

**DJC MARINE SURVEYORS
APPRAISAL REPORT
2000 LARSON 233 ESCAPE
September 30, 2023**



DJ Clevenger, AMS
SAMS®, ABYC Standards Certified
100 ton USCG Merchant Marine Officer



Prepared for [REDACTED]
PRIVILEGED AND CONFIDENTIAL



SCOPE OF APPRAISAL

Acting at the request of [REDACTED], the attending surveyor performed an appraisal on a 2002 Larson 233 Escape at [REDACTED] Morganton, Georgia where the boat was on a trailer. The hull identification number is LAR61016E000 and was found on the starboard transom. The reason for the appraisal is that the owner, [REDACTED] is donating his boat to Boat Angel charity. This appraisal serves as documentation to the parties concerned of the boats current fair market value as of September 30, 2023. I personally inspected above vessel on September 30, 2023. In my opinion, the Fair Market Value is \$12,400. Value includes all items aboard vessel and trailer at the time of the appraisal.

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.

DESCRIPTION OF VESSEL

The boat is a 2000 Larson 233 Escape deck boat. The boat is 23' length overall and has a 8'6" beam. It has bow seating with in deck storage and storage under both seats. To starboard is a head with porta pottie. To port is under passenger console storage. There is aft cockpit seating with manual hatch lift for access to the Volvo Penta 5.0 Gi 270 horsepower stern drive engine. There were several items that could not be checked due to a dead battery but owner reports that everything is operational on the boat. There are a few areas of concern at starboard bow and port side at strake where high/elevated moisture was noted and gelcoat is chipped with fiberglass exposed port side wetted surface at strake. A list of items not in compliance with ABYC, USCG standards are listed below. Courtesy lights, bilge pump, horn, blower, depth gauge, all gauges, radio and remote, navigation lights were not checked as house battery was dead. No water in fresh water tank so sink could not be tested. Boat was located at a storage facility so no water was available to start engine. The state registration is GA0427CF and has not expired. The engine serial # is 3859057 and drive serial #420202008312. No engine hours were sighted at helm and owner did not have this information. The boat was percussion sounded on wetted surface, moisture readings were taken, visual inspection of outdrive and engine (engine oil full on dipstick), thru hulls, cleats and bow/tow eyes were tapped for soundness, cushions and storage areas were inspected. Fuel grounding was not performed as fuel tank is polyethylene.

The boat's engine was free of excess corrosion and had a Danforth type anchor and rode. A bow and stern ladder in good condition as well as a type IV throwable, three childs' PFD vests, one near shore and eight adult vests all in serviceable condition.

APPRAISAL METHODOLOGY: The market method of valuation was used to obtain the FAIR MARKET VALUE of the vessel. The following similarly equipped, same model vessels shown as sold on soldboats.com was used for comparison.

23'	Larson Escape 233 Deckboat	2000	10,999 (10/2017) TX	adj.	8,085
23'	Larson Escape 233 Deckboat	2000	17,000 (5/2007) FL	adj.	7,482
23'	Larson Escape 233 Deckboat	2000	22,500 (7/2006) MN	adj.	9,408
23'	Larson Escape 233 Deckboat	2000	19,000 (12/2004) FL	adj.	<u>7,170</u>
Average					8,036

I viewed boats for sale on YachtWorld, Boat Trader, Boats.com and Boaters Net and assumed that asking price and paid price to be approximately a difference of 11%.

23'	Larson Escape 233 Deckboat	2000	16,500 NY	<11%>	14,685
23'	Larson Escape 233 Deckboat	2000	9,995 IA	<11%>	8,896
23'	Larson Escape 233 Deckboat	2000	13,550 GA	<11%>	12,060
23'	Larson Escape 233 Deckboat	2000	19,999 OH	<11%>	17,799
23'	Larson Escape 233 Deckboat	2000	11,500 NY*	<11%> adj by 1,325	<u>11,560</u>
Average					13,000

BUCValue.com **15,600**

Powerboat Guide **N/A**

Nada Boats.com **10,873**

Depreciation Method based on replacement value of \$88,000 **21,578**

*No trailer. Trailer value per Buc.com \$1,325

Average Fair Market Value *13,817 less repairs of roughly 1,380 = \$12,400

NOTE: Images supplied with this report were produced with a Fuji XP digital camera and represent a true and accurate representation of the subject at the time the image was taken.

NOTE: This report is issued for the exclusive use of the individual(s), financial institution(s) Insurance company(ies), and/or for income tax purposes as may be specifically identified (named) upon this surveyor's report and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any entities or persons that are not identified herein are hereby advised that any dissemination, distribution or copying of this report is strictly prohibited; no such entity or person shall have any right to rely upon the contents of this surveyor's report.

In the event that this surveyor is called upon, after rendering the Marine Survey Report, to explain, modify or supplement the report, or its contents, or should the surveyor be called upon to render expert advice, testimony or to provide survey expertise in any dispute in litigation (or not), the surveyor will be compensated by the owner/insured in accordance with the fees customarily charged in the surveying industry.

LIMITED LIABILITY

The appraisal, which is the subject of this report, was conducted in accordance with generally accepted marine standards and criteria utilized in the marine surveying industry. Persons or entities entitled to rely upon this report are advised that this surveyor is not an engineer nor does she possess any specialized knowledge beyond the degree of skill commonly possessed by others in the same employment.

Surveyor shall have no liability for consequential damages, no liability for personal injury damages, no liability for property loss damages, no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this survey report.

In no event shall the legal liability of the undersigned exceed the fee paid for this survey report, regardless of claims or suits and regardless of whether under theory of tort, contract, products liability, admiralty, or otherwise.

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 property 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 on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
- I made a personal inspection of the boat that is the subject of this report.

ATTENDING SURVEYOR: _____
Diana Clevenger, SAMS-AMS®

Report Prepared September 30, 2023

PICTURES





DAMAGE NOTED AND ITEMS OF NON COMPLIANCE

- 1. Elevated moisture readings starboard bow where there is roughly a 4" crack in fiberglass**
- 2. Cleat port side midship is loose**
- 3. There is no "Oil Placard" sighted**
- 4. Starboard battery reading 2.8V; batteries have wing nuts in use and are not protected against accidental cross contact**
- 5. Sink faucet is loose**
- 6. Starboard windshield aft is loose**
- 7. There is pinking on bow center cushion.**
- 8. Bow in deck hatch is loose at hinge.**
- 9. Propeller blade is bent.**

- 10. There is corrosion on stern drive as evidenced by bubbling and peeling paint
- 11. Rocker switch at helm not labeled as required.
- 12. Top is missing for trailer jack
- 13. U-bolts are corroded on trailer and bent starboard side aft.
- 14. Fire extinguisher is not mounted and is in the box.
- 15. Two scratches at bow but does not penetrate gelcoat.







