

Birely Marine Services Inc.
BIRELY MARINE SURVEYOR AND CONSULTANT

Yellowfin 42'

Yellowfin



INDEPENDENT MARINE SURVEYOR SINCE 2001

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Report of Marine Survey

Of The Vessel

Yellowfin

Yellowfin 42'

Conducted by
Birely Marine Inc.

D & B

June 22, 2022

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of D & B the attending surveyor did attend onboard the *Yellowfin 42'*, *Yellowfin* beginning on 6/22/22 where an "in-the-water-survey" WAS conducted at Allied . The ship's papers were on board and appeared to be in order. The Hull Identification Number (**HIN**) WAS verified from the transom. A sea trial WAS performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Sovereign Moisture Master meter. AC and DC power WAS used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

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.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

Note:

An engine surveyor was on board during the hull survey and performed a separate survey on the vessel's propulsion system. Questions about the condition of this system should be addressed to that survey.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	90
SURVEY PREPARED FOR:	D & B
<hr/>	
NAME OF VESSEL:	Yellowfin
TYPE OF SURVEY:	Pre-Purchase for Buyer
OVERALL VESSEL RATING:	**** ABOVE AVERAGE
ESTIMATED MARKET VALUE:	\$800,000.00
BUILDER:	Yellowfin
YEAR BUILT:	2019
MODEL OF VESSEL:	Center Console
HULL IDENTIFICATION NUMBER (HIN):	YFX
STATE VALIDATION STICKER NUMBER:	04
STATE REGISTRATION NUMBER:	FRU
PLACE OF SURVEY:	Allied
DATE/TIME OF SURVEY:	June 22, 2022
HULL MATERIAL:	FRP (Fiber Reinforced Plastic).
HULL TYPE:	Planing, Modified-V with round bottom, lifting chinse, and flared bow.
LENGTH OVER ALL (L.O.A.):	* 42'
BEAM:	* 12'
DRAFT:	* 22"
PROPULSION SYSTEM:	Outboard
FUEL TYPE:	Gasoline.
FUEL CAPACITY:	* 571 gals
AC POWER:	Yes 120 volt.
DC POWER:	Yes, 12 volt.
FRESH WATER CAPACITY:	* 82 gals.

II. GENERAL INFORMATION

HOLDING TANK: Yes

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this *Report of survey*:

APPEARS:

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 tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the * item.

II. GENERAL INFORMATION

DEFINITION OF TERMS:(*continued*)

Asterisks * in this General Information section refers to the source of such information as follows:

* Per Manufacturer's Specifications

**Refer to Summary and Valuation Section

*** Per USCG Documentation

**** Per Buc Book

Pricing Based on:

BUK Book Pro

NADA

Yacht World

Sold Boats

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Modified-V, planing type, with flared bow, hard chine.

MATERIAL:

FRP (fiber reinforced plastic)

EXTERIOR HULL:

Light gray gel coat.

***B.1**

Two of the wet surface chimes the gelcoat is chipped.

***C.1**

The boats bow has chips in the gelcoat.



Yellowfin 056



Yellowfin 047



Yellowfin 048

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

BULKHEADS:

Athwart ships reinforcement enhanced by FRP (fiber reinforced plastic) bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted.

STRINGERS:

Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

TRANSOM:

Reinforced, FRP.



Yellowfin 003

BILGE:

A smooth surface was used in the shallow bilge area. Generally clean.

CHAIN LOCKER (DRAINAGE):

The chain locker is forward and accessible through an access hatch on deck. The locker is a single flat bottom compartment.

MOISTURE CONTENT:

None noted.

DECK CONSTRUCTION

TYPE:

Cord molded FRP (fiber reinforced plastic) with non-skid surface. The decks were sounded with a phenolic hammer and a moisture meter.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK CONSTRUCTION(*continued*)

MATERIAL:

Cored FRP (fiber reinforced plastic) with gel coat.



Yellowfin 018



Yellowfin 021



Yellowfin 022

COCKPIT:

Aft Cockpit

***B.2**

The cockpit deck drain hoses are not double clamped.

HULL-TO-DECK JOINT

TYPE:

Over Lapping

FASTENERS:

Thru-bolted stainless steel nut and bolts.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL-TO-DECK JOINT(*continued*)

BEDDING COMPOUND:

Appeared to be elastomeric compound.

