to the touch at the haul-out but was tightened appropriately during the survey.

HULL SEA-STRAINERS

The hull bottom mounted sea-strainer was 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.

BELOW WATERLINE THROUGH-HULLS

Bronze hull bottom through-hull fittings. The below waterline intake/discharge through-hulls were visually inspected and all appeared well fit and functional.

SACRIFICIAL ANODES

The underwater zinc anodes were newly installed at the time of survey haul-out.

ANTIFOULING PAINT

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.

GELCOAT COMMENTS

The gelcoat was inspected and no chipping, cracking, or damage was sighted.

HULL INSPECTION COMMENTS

Minor rust staining was observed around the port swim step dinghy mounting hardware washers.

Swim step dinghy mounts (below)

Finding B-2

Minor rust staining was observed around the port swim step dinghy mounting hardware washers.

Recommendation

Clean, polish, and monitor often.
At next haul-out, recommend remove dinghy mounting hardware, investigating further, and coating all surfaces with anti-corrosion application.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Volvo Penta D4-320.
D4-3201-G.

ENGINE HORSEPOWER

320 hp.

NUMBER OF CYLINDERS

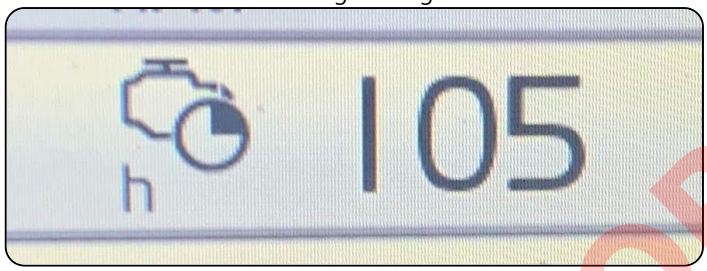
Four (4) in-line configuration.

ENGINE STARTER VOLTAGE RATING

12 volt starting voltage.

ENGINE HOURS

Hours were observed on the engine's digital hour meter.



ENGINE SERIAL NUMBERS

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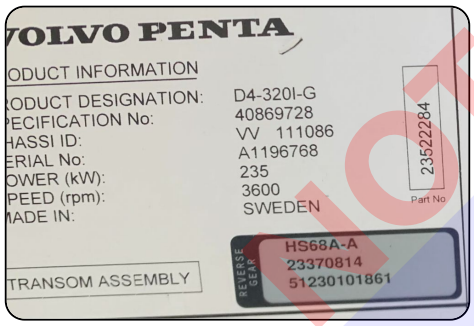
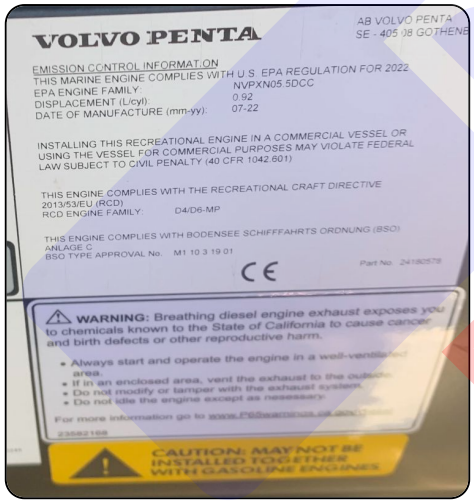
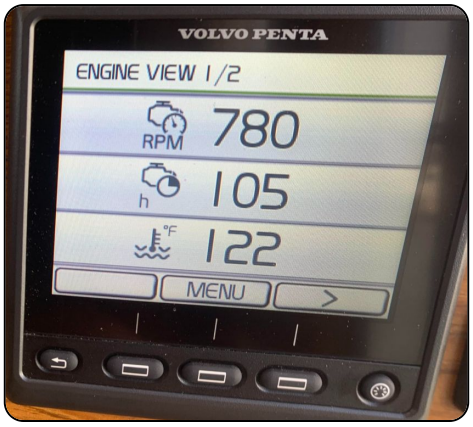


ENGINE LABELS & NOTICES



ENGINE DISPLAYS

Volvo-Penta EVC display. Powered up.



THROTTLE & SHIFT CONTROLS
Volvo Penta EVC (Electronic Vessel Control). Demonstrated.

ENGINE EXHAUST SYSTEM
Raw water cooled exhaust.

