



2021 35' Aspen C-108

"XXXXXXXXXXXX"



Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXXXXXXX"

2021 35' Aspen C-108

Conducted By
Cpt. Mark Van der Vliet

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Prepared For

XXXXXXXXXX

Date Of Survey: February 4, 2026
Report Submitted On: February 5, 2026

INTRODUCTION

Purpose & Scope

Acting at the request of XXXXXXXXX, Mark Van der Vliet did attend onboard the 2021 35' Aspen C-108 "XXXXXXXXXX" on February 4, 2026 to conduct a Pre-Purchase Report of Marine Survey.

54F, cloudy, wind light & variable. The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number APEXXXXF021 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, nor the propulsion system's operating capacities, as this machinery and related mechanical systems are not within the scope of this inspection. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

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

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. COMPLETE COMPLIANCE WITH, IDENTIFICATION OF, AND REPORTING ON ALL STANDARDS, CODES AND REGULATIONS IS NOT GUARANTEED.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Pre-Purchase Report of Marine Survey:

APPEARED: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

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

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

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

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

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

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

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

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

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

DELAMINATION: Separation into constituent layers.

PHENOLIC SOUNDING: Phenolics are the result of polymerization between layers of materials (e.g. fiberglass) impregnated with synthetic thermosetting resins. The purpose of a "phenolic hammer" is to use the percussion of the hammer to identify sound anomalies caused by any disbonding in the layers of materials.

CONDUCTIVITY: Electronic moisture meters are designed to detect the 'conductivity' of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate, the conductivity of the material, etc. Boat builders utilize various

construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

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

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

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

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

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

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

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

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

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

ENGINE SURVEY

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

REPORTED VESSEL DISCLOSURE COMMENTS

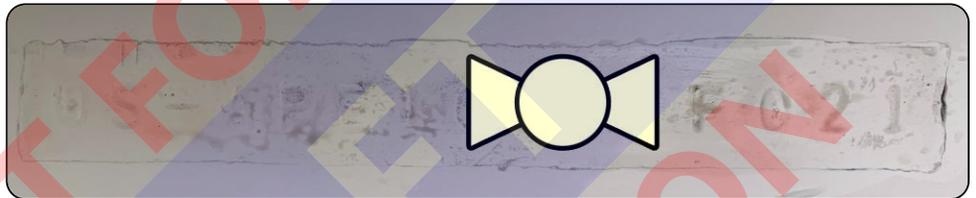
The surveyor was not made aware of any prior damage or insurance claim disclosures on this vessel.

GENERAL INFORMATION**General Survey Information**

FILE NUMBER	VdV-3035
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on February 4, 2026 from 8am - 2pm.
LOCATION OF SURVEY INSPECTION	Cap Sante Marina, Anacortes, WA.
LOCATION OF BOTTOM INSPECTION	Cap Sante Marina, Anacortes, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the client(s) XXXXXXXXXX, the sales broker XXXXXX from XXXXXXXXXXXXXXXX.

General Vessel Information

VESSEL BUILDER	Aspen Power Catamarans.
HIN (HULL IDENTIFICATION NUMBER)	APEXXXXXF021



MODEL YEAR	2021 (per Hull Identification Number)
YEAR BUILT	2020 (per Hull Identification Number)
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	37' 8" (per owner's manual) 39' 4" (per brokerage listing)
LENGTH WATERLINE (LWL)	35' (per manufacturer)
BEAM	10' 2" (per manufacturer)
DRAFT	31" (per owner's manual) 2' (per brokerage listing)
DISPLACEMENT	9,700 lbs. (per manufacturer)
WEIGHT	11,500 lbs. (per owner's manual) 10,850 lbs. (per brokerage listing)
INTENDED USE	Recreational cruising in Puget Sound and surrounding waters.

Rating & Valuation Summary

VESSEL OVERALL RATING	ABOVE AVERAGE CONDITION
ESTIMATED MARKET VALUE	\$565,000 per surveyor's assessment
ESTIMATED REPLACEMENT COST	\$615,700 per recent manufacturer listing

VESSEL LAYOUT**LAYOUT OVERVIEW**

The forward king berth stateroom, with two (2) overhead hatches and two (2) portlights, and hanging locker with storage beneath leads aft on the starboard side to the head and a quarter-berth, and up steps to the main cabin's port helm station with captain's chair. Aft is the port galley and a quarter berth below. To starboard is a dinette with storage below. The main cabin has sliding windows either side and overhead opening hatches. The main cabin watertight door leads aft to the cockpit with deck hatches and a

starboard gate accesses the swim step and centerline swim ladder. The foredeck is accessed from cockpit steps either side via side decks.

VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Catamaran, planing type, with lifting strakes, hard chines.

HULL MATERIAL

Solid FRP (fiber reinforced plastic).

EXTERIOR FINISH

White gelcoated hull with boot stripes.

GENERAL EXTERIOR CONDITION

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

TRANSOM

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

BILGES

A painted surface was used in the bilges.

Note: some of the bilges were not accessible due to the manufacture build-out.

GENERAL BILGE CONDITION

The bilges were mostly clean and dry during the survey. Minor water accumulation was sighted.

CHAIN LOCKER DRAINAGE

Overboard under the chain locker at the centerline. Found clear of debris and appeared adequate.

SWIM PLATFORM

Integrated fiberglass swim platform. Found secure.

BOARDING SWIM LADDER

A telescoping, 1" stainless steel tubing, four (4) rung boarding ladder was installed at the centerline swim platform. Found fit for intended use.

VESSEL LIST

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

MOISTURE COMMENTS

Moisture meter testing could not be performed due to wet weather conditions at the time of survey.

Deck Arrangement

DECK MATERIAL

FRP (fiber reinforced plastic) with white gelcoat and textured nonskid.

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 deck's layup. The toe-rails were found secure.

RUB-RAILS

Black rubber composite rubrails. Found secure. No gaps/separation or damage to the rub-rail's sealants or damage to the rub-rail sighted.

HULL-TO-DECK JOINT TYPE

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

Superstructure Arrangement**SUPERSTRUCTURE MATERIAL**

FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were molded seamlessly with no joint.

EXTERIOR EQUIPMENT**Exterior Hardware/Equipment****BBQ GRILL**

Magma railing-mounted LPG cannister grill. Not demonstrated.

DECK RAILINGS

Stainless steel side deck railings ran from amidships around the forward perimeter of the vessel. The railing stanchion mounts were found to be secure when moved by hand.

STERN RAILING

Stainless steel stern low profile railings. 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 forward hatches, the cabin top hatches, the cabin sliding windows, the opening portlights, and the 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. The cleats were found to be secure.

COCKPIT/AFT DECK EQUIPMENT

The cockpit included a sink, Nova-Kool 12-24 VDC refrigerator. Powered up.

**DECK HATCHES**

Two (2) forward escape hatches, four (4) cabin top hatches, one (1) starboard quarter berth aft escape hatch. The hatches were operational and fit for use with no significant UV crazing in the hatch glass.

EXTERIOR DECK ACCESS HATCHES

FRP deck hatches. All deck access hatches were clear and operational at the time of survey.

DECK DRAINAGE

The deck and deck hatch drains were clear and unobstructed where sighted.

EXTERIOR LIGHTING

All exterior lights illuminated when tested.

EXTERIOR SHOWER

Hot/cold shower in the starboard transom. Demonstrated.

See Note.

Finding C-1

The cockpit hot/cold shower was missing the spigot head.

Recommendation

Install spigot head.

EXTERIOR DOORS

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

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 HARDWARE CONDITION

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

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

One (1) opening portlight either side forward cabin top, two (2) opening portlights starboard hull, one (1) opening portlight port hull.

The portlight gaskets and dogs were inspected and no glass crazing was sighted. The portlights were operational and fit for use.

TRAILER U-BOLT

Stainless steel centerline bow and dual aft towing U-bolts and backing plates. Found secure.

EXTERIOR WASHDOWNS

Port cockpit washdown with SPXFlow 12VDC 3.5 washdown pump. Powered up.

Note: the washdown hose did not have a matching receptacle fitting (required test/prove).

**WINDOWS**

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

WINDSHIELD

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

Ground Tackle**ANCHORS**

One (1) aluminum magnesium alloy Fortress F16 anchor with stainless steel swivel. The anchor was ready to deploy and its swivel was properly secure.

ANCHOR RODE TYPE

Approximately 40' of 5/16" galvanized chain and approximately 250' of 1/2" 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 windlass. Powered up from the helm and bow switches.