DECK FITTINGS

CHOCKS AND CLEATS:

Eight (8) stainless steel 10" cleats.

WINDLASS/GIPSY:

Yes

HATCHES:

Deck hatches.

***B.3**

The starboard forward deck hatch hinge is loose.

ANCHOR PLATFORM:

Stainless steel anchor platform with bow roller. Appears serviceable.

BRIDGE DECK

MATERIAL:

FRP (fiber reinforced plastic).

TYPE:

Center consol provides helm station and crew seating.

SEATS:

Bench seats.

***B.4**

The forward cushion and bolsters have tears.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK(*continued*)

BIMINI:

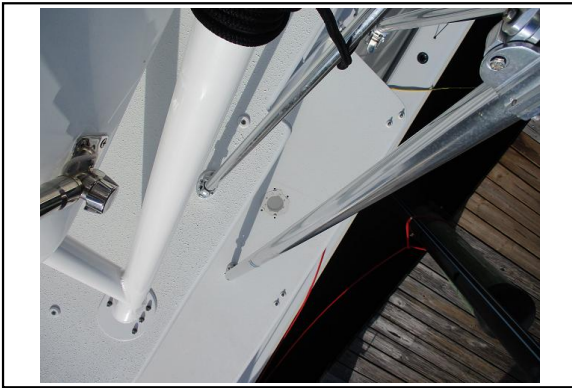
Hard top with aluminum supports.

*B.5

The helm top supports have Velcro tape on them.

*B.6

The hard top has two holes in it, from the old outriggers.



Yellowfin 033



Yellowfin 024

WINDSHIELD:

Glass and clear plastic curtains surround the bridge helm station.

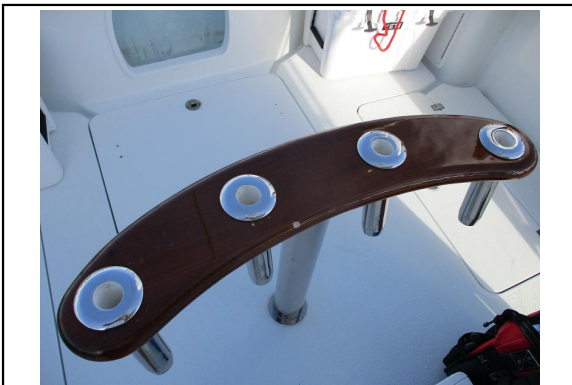
FISHING EQUIPMENT

FIGHTING CHAIRS:

A rocket launcher is pedestal mounted in the cockpit by Release.

*C.2

The rocket launcher varnish is chipped.



Yellowfin 026

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT(*continued*)

LIVE BAIT WELLS:

A live bait well is located on the transom. It is FRP (fiber reinforced plastic) cylindrical in shape, capacity is approximately 50 gallons and it has an electric water re-circulation pump.



Yellowfin 027

WASH DOWN SYSTEM:

Both fresh water and salt water wash down hose bibs are available.

ROD HOLDERS:

Gunwale mounted rod holders in cockpit coming.

FISH BOX(S):

Tow

OUTRIGGERS:

Rupp outriggers both port and starboard. Appears serviceable.

TUNA TOWER:

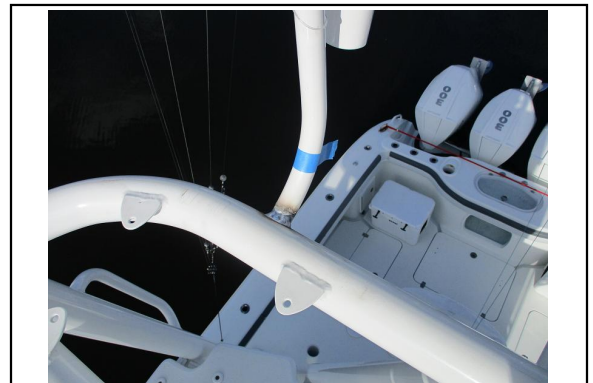
Aluminum pipe welded tuna tower was well fitted.

***C.3**

The tower has two new welds that are not painted.



Yellowfin 031



Yellowfin 032

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

FRP (fiber reinforced plastic)



Yellowfin 036

INTERIOR BULKHEADS:

Interior FRP bulkheads.

