VdV Marine Survey

"XXXXXXXX"

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Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXXXXX"

2021 35' Sea Ray 350 SLX

Conducted By
Cpt. Mark Van der Vliet

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

Prepared For

XXXXXXXXX

Date Of Survey: October 14, 2025
Report Submitted On: October 16, 2025

SOCIETY OF ACCREDITED MARINE SURVEYORS, SA #299
American Boat and Yacht Council Standards Advisor

INTRODUCTION

Purpose & Scope

Acting at the request of XXXXXXXXX, Mark Van der Vliet did attend onboard the 2021 35' Sea Ray 350 SLX "XXXXXXXX" on October 14, 2025 to conduct a Pre-Purchase marine survey.

59F, sunny, wind light and variable. The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number SERVXXXXH021 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

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) be inspected by their respective manufacturer's certified technician to determine their condition.

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-3000
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on October 14, 2025 from 9:00am - 3pm.
LOCATION OF SURVEY INSPECTION	Union Marine, Lake Union, Seattle, WA.
LOCATION OF BOTTOM INSPECTION	Union Marine Boatyard, Lake Union, Seattle, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client(s) XXXXXXXXX, the sales broker XXXXXX from XXXX Marine.

General Vessel Information

VESSEL BUILDER	Sea Ray Boats Inc.
HIN (HULL IDENTIFICATION NUMBER)	SERVXXXXH021

MODEL YEAR	2021 (per Hull Identification Number)
YEAR BUILT	2020 (per Hull Identification Number)
HULL NUMBER	SLXXXXXXXXXX (per Hull Identification Number)

STATE REGISTRATION NUMBER	WN XXXX SY (the affixed decal was current).

VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	34' 7" (per owner's manual)
BEAM	10' 6" (per owner's manual)
DRAFT	3' (per owner's manual)
OVERHEAD CLEARANCE	10'4" (per owner's manual)
WEIGHT	14,234 lb. Dry (per owner's manual)
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

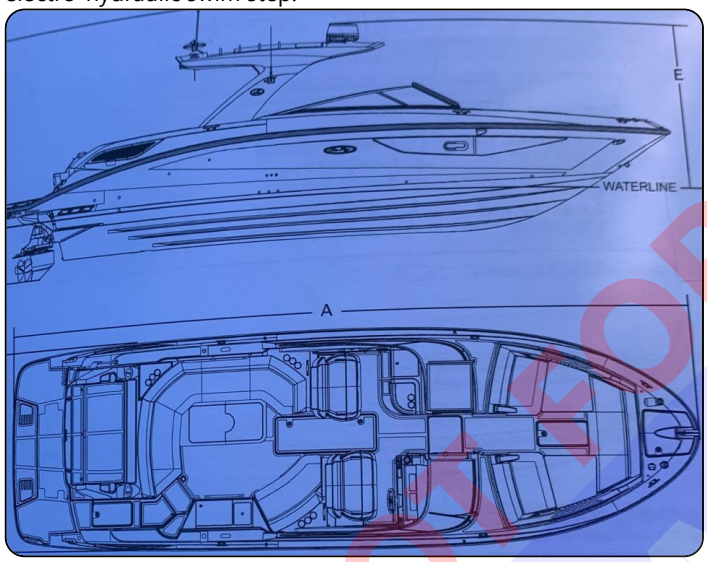
Rating & Valuation Summary

VESSEL OVERALL RATING	**ABOVE AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$349,500 per BUCValuPro™**
ESTIMATED REPLACEMENT COST	**$391,000 per BUCValuPro™**

VESSEL LAYOUT

LAYOUT OVERVIEW

The open bow with seating and storage all around leads aft through a gate and walk-through centerline windshield to the cockpit. The cockpit has a starboard helm station and port enclosed berth followed by crew seating. The aft cockpit has a port L-shaped settee with dinette and starboard galley. A starboard aft step leads up and aft through the transom gate to a convertible transom deck that opens into reverse lounge seating overlooking the swim platform. There is a swim ladder to starboard and a centerline electro-hydraulic swim step.



VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Modified Deep-V planing.

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

Charcoal grey gelcoated hull with red boot stripe and white gelcoat above rub-rails.

GENERAL EXTERIOR CONDITION

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

TRANSOM

Convertible transom deck reverse lounge seating. The starboard transom gate moved freely and was able to be secured in the open and closed positions.

BULKHEADS

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

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by sandwich cored fiberglass longitudinal stringers and athwartships transversals. A complete inspection was not possible due to limited access.

BILGES

A coated surface was used in the bilges.

GENERAL BILGE CONDITION

The bilges required drying and general cleaning/detailing. See Note.

Finding B-1

Minor water accumulation was observed in the bilges. Water was observed leaking out of the AC raw water strainer when the sea valve was opened during the survey. The strainer was removed, gasket reset, and tightened, resulting in no leaking observed when sea valve was opened again.

Recommendation

Dry and clean the bilges, monitor for water ingress, and address as necessary.

SEA VALVES

The bronze below waterline intake/discharge through-hull was visually inspected, appeared well fit, and the valve operated when tested.

CHAIN LOCKER DRAINAGE

Overboard at the port & starboard lower bow. Found clear of debris and appeared adequate.

BILGE LIMBER HOLES

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

SWIM PLATFORM

Sandwich cored fiberglass swim platform with Teak overlay and electro-hydraulic swim step. Demonstrated.

BOARDING SWIM LADDER

A telescoping, 1" stainless steel tubing, four (4) rung boarding ladder with stainless steel hand-rail was installed at the starboard side aft swim platform. The handrail was found secure.

VESSEL LIST

The vessel did not have any significant listing during the survey.
Note: the waterline residue mark was observed to be approximately 1" higher on the starboard side.

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 I/O transom 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 teak overlay.

TOE-RAILS

Molded fiberglass toe-rails were part of the deck's layup. The toe-rails were found secure.

RUB-RAILS

High density rubber 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.
See Note.

Finding C-1

Minor lifting at either side of the swim step was observed.

Recommendation

No action is required at time of survey. Recommend tightening the fasteners to eliminate rub-rail ends' sharp edges.

HULL-TO-DECK JOINT TYPE

Overlapping 'shoe box' type joint. Structurally sound, where sighted.

Bridge Arrangement

HARD-TOP

Fiberglass sport spoiler with retracting sun-roof, fixed windows, and black Sunbrella-type fabric curtains/windows. Sun-roof demonstrated.

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

HANDRAILS

1" stainless steel swim ladder grab rail and cockpit grab rails. The handrails were found to be secure.

CABIN VENTILATION

A 12VDC head fan was demonstrated.

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

Kenyon 2-burnber electric stove (with Demonstrated safety cut-off switch), bar sink (demonstrated), and refrigerator/freezer. There are two (2) igloo coolers stowed in designated lockers.

Stove

EXTERIOR COVERS

Black Sunbrella type fabric bow cover. Found secure.

EXTERIOR DECK ACCESS HATCHES

FRP deck hatches and electro-hydraulic engine cover hatch. All deck access hatches were clear and operational at the time of survey.

DECK DRAINAGE

Two (2) aft cockpit deck drains. The drains were clear and unobstructed where sighted.

EXTERIOR LIGHTING

All exterior lights illuminated when tested.

EXTERIOR SHOWER

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

EXTERIOR DOORS

The cabin doors/hatches were found operational and fit for intended use.