**WINDLASS BREAKER**

70A Thermal Circuit Breaker in stateroom hanging locker. Demonstrated. Appeared serviceable.

ANCHOR PLATFORM

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

Tender/Auxiliary Watercraft**TENDER/WATERCRAFT**

Zodiac Wave Areo 275, in storage bag (not inspected).

**UNDERWATER EQUIPMENT & HULL INSPECTION****PROPELLERS**

Port: Stainless steel 13.125" x 16"P Yamaha Reliance Series.

Starboard: Stainless steel 14.5" x 13"P Yamaha Reliance Series.

No visual indication of alloy breakdown, cavitation erosion, dents, or damage were sighted on the propeller blades and roots. There was no excessive play between the propeller hubs.



TRIM & TILT SYSTEM

The trim & tilt motors operated normally from the helm controls and from the engine mounted trim switches.

THRUSTERS

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

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

Marelon plastic composite hull bottom through-hull fitting. No abnormal or soft percussion soundings were observed around the fittings and no UV degrading or cracking was observed. The below waterline intake/discharge through-hull was visually inspected and appeared well fit and functional.

HULL TRANSDUCERS

Airman B75M transducer. The hull bottom mounted transducer was inspected with no evidence of exterior damage or excessive corrosion and was well secured.

SPRAY RAILS

Stainless steel outboard/inboard bow spray rails either side. Found secure.

SACRIFICIAL ANODES

The underwater zinc anodes appeared serviceable. Consider replacing forward thruster and port motor mount anodes at next haul out or within 6 months.

ANTIFOULING PAINT

The SeaHawk Biocop 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.
See Note.



Small gelcoat scrape above bow tow-eye

Finding C-2

Minor gelcoat scrape was sighted at the bow below the anchor.

Recommendation

No action is required at time of survey.

HULL INSPECTION COMMENTS

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

CONSIDERATIONS

Both of the outboard skegs were sighted with minor corrosion, reportedly due to a previous overcurrent issue that has been addressed. No action is required at time of survey. Monitor frequently.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Starboard: Yamaha F200XB / Port: Yamaha F115XB



Starboard



Port

ENGINE HOURS

Port: 112.9/ starboard: 112.6 hours were observed on the engine's digital service hour meters.



ENGINE SERIAL NUMBERS

F115 port: 1081803 / F200 starboard: 1050949.



ENGINE LABELS & NOTICES



ENGINE DISPLAYS

Yamaha digital engine instrumentation/monitoring display. Powered up.



THROTTLE & SHIFT CONTROLS

Yamaha mechanical dual lever/cable type.

ENGINE BED MOTOR MOUNTS

Coated aluminum outboard motor brackets. Found secure.

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.

SEACOCKS/SEA-VALVES

Raw water seacock was Marelon plastic composite ball valve type. The valve moved freely when tested.



FUEL SYSTEMS

FUEL SYSTEM TYPE

Gasoline.

FUEL TANK MATERIAL

Aluminum.

NUMBER OF FUEL TANKS

Three (3)

FUEL TANKAGE CAPACITY

180 gallons (per manufacturer's specifications)

FUEL LEVEL MONITORING

Analog fuel gauges at helm. Powered up.

FUEL TANK MANUFACTURER LABELING

The ABYC required fuel tankage labels were sighted on the fuel tanks.

FUEL TANKAGE SECURING

The fuel tanks were framed in where sighted. The fuel tankage appeared to be adequately secured where sighted.

FUEL TANKAGE LOCATION

Two (2) port & one (1) starboard.

FUEL FILL LOCATION

Two (2) port & one (1) starboard aft side decks.

FUEL FILL MARKING

The deck fuel fill fittings were clearly marked as to fuel type.

FUEL TANK VENTILATION

Port & starboard hull sides below the fuel fills.

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

Petcocks were located at the fuel filters. The valves moved freely when tested.

MAIN ENGINE PRIMARY FUEL FILTERS

Three (3) fuel filter/water separators in starboard cockpit aft of fuel tank.

MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted spin-on canister type secondary fuel filters.

FUEL TANKAGE SPACE IGNITION PROTECTION

Electrical items in the fuel tankage space appeared ignition protected, where sighted.