WATER INTRUSION SIGNS:

None Sighted.

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving are provided.

HEADLINERS:

Molded FRP (fiber reinforced plastic).

FLOOR AND WINDOW COVERINGS:

FRP (fiber reinforced plastic) and Sea Deck.

ACCOMMODATIONS:

One cabin.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:(continued)

HEADS:

One head.



Yellowfin 037

FAUCET FIXTURES:

Faucet and fixtures in the vessel were on demand.

LIGHT FIXTURES:

DC cabin lights throughout the vessel were operable.

PROPULSION

MAIN ENGINES

TYPE:

Outboard

MANUFACTURER:

Mercury: V8

SERIAL NUMBERS:

Port: 3B Port Center:m 3B Starboard Center: 3B0 Starboard: 3B0

LABELS AND NOTICES:

All required labels appeared to be in place and readable.

HORSE POWER:

300 hp

NUMBER OF CYLINDERS:

Eight (8) in a V configuration.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

INDICATED HOURS:

Port hours 1. Port Center 1 hours. Starboard Center 1 hours . Starboard 1 hours.

THROTTLE CONTROLS:

Electronic by Mercury.

FLAME ARRESTOR:

Yes, USCG approved.

ENGINE MOUNTS AND BED:

Transom

EXHAUST SYSTEM:

Raw water cooled.

ENGINE SYNCHRONIZER:

Synchronization is provided by Mercury.

COOLING SYSTEM

TYPE:

Raw water cooled.

TRANSMISSIONS

TYPE:

Outboard

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

NUMBER OF TANKS:

Three (3)

HOSE CONNECTIONS, CLAMPS:

Appears serviceable and approved where sighted.

III. SYSTEMS

FUEL SYSTEM

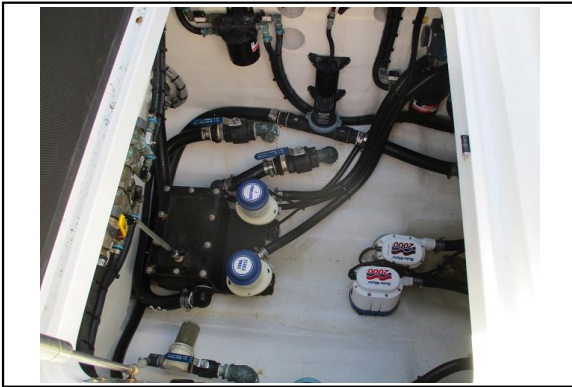
MAIN ENGINE(S) FUEL SYSTEM(*continued*)

SHUT-OFF VALVE:

Yes. Ball valves.

***B.7**

The starboard fuel shut off valve is missing the handle.



Yellowfin 007

FUEL FILTERS:

Yes. Both remote mounted filter/water separator type and engine mount spin on/off type.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

Maintenance Free 12 volt.

MAIN BATTERY SWITCHES:

Type: Blue Sea Systems, rotary selector.



Yellowfin 011

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

PANEL:

The main electrical panel was mounted port cabin.

CHARGING SYSTEM:

Alternators on main engines. Appears serviceable.

CHARGING SYSTEM (BATTERY CHARGER):

Two: Marine grade 110 volt. Delta Volt 15 amp.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

One (1) 120 volt, 15 amp.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

Yes, one (1).

PUMPS:

On demand type water pump.

HOSES AND CLAMPS:

Reinforced plastic hose throughout the vessel. Appears serviceable where sighted.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

Tecma

MANUAL OR ELECTRIC TYPE:

The head is electrically operated for flush.

NUMBER OF HEADS:

One (1)

M.S.D TYPE USCG SYSTEM:

Certification Type: MSD U.S.C.G. Type III. (Holding tanks)

MACERATOR:

Yes, and electrical treatment.

III. SYSTEMS

SANITATION

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

The head on this vessel drains into a sump pan.

SUMP TANK LOCATION:

Under the sink.

MATERIAL:

Plastic, specific type not determined. Appears serviceable.

PUMPS:

Remote diaphragm PAR type. Appears serviceable.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Hydraulic, by Ultra Flex.

NUMBER OF STATIONS:

Two (2) main deck helm station and tower station.

