

THIS IS AN UPDATE ON A PREVIOUS POST "A RANGER TUG PURCHASE STORY " ON SEPT 15 TH 2020 (AFTER GIVING A 1 WEEK" GOOD WILL" EXTENSION) ,A RESPONSE FROM THE ONTARIO RANGER DEALER .

THE EMAIL STATED THAT THEY WHERE IN NO WAY RESPONSIBLE FOR THE DAMAGE AND THAT THE DEALERSHIP COULD REPAIR THE BOAT FOR ME , IF "I PAID " FOR THE RETAIL REPAIR COST ! ----- I WILL TRY TO GIVE YOU THE FACTS THAT WILL HELP YOU UNDERSTAND THE CHAIN OF EVENTS .

FIRST OF ALL , MY WIFE AND I HAD A RELATIONSHIP WITH THE DEALERSHIP AND PLANT (AS WE OWNED A PREVIOUS R27 RANGER FROM 2014 ON) .WE ATTENDED MANY RENDEZVOUS , WE SOCIALIZED WITH THE GENERAL MANAGER AND SALESPeOPLE FROM THE DEALERSHIP AND WITH EMPLOYEES OF RANGER TUGS . THIS LEADS TO DOING BUSINESS WITH THE ONTARIO RANGER DEALERSHIP, AS YOU TRUST THEM , AS RANGER TUGS SAYS " YOUR PART OF THE FAMILY " . SO YES I LET MY GUARD DOWN AFTER ALL I WAS DEALING WITH "FAMILY "

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SO IF WE CAN GO FROM THE START --- THE USED 2018 R27 I BOUGHT(NO TRAILER) HAD APPROX. 25 HOURS ON IT . IT WAS ADVERTISED AS "LIKE NEW , BOW TO STERN " . THE ONTARIO DEALER DOESN'T USE THE RANGER PLANT TRUCKING COMPANY .I HAVE AN EMAIL STATING THEY SET UP THEIR OWN FREIGHT .IS IT A "BACK HAUL " ? A TRUCK/TRAILER THAT IS IN THE PLANT AREA THAT NEEDS A LOAD HOME TO PAY FOR THE FUEL ? COMPANIES USE BACK HAULS BECAUSE THEY ARE CHEAPER , BUT YOU DON'T ALWAYS HAVE CONTROL OF HOW YOUR FREIGHT IS HANDLED .

HOW WAS THE BOAT SUPPORTED ? IS IT BLOCKED UNDER THE KEEL ? I HAVE NOT HAD THESE QUESTIONS ANSWERED OR THE NAME OF THE FREIGHT COMPANY . IN MY PERSONAL OPINION , AND THE PERSONAL OPINIONS BY OTHERS , THAT THE CRACKS ARE FROM THE BOAT COMING DOWN HARD ON A BLOCK .WHERE WOULD A BOAT BE "BLOCKED " ? -----AT THE PLANT ? ----- IN TRANSPORT ? ----- AT THE ONTARIO DEALERSHIP ?

HOW ARE BOATS LOADED AND UNLOADED ? I HAVE NOT HAD THESE QUESTIONS ANSWERED . WHAT I DO KNOW ISTHE BOAT WAS DELIVERED TO THE FIRST OWNER , "BY WATER " WITH THE SALESMAN RUNNING THE BOAT UP FROM LAKE SIMCOE TO MIDLAND , ON GEORGIAN BAY . THE 1 ST OWNER HAD A \$ 15000 NEW MARINE RAILROAD INSTALLED BY A LEADING COMPANY IN THE FIELD SINCE THE 1970 'S . THE OWNER SUPERVISED THE RAILROAD SUPPORT ADJUSTMENTS (WHICH WAS DONE IN OVER 1 FT OF WATER) UNTIL HE SAID " IT WAS PERFECT " THE BOAT SAT ON THE MARINE RAILROAD ,IN THE BOAT HOUSE FOR ALL 4 SEASONS UNTIL WE BOUGHT THE BOAT , THE BOAT WAS NEVER ON BLOCKS AFTER IT LEFT THE DEALERSHIP .AS I SAID BEFORE , I BOUGHT THE BOAT WITH APPROX.

25 HRS ON IT .IT STILL HAD THE PLASTIC WRAP ON THE STAINLESS FRONT PANEL OF THE FRIDGE ,IT STILL HAD THE NEW BOAT SMELL .

I HAVE EMAILS AND PHONE CONVERSATIONS WITH THE DEALERSHIP AND THE RANGER TUG PLANT ASKING ME "IF I HAVE CALLED MY INSURANCE COMPANY YET ? "MY ETHICS WOULD NOT ALLOW MYSELF TO MAKE UP A FICTITIOUS STORY TO DO AN INSURANCE CLAIM ON SOMETHING I DIDN'T DO .