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 in excellent condition.

GENERAL HARDWARE CONDITION

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

INSPECTION PLATES

Plastic opening inspection plates. Found operational and 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) portlights, one (1) either side. The portlight gaskets and dogs were inspected and no glass crazing was sighted. The portlights were operational and fit for use.

SUNSHADES

Elecro-hydraulic aft cockpit stainless-steel tubular retractable sunshade with black Sunbrella-type fabric. Demonstrated.

EXTERIOR WASHDOWNS

Chain locker washdown. Demonstrated.

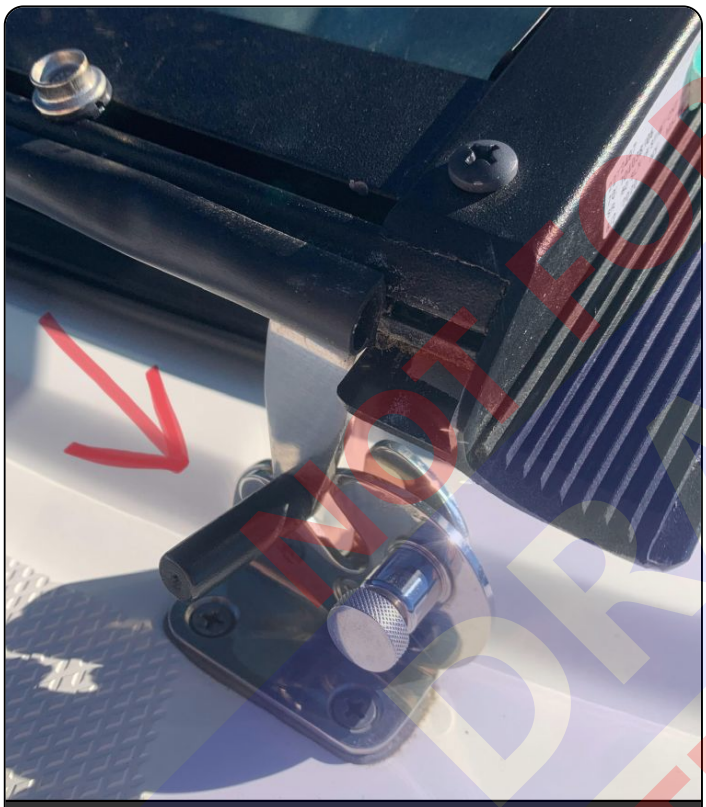
WINDOWS

The vessel's windows were well fit with no chips or cracks observed.

WINDSHIELD

Taylor Made tinted and tempered glass wrap-around windshield with centerline walkthrough. The wipers were demonstrated. No chips, cracks or crazing sighted.

See Note.



Windshield latch

Finding B-2

The centerline walk-through windshield's open-position securing fastener appeared bent and could not be secured in the latch.

Recommendation

Repair or replace, as necessary.

Ground Tackle

ANCHORS

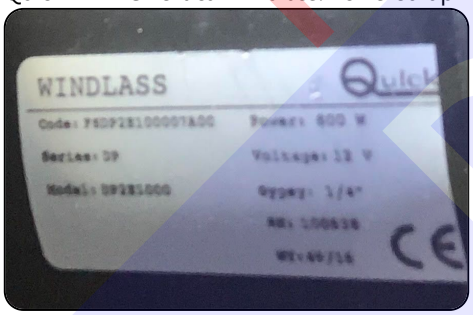
Stainless steel ULTRA 22 lb. plow anchor. The anchor was ready to deploy and its swivel was properly secure.

ANCHOR RODE TYPE

Approximately 75' of 8mm Galvanized chain and approximately 100' of braided 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

Quick 12VDC vertical windlass. Powered up from helm and bow remote, except where noted.



Finding A-1

The windlass down controls did not power up when tested from the helm or bow switches.

Recommendation

Investigate further, and address as necessary.

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.

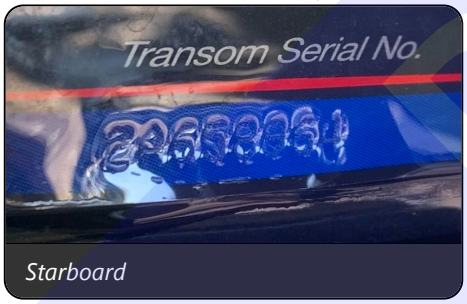
UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

Stainless steel duo-props.
Port: Aft: 13.5 X 28P RH / Fore: 15.0 X 28P LH.
Starboard: Aft: 13.5 X 28P RH / Fore: 15.0 X 28P LH.
No cavitation erosion, dents, or damage were sighted on the propeller blades and roots. There was no excessive play between the propeller hubs.

OUTDRIVES

Twin, Mercruiser SeaCore Bravo Three outdrives.
S/N: Port: 2A657269 / Starboard: 2A658864

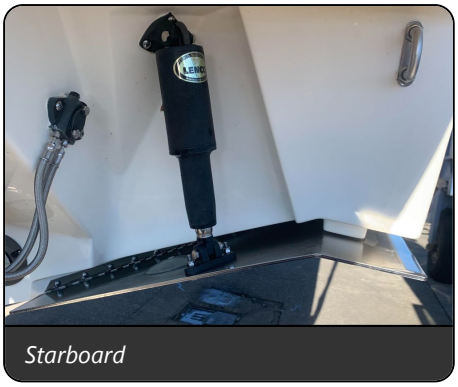


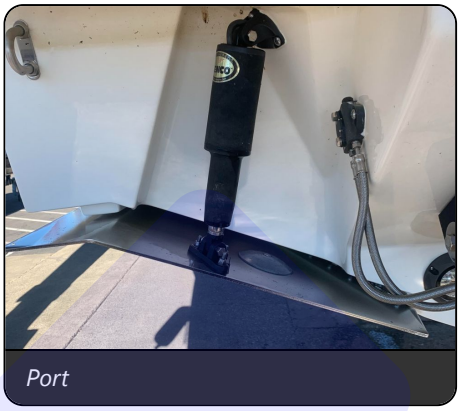
Starboard

Port

TRIM TAB SYSTEM

Lenco Marine 12 volt electric trim tabs with level indicator gauges. No damage, pitting, or corrosion was observed on the trim tabs. Demonstrated.


Starboard

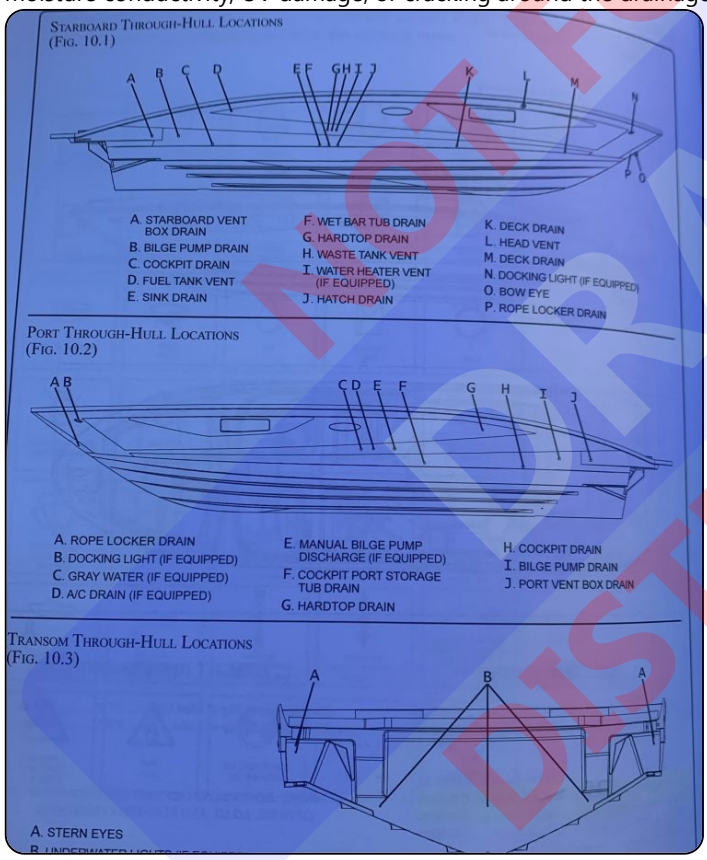

Port

HULL SEA-STRAINERS

The hull bottom mounted sea-strainer was serviceable.