ACTUATOR CYLINDER:

Appears serviceable.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

Type: Plow style.

RODE MATERIAL:

1/2" 3 braid marine grade nylon, approximately 150' feet.

III. SYSTEMS

GROUND TACKLE

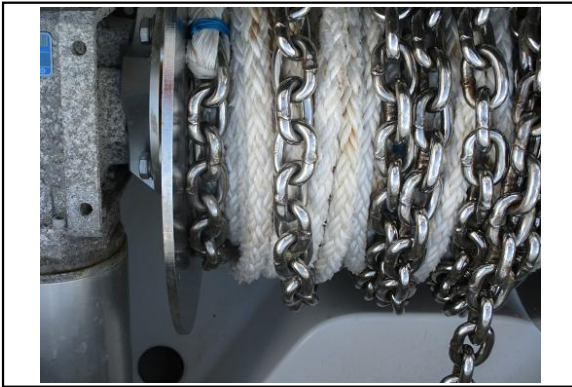
GROUND TACKLE(continued)

WINDLASS:

Bonfiglioli

***B.8**

Windlass control on deck is inoperable.



Yellowfin 014



Yellowfin 015

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

Two (2) Garmin.



Yellowfin 023



Yellowfin 024

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT(*continued*)

VHF:(*continued*)



Yellowfin 025

RADAR:

Two (2) Garmin: 22". Powers up.

Garmin: XSV. Powers up.



Yellowfin 023



Yellowfin 024



Yellowfin 028

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT(*continued*)

CHART PLOTTER:

Two (2) Garmin. Powers up.

AUTOHELM:

Garmin. Powers up.

FISH FINDER:

Garmin

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Klipsch. Powers up.



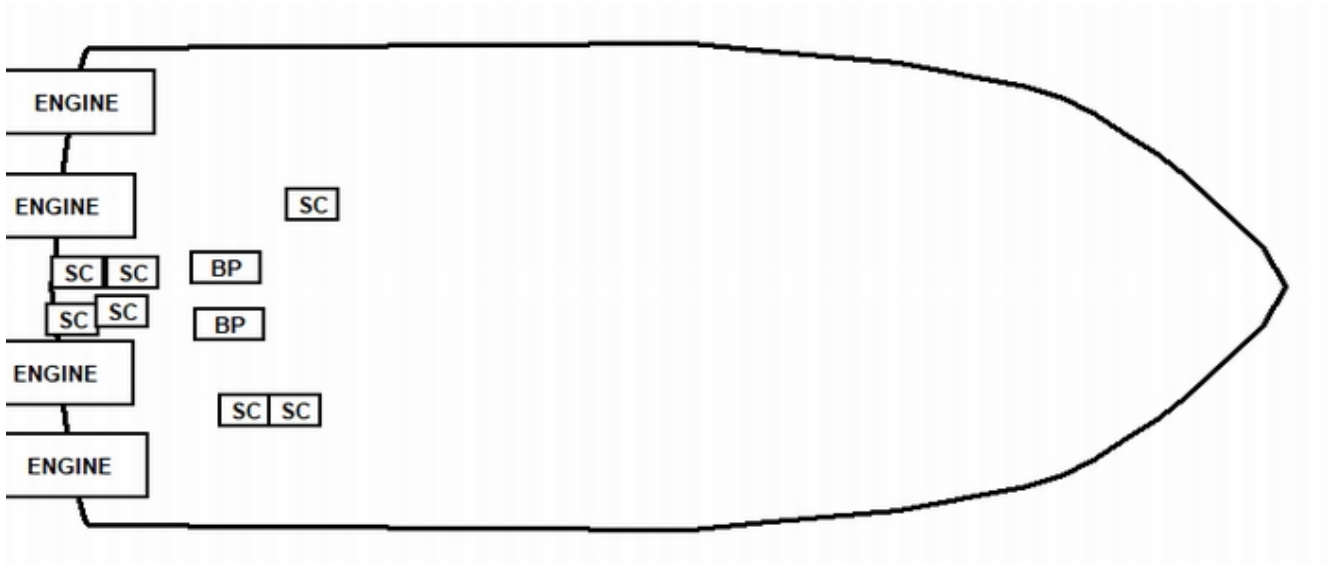
Yellowfin 025

III. SYSTEMS

THRU-HULLS

THRU-HULLS:

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
BP	Bilge Pump
ENGINE	Engine
SC	Seacock

**** Red Icon(s) with white text indicates inoperable item.**

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

Five (5) Type I-U.S.C.G. approved.

