

**Aqua Marine Surveying & Services**  
MARINE SURVEYOR AND CONSULTANT

**2005 Yellowfin 36 Offshore**

***"Here Comes Trouble"***



INDEPENDENT MARINE SURVEY SERVICE

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# **Report of Marine Survey**

**Of The Vessel**

***"Here Comes Trouble"***

**2005 Yellowfin 36 Offshore**

Conducted by  
Glenn Reagan

ACCREDITED MARINE SURVEYOR

PREPARED FOR:

Sample Survey

April 06, 2020

INDEPENDENT MARINE SURVEY SERVICE

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of Sample Survey, the attending surveyor did attend onboard the *2005 Yellowfin 36 Offshore, "Here Comes Trouble"* beginning on April 6, 2020 where an "out-of-the-water-survey" WAS conducted at , 123456 Ocean Lane, Naples, FL..The Hull Identification Number (**Sample Survey**) WAS verified from the transom. A sea trial WAS NOT performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed on April 6, 2020 at The Best Marina in Town, Sample City, USA. 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 Tramex Moisture meter. 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.

**NOTE:** It is recommend and understood that all GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines.  
Florida registration hull identification number does not match the engraved number on the vessel. Surveyor recommends having it corrected with the State Tax Office to prevent any future issues with law enforcement.

## 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.

# I. INTRODUCTION

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## VESSEL DESCRIPTION

Yellowfin Yachts states that the 36 Offshore has dominated the Southern Kingfish Association and other tournament events for over a decade. The combination of speed, an unmatched dry ride with her legendary rugged construction and stepped hull makes the 36 Yellowfin the boat to beat no matter where you are fishing. Highlights include T-top with rod holders, leaning post, 50-gallon transom livewell, K-Plane trim tabs, pop-up cleats, saltwater washdown, console seat, 9-foot rod storage boxes and the optional coffin box that tilts back to reveal a big in-floor fishbox.

This beauty ("Here Comes Trouble") has been well kept. She has been maintained with an open check book and it shows. Whatever she needs to maintain her in like new condition she gets. Many recent upgrades that include new interior seating and coaming bolsters. Another big upgrade is that she has been recently re-powered with three new Mercury Verado 350 horsepower outboards. These big beautiful outboards will yield speeds that no other boat in its class can match. "Here Comes Trouble" is an exceptionally clean, one of a kind fishing machine that will be enjoyed for many years to come.

## II. GENERAL INFORMATION

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### GENERAL INFORMATION

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SURVEY PREPARED FOR: .....	Sample Survey
NAME OF VESSEL: .....	"Here Comes Trouble"
TYPE OF SURVEY: .....	Insurance for owner.
OVERALL VESSEL RATING: .....	**** ABOVE AVERAGE
ESTIMATED MARKET VALUE: .....	\$250,000.00
ESTIMATED REPLACEMENT COST: .....	\$500,000.00
YEAR/MAKE/MODEL OF VESSEL: .....	2005 Yellowfin 36 Offshore
BUILDER: .....	Yellowfin Yachts, 2059 58th Cr. E., Bradenton, FL. 34203
MODEL YEAR: .....	2005
MAKE OF VESSEL: .....	Yellowfin
MODEL OF VESSEL: .....	36 Offshore
HULL IDENTIFICATION NUMBER (HIN): .....	Sample Survey
STATE REGISTRATION NUMBER: .....	FL 0000 UR
OWNER'S NAME: .....	Sample Survey
OWNER'S ADDRESS: .....	123456 Ocean Lane, Naples, FL.
PLACE OF SURVEY: .....	123456 Ocean Lane, Naples, FL.
DATE/TIME OF SURVEY: .....	April 06, 2020 at 11:00 am.
HULL MATERIAL: .....	FRP (Fiber Reinforced Plastic).
HULL TYPE: .....	Deep-V
LENGTH OVER ALL (L.O.A.): .....	36' 8"
BEAM: .....	10' 0"
DRAFT: .....	1' 8"
DISPLACEMENT: .....	9,500#
PROPULSION SYSTEM: .....	Triple outboard motors.
FUEL TYPE: .....	Gasoline.