DRAINAGE THROUGH-HULLS

Marelon plastic composite hull side discharge through-hulls with stainless steel caps. No abnormal/soft percussion soundings, moisture conductivity, UV damage, or cracking around the drainage through-hull fittings was observed.


STARBOARD THROUGH-HULL LOCATIONS
(FIG. 10.1)

A. STARBOARD VENT BOX DRAIN
B. BILGE PUMP DRAIN
C. COCKPIT DRAIN
D. FUEL TANK VENT
E. SINK DRAIN
F. WET BAR TUB DRAIN
G. HARDTOP DRAIN
H. WASTE TANK VENT
I. WATER HEATER VENT (IF EQUIPPED)
J. HATCH DRAIN
K. DECK DRAIN
L. HEAD VENT
M. DECK DRAIN
N. DOCKING LIGHT (IF EQUIPPED)
O. BOW EYE
P. ROPE LOCKER DRAIN

PORT THROUGH-HULL LOCATIONS
(FIG. 10.2)

A. ROPE LOCKER DRAIN
B. DOCKING LIGHT (IF EQUIPPED)
C. GRAY WATER (IF EQUIPPED)
D. A/C DRAIN (IF EQUIPPED)
E. MANUAL BILGE PUMP DISCHARGE (IF EQUIPPED)
F. COCKPIT PORT STORAGE TUB DRAIN
G. HARDTOP DRAIN
H. COCKPIT DRAIN
I. BILGE PUMP DRAIN
J. PORT VENT BOX DRAIN

TRANSOM THROUGH-HULL LOCATIONS
(FIG. 10.3)

A. STERN EYES

BELOW WATERLINE THROUGH-HULLS

One (1) bronze hull bottom through-hull fitting. The below waterline intake fitting was visually inspected and appeared well fit and functional.

DRAIN PLUG

Brass threaded drain plug at stern garboard. Found secure.

SACRIFICIAL ANODES

The underwater zinc anodes were wasting but appeared to be not yet 20% wasted.

HULL SKEGS

Both outdrive skegs were sighted with very minor corrosion.

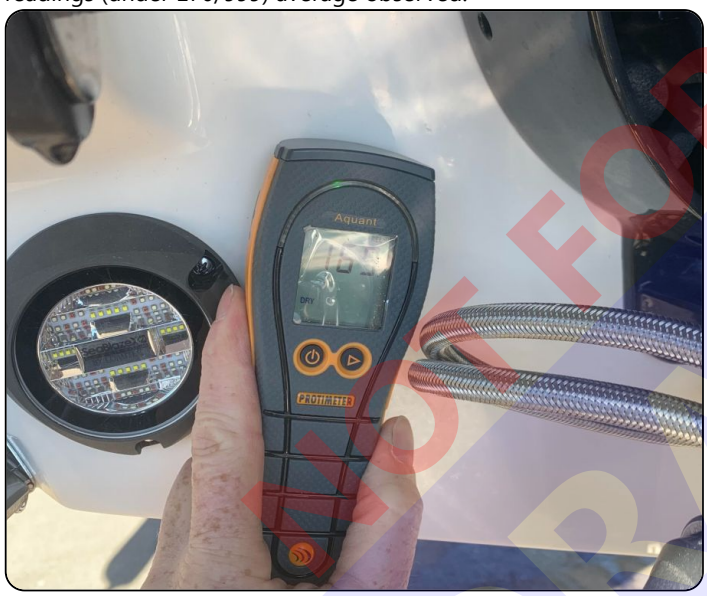
OSMOTIC HULL BLISTERS

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.

A Protimeter FM wave moisture meter was used at various places around the below-waterline and outdrive areas with no elevated readings (under 170/999) average observed.



HULL INSPECTION COMMENTS

Inspection of the hull's surface was partially hindered due to the vessel's position on the travel-lift straps. Unexposed areas precluded inspection.

CONSIDERATIONS

Minor gelcoat scuffing was observed on the port side below the rub-rail.

Finding C-2

Minor gelcoat scuffing was observed on the port side below the rub-rail.

Recommendation

Buff the scuffs out, as necessary.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

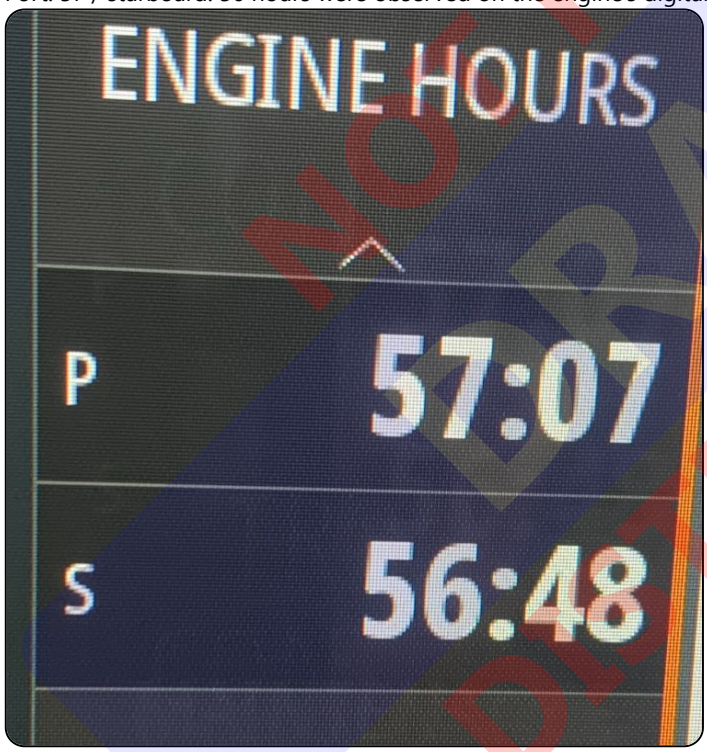
Twin Mercury Mercruiser 8.2 MAG SeaCores.

ENGINE HORSEPOWER

760hp (380hp each, per broker's listing).

