

ARTHUR H. TERRY & CO. LLC
MARINE SURVEYORS & APPRAISERS



SURVEY REPORT
CONDITION & VALUE
APPRAISAL



NAME OF VESSEL
YANKEE

OFFICIAL NUMBER
672527 – Expires 09/30/2026.

PRINCIPAL

[Redacted Principal Name]

LICENSE NUMBER

YEAR BUILT
1978

GROSS TONS
16

TYPE OF VESSEL
Easterly 38' Sloop Sailing Vessel

PREVIOUS SURVEY OUR OFFICE
None

LENGTH
37'0"

BREADTH
10'1"

DEPTH
8'7"

DRAFT LOADED
5'25"

ENGINES
(1) Westerbeke 40
Inboard Diesel Engine

H.P. (Each engine and total)
37 H.P. Total

SURVEY REQUESTED BY
Principal

REPLACEMENT VALUE
N/A

SURVEY PERFORMED ON BEHALF OF
Principal and Other Interested Parties

MARKET VALUE (present day)
\$22,000.00
(See Details Of Appraisal)

ATTENDING
J. Kevin Martin - Surveyor

DATE OF SURVEY **CURRENT FILE**
July 11, 2024 **24-108**

J. Kevin Martin
Sewell "Si" Williams

Member The Society of Accredited Marine Surveyors, AMS
Member National Association of Marine Surveyors, CMS RET
Member The Society of Accredited Marine Surveyors, AMS Sr. Marine Surveyor RET
Associate of the Firm

TELEPHONE

██████████

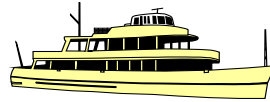
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ARTHUR H. TERRY & CO. LLC

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REPORT OF SURVEY

CASE NUMBER:	24-108	PORT OF:	New Orleans, Louisiana
VESSEL:	YANKEE	DATE:	July 17, 2024
PRINCIPAL:	Sailboat Yankee LLC – Mike Rafferty	RIG:	Power

REQUEST

On June 5, 2024, undersigned was requested by ██████████ representing ██████████ ██████████ Louisiana to attend the 'YANKEE' bearing O/N 672527 for the purpose of determining this vessel's general condition and principal physical characteristics, and against these to then enter an opinion as to the vessel's current Fair Market Value for consideration by financial and or legal purposes and/or whom it may concern, and for account of of the owner.

This is to certify that on July 11, 2024, undersigned did attend subject vessel whilst afloat at ██████████ in New Orleans, Louisiana.

ATTENDING

J. Kevin Martin – Surveyor

Representing Principal

GENERAL PARTICULARS

NAME: YANKEE

O/N: 672527 – Expires 09/30/2026.

HIN: EAS007440278 – Not Confirmed on Vessel.

PRINCIPAL: [REDACTED]

BUILDER: Easterly Yachts, Pearlinton, MS

MODEL: 38' Sloop

BUILT: 1978

REGISTERED DIMENSIONS: 37'0" x 10'1" x 8'7"

APPROXIMATE DRAFT: 5'25"

APPROXIMATE DISPLACEMENT: 13,500#

BALLAST: 4,300#

GRT: 16

NRT: 15

H.P. TOTAL: 37 HP

HAILING PORT: New Orleans, Louisiana

GENERAL DESCRIPTION: All fiberglass reinforced plastic laminate construction Sloop rigged Aft Cockpit sailing vessel with single diesel auxiliary propulsion.

FINANCIAL APPRAISAL AND VALUATION SCOPE OF SURVEY

The foregoing particulars reference building date, ownership, dimensions, etc. are as reported, as sighted, and as abstracted from publications and or the vessel's Certificate of Documentation data or State registration certificate and all believed to be correct.

In accepting this report it will be understood that this survey was performed for **FINANCIAL APPRAISAL** services only **NOT FOR PRE-PURCHASE OR INSURANCE PURPOSES**, and that no warranty as to the condition or marketability of subject vessel is expressed or implied.

For purposes of record it will be understood that subject vessel was sighted whilst afloat only and without conducting water trials, testing for tightness of any tankage, or opening up any of those places ordinarily concealed. No destructive testing was done nor any disassembly carried out unless specifically stated. All opinions were from visual observation only.