## II. GENERAL INFORMATION

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FUEL CAPACITY: ..... **525 gallons per manufacture.**  
DC POWER: ..... **12 volt.**  
INTENDED USE: ..... **Recreational fishing/cruising.**

## II. GENERAL INFORMATION

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### 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

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### 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

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

TYPE:

**Stepped Deep-V**

MATERIAL:

FRP (fiber reinforced plastic)

EXTERIOR HULL:

White gel coat hull bottom with Whisper Gray gel coat hull sides. Hull was found exceptionally clean with a nice shine. Hull was percussive sounded and found solid throughout. Moisture meter readings were low on the scale. No structural or cosmetic issues to report. Very nice and well kept. Serviceable. See photo's 1-10.

TRANSOM:

Reinforced, FRP equipped with a walk through door. Serviceable.

BILGE:

A smooth white gelcoat surface was used in the bilge area, condition was clean. Serviceable.

### DECK CONSTRUCTION

TYPE:

Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface. Serviceable.

MATERIAL/CONDITION:

Cored FRP (fiber reinforced plastic) with white gelcoat, molded non-skid surface. Deck was percussive sounded and found solid throughout. Moisture meter readings were low on the scale. Serviceable.

COCKPIT:

Clean, well arranged, nice size cockpit that includes a fiberglass center console with an aluminum white powder coated T-top, leaning post with tackle storage, transom livewell, raw water wash down, and a hydraulic operated opening coffin cooler forward with plenty of storage below. The console has been updated with new high quality marine grade seats at helm from Lebroc Industries. Fore and aft seats open to provide additional storage. Nice arrangement that adds value and beauty. Very nice. Excellent condition. See photo's 11-23.

NOTE: Cockpit is being prepped for the installation of new coaming bolsters to match interior.

### DECK FITTINGS

CLEATS:

Six (6) 8" pop up stainless steel cleats. Located in useable area's. Serviceable.

ANCHOR PLATFORM:

Stainless steel "Anchorlift" bow roller. Self launching. Excellent condition. Serviceable.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### ADDITIONAL EQUIPMENT AND ACCESSORIES

#### BOAT TRAILER:

Amera Trail Inc. Triple axle aluminum bunk. (D.O.M. 7/2010) Vin# 12443567987721.  
Model: AC3436TTOB

#### \*A.1

Trailer was found with heavily corroded hardware and no operational brake system.  
See photo's 24,25.

### FISHING EQUIPMENT

#### LIVE BAIT WELLS:

Livewell at transom. 50 gallon. Pump powered up. Serviceable.

#### WASH DOWN SYSTEM:

Raw water wash down bib available in aft cockpit. Pump powered up. Serviceable.

#### ROD HOLDERS:

Eighteen (18) Gunwale rod holders, Six (6) Transom mounted, Two (2) at leaning post, Five (5) Tower mounted rocket launchers. Serviceable.

#### OUTRIGGERS:

Two (2) Taco Grand Slam. Mounts only. Poles were not aboard at the time of survey.

## PROPULSION

### MAIN ENGINES

#### TYPE:

Triple outboard motors.

#### MANUFACTURER:

Mercury Verado. Four stroke. (2.6 liter) Supercharged with charge air cooling and electronic boost pressure control with Sequential multi-port electronic fuel injection (EFI).  
(D.O.M. 12/2017) Mercury verified these motors have the Platinum Warranty good until 12/2025.  
See photo 26.

#### SERIAL NUMBERS:

Port: 2B479030 (Model: 1350V241C) See photo 27.  
Center: 2B478582 (Model: 1350V331C) See photo 28.  
Starboard: 2B479035 (Model: 1350V231C) See photo 29.

#### LABELS AND NOTICES:

All required labels were found in place and readable. Serviceable.

#### HORSE POWER:

350 each.

#### NUMBER OF CYLINDERS:

Six (6) in line configuration.

# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES(*continued*)

INDICATED HOURS:

Port: 462.48 per meter. See photo 30. Center: 464.08 per meter. See photo 31.

Starboard: 465.10 per meter. See photo 32.

THROTTLE CONTROLS:

Mercury DTS. (Digital Throttle Shift) Powered up. See photo 33.

NOTE:

Surveyor did not start or operate the outboard motors. No sea trial was performed. Owner states they are in perfect running order. Mercury Marine verified that all three outboard motors are under factory warranty until 12/2025.

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

MATERIAL:

Reportedly Aluminum.