STEERING SYSTEMS**STEERING SYSTEM TYPE**

Hydraulic.

STEERING SYSTEM MANUFACTURER

Sea-Star by Teleflex.

NUMBER OF STEERING STATIONS

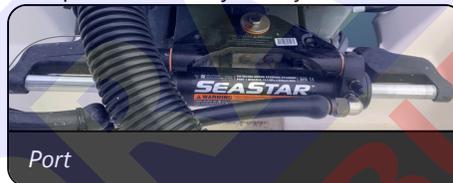
One (1)

STEERING HOSES/LINES

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

STEERING SYSTEM ACTUATORS

The steering system's actuators were observed to operate smoothly. No hydraulic fluid leaks were observed.

**THRUSTERS**

Sleipner Side Power SE40/1 25S2 12-volt bow and Sleipner Side Power 12-volt stern thrusters. Demonstrated.

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, 2% 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.

STEERING TEST

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

ENGINE PERFORMANCE

The engines were brought up to wide open throttle (29.5 kts. @ 5700 RPM each) without exception.

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



COMPASSES

Ritchie 3" magnetic compass. Appeared serviceable.

GPS (GLOBAL POSITIONING SYSTEM)

Garmin GPSmap 8610. Demonstrated.

GPS CHARTPLOTTER

Garmin 1242XSV Touchplotter. Demonstrated.



AIS (AUTO IDENTIFICATION SYSTEM)

Garmin AIS 800. Demonstrated.



VHF RADIOS

iCOM IC-M330 VHF Marine. Transmitted/received radio check signals.

**ANTENNAS**

Shakespeare Galaxy 5225-XTNVHF antenna. The VHF radio antenna was well mounted.

MARINE RADAR

Garmin Marine Radar Scanner 18xHD. Demonstrated.

**DEPTH DISPLAY**

Integrated Garmin display. Demonstrated.

**ELECTRICAL SYSTEMS*****DC Electrical Systems*****DC SYSTEMS VOLTAGE**

12 volt systems.

BATTERIES

House/Thrusters: two (2) 6V Golf Cart AGM 900MCA in series, one (1) Group 27 12V 900MCA. Dated 4/25.
Start: Group 27 12V 900MCA. Dated 4/25.

BATTERY SWITCHES

Rotary switches for Start, House (2), Bow Thruster, Inverter, Stern Thruster. Demonstrated.

BATTERY PARALLEL SWITCHING

Battery Parallel switch was installed at the transom switch 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.

**DC ELECTRICAL SYSTEM MONITORS**

Blue Sea Systems 8248 DC Multimeter systems monitor digital display was located at the navigation station. Powered up.

BATTERY CHARGERS

Mastervolt Chargemaster 12/25-3 three bank 12 volt / 25 amp. Start battery charger. Powered up.

Blue Sea Systems M-ACR (Automatic Charging Relay) for House/Start charge. Powered up.



MAIN ENGINE ALTERNATORS

50,35 Amp.

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 12.8-13.8 volts, respectively).



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 every 18" (ABYC E-11.15.4.1.9) 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 AC @ 60Hz.

AC SHORE POWER INLETS

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

PRIMARY SHORE POWER DISCONNECT CIRCUIT BREAKER

North Shore Safety, Ltd. Line Gard ELCI (equipment leakage circuit interrupter).



MAIN AC SHORE POWER BREAKERS

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



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

Blue Sea Systems 8247 AC Multimeter systems monitor digital display was located at the navigation station. Powered up.

A red reverse polarity indicator light was observed at the main AC electrical panel (ABYC E-11.6.2.2.4.1).

AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located, with GFCI protection in all wet areas such as the galley and heads. GFCI outlets tripped at their test buttons where sighted. All outlets tested with a Klein RT 210 GFCI outlet tester.

AC ELECTRICAL OUTLET POLARITY

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

AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

All AC conduit was stranded copper of proper size and rating where sighted, and wiring runs were properly supported every 18" where sighted.

GENERATORS/AUXILIARY POWER

Inverters & Other Auxiliary Power

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

Cobra 400-watt inverter behind dash. Powered up.

Magnum Energy Magna-Sine, Model: MS2000 inverter/charger. Demonstrated.

S/N# WT1-13741.

The Magnum inverter was powered up and its output was measured proper polarity. All readings were normal.