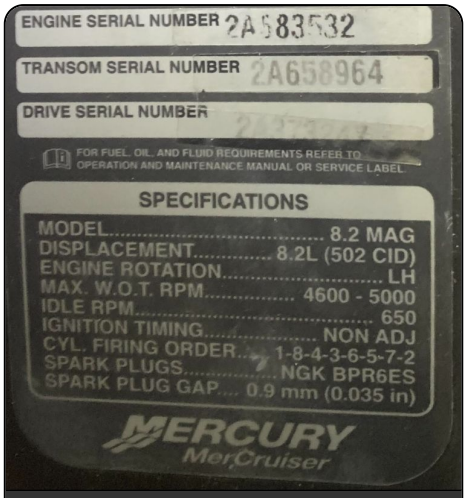
ENGINE HOURS

Port: 57 / starboard: 56 hours were observed on the engine's digital service hour meters.

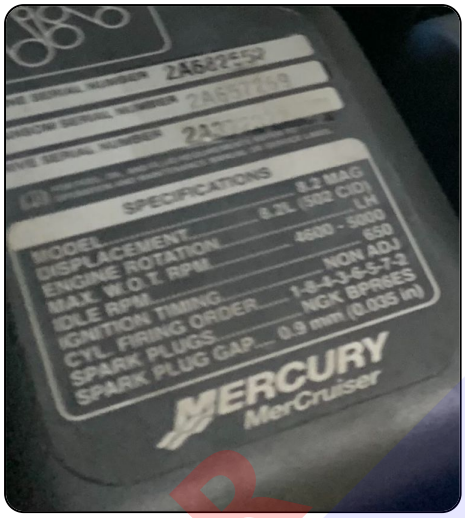


ENGINE SERIAL NUMBERS

Port: 2A682652 / starboard: 2A583532.

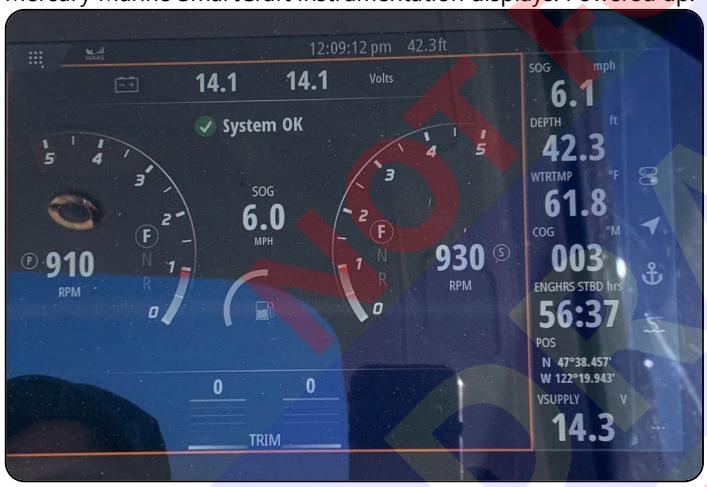


Starboard



ENGINE DISPLAYS

Mercury Marine SmartCraft instrumentation displays. Powered up.



THROTTLE & SHIFT CONTROLS

Cummins Marine SmartCraft electronic throttle & shift controls. Demonstrated.

ENGINE DRIVE BELTS

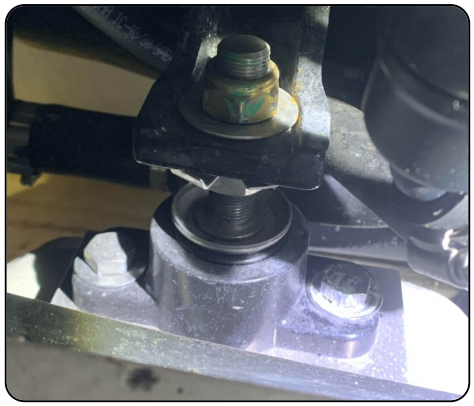
The belts appeared properly tensioned and fit for intended use, with no excessive belt dust sighted.

EMERGENCY ENGINE SHUTDOWN

Engine shutdown pull clip with lanyard system was located at the helm ignition.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on aluminum longitudinal engine bed stringer tables. Appeared serviceable.



Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

Inboard/outboard sterndrive.

Machinery & Bilge Space Equipment

ENGINE ROOM AIR BLOWERS

Two (2) 4" In-line blowers. Powered up.

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.

RAW WATER STRAINERS

Plastic with sight glass and underwater scoop strainer.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Gasoline.

FUEL TANK MATERIAL

Crosslinked polyethylene. No obvious fuel tank leakage was observed.

NUMBER OF FUEL TANKS

One (1).

FUEL TANKAGE CAPACITY

173 gallons (per data tag).

FUEL LEVEL MONITORING

Fuel level integrated into the Mercury Marine digital gauge displays. Powered up.

FUEL TANK MANUFACTURER LABELING

FUEL TANKAGE SECURING

The fuel tank was framed in where sighted. The fuel tankage appeared to be adequately secured where sighted.

FUEL TANKAGE LOCATION

Centerline in the forward engine compartment.

FUEL FILL LOCATION

Starboard transom wing.

FUEL FILL MARKING

The deck fuel fill fitting was clearly marked "Gas."

FUEL TANK VENTILATION

Outboard hull side.

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

Electric shut-off valves at tank. Not tested.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Hydraulic with joystick control.

STEERING SYSTEM MANUFACTURER

Mercury Marine.

NUMBER OF STEERING STATIONS

One (1)

STEERING HOSES/LINES

No hydraulic fluid leaks were observed.

LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

A trial run was performed in calm conditions on Lake Union.

VESSEL LOADS

Reportedly, approximately 60% fuel load, 100% water load, low/medium gear load and three people onboard.

ENGINE STARTUP

The engines 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 CONTROL STATION OPERATION

The engine controls were operated at the helm station without exception.

ENGINE PERFORMANCE

Recorded engine performance and average speed:

7 MPH @ 1000 RPM.

10 MPH @ 1300 RPM.

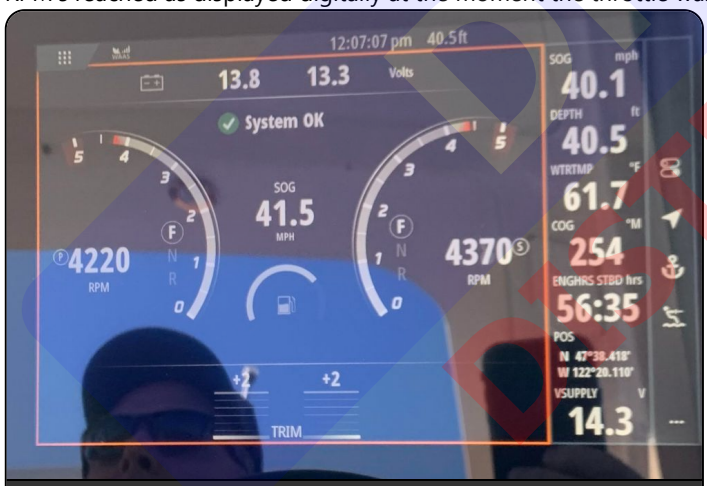
17 MPH @ 2000 RPM.

23 MPH @ 2600 RPM.

36 MPH @ 3500 RPM.

41.5 MPH @ wide open throttle (port: 4220 RPM, starboard: 4370 RPM).

Note: the manufacturer engine maximum revolutions per minute WOT (wide open throttle) RPM on a Mercruiser 8.2L MAG 380hp is 4400-4800. The surveyor requested a trial run on Lake Union at the test course. The short course appeared to not be long enough to get the engines up to manufacturers suggested WOT specification (180+ RPM port, 30+ RPM starboard). The surveyor was taking consecutive photographs rapidly as the throttle was opened and closed, and the photographs may not have captured the full WOT RPM's reached as displayed digitally at the moment the throttle was reduced.