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 date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

SURVEY PARAMETERS

This survey was performed with inspection of the vessel, equipment and machinery to determine condition and to assign a valuation for financial purposes only. **There is no comment implied or stated as to compliance with State, Federal, or voluntary standards.** The findings reported herein reflect the conditions observed at the time the survey was conducted.

There are no recommendations made as to compliance with these standards also. Suitability of service is not stated in this survey.

No major machinery or equipment was tested or tried during this survey except where noted in the body of the survey. No comment will be made on operational status of any machinery or equipment.

General condition deficiencies of the vessel and equipment are listed under "Condition & Found" section of the report.

Upon the completion of the survey, a report will be given as to the condition of the vessel to arrive at the FAIR MARKET of the vessel.

DETAILS OF APPRAISAL

Sales Comparison appraisal method was used with data from **BUC, NADA, ABOS** valuation guides as available, comparable sold vessel values from **SoldBoats.com**, comparable vessels for sale as researched on various publications and web sites, and from brokerage and local dealers' listings of similar vessels, and also from interviews with brokers as needed. Adjustments were then made for condition of vessel and equipment as necessary. The fair market value is for the vessel in its current condition at the time of the survey.

ESTIMATED MARKET VALUE – Represents the value of the vessel on the open market during normal sale periods and not encumbered by any distress or liquidations sales. This is in the opinion of this surveyor as the vessel was surveyed and with respect to the local market where the vessel is kept.

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CONDITION & FOUND

GENERAL: Vessel appears in accordance with original Easterly 38' Sloop Sailing vessel plan, arrangement, and scantlings without any major or significant structural alterations noted.

Berthing accommodations provided for a total of four (4) persons in three (3) compartments. Accommodations include one (1) enclosed head with Manual operated water closet.

Decks fitted with usual deck hardware normally found aboard sailing vessels, i.e., genoa tracks, cleats, blocks, line stoppers, etc.

Exterior hard surfaces of the vessel both hull sides, cabin trunk and decks noted with heavy wear to paint and gelcoat finishes. Non-skid on deck areas noted painted over original finish roller application and current paint finish is heavily worn. Teak wood trim on exterior shows moderate to heavy wear.

Interior areas of the vessel both hard and soft goods show moderate age wear and tear. Original headliner removed and underside of cabin trunk noted painted over rough fiberglass finish. No flooring overlay fitted in main cabin area, painted wood floor panels fitted. Minor water staining noted to interior liners and various areas. Evidence of minor termite infestation noted inside interior cabinets.

Engine compartment in need of cleaning throughout. Minor to moderate staining noted to bulkheads inside engine compartment. Erosion levels to machinery and equipment contained within the engine compartment noted average for vessels year.

Upgrades noted to vessels electrical system components, some new wiring, and new distribution panels both AC and DC systems.

Condition of the vessel found to indicate that it has been unused for an extended period of time.

HULL CONSTRUCTION and EXTERIOR STRUCTURES in GENERAL

HULL CONSTRUCTION: All fiberglass reinforced plastic laminate construction. Hull is solid laminate and decks are cored laminate, all hand laid contact molded. All decks select areas noted over coated with paint over original gelcoat finish. Sub professional application and finish.

HULL & DECK LAYOUT: Typical hull section is sailing full displacement style with rounded chine fin keel molded to hull. Skeged fitted rudder assembly.

Aft Cockpit Sloop
Typical Sloop style deck layout with open flush fore deck and side deck. Cabin trunk forward and amidships with open cockpit aft.

HULL & DECK JOINT: Overlap style hull and deck joint secured under rub rail. Hull and deck joint mechanically fastened at deck level.

RUB RAIL: Main rub rail wood at shear line.

STEM & TRANSOM: Minimum raked stem with minor bow flare.
Transom slightly rounded square.

SUPERSTRUCTURE: Cabin trunk from cockpit forward sloped to fore deck.

TOE RAIL: Teak wood toe rail at fore / side deck perimeters.

DECK SCUPPERS: Cockpit deck drains through floor mounted drains with overboard discharge.
Fore deck and side decks self-freeing through toe rail.

WEATHER DECKS: Molded / Granular non-skid finish on deck with paint / gelcoat finish all weather decks.

FITTINGS AND EQUIPMENT

MOORING HARDWARE: (2) Bow (2) Stern Stainless steel fixed horn cleats.
Chocks fitted at bow / stern.