NUMBER OF THROWABLE PFD'S:

None sighted.

***A.1**

No throwable PFD'S.

FIRE EXTINGUISHERS:

Two (2) dry chemical Size: 3 lb.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(continued)

VISUAL DISTRESS SIGNALS:

Day/night visual distress signals are hand held flares. Expiration date: 7/24

NAVIGATION LIGHTS:

Sidelights are operable.

Stern light is operable.

Anchor lights are operable.

"NO OIL DISCHARGE" PLAQUE:

None Sighted.

***B.9**

No oil discharge sighted

TRASH DISPOSAL PLACARD:

None sighted.

***B.10**

No trash disposal placard sighted.

AUXILIARY SAFETY EQUIPMENT

LIFE RAFT:

Viking 6 man. 1/17

***B.11**

Raft does not have a current inspection tag.



Yellowfin 016



Yellowfin 017

E.P.I.R.B.:

None Sighted. But highly recommended.

III. SYSTEMS

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT(*continued*)

SMOKE DETECTOR:

None Sighted.

***B.12**

No smoke detector or CO2 detector.

BILGE PUMPS

LIST:

Yes. See thru-hull diagram. Appear operable.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

Four (4) Stainless steel, three blade. 16 X 20



Yellowfin 057

TRIM TABS:

Hydraulic trim tabs.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

THRUSTERS:

Yes

***A.2**

The bow thruster positive connection is not covered.



Yellowfin 012

ZINCS:

Engine mounted zinc.

OUTDRIVES:

Mercury

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None Sighted.

CONDITION OF BOTTOM PAINT:

Bottom is not painted.



Yellowfin 054

III. SYSTEMS

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

TYPE:

Unitized self contained reverse cycle type.

MANUFACTURER:

Domestic 12 volt system.

***B.13**

The AC unit is pulling air from the bilge.

***B.14**

The AC unit will not stay on.

HOSES, CLAMPS AND CONNECTORS:

Appear to be adequately sized.

***B.15**

A/C cool hoses are not double clamped.

RAW WATER COOLING PUMP:

12 volt electric pump system is equipped with a sea cock and sea strainer assembly. Appears serviceable.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The Yellowfin was operated from Allied Marine. The vessel was operated by Sean.

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments operate within normal operating limits at idle, cruising speed and maximum throttle.
5. Engines reached 6000 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The back down test was satisfactory.
10. There were no excessive vibrations noted.
11. The engine synchronizer worked properly, autopilot was tested and the trim tabs operated normally.
12. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

PERFORMANCE DATA

SPEED DATA:

RPM, KNOTS
4000, 32.8
4500, 37.5
5000, 42.4
5500, 46.6
Pinned
6000, 51.2

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G. regulations.***

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 21) NUMBER OF THROWABLE PFD'S:

FINDINGS	RECOMMENDATIONS
No throwable PFD'S.	Comply with USCG Safety Regulations.

A.2 (PAGE 24) THRUSTERS:

FINDINGS	RECOMMENDATIONS
The bow thruster positive connection is not covered.	Further investigate and repair as necessary.

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 6) EXTERIOR HULL:

FINDINGS	RECOMMENDATIONS
Two of the wet surface chimes the gelcoat is chipped.	Refinish

B.2 (PAGE 8) COCKPIT:

FINDINGS	RECOMMENDATIONS
The cockpit deck drain hoses are not double clamped.	Further investigate and repair as necessary.

B.3 (PAGE 9) HATCHES:

FINDINGS	RECOMMENDATIONS
The starboard forward deck hatch hinge is loose.	Further investigate and repair as necessary.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.4 (PAGE 9) SEATS:

FINDINGS	RECOMMENDATIONS
The forward cushion and bolsters have tears.	Further investigate and repair as necessary.

B.5 (PAGE 10) BIMINI:

FINDINGS	RECOMMENDATIONS
The helm top supports have Velcro tape on them.	Further investigate and repair as necessary.