WOT at the Lake Union test course

ELECTRONICS & NAVIGATION EQUIPMENT

GPS CHARTPLOTTER

Dual 12" Simrad displays with Simrad helm remote.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

BATTERIES

House/Inverter: six (6) AGM 12v.
start: two (2) AGM 12v.
Dated 6/20.

BATTERY SWITCHES

Two (2) rotary switches on the cabin DC electrical panel for House/Start. Powered up.
One (1) rotary switch in the engine compartment.

MAIN DC BREAKERS

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

DC ELECTRICAL PANEL BREAKERS/FUSES

Individual DC breakers were located at the helm switches. All DC circuits appeared to be adequately protected by branch or switched breakers.

BATTERY CHARGERS

ProMariner ProNautic 12•40P battery charger with Blue Sea Systems ACR (Automatic Charging Relay).. Powered up.

DC POWER OUTLETS

5 volt USB jacks and 12 volt outlets were located throughout the vessel (tested with 4.93-5.05 volts and tested with 12.8 volts, respectively).

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The wiring appeared to be well supported and secured every 18" (ABYC E-11) where sighted, and conductor connections were made with ring spade or crimp-on connectors, where sighted.

AC Electrical Systems

AC SHORE POWER SYSTEM VOLTAGE

120 volts, 30 amp.

AC SHORE POWER INLETS

One (1) Marinco 30A 125V inlet. No burn marks or corrosion sighted. Appeared serviceable.

AC SHORE POWER CORDS

30 amp. vinyl shore power cord. No burn marks or corrosion sighted, and cord appeared serviceable.

MAIN AC SHORE POWER BREAKERS

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

AC shore power breakers were located under the cockpit settee storage. Tested.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers were located in the AC electrical panel. AC circuits appeared adequately protected by branch breakers.

AC ELECTRICAL SYSTEM MONITORS

Analog AC voltage voltage gauge located in the cabin AC electrical panel. Powered up.
Red reverse polarity indicator lights were observed at the main AC electrical panel.
Digital AC/DC monitor display located in the main AC electrical panel. Powered up.

AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located, with GFCI protection in all wet areas. 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)

Mastervolt CombiMaster 12V/3000W 160A inverter/charger. Powered up.

WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL

Polyethylene.

NUMBER OF FRESHWATER TANKS

One (1)

WATER TANKAGE CAPACITY

30 gallons (per owner's manual).

WATER TANKAGE SECURING

The water tankage was framed in where sighted. The water tank appeared to be well secured where sighted.

WATER TANKAGE LOCATION

Centerline midship.

WATER FILL LOCATION

Starboard transom wing.

WATER FILL MARKING

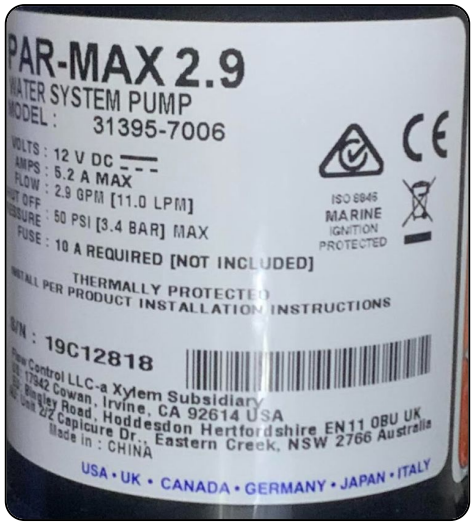
Properly marked for water.

FRESHWATER TANKAGE VENTILATION

Starboard hull side below water fill.

FRESHWATER PUMPS

Jabsco Par-Max 12 volt freshwater pump. Demonstrated. The freshwater system held pressure throughout the survey with no abnormal cycling or water leaks observed.



FRESHWATER FILTRATION

In-line filter.

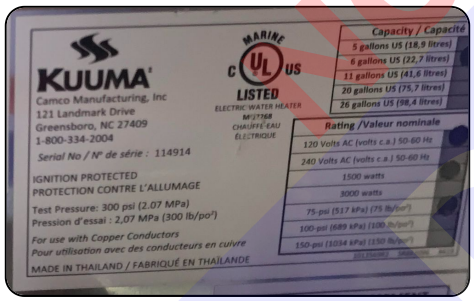
FRESHWATER PIPE/HOSE PLUMBING

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

Hot Water System

WATER HEATER

Kuuma Products water heater.



WATER HEATER TYPE

Marine grade 120 volt.

WATER HEATER CAPACITY

6 gallons.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve installed at the tank.

WATER HEATER HEAT EXCHANGER SYSTEM

Engine mounted heat exchanger.

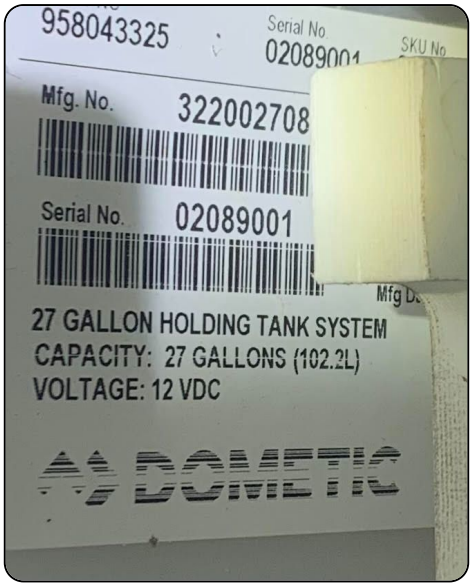
Blackwater System

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

27 gallon (per data tag) polyethylene.



BLACKWATER TANKAGE SECURING

The blackwater tankage appeared to be well secured where sighted.

BLACKWATER TANKAGE VENTILATION

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

BLACKWATER SYSTEM DISCHARGE

Y-valve with port transom wing pump-out fitting.

CABIN APPOINTMENTS

Interior

HEAD ARRANGEMENT

One privacy starboard Dometic Vacu-flush head. Demonstrated.

SHOWER ARRANGEMENT

Integral shower in the head. Demonstrated.

INTERIOR STORAGE

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

Starboard aft locker strut

Finding C-3

The starboard aft locker strut fasteners were loose.

Recommendation

Re-fasten strut.

WATER INTRUSION COMMENTS

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

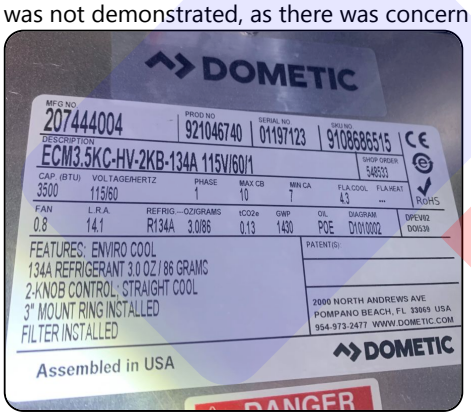
Interior Systems & Equipment

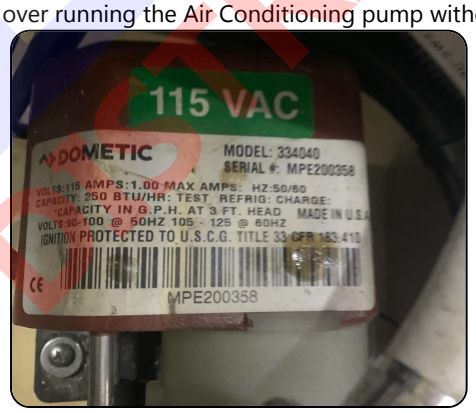
LIGHTING

All interior lights illuminated when tested.