STANCHIONS & RAILING: Double pass stainless steel tube bow / stern safety rail.
All well landed.
Low profile teak grab rail on top of cabin trunk port and starboard.
Dual course plastic coated cable life lines on stainless steel stanchion, safety lines serving fore, side, and aft decks.

MISC. DECK HARDWARE: Cockpit mess table.

GROUND TACKLE: Danforth style anchor with chain and line rode.

ANCHOR ROLLER: Single anchor roller at bow stem.

SWIM LADDER: None Found.

HELM SEATING: Bench style helm seating in cockpit.

PORT LIGHTS: Plastic port lights on cabin trunk.

TOPS AND CANVAS

BIMINI TOP: Stainless steel tube framed large Bimini top with canvas cover over cockpit deck.

MISCELLANEOUS CANVAS: Main sail cover.
Head sail cover.

ENGINE MACHINERY, STEERING and CONTROLS

It is understood that the attending surveyor is not an engine/transmission surveyor. As such, it is recommended that all engines and transmissions be inspected by a qualified expert engine surveyor/mechanic to determine the internal condition and any repairs necessary of the engine(s), transmission gears, and pumps, heat exchangers, coolers, etc.

MAIN PROPULSION ENGINES

Vessel served by single inboard diesel marine engine. Engine original to vessel.

No engine inspection or survey was performed at time of survey. Engines in straight drive configuration.

Engine reported operational by the owner.

Steering and engine controls all operated during dock side survey of vessel.

MAIN ENGINES: Westerbeke MODEL: 40 CYL: 4 cylinders.

RATING: 37 H.P. Total @ 3,000 RPMs.

TRANSMISSIONS: Kanzaki
MODEL: Mechanical / Hydraulic clutch reverse reduction gears.

ENGINE S/N: 108U115158B802

ENGINE HOURS: No Meter Found.

ENGINE BED: Fiberglass reinforced plastic longitudinal stringers original to hull.

MOTOR MOUNTS: Flex motor mounts four points.

COOLING SYSTEM: Fresh water heat exchanger cooled system.

ELECTRICAL: 12 VDC electrical components, starter and alternator

EXHAUST SYSTEM: Wet / Dry exhaust system through plastic muffler exiting at transom.
CLAMPING: Double clamped at joints viewed.

INSULATION: None Fitted.

FUEL TYPE: Diesel

FILTERS: Racor R-Series fuel filter.

FUEL LINES: Diesel service fuel lines.

ENGINE ALARMS: Audible alarms activated on ignition.

ENGINE GAUGES: Analogue electric instrumentation

ENGINE COUPLING(S): Solid engine couplings.

STEERING SYSTEM AND ENGINE CONTROLS

HELM LOCATIONS: Vessel served by One helm station fitted with steering, engine and transmission controls, engine instrumentation, navigation and communication instruments.

Cockpit location.

STEERING SYSTEM: Cockpit pedestal steering manual mechanical wheel steering, cable to quadrant.

ENG. EMER. SHUTDOWN: None Found.

ENGINE CONTROLS: Pedestal mount Dual mechanical lever controls.

THROUGH HULL FITTINGS AND HARDWARE

THROUGH HULLS BELOW WATERLINE: Bronze through hulls fitted with valves.

THROUGH HULL ABOVE WATERLINE: Plastic through hulls.
No valves fitted.

SEA STRAINERS: Bronze and Lexan inline sea strainers.

PROP SHAFT PACKING GLANDS: Compression packing gland style.
HOSE AND CLAMPS:

RUDDER LOG PACKING GLANDS: Inaccessible for inspection.

THROUGH HULL VALVES: ¼ turn ball valves.
All in need of cleaning service and maintenance.

ELECTRICAL SYSTEMS AC, DC, AND GENSET(S)

Vessel served by DC electrical system provided by batteries and AC electrical system provided by shore power inlet.

DC SYSTEM

VOLTAGE: 12 VDC Ship's service and machinery start.

BATTERIES & TYPE:

Two (2) Battery Banks		<u>Secured</u>	<u>Covered</u>	<u>Comments</u>
Bank 1	(1) GRP 24 - 12 VDC Wet Cell	NO	NO	Year 2022.
Bank 2	(2) GRP 24 - 12 VDC Wet Cell	NO	NO	Wired in Parallel for 12 VDC. Year 2022.

