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Vessel Appraisal Report – 1996 Carver 310 "Maggie May"

Oct 7, 2026 · *Survey Report No. 10.05.2026*

Purpose and scope

At the request of Mr. [redacted], the owner of the "Maggie May", requested that Mass Maritime Marine Surveyors (MMM) performed an appraisal survey of a 1996 Carver 310 Mid-Cabin Express. **Appraisal Survey:** A specialized evaluation created mainly to establish a fair market value, replacement value, or cash value for specific transactions. It involves a lighter or more generalized inspection of the vessel's overall state without the exhaustive list of repair or maintenance recommendations found in a full C&V report.

Basis of inspection: a survey took place on October 7, 2026, of the hull, running gear, deck, cockpit, cabin and engine room, while the boat sat on blocks and jack stands in a storage yard. The batteries were not charged enough to the point where systems could be powered up, operate the engines, bilge pump testing, or sea trial was performance.

- **Not inspected:** engine operation and compression, electrical systems, bilge pumps, A/C and electronics (no battery power).
- **Use of this report:** for condition and valuation survey, donation purposes. If the claimed deduction exceeds $5,000, the IRS requires a qualified appraisal from a qualified appraiser (see Donation requirements) and this report meets those qualifications.

Disclosure: MMM has no present or prospective interest in this vessel and no bias toward the parties involved.

Condition rating scale (MMM):

Rating	Meaning
Excellent (Bristol)	Mint, better than factory new, loaded with extras
Above average	Above-average care, well maintained, equipped with extras
Average	Ready for sale, needs no additional work, standard equipment
Fair	Needs some maintenance, standard equipment
Poor	Needs a substantial amount of work, no extra features

Rating	Meaning
Restorable	Hull and engines present; solid enough to be restored

This vessel is rated **Fair.**

Vessel identification

The hull plate reads **CDRJ5009H596**, which decodes to a Carver hull built in August 1995 as a 1996 model year. The "Carver 310" side graphic and hull shape match the 310 Mid-Cabin Express.

Item	Detail
Vessel name	Maggie May
Hailing port	Assonet, MA
Builder	Carver Boat Corporation (MIC "CDR")
Model	Carver 310 Mid-Cabin Express
HIN	CDRJ5009H596
HIN decode	Serial J5009 · built H5 = August 1995 · model year 1996
Length overall	33 ft 5 in with platform and bow pulpit; 31 ft 3 in with swim platform; draft 33 in
Beam	10 ft 10 in
Hull	Fiberglass, modular construction, shoe-box style; numerous laminated layers with no balsa coring; liners bonded to hull and deck; dry weight about 12,500 lb (2020 survey)
Propulsion (observed)	Twin Crusader 350 5.7L gasoline V8 inboards, 260 hp each, with V-drives; stainless shafts, bronze struts, rudders and 3-blade bronze props of 16 x 15 in; trim tabs
Fuel	Gasoline; two tanks, 188-gal total. Fresh water 50 gal, holding tank 29 gal
Accommodations (model)	Forward V-berth, convertible mid-cabin and dinette, galley; 6 berths, 1 head
Owner / donor	[redacted]
Registration / documentation no.	
Engine hours (helm meters)	*Port 606 hrs, starboard 940 hrs.*

Item	Detail
Storage location at inspection	[redacted] Haverhill, MA.; blocked and on jack stands