HVAC/AIR CONDITIONING SYSTEM

The Dometic air conditioner compressor raw water pump was not observed discharging water overboard. The air conditioning system was not demonstrated, as there was concern over running the Air Conditioning pump without proper water flow.





Finding B-3

The Dometic air conditioner compressor raw water pump was not observed discharging water overboard.

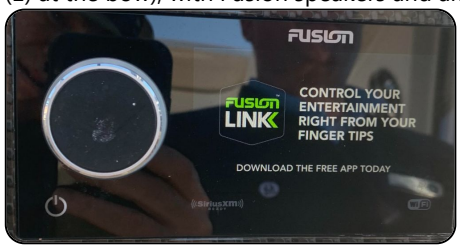
Recommendation

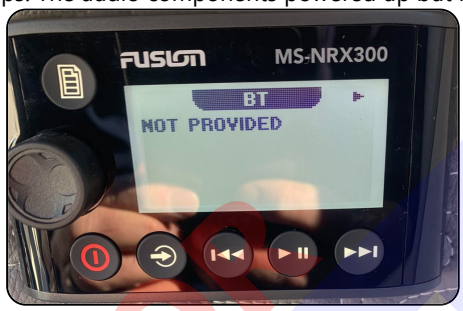
Investigate further/trace, and service, or repair as necessary.

Audio/Visual Equipment

STEREO SYSTEM

Fusion Apollo RA770 receiver at the helm with two (2) Fusion remote display controls; (one (1) MS-NRX300 at the transom and one (1) at the bow), with Fusion speakers and amps. The audio components powered up but required a full test/prove for all functionality.





Galley Equipment

REFRIGERATION

Isotherm 12/24VDC / 100-240VAC refrigerator/freezer. Powered up.

SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Four (4) type III U.S.C.G. approved PFDs were observed onboard the vessel.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Three (3) type IV U.S.C.G. approved throwable devices (ring).

FIRE EXTINGUISHERS (33 CFR 175.310)

One (1) type BC-I 5 lb. dry chemical hand-held fire extinguisher was located in the life jacket storage bag in the port berth.
Note: NFPA requires a label denoting fire extinguisher storage inside any locker/cabinet.
Note: Disposable extinguishers have a 12-year service life (NFPA 302) and are not required to be annually tagged.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

None sighted. Required in U.S. waters.

Finding B-4

There were no visual distress signals observed onboard.

Recommendation

Provide current dated visual distress signals to comply with USCG regulations (46 CFR 175.125).

SOUND PRODUCING DEVICES (33 CFR 83)

Marinco single trumpet 12 volt electric air horn. The horn was briefly powered up.

Finding C-4

The trumpets' forward securing bracket was not connected.
The surveyor connected the bracket, but the fastener needs to be tightened.

Recommendation

Tighten the forward trumpet horn fastener.

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.

"CO" WARNING

The Washington State-required Carbon Monoxide (CO) Warning Label was properly displayed.

Auxiliary Safety Equipment

FIXED FIRE SUPPRESSION SYSTEM

HFC-227 fixed fire suppression tank in the machinery space.

BILGE HIGH WATER ALARMS

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

FIRST AID SUPPLIES

None sighted. Highly recommended.

CARBON MONOXIDE DETECTORS (ABYC A-24)

One (1) Kidde carbon monoxide detector in the accommodation space. Test sounded.

SMOKE DETECTORS (NFPA 302)

None sighted. Highly recommend installing a smoke detector in the accommodation space.

Finding B-5

A smoke detector was not installed in the accommodation space.

Recommendation

Install a smoke detector in the accommodation space to comply with ABYC Standards and NFPA Regulations. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation space intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for single and multiple station smoke alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

Two (2) engine room Attwood 1700 gph and one (1) mid-ship Attwood 1100 gph automatic bilge pumps with float-switches. All of the vessel's bilge pumps were powered up.

See Note.

Finding A-2

The aft engine room bilge pump did not power up from its' float switch. Bilge water was observed over the float switch at the start of the survey.

Both of the engine room bilge pumps were observed leaking from the pump connection to the discharge hose.

Recommendation

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

Repair or replace both engine bilge pump hose connections to the discharge hoses.

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 **Anchor Windlass**

The windlass down controls did not power up when tested from the helm or bow switches.

Recommendation

Investigate further, and address as necessary.

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

The aft engine room bilge pump did not power up from its' float switch. Bilge water was observed over the float switch at the start of the survey.
Both of the engine room bilge pumps were observed leaking from the pump connection to the discharge hose.

Recommendation

Investigate further/trace, and service, repair or replace the float switch, as necessary.
Repair or replace both engine bilge pump hose connections to the discharge hoses.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 **General Bilge Condition**

Minor water accumulation was observed in the bilges. Water was observed leaking out of the AC raw water strainer when the sea valve was opened during the survey. The strainer was removed, gasket reset, and tightened, resulting in no leaking observed when sea valve was opened again.

Recommendation

Dry and clean the bilges, monitor for water ingress, and address as necessary.

Finding B-2 **Windshield**

The centerline walk-through windshield's open-position securing fastener appeared bent and could not be secured in the latch.

Recommendation

Repair or replace, as necessary.

Finding B-3 **HVAC/Air Conditioning System**

The Dometic air conditioner compressor raw water pump was not observed discharging water overboard.

Recommendation

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

Finding B-4 **Visual Distress Signals (33 CFR 175.110)**

There were no visual distress signals observed onboard.

Recommendation

Provide current dated visual distress signals to comply with USCG regulations (46 CFR 175.125).

Finding B-5 **Smoke Detectors (NFPA 302)**

A smoke detector was not installed in the accommodation space.

Recommendation

Install a smoke detector in the accommodation space to comply with ABYC Standards and NFPA Regulations. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation space intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for single and multiple station smoke alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 **Rub-Rails**

Minor lifting at either side of the swim step was observed.

Recommendation

No action is required at time of survey. Recommend tightening the fasteners to eliminate rub-rail ends' sharp edges.

Finding C-2 **Considerations**

Minor gelcoat scuffing was observed on the port side below the rub-rail.

Recommendation

Buff the scuffs out, as necessary.

Finding C-3 **Interior Storage**

The starboard aft locker strut fasteners were loose.

Recommendation

Re-fasten strut.

Finding C-4 **Sound Producing Devices (33 CFR 83)**

The trumpets' forward securing bracket was not connected.
The surveyor connected the bracket, but the fastener needs to be tightened.

Recommendation

Tighten the forward trumpet horn fastener.

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.