BATTERY SWITCHES: Rotary style (1) Selector & Disconnect switch – (O).

CONVERTER/CHARGER: ProMariner ProSport 20, 12 VDC – 20A battery charger.

DC MAIN CIRCUIT PROTECTION: None Found.

DC BRANCH CIRCUIT PROTECTION: Breaker type protection at Two panels.

PANEL LOCATIONS: (2) Navigation station.

METERS: Xantrex Link Lite digital volt meters on engine instrumentation.

PARALLEL SWITCH: Parallel through battery switches.

BONDING SYSTEM: No bonding system noted to through hull penetrations.

DC ELECTRICAL COMMENTS: All DC electrical components, wiring, fixtures, hardware and connectors noted mostly marine grade where viewed.

Electrical distribution panels renewed from original.

AC SYSTEM

AC VOLTAGE: 120 VAC Ships service.

SHOREPOWER INLETS: (1) 30A - 120 VAC.

AC MAIN CIRCUIT PROTECTION: Breaker style at main panel location.

AC BRANCH CIRCUIT PROTECTION: Breaker style circuit protection at One panel.

PANEL LOCATIONS: Navigation station.

POLARITY INDICATOR: YES

POLARITY CHECK: Good - On Shore power services.

METERS: None Found.

GFCI PROTECTION: NO ELCI PROTECTION: NO

AC ELECTRICAL COMMENTS: All AC electrical components, wiring, fixtures, hardware and connectors noted mostly marine grade where viewed.

All noted mostly original.

Electrical distribution panels renewed from original.

TANKAGE, PLUMBING AND PUMPS

FUEL SYSTEM Vessel served by Diesel fuel system serving main engine.

FUEL TYPE: Diesel

FUEL TANK: One CAPACITY: 50 gallons total reported.

CONSTRUCTION: Aluminum

POTABLE WATER Hot and cold fresh water demand system.
 WATER TANKS: One CAPACITY: 80 gallons total reported.
 CONSTRUCTION: Aluminum

MARINE SANITATION DEVICE Type III MSD served by One head compartment.
 MSD TYPE: Type III MSD system.
 HOLDING TANK: One CAPACITY: 10 gallons total estimated.
 CONSTRUCTION: Polyethylene
 Y-VALVE Y-valve for tank or overboard discharge from toilet.
 HOSE: Sanitation hose – all appears original.

PUMPS & PUMP SYSTEMS

BILGE PUMPS: One (1) Submersible DC service bilge pump with automatic switch.

LOCATION	CAPACITY	AUTO
Keel sump	800 GPH	YES

MANUAL BILGE PUMP: Diaphragm style manual bilge pump.
 BILGE HOSE: All mostly original found serviceably adequate.
 FRESH WATER PUMP: 12 VDC Service on demand pump.
 SHOWER SUMP PUMP: 12 VDC Self-contained Automatic sump pump.
 A/C PUMP: (1) 110 VAC Air condition cooling water pump assembly.
 TOILET PUMPS: Jabsco Manual toilet pump.

HEATING AND COOLING, GALLEY AND HEAD EQUIPMENT

HEATING AND COOLING

Vessel served by marine grade style air condition, Self-contained system.

A/C TYPE: Reverse Cycle, self-contained system. MANUFACTURER: Webasco

<u>UNIT LOCATION</u>	<u>BTUs</u>
Whole interior	12.000 (est.)

A/C PUMP: 110 VAC Air condition cooling water pump assembly
 THERMOSTATS: Electronic style thermostat.
 WATER HEATER: 10 Gallon water heater 120 VAC service.

HEAD COMPARTMENT

MASTER HEAD: Enclosed head compartment modular with vanity sink, Manual toilet and open shower.
HEAD MFG: Jabsco Manual toilet pump.

GALLEY AREA

GALLEY AREA: Minimal horizontal work surfaces and stowage cabinetry. Plywood cabinetry. Tile countertops fitted with edge fiddle.
STOVE/ OVEN: 2-Burner stove with oven LPG.
SINK: Double stainless steel sink with Hot and Cold pressure faucet.
REFRIGERATION: In counter ice box with DC service refrigeration

SAFETY EQUIPMENT

SAFETY EQUIPMENT LISTS AS FOLLOWS FOR INVENTORY PURPOSES ONLY AND NOT FOR VESSEL SAFETY EVALUATION.