INVERTER SYSTEM LOCATION & VENTILATION

The inverter system was well secured and its ventilation appeared adequate (ABYC A-31.6.2.1).

SOLAR POWER SYSTEM

Two (2) 130watt solar panels with Solar Boost 3000i charge controller at port quarter-berth. Powered up.

WATER SYSTEMS***Freshwater System*****WATER TANKAGE MATERIAL**

Polyethylene.

NUMBER OF FRESHWATER TANKS

Two (2)

WATER TANKAGE CAPACITY

44 gallons (per manufacturer)

50 gallons total (with hot water tank)

WATER TANKAGE SECURING

The water tank appeared to be well secured.

WATER TANKAGE LOCATION

Port and Starboard.

WATER FILL LOCATION

Starboard cockpit inboard gunwale, port midship side deck.

WATER FILL MARKING

Both deck fittings were properly marked for water.

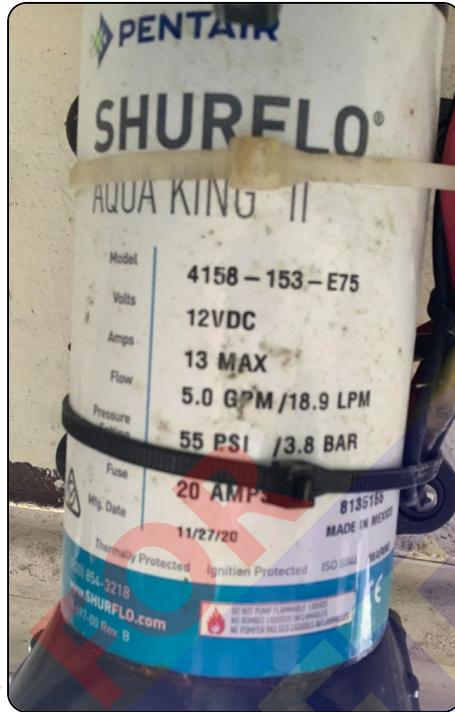
FRESHWATER TANKAGE VENTILATION

Adjacent and below fittings.

FRESHWATER PUMPS

Two (2) Pentair ShurFlo Aqua King II 12VDC pumps. Powered up.

Note: The water tanks were empty and the system was winterized.



FRESHWATER FILTRATION

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

FRESHWATER PIPE/HOSE PLUMBING

Red and blue plastic PEX type (cross-linked polyethylene) tubing and rubber hoses.

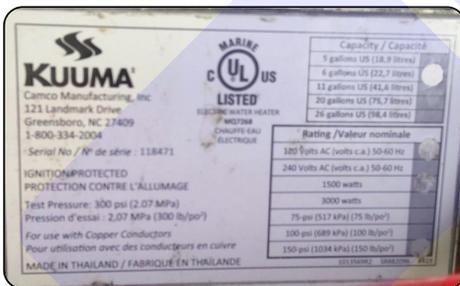
WATER LEVEL MONITORING

Analog water level gauge installed at the helm. Powered up.

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

Appeared adequate.

See Note.



Hot water tank relief valve hose kink

Finding C-3

The water heater pressure relief valve hose was kinked and drained to the bilge.

Recommendation

Recommend reducing kink. Plumb overboard, if necessary.

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

30 gallon polyethylene (per owner's manual) with analog helm monitor. Powered up.

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

Starboard transom step pump-out fitting (properly marked "Waste") and 12VDC discharge pump (required test/prove).



Greywater System

GREYWATER DISCHARGE SYSTEM

12 volt greywater sump pump with automatic discharge (required test/prove).

HEAD SINKS

Vessel-type sinks installed in the head. Demonstrated.

Minor corrosion was sighted on the riser fitting between the counter and the sink basin.



Finding C-4

Minor corrosion was sighted on the riser fitting between the counter and the sink basin.

Recommendation

No action is required at time of survey. Clean corrosion and apply corrosion inhibitor, as necessary. Monitor.

CABIN APPOINTMENTS

Interior

ACCOMMODATION ARRANGEMENT

Forward stateroom, port and starboard quarter berths.

HEAD ARRANGEMENT

Dometic 12-volt raw/fresh-water head. Powered up.
SPX-Flow 4.0 baitwell pump for raw water.

**SHOWER ARRANGEMENT**

Integral shower in the head.