ENGINE COOLING SYSTEM TYPE
Closed reservoir type cooling with raw water cooled exhaust.

MAIN ENGINE OIL LEVEL
Normal level was observed on the engine sump dipstick.

ENGINE DRIVE BELTS
The belts appeared properly tensioned and fit for intended use, with no excessive belt dust sighted.

ENGINE SPACE IGNITION PROTECTION
Ignition protection appeared to be provided throughout the engine compartment where sighted.

ENGINE BED MOTOR MOUNTS
Adjustable motor mounts on cored fiberglass longitudinal grid system stringers.

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE
Direct drive.

TRANSMISSIONS/GEARS
Volvo-Penta HS68A-A

GEAR RATIO
2.04 : 1

GEAR SERIAL NUMBERS

XXXXXXXXX

HEAT EXCHANGERS

Raw water heat exchanger.

GEAR FLUID LEVEL

Normal level was observed on the transmission dipstick.

PROPELLER SHAFTS

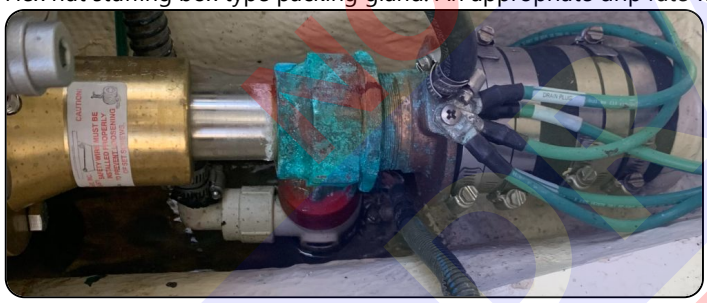
Size: 1 1/2". Material: stainless steel. No pitting or corrosion was observed on the shaft.

PROPELLER SHAFT COUPLERS

Appeared serviceable.

PROPELLER SHAFT PACKING GLANDS

Hex nut stuffing box type packing gland. An appropriate drip rate was observed during the trial run.



Machinery & Bilge Space Equipment

HOSES

Reinforced rubber hose double clamped and well routed and supported where sighted. The hoses appeared serviceable where sighted.

HOSE CLAMPS

The hose clamps appeared serviceable where sighted.

MACHINERY SPACE INSULATION

Aluminized Mylar faced foam thermal and acoustical insulation was installed in the engine room. Found secure.

SEACOCKS/SEA-VALVES

The valves moved freely when tested.

RAW WATER STRAINERS

Plastic with sight glass and underwater scoop strainer. Found clean and free of marine debris.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL
Crosslinked polyethylene.

NUMBER OF FUEL TANKS
One (1)

FUEL TANKAGE CAPACITY
180 gallons (per data tag).

FUEL LEVEL MONITORING
Digital fuel gauges were interfaced with the multi-functional navigation displays.

FUEL TANK MANUFACTURER LABELING


FUEL TANKAGE SECURING
The fuel tankage appeared to be adequately secured where sighted.

FUEL TANKAGE LOCATION
Centerline in the amidships bilge.

FUEL FILL LOCATION
Starboard aft side deck.

FUEL FILL MARKING
The deck fuel fill fitting was clearly marked "Diesel."

FUEL TANK VENTILATION
Starboard hull side below the fuel fill.

FUEL FILL HOSE/PIPE
USCG Approved Type A2 fuel hoses where sighted.

FUEL LINES/HOSES
USCG Approved Type A1 fuel lines/hoses where sighted.

MAIN ENGINE PRIMARY FUEL FILTERS
Volvo Penta fuel filter/water separator.
Model 877763

MAIN ENGINE SECONDARY FUEL FILTERS
Volvo Penta secondary fuel filter.
Model 24161304.

FUEL FILTER CONDITION
The main engine's primary fuel filter condition was unknown due to enclosed filter design.

STEERING SYSTEMS

STEERING SYSTEM TYPE
Hydraulic power steering.

STEERING SYSTEM MANUFACTURER

Ultraflex.

NUMBER OF STEERING STATIONS

Two (2)

STEERING HOSES/LINES

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

STEERING SYSTEM ACTUATORS

No hydraulic fluid leaks were observed.

STEERING SYSTEM MOUNTING

The steering ram was well secured with no lateral movement observed during the steering test.

UPPER RUDDER BEARINGS & RUDDER SUPPORT

The upper rudder bearing was well secured where sighted.

