

Marine Survey

Survey Report Date: 1/27/2025

Survey Completed: 1/27/2025

Prepared for: [REDACTED]

Purpose: contribution, condition and value



Vessel: "Shammy's Baby", 2008 Regal 2400 bowrider

Description: vessel was inspected on a rack at [REDACTED] and Dry, Gulfport Florida. The purpose of the survey was to establish a value for donation and an IRS form 8283. The vessel was found in need of detailing but in good condition. No sea trial was conducted. A copy of the HIN photo and rubbing are included in this report. HIN **RGMMB770J708** . The vessel is Florida registered **FL9833NV**. LOA 26'3", BEAM 8'6", DRAFT 3', weight 4650 lbs.

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INTRODUCTION

The following survey checks for compliance with U.S. Coast Guard, American Boat and Yacht Council, Inc., requirements for the Society of Accredited Marine Surveyor (SAMS) standards, Underwriters Laboratory and National Fire Protection Association standards and practices. It does not cover possible latent defects which could not readily be discovered by inspection without removal of machinery, tanks, sheathing, joiner work, upholstery, bulkheads, ceiling, fascia, fiberglass or metal coverings, fasteners, or other fixed material, disassembly of machinery, plumbing, wiring, or other parts, components or systems. Unless specifically stated, no test borings have been made, no destructive or invasive testing has been performed. Findings reflect conditions observed at the time of the survey. "Acceptance and use of this report by the client acknowledges the client understands that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

*The use of the word "appears" indicates that a very close inspection of that component, system or area was not possible due to constraints imposed upon the surveyor. The use of [*] in the body of the report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the noted item.*

I. Hull Particulars



Wetted surface: this is a high-performance hull deep "V" with a single step. The bottom paint is no longer effective which reflects the fact the vessel is stored dry and unnecessary. The hull was both sounded and infrared imaged and no voids, blisters or delamination was found. At the bow center line there is a surface impact scar showing. The transom and engine drive pass through was found solid and without voids or delamination. Speed and depth sensors are starboard side on the transom.



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Freeboard: is red and in need of detailing*. There are docking lights and tow boweye at the bow. Transom has a swim platform with a swim ladder. Platform is bolted on and supported by two struts and found stable. The hull to deck joint is undamaged and intact yet has one missing screw starboard side some 15 inches from the bow*.



Decks: were inspected for damage, flexing and soft spots and none were found. Decking non-slip treatment was in good condition. Deck lockers are functional.



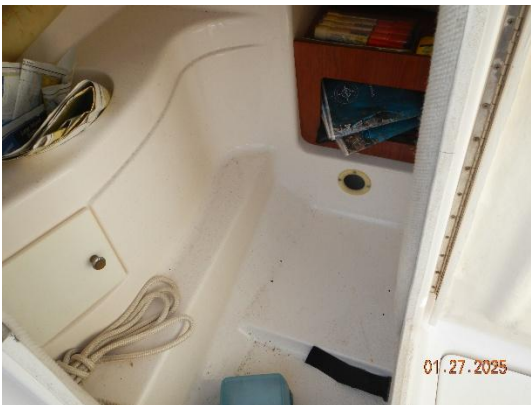
Superstructure: is mainly the windshield. The windshield is clear and intact while the center hinged panel is missing and the hinge is damaged*.

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Cockpit: is pretty much the entire vessel, with a “U” shaped aft seating and bench seating at the bow. Cushions are soiled but in working condition*. The head is port side midship while the helm is starboard. Storage lockers are under the seats and forward of the helm console.

II. Head



The head compartment is port side and should house a portable unit*.

III. Mechanical



The gasoline engine is a Volvo, 270 HP I/O with duoprops. Engine hours on the gauge is **300.9**. The lower drive appeared in good condition without signs of leaks or damage. Instrument panel has analog speed, Tach/rpm, volt, temp,



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oil and fuel levels. Instruments are Faria with white background. No power was available to raise engine compartment cover for inspection. Lower drive fin is in good condition with only minor paint damage.

IV. Fuel Systems

Fuel is gasoline in a single tank of 62 gallons. Fuel fill is starboard side aft corner.

V. Steering

Steering is hydraulic with a wheel, no signs of hydraulic leaks were observed.

VI. Prop



Only the front prop serial number is readable **F5FRONT3851463 7J** The leading edges of all six blades were inspected and no nicks or bends were observed. Props were manually rotated and no bearing noise was heard.

VII. Electronics and Navigation



The VHF radio is a ICOM M304.

GPS MAP is a Garmin 540S.

Stereo is a Kenwood with multiple speakers.

Compass is a Danforth in good condition.

VIII. Anchoring Gear

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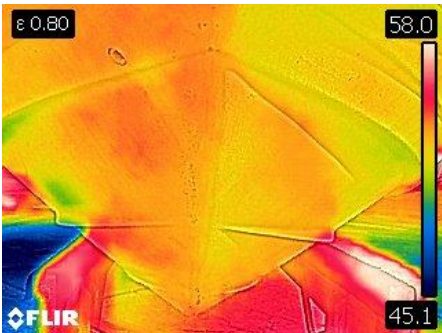
The main anchor is a Danforth type housed in the combination anchor and bow swim ladder locker. The length of the anchor line is not available.

IX. Safety Equipment



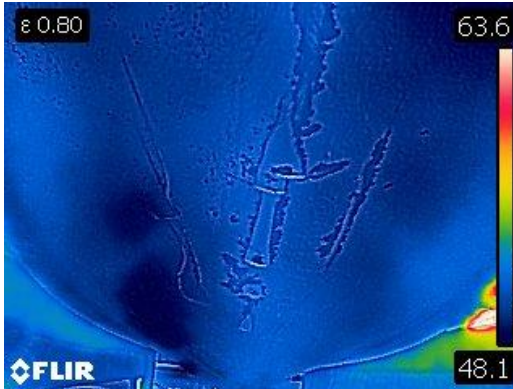
One fire extinguisher is onboard.
A flare kit is in the head area.
The vessel has a 12 volt horn.
PFDs and an MOB were not observed*.
Nav lights were in place.