NUMBER OF TANKS:

Three (3).

TANKS CAPACITY:

525 gallons per manufacture. No access to labels.

SECURED:

No access to determine.

MANUFACTURING LABEL:

No access to determine.

FILL PIPE LOCATIONS:

Port and starboard side deck marked "GAS". Port console marked "GAS". Serviceable.

FUEL FILTERS:

Three (3) Parker/Racor 3213. Appear serviceable. No leaks sighted.

## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

Lead acid battery powered 12 volt system.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

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

#### BATTERIES:

Four (4) Brand new X2 Group 31 AGM 12 volt dual purpose boat and RV batteries. Batteries were found in battery trays and well secured to the vessel. Serviceable.

48 Month Free Replacement Warranty.

Dual Purpose batteries deliver high starting and moderate deep cycle power.

Best for boaters who want cranking power plus needed power for electronic accessories.

#### MAIN BATTERY SWITCHES:

Blue Seas Battery Management Panel. Serviceable. See photo 34.

#### PANEL:

Horizontal Yellowfin Moritz push button switch panel. Serviceable.

## STEERING SYSTEM

### STEERING SYSTEM

#### TYPE:

Ultraflex hydraulic. Mercury Electro Hydraulic Power Steering. No excessive play, leaks or excessive corrosion found. Serviceable

#### NUMBER OF STATIONS:

One (1) main helm station.

#### LINES AND FITTINGS:

Reinforced flexible hose, with metallic fittings. No leaks or excessive corrosion sighted. Serviceable.

## GROUND TACKLE

### GROUND TACKLE

#### ANCHORS:

One (1) Lewmar stainless steel. Well suited for intended use. Like new condition. Serviceable.

#### RODE MATERIAL:

Stainless steel chain w/ braided nylon rode. Serviceable. See photo 35.

#### WINDLASS:

Lewmar Pro Series 1000. Serial: 5661906029. Equipped with forward deck switches. Powered up. See photo 36.

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT

#### VHF:

Two (2) Icom Marine IC-M424G. The M424G is an enhanced version of the M424 fixed mount VHF/DSC and includes an integrated GPS Receiver, which allows current position and time to be used for DSC calls. Powered up. See photo 37.

# III. SYSTEMS

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## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT(*continued*)

#### RADAR:

Simrad HD Digital Radar, Model: TXL-10S-4. 64 nm Range. Radar features a high performance 4-foot open array scanner with compact pedestal design. Powered up. Serviceable.

Serial: 1505J3LC10026. See photo 38.

#### CHART PLOTTER:

Two (2) Simrad NSS EV03. Powered up. See photo 39.

#### COMPASSES:

One (1) 6" flush mount at helm. Serviceable.

#### ANTENNAS:

All antennas sighted appear to be well mounted and serviceable. See photo 41.

### ELECTRONICS (ENTERTAINMENT)

#### STEREO SYSTEM:

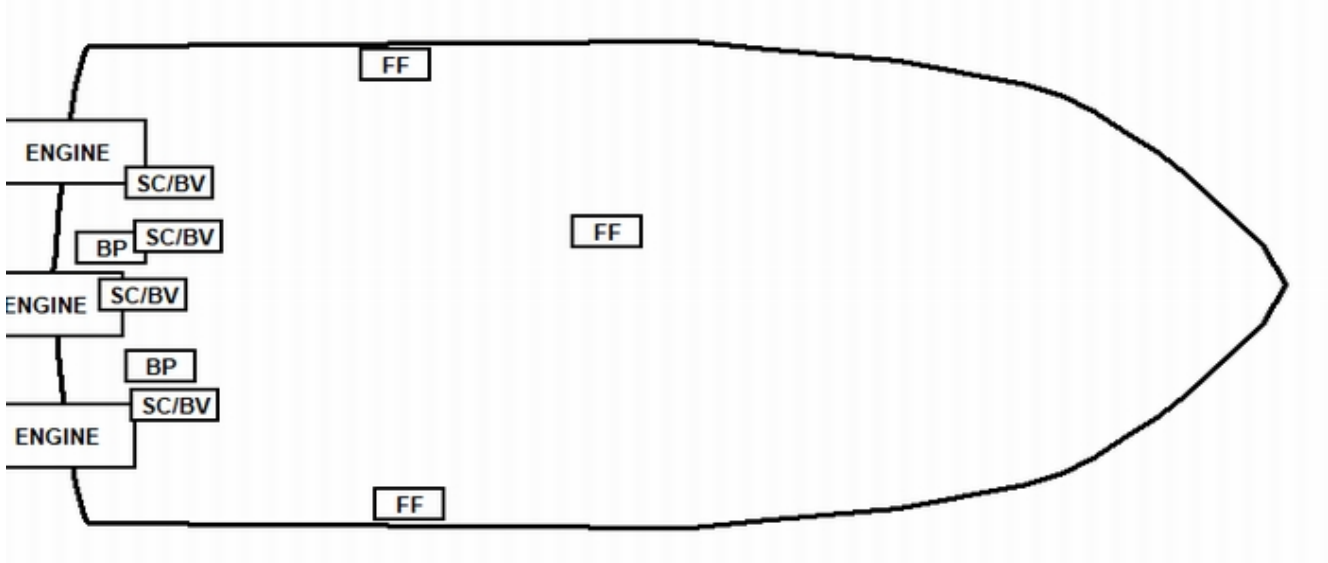
Fusion MS-BB100 w/speakers and wired remote. Powered up. Serviceable.