THRUSTERS

Sleipner Side-Power SE40/125S2 hydraulic bow & stern thrusters with remote control. Demonstrated.

Bow thruster

Stern thruster

LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions.

VESSEL LOADS

Reportedly, approximately 50% fuel load, 50% water load, low/medium gear load and four people onboard.

ENGINE STARTUP

The engine started without excessive cranking or excessive exhaust smoke, and no fuel sheen was observed in the water.

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 controls were operated at both helm stations without exception.
See Autopilot Notes.

STEERING TEST

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

ENGINE PERFORMANCE

Recorded engine performance and average speed:

3 knots @ 800 RPM.
6 knots @ 1400 RPM.
8 knots @ 1800 RPM.
9 knots @ 2170 RPM.
10 knots @ 2440 RPM.
16 knots @ 3070 RPM.
20 knots @ 3460 RPM.
22 knots @ 3710 RPM (wide open throttle).

CONSIDERATIONS

Several variables affect vessel speeds and engine RPM (vessel trim, weight/load, running gear and wetted hull surface conditions, air, fuel and cooling water restrictions, atmospheric conditions, sea conditions, current, wind speed, depth, etc.).

ELECTRONICS & NAVIGATION EQUIPMENT

AUTOPILOT

Garmin GHC-20/Reactor 40 Autopilot and Garmin Reactor remote control.
See Note.

Finding A-1

The shadow drive appeared to malfunction during the trial run, causing a momentary steering failure that did not allow the helm to be turned over to port.

Recommendation

Investigate further/trace, and service, repair or replace and test/prove, as necessary.

COMPASSES

Ritchie 3" magnetic compass. Appeared adequate.

GPS CHARTPLOTTER

Garmin GPSmap 8616XSV GPS/chartplotter.
SN 7C&008377.
Garmin GMR18XHD
SN 3420481209
Reactor 40
SN 3331503348
Virtual NMEA2000 1.0
SN 3435916803

VHF RADIOS

ICOM IC-M510 VHF radio. Transmitted/received radio check signals.

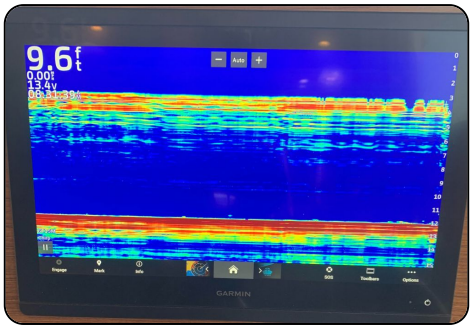
ANTENNAS

Shakespeare RL series 51010 VHF antennas. The antennas appeared to be well mounted. Sighted from deck level only.

MARINE RADAR

Garmin xHD radar dome.

DEPTH DISPLAY



ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

House: Four (4) Universal AGM 12V batteries.

Start: two (2) AGM batteries (not readily accessible for inspection).

BATTERY SWITCHES

Five (5) On/Off switches: Bow thruster, Stern thruster, Engine, House, Inverter.

BATTERY PARALLEL SWITCHING

A battery parallel switch was installed under the cockpit helm station.

DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers were located in the main cabin electrical panel.

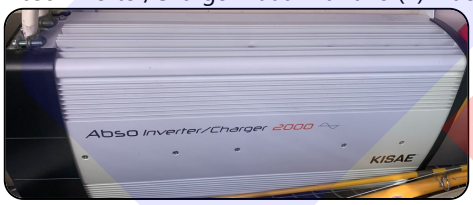
Note: the "Head LTS" rocker switch fell off when tested, but appeared to be secure after placing back on panel. Monitor frequently.

DC ELECTRICAL SYSTEM MONITORS

Analog DC voltage gauge was located in the main DC electrical panel. Powered up.

BATTERY CHARGERS

Abso Inverter/Charger 2000 with two (2) Blue Sea Systems SI-ACR's (Automatic Charging Relay).