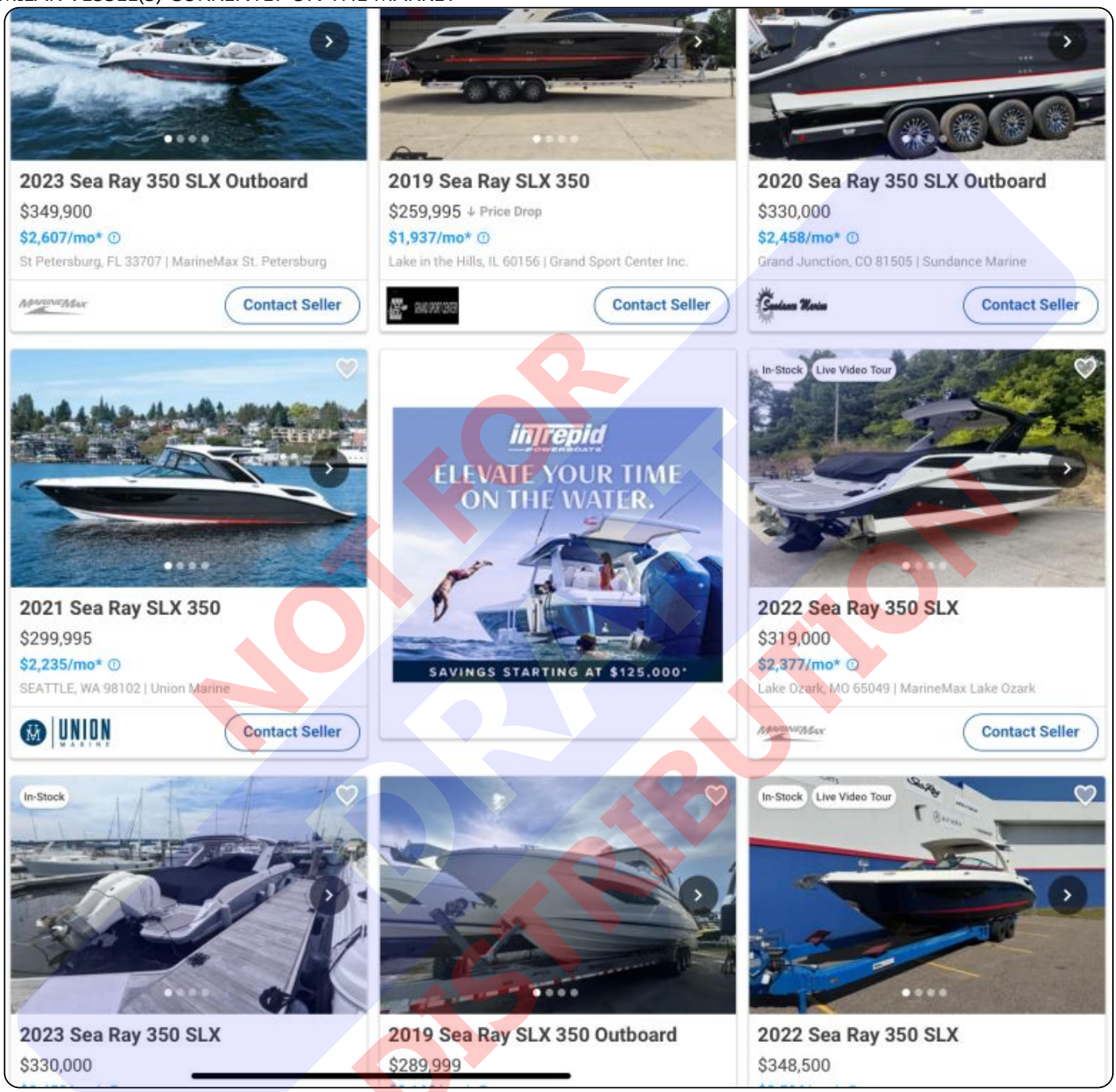
As a result of my survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

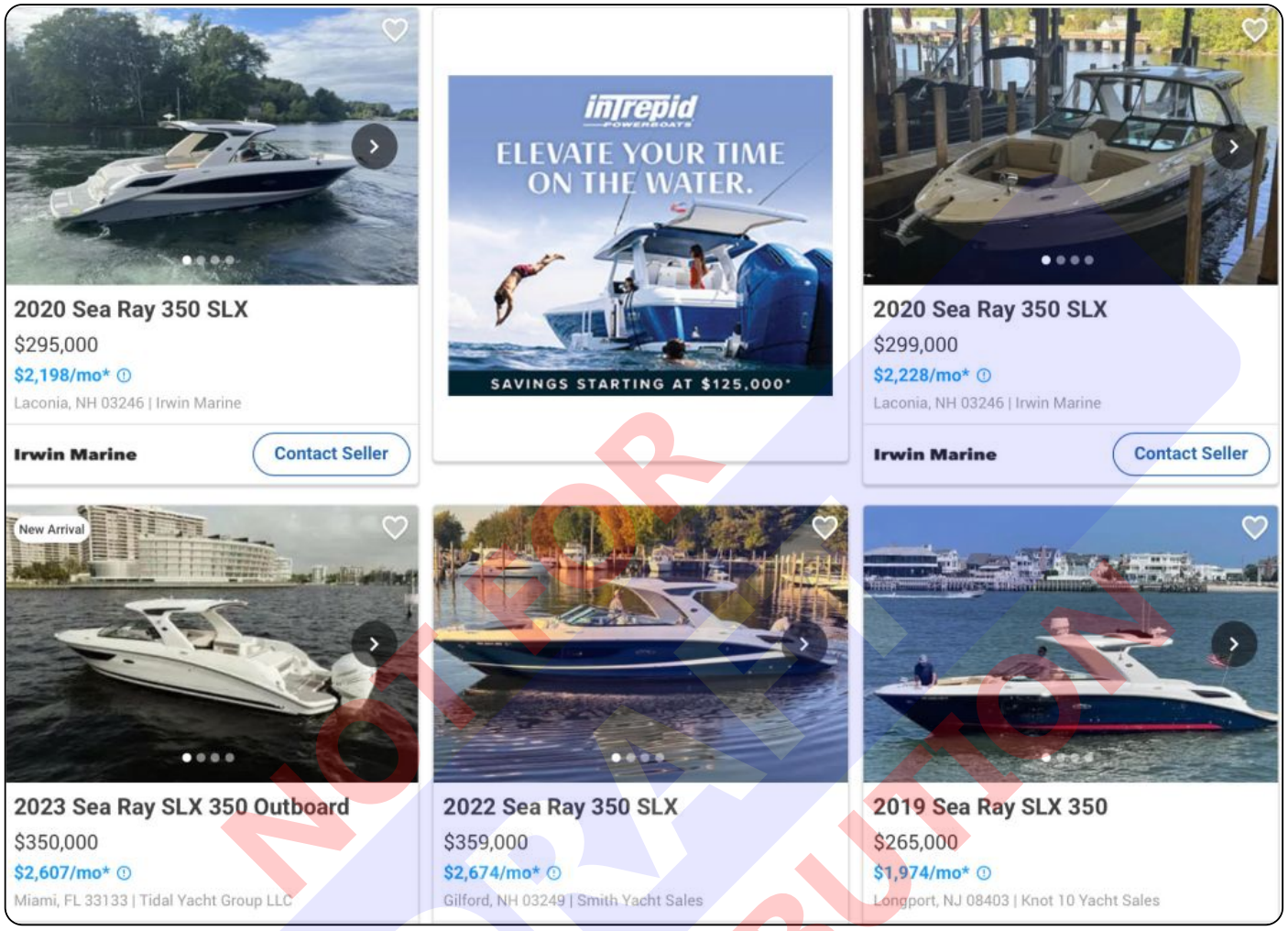
ABOVE AVERAGE CONDITION

APPRAISAL METHODOLOGY

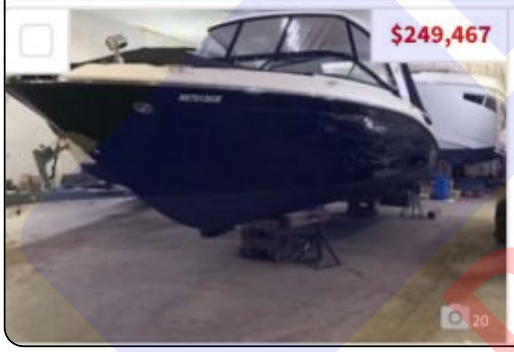
The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:
Similarly equipped, same, or similar model vessels that have been verified as recently sold on soldboats.com (Yachtworld MLS) were adjusted for differences in model year, length, quality, condition, upgrades/equipment, 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 2023 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