# III. SYSTEMS

## THRU-HULLS

### THRU-HULLS:

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
BP	Bilge Pump
ENGINE	Engine
FF	Fuel Fill/Gas
SC/BV	Seacock/Ball Valve

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

### NOTE:

The seacock/ball valve that supplies water to the livewell shows evidence of a leak. See photo 42. Surveyor also sighted another area of concern. If you open the aft facing seat at leaning post and remove the deck plate there are several hoses laying on I believe one of the fuel tanks. The hoses were found not properly attached to the coupler and the clamps were found heavily corroded. Due to limited access the surveyor was not able to follow hoses to see what they supplied. See photo 43.

Surveyor recommends having a qualified marine technician repair both areas before next use within the standards of marine practices.

# III. SYSTEMS

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## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

#### NUMBER AND TYPE OF PFD'S:

Four (4) Adult Universal Type III Flotation Vests. Intended for PWC, Wakeboard or Water Skiing. Offshore PFD's were found stored in forward compartments under gunwales. Readily accessible.

#### NUMBER OF THROWABLE PFD'S:

One (1) Type IV Throwable cushion. Readily accessible. Serviceable.

#### FIRE EXTINGUISHERS:

Two (2) Portable "Advantage Dry Chemical. Gauges read "FULL". Appear serviceable. See photo 44.

#### NAVIGATION LIGHTS:

Sidelights are operable.  
Anchor lights are operable.  
Spreader lights are operable.

### BILGE PUMPS

#### LIST:

Two (2) Rule 1500 gph, w/auto float switches. Located in aft bilge. Powered up. Serviceable.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

#### PROPELLER(S):

Three (3) Mercury Enertia ECO. Three blade stainless steel. All three propellers were found in good condition. Serviceable.  
Port propeller: 16x21P LH. See photo 45. Center propeller: 16x21P RH. See photo 46.  
Stb propeller: 16x21P RH. See photo 47.

#### TRIM TABS:

Mercury K plane. Powered up. Serviceable.



# IV. FINDINGS AND RECOMMENDATIONS

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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 8) BOAT TRAILER:

Amera Trail Inc. Triple axle aluminum bunk. (D.O.M. 7/2010) Vin# 12443567987721.  
Model: AC3436TTOB

FINDINGS	RECOMMENDATIONS
<b>Trailer was found with heavily corroded hardware and no operational brake system. See photo's 24,25.</b>	<i>Surveyor recommends having a qualified trailer repair facility inspect further to determine condition and reliability of the trailer. Repair as needed for safe operation before next use.</i>

**NOTE:** If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit and small manual watermaker be added to the ships safety gear.

# V. SUMMARY AND VALUATION

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## 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

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## 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.
- f. Surveyor researched comparable vessels for sale on boattrader.com, yachtworld.com, BUC Value Pro, and consulted with the manufacture to determine a fair market value and replacement cost.