INTERIOR BULKHEADS

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

INTERIOR CABINERY & 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 JOINER WORK COMMENTS

The interior joiner work was well fit where sighted.

FLOORING

Teak & holly.

CABIN SOLE FOUNDATION

Gelcoated fiberglass cabin sole.

GENERAL INTERIOR & SOFTGOODS CONDITION

The vessel's interior was generally well maintained.

WATER INTRUSION COMMENTS

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

COUNTERTOPS

Corian. No significant wear & tear was observed on the countertops.

INTERIOR MIRRORS

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

CEILING HEADLINERS

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

Interior Systems & Equipment**LIGHTING**

All interior lights illuminated when tested.

CABIN HEATING SYSTEM

Wallas Marine 30GB diesel heater located under the galley sink with 3-gallon tank properly secured in port cockpit lazarette. Demonstrated.

**Audio/Visual Equipment****STEREO SYSTEM**

Fusion MS-UD650 receiver, amplifier, speakers. The audio components powered up but required a full test/prove for all functionality.

**Galley Equipment****MICROWAVE OVEN**

Black & Decker microwave. Powered up.

STOVE

LPG Force 10 2-burner stove/oven. Demonstrated.

**GALLEY SINK**

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

REFRIGERATION

Nova Kool 12/24v refrigerator/freezer. Powered up.



NOT FOR
DRAFT
DISTRIBUTION

SAFETY EQUIPMENT

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

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

None conveyed with the sale of the vessel. Required in U.S. waters.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

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

FIRE EXTINGUISHERS (33 CFR 175.310)

Two (2) type ABC-I 4 lb. dry chemical hand-held fire extinguishers were located at the port quarter-berth and at the helm.

Note: Disposable extinguishers have a 12-year service life (NFPA 302) and are not required to be annually tagged, but require monthly checks by vessel master recorded on tags.

Finding B-1

The vessel was not equipped with a sufficient number of fire extinguishers for its size.

Recommendation

Provide at least one additional 5-B/ABC fire extinguisher to comply with USCG 33 CFR § 175.310, ABYC A-4 Table 2, and NFPA 10 recommended standards for fire protection, to be placed outside engine compartment, steering position, galley, or passenger cockpit.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

None conveyed with the sale of the vessel. Required in U.S. waters.

SOUND PRODUCING DEVICES (33 CFR 83)

The 12v electric horn did not power up when tested.

Finding B-2

The electric horn did not power up when tested.

Recommendation

Service, repair or replace the horn to comply with USCG regulations for sound devices.

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 properly displayed.

Auxiliary Safety Equipment

BILGE HIGH WATER ALARMS

None sighted. Highly recommended.

Finding B-3

The vessel was found to be without an installed audible bilge high water alarm.

Recommendation

Install an audible bilge high water alarm.

As per 46 CFR § 182.530: Bilge high level alarms. "On a vessel of at least 7.9 meters (26 feet) in length, a visual and audible alarm must be provided at the operating station to indicate a high water level in each of the following normally unmanned spaces."

On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level (ABYC H-22.7.3).

MAN OVERBOARD SYSTEM (MOB)

None sighted. Highly recommended.

FIRST AID SUPPLIES

A first aid kit was observed in the head.

CARBON MONOXIDE DETECTORS (ABYC A-24)

One (1) carbon monoxide detector. Test sounded.

SMOKE DETECTORS (NFPA 302)

One (1) smoke detector. Test sounded.

Bilge Pumping Systems**ELECTRIC BILGE PUMPING SYSTEMS**

Eight (8) 12VDC automatic bilge pumps. Tested at float switches where accessible and from remote helm switches.

Auxiliary Gas Systems**GAS TYPE**

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

One (1) 15 lb. tank in the port transom locker LPG box.

GAS TANKAGE SPACE VENTILATION

Appeared adequate. Drain at the base of the tankage locker.

GAS SHUT-OFFS

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

GAS TANKAGE MOUNTING

The tank was 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

Trident Marine L.P. Gas Control & Detection System with LPG gas sniffer at base of oven. Powered up.

GAS SYSTEM COMMENTS (ABYC A-1)

The LPG system has dedicated lines to the stove and conforms to ABYC A-1 and NFPA standards.