FIRST AID EQUIPMENT: None found.
PFDs: Multiple Type I II III V Adult PFD's.

ALARMS
CO DETECTOR ALARMS: None Found.
SMOKE/FIRE ALARMS: None Found.
HIGH BILGE WATER: None Fitted.

ACCESS & EGRESS
FORWARD: 24" x 24" Fore deck escape and ventilation hatch.
AFT: Main saloon companionway from saloon to cockpit.

VISUAL DISTRESS SIGNALS: None Found.
OIL DISCHARGE PLACARD: YES
TRASH DISPOSAL PLACARD: YES
VENTILATION SYSTEM: Natural ventilation to and engine compartment.

NAVIGATION GEAR AND ELECTRONICS

RUNNING LIGHTS: Navigation lights provided in accordance with rules for class and service.

COMPASS: 3" Fluid magnetic compass. Deviation card not found.

COMMUNICATION: West Marine VHF585 VHF Transceiver.

ANTENNAS: 3' Whip VHF antenna at mast head.

NAVIGATION: Garmin GPSMap 741X, 7" Color LCD Multifunction display.
GPS / chart plotter / Depth sounder.

ENTERTAINMENT ELECTRONICS

STEREO RECEIVER: Kenwood KDC-MP345EU AM / FM / CD automotive style stereo.

SAILS, RIGGING and EQUIPMENT

RIG TYPE: Sloop mast head rigged.

MAST/SPARS: Main mast and boom.

CONSTRUCTION: Extruded aluminum painted finish.

CONFIGURATION: Main mast fitted with single spreader set and single upper dual fore and aft lower shrouds, single headstay and single s backstay.

MAST MOUNTING: Deck stepped. Compression post wood below to keel blocking.

CHAINPLATES: Through deck to fiberglass reinforced plastic knees glassed to hull interior.

TURNBUCKLES: Open single barrel turnbuckles. Lock rings in place: NO

FURLING SYSTEMS: Head sail roller furling.

HEAD STAY: Main head stay with roller furling 1 x 19 wire.

BACK STAY: Single backstay 1 x 19 wire.

STANDING RIGGING: All standing rigging 1 x 19 wire with roll swaged terminal.

All standing rigging visually inspected from deck level only and sighted no higher than standing eye level of the surveyor. No destructive testing or equipment aided inspections performed.

RUNNING RIGGING: Running rigging noted all yacht sail quality and lead to cockpit.

All running rigging visually inspected from deck level only and sighted no higher than standing eye level of the surveyor. No destructive testing or equipment aided inspections performed.

RIGGING INSPECTION NOTES: Standing rigging appears original to the vessel. Rig noted loose and in need of tuning.
Lock rings missing from turn buckles.

Running rigging lines show moderate to heavy weathering and dirty.

SAILING DECK HARDWARE: Main sheet traveler assembly.
Mechanical line locks (2)-starboard – (O).

WINCH INVENTORY: Lewmar 40 Halyard Two speed winch.
(2) Lewmar 43 sheeting self-tailing two speed winches.

GOOSENECK: Swivel type gooseneck found OK.

SAIL INVENTORY: Conventional main sail.
Roller furling head sail.

USE of VESSEL and AREA of OPERATION

SURVEY NOT FOR USE TO DETERMINE VESSEL'S AREA OF USE OR OPERATION.

SERVICE

SURVEY NOT FOR USE TO DETERMINE VESSEL'S SUITABILITY FOR SERVICE AND NO SERVICE RECOMMENDATIONS ARE PROVIDED.

RECOMMENDATIONS

*NO RECOMMENDATIONS MADE FOR THIS TYPE OF SURVEY.
SURVEY NOT FOR USE TO DETERMINE VESSEL'S SUITABILITY FOR SERVICE AND NO SERVICE RECOMMENDATIONS ARE PROVIDED.*

DETAILS OF APPRAISAL

In this report, the appraisal values for this vessel are based upon the vessel having a built date of 1978 and the general condition of the vessel as found during the survey inspection.

This appraisal uses the following American Society of Appraisers *Uniform Standards of Professional Appraisal Practice* (USPAP) standards in the valuation of the subject vessel.