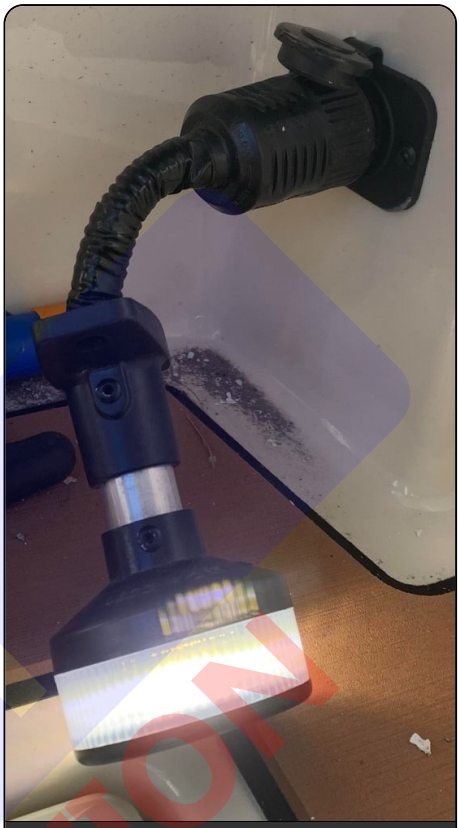


DC POWER OUTLETS

12 volt outlet at the helm, stateroom, and under dinette (tested with 12.8 volts).

Two (2) downrigger outlets either side of the cockpit. Powered up.

Cockpit downrigger outlet



Cockpit downrigger outlet

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 @ 60Hz.

AC SHORE POWER INLETS

One (1) Hubbell 30A 125V inlet.

MAIN AC SHORE POWER BREAKERS

The main AC breaker was located in the main cabin electrical panel.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers were located in the main cabin AC electrical panel.

AC ELECTRICAL SYSTEM MONITORS

Analog AC voltage and amperage gauges were located in the cabin AC electrical panel. Powered up.
A red reverse polarity indicator light was observed at the main AC electrical panel.

GALVANIC ISOLATION SYSTEM (ABYC A-28)

ProMariner ProSafe FS30 Fail-Safe 30 amp. galvanic isolator.

AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located. GFCI outlets tripped at their test buttons where sighted.

AC ELECTRICAL OUTLET POLARITY

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

GENERATORS/AUXILIARY POWER

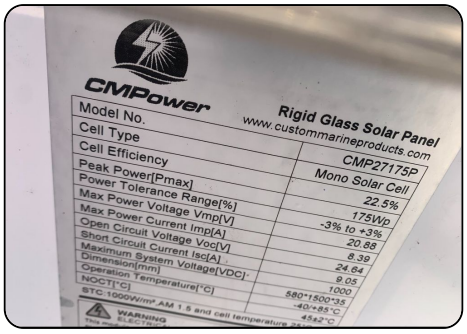
Inverters & Other Auxiliary Power

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

Kisae Abso Sinewave Inverter-charger. Powered up.

SOLAR POWER SYSTEM

Two (2) rigid glass CMPower solar panels with Epever MPPT dual battery solar charge controller. Powered up.



WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL
Polyethylene.

NUMBER OF FRESHWATER TANKS
One (1).

WATER TANKAGE CAPACITY
60 gallons (per manufacturer's specifications)

WATER TANKAGE SECURING
The water tankage was framed in where sighted.

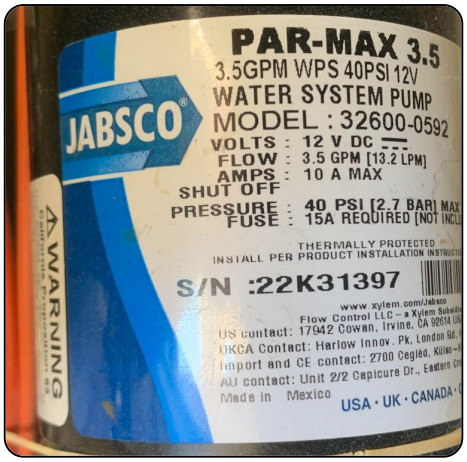
WATER TANKAGE LOCATION
Centerline bilge.

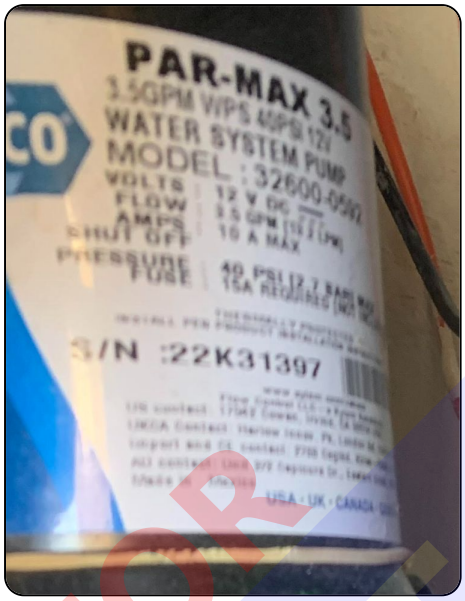
WATER FILL LOCATION
Starboard amidships/aft side deck.