B.6 (PAGE 10) BIMINI:

FINDINGS	RECOMMENDATIONS
The hard top has two holes in it, from the old outriggers.	Further investigate and repair as necessary.

B.7 (PAGE 15) SHUT-OFF VALVE:

FINDINGS	RECOMMENDATIONS
The starboard fuel shut off valve is missing the handle.	Install handle.

B.8 (PAGE 18) WINDLASS:

FINDINGS	RECOMMENDATIONS
Windlass control on deck is inoperable.	Further investigate and repair as necessary.

B.9 (PAGE 22) "NO OIL DISCHARGE" PLAQUE:

FINDINGS	RECOMMENDATIONS
No oil discharge sighted	Install the USCG "No Discharge of Oil" placard provided by this survey company in full sight in the engine space.

B.10 (PAGE 22) TRASH DISPOSAL PLACARD:

FINDINGS	RECOMMENDATIONS
No trash disposal placard sighted.	Comply with USCG regulations for Trash dumping and plan. There is a large fine imposed for non-compliance.

B.11 (PAGE 22) LIFE RAFT:

FINDINGS	RECOMMENDATIONS
Raft does not have a current inspection tag.	Have the life raft inspected and repacked by authorized personnel, mark and prepare stowage area for ready deployment.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.12 (PAGE 23) SMOKE DETECTOR:

FINDINGS	RECOMMENDATIONS
No smoke detector or CO2 detector.	Further investigate and repair as necessary.

B.13 (PAGE 25) MANUFACTURER:

FINDINGS	RECOMMENDATIONS
The AC unit is pulling air from the bilge.	Further investigate and repair as necessary.

B.14 (PAGE 25) MANUFACTURER:

FINDINGS	RECOMMENDATIONS
The AC unit will not stay on.	Further investigate and repair as necessary.

B.15 (PAGE 25) HOSES, CLAMPS AND CONNECTORS:

FINDINGS	RECOMMENDATIONS
A/C cool hoses are not double clamped.	

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 6) EXTERIOR HULL:

FINDINGS	RECOMMENDATIONS
The boats bow has chips in the gelcoat.	Further investigate and repair as necessary.

C.2 (PAGE 10) FIGHTING CHAIRS:

FINDINGS	RECOMMENDATIONS
The rocket launcher varnish is chipped.	

C.3 (PAGE 11) TUNA TOWER:

FINDINGS	RECOMMENDATIONS
The tower has two new welds that are not painted.	Refinish

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, 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", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

ABOVE AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of 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; and
- 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.

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

\$800,000 Dollars
Eight Hundred Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the Yellowfin, for the purpose of evaluating its present condition and estimating its Fair Market Value. I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on 6/22/22 and was found to be a well constructed, appointed and comfortable vessel. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable and insurable for its intended use. Other deficiencies list should be attended to in a timely fashion.

V. SUMMARY AND VALUATION

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 or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate 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 is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