ON RALF AND ANDREW'S REQUEST (WARRANTY & GENERAL MANAGER OF RANGER TUGS) WE MEASURED CRACK LOCATIONS AND LENGTHS .WE MARKED VISUAL LOCATIONS WITH MASKING TAPE , WE ZOOMED IN , WE ZOOMED OUT WITH PICTURES REQUESTED . ALL THIS I WAS TOLD WAS FOR THE PLANT ENGINEERS TO DEVELOP "A PLAN " FOR A FACTORY RECOMMENDED REPAIR PROCEDURE .

WITH DELAYS AND PROMISES , I HAVE NEVER SEEN A COPY OF THIS PROCEDURE WHICH WAS PROMISED TO BE EMAILED TO ME . THE DEALERSHIP HAS ONE , BUT NOT ME , THE OWNER .

QUESTIONS ANSWERED 1- NO SURVEY (YES , TOO MUCH TRUST , LET MY GUARD DOWN , RUSHED DEAL , ETC ETC .)

2 - LOOKED AT BOAT IN BOAT HOUSE , THEN BOAT MOVED TO MARINA 1 MILE AWAY (DEALERSHIP OWNED) FOR A QUICK SEA TRIAL , THEN HOURS LATER , FINALIZING THE SALE ON MY TRADE (2013 RANGER R27) . THE DEALERSHIP HAD THE BOAT I BOUGHT LISTED ON CONSIGNMENT , THEY FLIPPED IT BACK INTO THEIR NAME (THEY SOLD IT NEW TO THE ORIGINAL OWNER) THE INVOICE I HAVE IS FROM THE DEALERSHIP , SHOWING THE NEW BOAT , MINUS MY OLD BOAT TRADE .

3 -- I HIRED AND DISPATCHED A BOAT MOVING COMPANY TO PICK THE BOAT UP ON A HYDRAULIC BOAT TRAILER ON JULY 9 TH 2020 , AT 9 AM (I WAS NOT THERE) . THE SALESMAN WAS TO HAVE THE BOAT AT THE DOCK . BOAT NOT AT DOCK FOR 9 AM , THE TWO BOAT MOVERS GO AROUND THE BUILDING AND SEE THE SALESMAN WITH A MOP AND PAIL , GETTING THE WATER OUT OF THE V BIRTH . QUESTIONED ON THIS SALESMAN SAYS HE WILL CALL ME . I TELL HIM TO HAVE TECHS LOOK AT RIGHT NOW ! SALESMAN SAYS IT'S " JUST FROM THE AIR CONDITIONING DRAIN " . HE THEN TAKES THE BOAT OUT FOR A QUICK HI SPEED SPIN TO WHAT HE SAID " WAS TO WASH THE ALGEE OFF THE BOTTOM " . THEN THE SALESMAN LOADS THE BOAT . I DON'T HEAR FROM THE SALESMAN FOR 20-30 MINUTES (THINKING TECH IS LOOKING AT IT) BUT BOAT IS ON THE ROAD TO ME .

4 --SALESMAN SAYS DEALERSHIP WILL PAY FOR AIR CONDITIONING REPAIR , BUT THAT IS NOT PROBLEM , I WORK WITH PLANT AND DEALERSHIP SERVICE MANAGER TO FIND WATER PROBLEM . WITH ALL POSSIBILITIES RULED OUT , I HIRE ANOTHER HYDRAULIC TRAILER TO PULL BOAT OUT (ON THE 13 TH DAY WITH BOAT AT DOCK) . LAYING ON MY BACK , IN THE SLIME AT BOAT RAMP , I SEE THE 2 CRACKS . THE PERSONAL OPINIONS OF PEOPLE IN THE KNOW , IS THAT THE BOAT WAS PUT DOWN HARD ON A BLOCK . I HAVE A FULL SURVEY , MOISTURE READINGS , ETC ETC .

5 -- ORIGINAL OWNER (#1) PUT VERY FEW HOURS ON THE BOAT , ALWAYS STORED ON THE MARINE RAILROAD . SOME OF THE APROX. 25 HRS RUN TIME WAS THE DEALERSHIP DELIVERING THE BOAT , BY WATER , FROM LAKE SIMCOE TO GEORGIAN BAY .

6- THIS WAS LIKE BUYING A NEW BOAT WITH A FEW DEMO HOURS ON IT (I THOUGHT) IN MY PERSONAL OPINION , THE BOAT HULL WAS COMPROMISED BEFORE THE ORIGINAL OWNER (# 1) TOOK DELIVERY . THE ORIGINAL OWNER JUST NEVER HAD IT IN THE WATER LONG ENOUGH , AND WATER RUNS OUT OF CRACKS ON A MARINE RAILROAD , OUT OF THE WATER . THE DEALERSHIP IS VERY QUIET AND WON'T ANSWER MY QUESTIONS