WATER FILL MARKING
Properly marked for water.

FRESHWATER TANKAGE VENTILATION
Outboard hull side.

FRESHWATER PUMPS
Two (2) 12 VDC Jabsco Par-Maz 3.5 gpm. Demonstrated.





FRESHWATER FILTRATION

An inline strainer was located at the freshwater pump. Monitor and clean often.

The freshwater TDS (Total Dissolved Solids) at the galley sink spigot was tested at 27 PPM (Parts Per Million).

The World Health Organization recommends that drinking water with TDS below 300 ppm is desirable, under 500 ppm is acceptable, and above 1000 is not safe for human consumption.

Appeared adequate.

FRESHWATER PIPE/HOSE PLUMBING

Red and blue plastic PEX type (cross-linked polyethylene) tubing and rubber hoses. No leaks were observed at the freshwater system's hose/pipe connections.

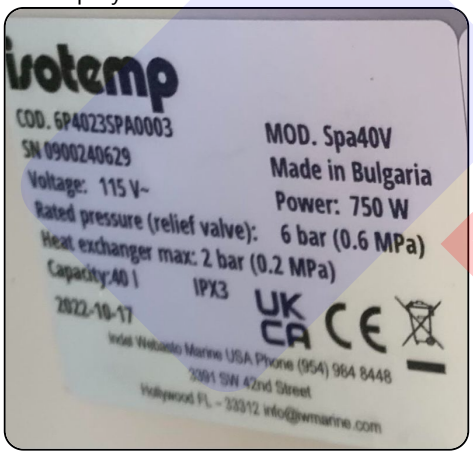
WATER LEVEL MONITORING

Analog gauge in galley. Powered up.

Hot Water System

WATER HEATER

IsoTemp by Indel Marine water heater.



WATER HEATER TYPE

Marine grade 115 volt.

WATER HEATER CAPACITY
11 gallons.

WATER HEATER PRESSURE RELIEF VALVE
Relief valve installed at the tank.

WATER HEATER HEAT EXCHANGER SYSTEM
Engine mounted heat exchanger.

Blackwater System

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)
Type III MSD waste system (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

BLACKWATER TANKAGE
40 gallons.

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

BLACKWATER SYSTEM DISCHARGE
Y-valve with 12 VDC Xylem macerator and starboard midship side deck pump-out fitting.

Greywater System

GREYWATER DISCHARGE SYSTEM
12 volt greywater Rule shower sump pump with automatic discharge (required test/prove).
The sinks discharge directly overboard.

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

CABIN APPOINTMENTS

Interior

ACCOMMODATION ARRANGEMENT
Forward stateroom, convertible dinette, and port quarter-berth.

HEAD ARRANGEMENT
12V Tecma Compass Premium Plus and day head.

SHOWER ARRANGEMENT
Integral shower with removable clear partitions in the head. Demonstrated.

INTERIOR BULKHEADS

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

INTERIOR CABINETRY & TRIM

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 DOORS

The interior doors and cabin companionway sliding hatch opened/closed suitably during the survey.

INTERIOR JOINER WORK COMMENTS

The interior joiner work was well fit where sighted.

FLOORING

Teak & holly cabin sole.

CABIN SOLE FOUNDATION

Gelcoated fiberglass cabin sole liner.

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.

WATER INTRUSION COMMENTS

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

INTERIOR MIRRORS

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

CEILING HEADLINERS

The interior headliners were generally well-fit with no visible tears and no significant staining.

Interior Systems & Equipment

LIGHTING

All interior lights illuminated when tested.

CABIN HEATING SYSTEM

Webasto diesel heater with SmarTemp Control 3.0.
Heatercraft electric heater.

Audio/Visual Equipment

TELEVISION SYSTEM

Jensen televisions. Demonstrated.

STEREO SYSTEM

Fusion Apollo RA770 receiver with Fusion Apollo amp and Polk audio and Fusion cabin speakers.

SATELLITE TELEVISION SYSTEM

KVH TracVision satellite television system.

Galley Equipment

MICROWAVE OVEN

Zest microwave. Powered up.