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

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 Fire Extinguishers (33 CFR 175.310)

The vessel was not equipped with a sufficient number of fire extinguishers for its size.

Recommendation

Provide at least one additional 5-B/ABC fire extinguisher to comply with USCG 33 CFR § 175.310, ABYC A-4 Table 2, and NFPA 10 recommended standards for fire protection, to be placed outside engine compartment, steering position, galley, or passenger cockpit.

Finding B-2 Sound Producing Devices (33 CFR 83)

The electric horn did not power up when tested.

Recommendation

Service, repair or replace the horn to comply with USCG regulations for sound devices.

Finding B-3 Bilge High Water Alarms

The vessel was found to be without an installed audible bilge high water alarm.

Recommendation

Install an audible bilge high water alarm.

As per 46 CFR § 182.530: Bilge high level alarms. "On a vessel of at least 7.9 meters (26 feet) in length, a visual and audible alarm must be provided at the operating station to indicate a high water level in each of the following normally unmanned spaces."

On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level (ABYC H-22.7.3).

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS**Finding C-1 Exterior Shower**

The cockpit hot/cold shower was missing the spigot head.

Recommendation

Install spigot head.

Finding C-2 Gelcoat Comments

Minor gelcoat scrape was sighted at the bow below the anchor.

Recommendation

No action is required at time of survey.

Finding C-3 Water Heater Pressure Relief Valve

The water heater pressure relief valve hose was kinked and drained to the bilge.

Recommendation

Recommend reducing kink. Plumb overboard, if necessary.

Finding C-4 Head Sinks

Minor corrosion was sighted on the riser fitting between the counter and the sink basin.

Recommendation

No action is required at time of survey. Clean corrosion and apply corrosion inhibitor, as necessary. Monitor.

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 2022 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

<p>Featured</p>  <p>2024 Aspen C108 US\$525,000 ↓ Price Drop US \$3,911/mo ⓘ Fraser Yachts (Ft.Lauderdale) Port St Lucie, Florida</p> 	<p>Available Soon</p>  <p>2026 Aspen C108 US\$615,700 US \$4,587/mo ⓘ Aspen Power Catamarans Burlington, Washington</p> 
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C-108's For Sale

<p>In-Stock</p>  <p>2019 Aspen C107 US\$395,000 ↓ Price Drop US \$2,943/mo ⓘ Aspen Power Catamarans Anacortes, Washington</p> 	<p>Available Soon</p>  <p>2026 Aspen C107 US\$548,700 US \$4,088/mo ⓘ Aspen Power Catamarans Burlington, Washington</p> 	<p>New Arrival</p>  <p>2019 Aspen C107 US\$399,000 US \$2,972/mo ⓘ Aspen Power Catamarans Anacortes, Washington</p> 
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C-107's For Sale

ADDITIONAL REFERENCES

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Mark Van der Vliet
FAQ

Boat Detail Sheet

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ASPEN POWER CATAMARANS LLC, BURLINGTON, WA, USA (MIC: APE)

Model Year	2021	Hull Material	Fiberglass Composite
Model	C108	Hull Configuration	Catamaran
Length Overall	35'	Draft	
Length On Deck		Beam	10' 8"
Boat Type	Cruiser	Weight	10200 lbs.
Engine Type	OB	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.

There are no prices available for this vessel.

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:

\$565,000 per surveyor's assessment
Five Hundred Sixty-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:

\$615,700 per recent manufacturer listing
Six Hundred Fifteen Thousand, Seven Hundred 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 February 4, 2026. 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.

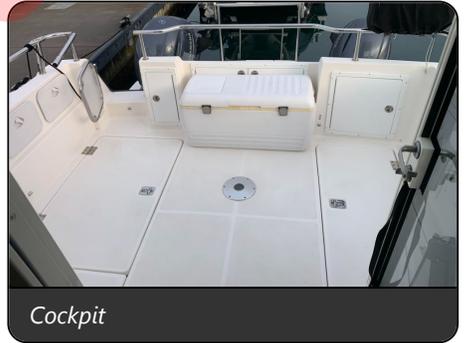
This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

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



Signed and submitted on: February 5, 2026

PHOTO LIBRARY



Cockpit



Main cabin from aft



Helm



Dinette



Galley



Forward Stateroom King berth



Port quarter berth



Starboard quarter berth



Head