LIMITING STATEMENTS:

1. Condition of the vessel as viewed and described.
2. All of the facts, conclusions, and observations contained herein are consistent with information available as of the date of valuation. The value of a vessel is affected by many related and unrelated economic conditions; local, national, and international. We assume no liability for unforeseen changes in the future economy or for the inability of the owner to find a purchaser at the value estimates reported herein.
3. The valuation only applies to the vessel described herein. It is not a valuation of possible business conducted by the vessel as described herein.
4. Information furnished by others is presumed to be reliable and, where so specified in the appraisal report, has been verified, but no responsibility, whether legal or otherwise, is assumed for its accuracy. No single item of information was completely relied upon to the exclusion of other information.
5. This appraisal report reflects the opinion of the undersigned, and the conclusions expressed herein are in no way contingent upon any restrictions, limitations, or influences.

REPORTED OR ASSUMED CONDITIONS AT TIME OF APPRAISAL: This appraisal shows comparable vessels of the same general size, type, and year of this vessel. Particular appraisal facts for the vessel affecting value are:

1. Assumption that all engines and major machinery are fully operational.
2. Assumption that vessel is generally in fair operational condition and all vessel systems are operational.
3. Assumption that the vessel is fully equipped with manufacturers original standard equipment.

The **Sales Comparison** approach was used in this survey to determine the market value of the vessel.

This appraisal uses available data from **Soldboats.com** database for comparable vessels showing the asking and selling prices of these vessels, and **BucValue Pro** databases showing comparable vessel reference guide values and **Yachtworld, Boat Trader** and other publications showing current comparable vessels' asking price. All as available to determine values of the subject vessel.

REFERENCE GUIDES

Buc ValuePro

BucValue Pro pricing is for a vessel in FAIR condition with a high low range pricing.

EASTERLY YACHTS, PEARLINGTON, MS (MIC: EAS) HALTER MARINE SERVICES INC			
Model Year	1978	Hull Material	Fiberglass
Model	EASTERLY 38	Hull Configuration	Keel
Length Overall	38'	Draft	5' 3"
Length On Deck		Beam	10' 10"
Boat Type	Sailboat-Cruising Sloop Rig	Weight	13500 lbs.
Engine Type	Inboard Single 23D Volvo 125	Ballast	
<p>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.</p>			
Current Retail Value Range	\$28,900-\$32,100 127th edition.		
Fair Market Value Adjusted for Fair Condition in the North Atlantic	\$24,600-\$27,300		
Replacement Value	\$199,500		

Often Called	Description	Percent to be added or subtracted
Excellent (Bristol)	Maintained in mint or bristol fashion-usually better than factory new-and loaded with extras-a rarity	Plus 15-20%
Above BUC condition	Has had above average care and equipped with extra electrical and electronic gear	Plus 10-15%
BUC Condition	Ready for sale requiring no additional work and normally equipped for its size	No Adjustment Necessary
Fair	Requires usual maintenance to prepare for sale	Minus 10-20%
Poor	Substantial yard work required and devoid of extras	Minus 25-50%
Restorable	Enough of hull and engine exists to restore the boat to useable condition.	Minus 50-80%

COMPARABLES

SOLDBOATS.COM

38 ft 1978 Easterly Yachts 38, Rascal
US\$25,500
Clear Lake Shores, Texas, United States



Boat Details

Make:	Easterly Yachts	Active:	45 Days	Hull Material:	Fiberglass
Model:	38	Listed Date:	June 23, 2023	Drive Type:	Direct Drive
Year:	1978	Sold Date:	August 7, 2023	Beam:	10 ft 9 in
Length:	38 ft	Listed Price:	US\$33,500	Name:	Rascal
Condition:	Used	Sold Price:	US\$25,500	Fuel Type:	Diesel
Class:	Cruiser	Boat Location:	Clear Lake Shores, Texas, United States	Max Draft:	5 ft 3 in

Description

Refit 7 years ago!
Garmin nav and radar (2016)
HVAC
New electrical (2016)
New boat (2021)

J. Kevin Martin, SAMS - AMS
[Redacted]

Sold Price \$25,500.00 August 7, 2023

YACHTWORLD

The screenshot displays five boat listings on the Yachtworld website. Each listing includes a photo, the boat's name, year, model, price, and a 'Request Info' button. A central advertisement for 'Click & Boat' is also visible.