Model ZE0712OS.

WINE CHILLER

Koolatron 6-bottle wine chiller. Powered up.

STOVE

Force 10 2-burner LPG stove/oven. The stove's burner elements were individually demonstrated.

GALLEY SINK

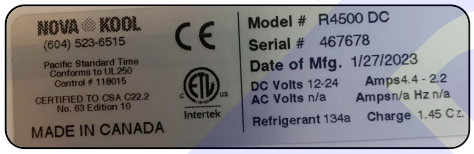
Stainless steel sink with separate basins. The galley sink was properly fit where sighted, the faucet fixture was operational and the sink drained appropriately.

REFRIGERATION

12/24 VDC Nova Kool refrigerator/freezer in the main cabin.

Model R4500 DC

SN 467678



SAFETY EQUIPMENT

Safety Equipment (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Six (6) type III U.S.C.G. approved PFDs.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type IV U.S.C.G. approved throwable device (cushion).

FIRE EXTINGUISHERS (33 CFR 175.310)

Two (2) Kidde Mariner 110 fire extinguishers in the original packaging.

Fire extinguishers should be inspected/serviced annually by qualified service personnel and securely mounted in prominent locations.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were handheld incendiary flares (current dated).

SOUND PRODUCING DEVICES (33 CFR 83)

Dual trumpet 12 volt electric air horn. The horn was briefly 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)

The "Trash Disposal" placard was found properly displayed in the galley.

"CO" WARNING

The Washington State-required Carbon Monoxide (CO) Warning Label was not properly displayed, but sighted onboard with the registration. Properly display CO Warning label.

Auxiliary Safety Equipment

BILGE HIGH WATER ALARMS

One (1) bilge high water alarm with alarm speaker at the helm. Test sounded/illuminated.

E.P.I.R.B.

None sighted. Highly recommended if cruising offshore.

MAN OVERBOARD SYSTEM (MOB)

None sighted. Highly recommended.

CARBON MONOXIDE DETECTORS (ABYC A-24)

Two (2) fireboy Xintex carbon monoxide detectors. Test sounded.

SEARCHLIGHT

Marinco remote-controlled searchlight. Demonstrated.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

Two (2) bilge pumps, one (1) forward electronic float switch.

See Note.

Finding A-2

The forward and aft bilge pumps did not power up when tested from the forward pump's electronic float switch or from flooding the bilge with water to activate the internal floats. They both powered up when tested from the remote/manual switches at the main cabin DC electrical panel.

Recommendation

Investigate further/trace, and service, repair or replace as necessary.

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

Two (2) tanks in the swim step locker.

GAS TANKAGE SPACE VENTILATION

Appeared adequate.

GAS SHUT-OFFS

Shut-off valves were located at the gas tank and an electric gas shut-off solenoid was located in the galley. Demonstrated.

GAS TANKAGE MOUNTING

The tanks were properly secured.

GAS LINES & FITTINGS

Reinforced rubber LP gas lines where sighted.

GAS REGULATOR

A gas regulator was installed inline at the tank.

GAS PRESSURE GAUGE

A gas pressure gauge was installed inline at the tank.

GAS LEAK TEST

Pressure gauge indicated same pressure 5 minutes after turning off main gas valve after pressurizing system with solenoid on, indicating no leaks.

LPG GAS FUME DETECTORS

Xintex gas fume detector with solenoid valve control. Powered up.

GAS SYSTEM COMMENTS (ABYC A-1)

The steel LPG tanks were beginning to develop surface corrosion.

Finding C-3

The steel LPG tanks were beginning to develop surface corrosion.

Recommendation

Recommend cleaning and repainting the tanks to prohibit further corrosion.

The Findings & Recommendations section is only one section of the "XXXXXXXX" 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 **Autopilot**

The shadow drive appeared to malfunction during the trial run, causing a momentary steering failure that did not allow the helm to be turned over to port.

Recommendation

Investigate further/trace, and service, repair or replace and test/prove, as necessary.

Finding A-2 **Electric Bilge Pumping Systems**

The forward and aft bilge pumps did not power up when tested from the forward pump's electronic float switch or from flooding the bilge with water to activate the internal floats. They both powered up when tested from the remote/manual switches at the main cabin DC electrical panel.

Recommendation

Investigate further/trace, and service, repair or replace as necessary.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 **Anchors**

The anchor-to-chain shackle's securing bolt was not safety wired.