VI. PHOTOGRAPHS



Yellowfin 001



Yellowfin 002



Yellowfin 003

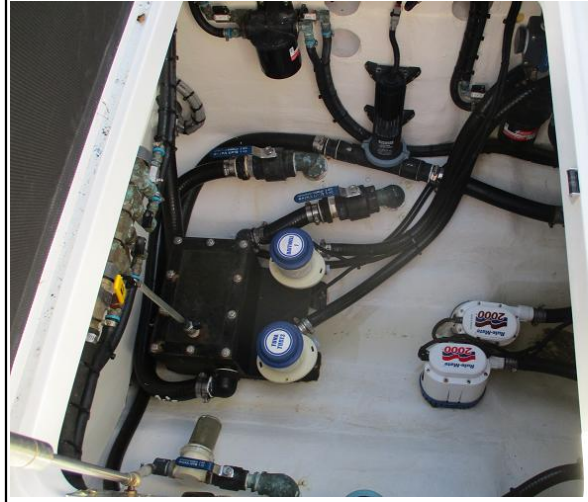


Yellowfin 004

VI. PHOTOGRAPHS



Yellowfin 006



Yellowfin 007



Yellowfin 008



Yellowfin 011

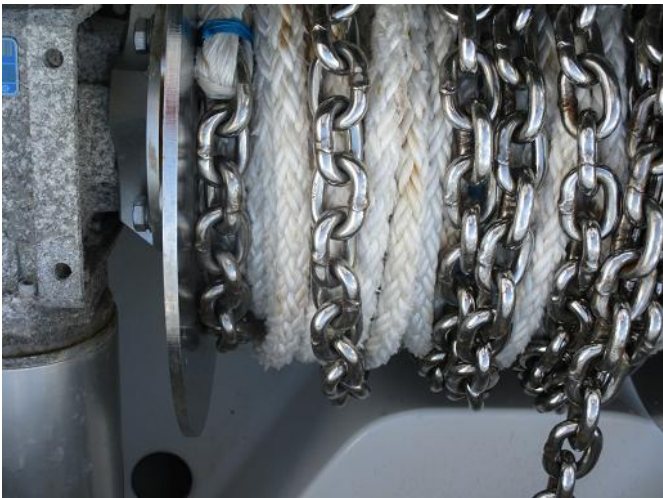
VI. PHOTOGRAPHS



Yellowfin 012



Yellowfin 013



Yellowfin 014



Yellowfin 015

VI. PHOTOGRAPHS



Yellowfin 016



Yellowfin 017



Yellowfin 018



Yellowfin 020

VI. PHOTOGRAPHS



Yellowfin 021



Yellowfin 022



Yellowfin 023



Yellowfin 024

VI. PHOTOGRAPHS



Yellowfin 025



Yellowfin 026



Yellowfin 027



Yellowfin 028

VI. PHOTOGRAPHS



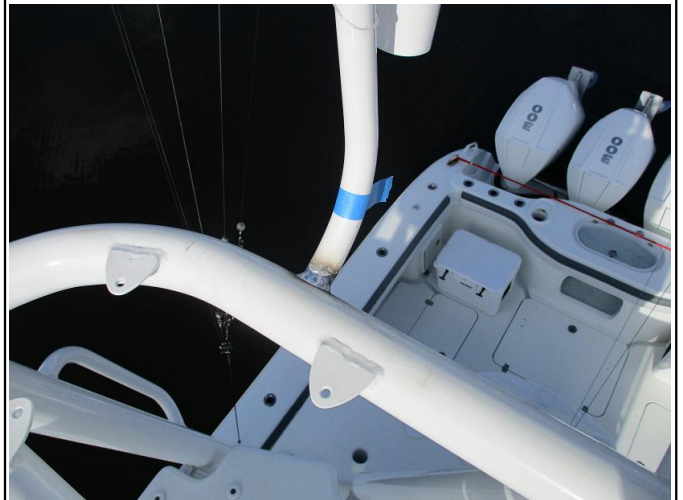
Yellowfin 029



Yellowfin 030



Yellowfin 031



Yellowfin 032

VI. PHOTOGRAPHS



Yellowfin 033



Yellowfin 035



Yellowfin 036



Yellowfin 037

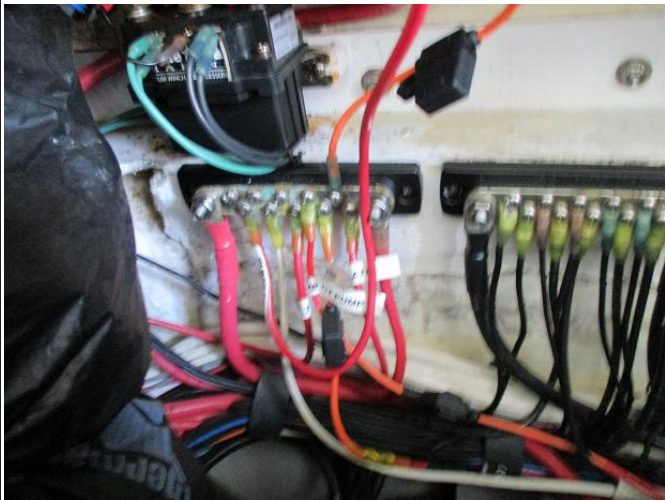
VI. PHOTOGRAPHS



Yellowfin 038



Yellowfin 039



Yellowfin 040



Yellowfin 041

VI. PHOTOGRAPHS



Yellowfin 042



Yellowfin 043



Yellowfin 047



Yellowfin 048

VI. PHOTOGRAPHS



Yellowfin 054



Yellowfin 056



Yellowfin 057



Yellowfin 058