Equipment and systems

Item	Detail
Engines	Crusader XL 350, 5.7L; reached 4,400–4,800 max RPM on the 2020 sea trial
Transmissions	ZF Hurth marine gears; serials port 17239 H, starboard 46444 H
Steering	SeaStar hydraulic
Fuel tanks	Aluminum, one each side under the cockpit; shutoffs on the engine room centerline bulkhead
Batteries	Two engine-start batteries, no house battery
Battery charger	ProMariner 30 A
Shore power	30 A cord
Bilge pump	Rule 500 gph, centerline aft by the transom, with float switch
Fresh water	Pressure-demand pump, port side of the engine room
Water heater	Seaward model 8600, 120 V and engine heat
Head	Electric toilet, molded fiberglass shower, 29 gal plastic holding tank with Y-valve
Galley	Microwave, refrigerator, Kenyon electric cooktop, Corian counter, round stainless sink
Electronics	Standard Horizon VHF, Lowrance Hook 9 HDI chart plotter/sonar, Clarion stereo with dash remote
Hatches and ports	One square Bromar deck hatch with screen; two port lights each side
Deck hardware	Six 8 in stainless cleats (three per side); welded stainless rails
Ground tackle	Windlass with chain and nylon rode. The 2020 survey listed a plow anchor; a Danforth-type anchor is aboard now

Condition findings

Overall exterior condition is **Fair**: the hull is in very good condition, the props, shafts, cutlass bearings, rudders and swim platform are good to very good. The remaining portions of the boat show of wear and tear and a need for minor maintenance: mold on the bimini, lightly soiled upholstery with loose stitching, operate the engines, power up systems etc…..

Note: The vessel would be most acceptable to a program if it were detailed, and proven operational. Most programs are skeptical about accepting boats that require maintenance. There are some programs that will take a boat in any condition. These programs have been listed below for reference purposes only.

Area	Observation	Rating
Topside gelcoat	White gelcoat intact with moderate chalking, scuffs, a few small dings near the bow. No visible cracking. Would benefit from compound and wax.	Average
Boot stripe and graphics	Navy and gold vinyl striping mostly intact; gold pinstripe torn and lifting on the aft starboard quarter. Transom name and hailing port graphics in good condition.	Average
Rub rail and hardware	Stainless rub rail, cleats, bow rail, stern rail, transom rod holders and flush rod holders present and intact; rub rail has debris and light staining. Life ring mounted aft. A VHF whip antenna and a white cylindrical antenna (GPS) on a swivel mount on the arch.	Average
Bow and ground tackle	Anchor platform with stainless pulpit rail and a galvanized fluke-type (Danforth-pattern) anchor on the roller. Gelcoat crackling around the roller mounting plate on the underside of the platform.	Average
Bottom paint	Black antifouling is mostly intact on the flat bottom panels. Some minor flaking along the chines, the keel and around the running gear. The hull itself is in very	Very good (paint fair)

Area	Observation	Rating
	good condition. Raw-water intake scoop strainers are fitted and need cleaning. A paddlewheel speed transducer is in place. No blisters seen, the hull was sounded with nothing to report. The bottom paint needs sanding and a fresh coat.	
Running gear	Twin stainless propeller shafts, bright and clean, each with a shaft zinc that need replacing. Bronze struts are bolted through plates in the bottom; their paint is flaking and area shows solid with cracks or concerns. Props are 3-blade bronze, stamped 16 LH 15 (16 in diameter, 15 in pitch, left-hand) with a cupped edge; blades look true with only slight edge nicks. Prop nuts and cotter pins are in place. Twin rudders have flaking paint over a red undercoat, and their disc zincs are about half used. Overall inspection the props, shafts and cutlass bearings are all very good, and the rudders are good.	Very good
Trim tabs	Port and starboard tabs with hydraulic actuators; paint flaking on the tab plates; disc zincs fitted under the tabs need replacement. A CAMP bonded hull anode on the transom bottom looks recent and good.	Good
Transom	Name and hailing-port graphics in very good condition. Integrated swim platform is in good condition; its faux-teak overlay is faded and lifting at a few edges. Stainless exhaust outlets oxidized. Transom zinc plate fitted. Transducer on the transom. Folding stainless swim	Good