Recommendation

Properly install safety wiring (seizing wire) to prevent accidental anchor loss, as necessary.

Finding B-2 **Hull Inspection Comments**

Minor rust staining was observed around the port swim step dinghy mounting hardware washers.

Recommendation

Clean, polish, and monitor often.
At next haul-out, recommend remove dinghy mounting hardware, investigating further, and coating all surfaces with anti-corrosion application.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 **Swim Platform**

Several of the swim steps stanchions had rust staining around their bases.

Recommendation

Clean, polish, and monitor, as necessary.

Finding C-2 **Cockpit/Aft Deck Equipment**

The cockpit table surface was very slightly weathered.

Recommendation

Recommend refinishing the table to protect the wood from UV damage.

Finding C-3 **Gas System Comments (ABYC A-1)**

The steel LPG tanks were beginning to develop surface corrosion.

Recommendation

Recommend cleaning and repainting the tanks to prohibit further corrosion.

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:
Similarly equipped, same, or similar model vessels that have been verified as recently sold on soldboats.com (Yachtworld MLS) were adjusted for differences in model year, length, quality, condition, upgrades/equipment, date of sale, etc.
MARKET ANALYSIS
The comparable sales of vessels analyzed in this Market Analysis were verified through soldboats.com [Yachtworld's Multiple Listing Service (MLS)] data between the years 2020 to 2025. The surveyor determined that the most accurate and recent data reflecting the current market conditions is supplied by the boating industry's brokers/brokerages to the Multiple Listing Service (created by Yachtworld).

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET

SIMILAR VESSEL(S) RECENTLY SOLD

Listed Price:	$329,000	Boat Location:	Anacortes, WA
Year:	2024	Condition:	Used
Make:	Ranger Tugs	Active:	299 Days
Model:	R-31 S	Sold Date:	July 1, 2025
Length:	34 ft	Sale Type:	
Engine:	320 hp Volvo D4	Price Source:	Self-Reported
Name:	Anahata		

Listed Price:	$330,000	Boat Location:	Anacortes, WA
Year:	2022	Condition:	Used
Make:	Ranger Tugs	Active:	79 Days
Model:	R-31-S Northwest Edition	Sold Date:	November 30, 2023
Length:	31 ft	Sale Type:	Retail
Engines:		Price Source:	Self-Reported
Name:			

ADDITIONAL REFERENCES

BUC® Information You Can Trust® Since 1961 — BUCValuPro™ THE PROFESSIONAL'S CHOICE

VAN DER VLIET MARINE SURVEY, LLC
MARK VAN DER VLIET

August 25, 2025

RANGER TUGS, KENT, WA (MIC: FML)
DIV OF FLUID MOTION LLC, SOLARA

Model Year	2023	Hull Material	Fiberglass
Model	RANGER TUG R31 S NWE	Hull Configuration	Semi Vee (Modified Vee)
Length Overall	31'	Draft	
Length On Deck		Beam	10'
Boat Type	Trawler Motor Yacht | Hard Top	Weight	12000 lbs.
Engine Type	Inboard Single 300D Volvo	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	$344,500-$378,500 129th edition.
Fair Market Value Adjusted for Better Condition in the Northern Pacific Coast/Alaska	$425,500-$467,500
Replacement Value	$410,000

All prices in US Dollars.

STATEMENT OF VALUATION/ADJUSTMENTS

Limited data is available for comparison, but the low engines hours are a boost to the subject vessel's overall market performance, putting her slightly above the recently sold R-31 S's.

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:

$355,000 per surveyor's assessment
Three Hundred Fifty-Five Thousand 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:

$410,000 per BUCValuPro™
Four Hundred Ten Thousand US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "XXXXXXXX", 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 21, 2025. 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.

Cpt. Mark Van der Vliet, Sams SA, ABYC SA

Signed and submitted on: August 24, 2025

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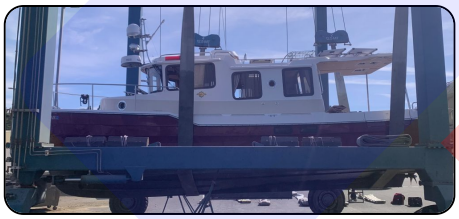


Cockpit helm

Main cabin from aft door

Main cabin from forward companionway

Main cabin helm

Dinette

Forward stateroom

Head

Port quarter-berth