X. Infrared

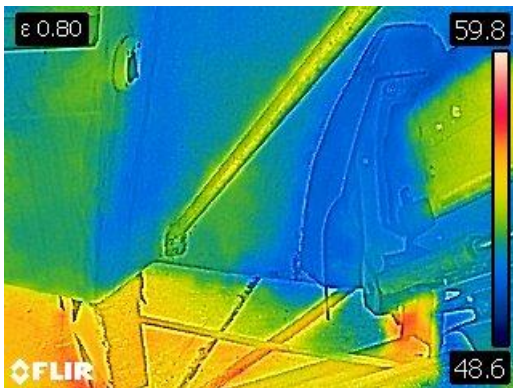


Wetted surface at bow no signs of moisture, voids or delamination.

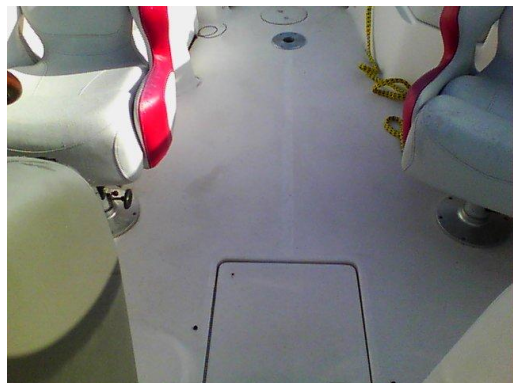
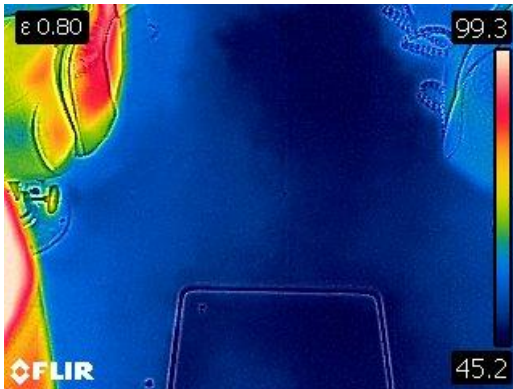
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Under bow abraded section surface damage only.



Transom with swim platform mounts and drive pass through no moisture or voids observed.



Cockpit deck aft no flexing, voids or soft spots.

XI. Findings and Recommendations

The recommendations, judgments and conclusions expressed herein represent the opinion of the undersigned surveyor who exercised reasonable care in conducting a routine visual marine survey of the subject vessel. This report contains opinions and observations based on my skill, experience and training as a marine surveyor and consultant. Under no circumstances shall this report be understood to constitute a



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representation, guarantee or warranty, expressed or implied, of any kind as to the condition or soundness of the subject vessel, its' hull, engines, machinery equipment or system, or any part of appurtenances thereof, or cost of effecting any repairs or modifications. All mechanical inspections are non-invasive and performance oriented any diagnosis of those findings should be followed up with an engine specialist.

DEFICIENCIES NOTED UNDER "**SAFETY**" SHOULD BE ADDRESSED BEFORE THE VESSEL IS NEXT UNDERWAY. THESE FINDINGS REPRESENT AN ENDANGERMENT TO THE PERSONAL AND OR THE VESSEL'S SAFE AND PROPER OPERATION CONDITION. FINDINGS MAY ALSO BE IN VIOLATION OF USCG REGULATIONS OR ABYC RECOMMENDATIONS.

Meet all USCG safety requirements prior to launching for visual, sound, dewatering, life jackets and emergency.

1. PFDs and MOB onboard

DEFICIENCIES NOTED UNDER "**NON-RISK RELATED**" SHOULD BE CORRECTED IN THE NEAR FUTURE SO AS TO MAINTAIN THE VESSEL.

1. Reinstall center wind shield panel, repair hinge
2. Reinstall head
3. Replace missing rub rail screw starboard bow

DEFICIENCIES NOTED HERE ARE "**COSMETIC**" IN NATURE AND SERVE TO MAINTAIN THE VALUE OF THE VESSEL.

1. Detail freeboard and boat
2. Clean up cockpit cushions

XII. Summary and Valuation

A. STATEMENT OF OVERALL VESSEL RATING OF CONDITION

It is the surveyor's experience that develops an opinion as to a vessel's **Overall vessel rating of condition** immediately after a complete survey has been performed and the findings organized in a logical manner.

The grading of conditions, as developed by BUC Research, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range base values in the BUC Used Boat Price Guide, for similar vessel sold within a given time period, as a consideration to determine market value.

As a result of my investigation, as stated in the "**SYSTEM**" and "**FINDINGS AND RECOMMENDATIONS**", sections of this report, and by virtue of my experience, my opinion is :

OVERALL VESSEL RATING
GOOD

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B. STATEMENT OF VALUATION

The **FAIR MARKET VALUE** is the most probable price in terms of money which a vessel should bring in competitive and open market conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Therefore after consideration of the reliability of the data, the extent of the necessary adjustment and condition of the vessel, it is your surveyor's opinion that the

"BUC FAIR MARKET VALUE" of the subject vessel is:

25,100 US dollars,

"BUC ESTIMATED REPLACEMENT VALUE" of the subject vessel is:

80,900 US dollars

C. SURVEYORS 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 is 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 of 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 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 the survey only.

ATTENDING SURVEYOR,

Date: 1/27/2025



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Thomas A Martin, Captain/AMS #1174



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