$322,000	Listed Price:	$314,995	Boat Location:	Excelsior, MN
	Year:	2021	Condition:	Used
	Make:	Sea Ray	Active:	
	Model:	350 SLX	Sold Date:	June 20, 2025
	Length:	34 ft	Sale Type:	
	Engines:	300 hp Mercruiser 6.2L MPI Axi...	Price Source:	Self-Reported
	Name:	Angers Away		
$254,500	Listed Price:	$274,900	Boat Location:	Lewisville, TX
	Year:	2020	Condition:	Used
	Make:	Sea Ray	Active:	
	Model:	350 SLX	Sold Date:	May 13, 2025
	Length:	35 ft	Sale Type:	Retail
	Engines:	350 hp Mercruiser ECT 6.2L MP...	Price Source:	Contracted
	Name:			
 $292,000	Listed Price:	$299,995	Boat Location:	Hampton Bays, NY
	Year:	2020	Condition:	Used
	Make:	Sea Ray	Active:	173 Days
	Model:	SLX 350 Outboard	Sold Date:	March 6, 2025
	Length:	34 ft	Sale Type:	Retail
	Engines:	400 hp Mercury Verado, 400 hp...	Price Source:	Self-Reported
	Name:			
 $249,467	Listed Price:	$267,286	Boat Location:	Charlottetown, PE, CAN
	Year:	2020	Condition:	Used
	Make:	Sea Ray	Active:	484 Days
	Model:	350 SLX	Sold Date:	October 10, 2024
	Length:	35 ft	Sale Type:	Retail
	Engines:	350 hp Mercruiser 6.2 L SeaCor...	Price Source:	Self-Reported
	Name:			

Listed Price:	$294,900	Boat Location:	Denison, TX
Year:	2022	Condition:	Used
Make:	Sea Ray	Active:	27 Days
Model:	SLX 350	Sold Date:	August 27, 2024
Length:	34 ft	Sale Type:	
Engines:	380 hp MerCruiser ECT 8.2 MA...	Price Source:	Self-Reported
Name:			

Listed Price:	$250,000	Boat Location:	Puerto Vallarta, MEX
Year:	2020	Condition:	Used
Make:	Sea Ray	Active:	556 Days
Model:	350 SLX	Sold Date:	August 12, 2024
Length:	34 ft	Sale Type:	
Engines:	300 hp MerCruiser 6.2L MPI EC...	Price Source:	Self-Reported
Name:			

Listed Price:	$250,000	Boat Location:	Puerto Vallarta, MEX
Year:	2020	Condition:	Used
Make:	Sea Ray	Active:	70 Days
Model:	SLX 350	Sold Date:	August 7, 2024
Length:	34 ft	Sale Type:	Retail
Engines:	300 hp MerCruiser 6.2L MPI EC...	Price Source:	Self-Reported
Name:	Sea King		

Listed Price:	$449,000	Boat Location:	USA
Year:	2022	Condition:	Used
Make:	Sea Ray	Active:	
Model:	SLX 350	Sold Date:	June 28, 2024
Length:	35 ft	Sale Type:	Retail
Engine:	Mercruiser 8.2 Liter	Price Source:	Self-Reported
Name:			

$320,000

Listed Price:	$349,995
Year:	2021
Make:	Sea Ray
Model:	SLX 350 Outboard
Length:	34 ft
Engines:	400 hp Mercury Verado, 400 hp...
Name:	

Boat Location:	Hampton Bays, NY
Condition:	Used
Active:	158 Days
Sold Date:	February 5, 2024
Sale Type:	Retail
Price Source:	Self-Reported

$350,000

Listed Price:	$349,900
Tax:	Paid
Year:	2021
Make:	Sea Ray
Model:	SLX 350 Outboard
Length:	35 ft
Engines:	350 hp Mercury WHT 350 JPO V...
Name:	Top Shelf

Boat Location:	Sarasota, FL
Condition:	Used
Active:	
Sold Date:	December 20, 2023
Sale Type:	Retail
Price Source:	Contracted

$350,000

Listed Price:	$349,900
Tax:	Paid
Year:	2021
Make:	Sea Ray
Model:	SLX 350 Outboard
Length:	35 ft
Engines:	350 hp Mercury WHT 350 JPO V...
Name:	Top Shelf

Boat Location:	Sarasota, FL
Condition:	Used
Active:	
Sold Date:	December 20, 2023
Sale Type:	Retail
Price Source:	Contracted

$320,000

Listed Price:	$329,900
Year:	2021
Make:	Sea Ray
Model:	350 SLX
Length:	35 ft
Engines:	380 hp Mercruiser 8.2 MAG AX ...
Name:	

Boat Location:	New Buffalo, MI
Condition:	Used
Active:	121 Days
Sold Date:	October 30, 2023
Sale Type:	Retail
Price Source:	Contracted

ADDITIONAL REFERENCES

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

VAN DER VLIET MARINE SURVEY, LLC
MARK VAN DER VLIET

October 16, 2025

SEA RAY BOATS, KNOXVILLE, TN (MIC: SER)
DIV OF BRUNSWICK CORP

Model Year	2021	Hull Material	Fiberglass
Model	350 SLX	Hull Configuration	Deep Vee
Length Overall	34' 6"	Draft	3'
Length On Deck	34' 6"	Beam	10' 6"
Boat Type	Bowrider | Open	Weight	11787 lbs.
Engine Type	Inboard-Outboard Twin 380G Mercury Marine/Mercruiser	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	$269,500-$296,500 Price changed after 129th edition.
Fair Market Value Adjusted for Better Condition in the Northern Pacific Coast/Alaska	$333,000-$366,000
Unadjusted Replacement Value	$391,000

All prices in US Dollars.

STATEMENT OF VALUATION/ADJUSTMENTS

The vessel fairs well in market comparisons due to reportedly out-of-water storage and fresh water service, extremely low hours, options, and overall condition. The surveyor has placed the valuation at the mid-range of the BUCValuPro "Above Average Condition."

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:

$349,500 per BUCValuPro™
Three Hundred Forty-Nine Thousand, Five Hundred 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:

$391,000 per BUCValuPro™
Three Hundred Ninety-One 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 October 14, 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. 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 October 14, 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: October 16, 2025 to add specification on hull color, freshwater tank level adjustment at trial run, WOT RPM discrepancy/clarification, bilge pump findings, and air conditioning clarification.

PHOTO LIBRARY

Aft lounge seating

Head

Port cabin