Year	Model	Price	Price Status	Dealer
1975	Pearson 35 Pearson	US\$17,990	Price Drop	All Florida Yacht Sales Long Key, Florida
1976	Pearson 365 Pearson	US\$33,000		Amantha Yacht Sales & Management St. Thomas, U.S. ...
1977	Pearson 365 Ketch	US\$39,500		Marotta Yachts of Sausalito Tiburon, California
1976	Pearson 365 Ketch	US\$38,000		
1975	Pearson Sloop	US\$19,500	Price Drop	

No Easterly yacht found currently for sale on Yachtworld. Pearson yachts used as a comparable vessel to the Easterly for cost comparison.

VALUES

FAIR MARKET VALUE – Represents the value of the vessel on the open market during normal sale periods and not encumbered by any distress or liquidations sales. This is in the opinion of this surveyor as the vessel was surveyed and with respect to the local market where the vessel is kept.

Fair Market Value: \$22,000.00

ORDERLY LIQUIDATION VALUE (OLV) - An opinion of the gross amount, expressed in terms of money, that typically could be realized from a liquidation sale, given a reasonable period of time to find a purchaser (or purchasers), with the seller being compelled to sell on an as-is, where-is basis, as of a specific date.

Orderly Liquidation Value: N/A

FORCED LIQUIDATION VALUE (FLV) - An opinion of the gross amount, expressed in terms of money, that typically could be realized from a properly advertised and conducted public auction, with the seller being compelled to sell with a sense of immediacy on an as-is, where-is basis, as of a specific date.

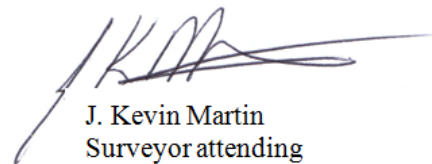
Forced Liquidation Value: N/A

CONCLUSION

In accepting this report, it will be understood that this survey was performed for *APPRAISAL* purposes only and that no warranty as to the condition or marketability of subject vessel is expressed or implied.

All of the foregoing are set forth without prejudice to any interested parties and this report or Certificate is so signed.

ARTHUR H. TERRY & Co. LLC



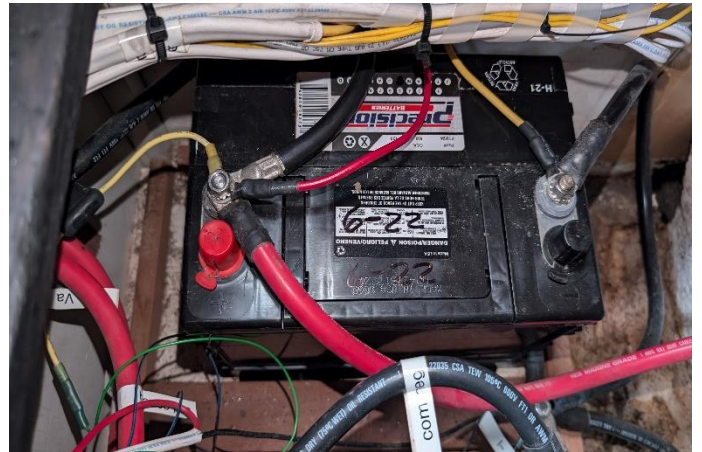
J. Kevin Martin
Surveyor attending
S.A.M.S. #896 AMS













DHS, USCG, CG-1270 (REV. 06-04) OMB APPROVED 1625-0027

UNITED STATES OF AMERICA
DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD
NATIONAL VESSEL DOCUMENTATION CENTER
CERTIFICATE OF DOCUMENTATION

IMO OR OTHER NUMBER EAS007440278		YEAR COMPLETED 1978
MECHANICAL PROPULSION YES		
LENGTH	BREADTH	DEPTH
	10.1	8.7

RESTRICTIONS
NONE

ENTITLEMENTS
NONE

REMARKS
NONE

ISSUE DATE
AUGUST 25, 2021

THIS CERTIFICATE EXPIRES
SEPTEMBER 30, 2026

Christina H. Wankler
DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER

PREVIOUS EDITION ORSOCI ETC. THIS CERTIFICATE MAY NOT BE ALTERED