Therefore, after consideration of the reliability of the data, recent upgrades, my 20 years experience appraising watercraft, and 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:

**\$250,000 Dollars**

*Two Hundred Fifty Thousand Dollars*

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

**\$500,000 Dollars**

*Five Hundred Thousand Dollars*

## V. SUMMARY AND VALUATION

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### **SUMMARY:**

In accordance with the request for a marine survey of the "Here Comes Trouble", 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 **April 6, 2020** and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

# V. SUMMARY AND VALUATION

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## 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.

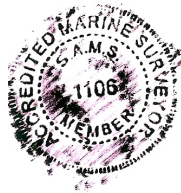
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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:



*Glenn Reagan*



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Glenn Reagan, Accredited Marine Surveyor

# VI. PHOTOGRAPHS



Port view, photo 1.



Port view, photo 2.



Port hull side, photo 3.



Port hull bottom, photo 4.

## VI. PHOTOGRAPHS



Starboard view, photo 5.



Starboard hull side, photo 6.



Starboard hull bottom, photo 7.



Starboard view, photo 8.



## VI. PHOTOGRAPHS



**Aft view, photo 9.**



**Aft cockpit, photo 11.**



**Transom livewell, photo 12.**



**Cockpit seating, photo 13.**



## VI. PHOTOGRAPHS



Leaning post, photo 14.



T-top w/rocket launchers, photo 15.



Forward cockpit w/coffin box, photo 16.



Cockpit looking aft, photo 17.

## VI. PHOTOGRAPHS



Console tackle storage, photo 18.



Console tackle storage, photo 19.



Hydraulic operated coffin box, photo 20.



Helm, photo 21.

## VI. PHOTOGRAPHS



Leaning post, photo 22.



Forward console seating w/ storage, photo 23.



Trailer hardware, photo 24.



Trailer axle/wheel, photo 25.



# VI. PHOTOGRAPHS



Outboard motors, photo 26.



Port motor Id label, photo 27.



Center motor Id label, photo 28.



Starboard motor Id label, photo 29.

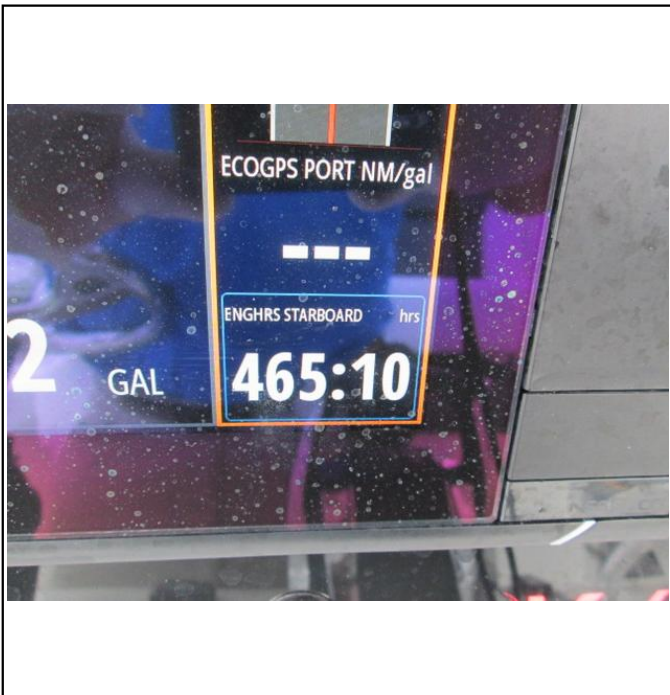
## VI. PHOTOGRAPHS



Port motor hour meter, photo 30



Center motor hour meter, photo 31.



Starboard motor hour meter, photo 32.



Throttle/Shift controls, photo 33.



## VI. PHOTOGRAPHS



Battery management panel, photo 34.



Anchor rode, photo 35.



Windlass, photo 36.



VHF radio's, photo 37.

## VI. PHOTOGRAPHS



**Radar, photo 38.**



**Chartplotters, photo 39.**



**Compass, photo 40.**



**Antennas, photo 41.**



## VI. PHOTOGRAPHS



Thru-hull ball valve, photo 42.



Plumbing under aft cockpit deck at aft facing seat, photo 43.



Fire Extinguisher in console, photo 44.



Port propeller, photo 45.



## VI. PHOTOGRAPHS



**Center propeller, photo 46.**



**Starboard propeller, photo 47.**



**Hull identification number, photo 48.**