Area	Observation	Rating
	ladder serviceable, with minor surface corrosion.	
Canvas	Teal top over the radar arch has a solid base and is securely fastened. Its outer fabric shows of some fade with sound seams and no tears seen and some mold spores. The severe mold is heaviest on the underside. The clear vinyl side curtains are smoky and cloudy (can be cleaned) and their snap fasteners need lubrication although they work. Given how severe the mold is, plan on replacing the bimini, side curtains and visor windows.	Poor
Fenders and lines	Fenders are present, lightly stained; dock lines serviceable.	Fair
Storage and blocking	Properly blocked on timber keel cribbing and multiple screw-type jack stands.	n/a

Deck and cockpit

Area	Observation	Rating
Foredeck	Molded non-skid is intact but chalky and dirty, with no soft spots visible. Spidering gelcoat stress cracks spread from the starboard aft corner of the anchor-roller recess, and the sealant along the recess edges is cracked and patchy.	Fair
Ground tackle	Galvanized Danforth-type anchor stowed in the stainless roller chute, with a rusted shackle. Vinyl-coated chain, stainless chain stopper with a Carver deck pipe for stowing.	Fair
Rails and cleats	Stainless bow rail, stanchions, cleats, chocks are secure.	Average

Area	Observation	Rating
Forward hatch	Smoked acrylic lens with scratches and crazing, and a crack along the aft edge; the sealant around the frame is weathered and dirty.	Fair
Windshield and side decks	Three-panel tinted glass windshield in a white aluminum frame with a center walk-through; glass intact. The canvas visor windows above it are yellowed and cloudy. Frame and trim gaskets show gaps, with a loose trim strip and a lifting rail section on one side deck. Seal this area to prevent a leak path into the cabin.	Fair
Bow sun pad	Three-section vinyl sun pad over the cabin top, faded and scuffed, with a split seam at one cushion edge. Two small flush deck hatches beside the pad and an opening hatch aft show intact.	Fair
Cockpit seating	White vinyl L-lounge and helm seats are stained, with loose stitching in places.	Fair
Cockpit deck	Faux-teak overlay with dirt staining; one edge is lifting near the companionway. Molded deck elsewhere is sound and in need of cleaning.	Fair
Safety gear seen	Handheld fire extinguisher in the cockpit; PFDs stored under the lounge. No working smoke or carbon monoxide detectors. Check the extinguisher date and PFD count. All needs updating and or replacement.	Verify

Engine room

Area	Observation	Rating
Engines	Twin Crusader 350 5.7L V8s with V-drives. Blocks painted	Fair (verify)

Area	Observation	Rating
	silver and mostly clean. Surface rust on the exhaust manifolds and risers, heaviest on the black-painted manifolds of one engine, with rust weeping at the bolts (does not mean leaking, just paint condition). The port and stbd engines have a closed (freshwater) cooling heat exchanger, which protects the block from salt; each shows good. Flame arrestors, oil filters, belts, ignition leads and wet exhaust hoses look serviceable. Not run, because the batteries were not charged.	
Mounts and V-drive couplings	Isolation mounts sit on steel plates bolted to the stringers. The plates, mount brackets and V-drive output couplings show with surface rust.	Fair
Stringers	Fiberglass-encapsulated stringers, painted gray.	Fair
Bilge	Dark water and leaves pooled between the stringers. Requires cleaning and a dry bilge for donating. Bilge pumps were not tested.	Poor
Raw-water system	Bronze seacocks and strainers with handles and serviceable hose clamps.	Fair
Fuel system	Port/starboard tank selector valve. Spin-on fuel/water separators with steel fuel lines at the filter heads.	Fair (verify)
Steering	SeaStar hydraulic steering cylinder.	Average
Fire suppression	Sea-Fire automatic extinguisher mounted overhead. The battery is out of service date.	Verify
DC panel and charger	Guest 1/2/Both/Off battery switch, voltmeter, automatic	Average

Area	Observation	Rating
	bilge pump switches (forward, mid, aft) and charger switches on the cockpit locker panel; ProMariner charger in the engine room. Locker door frame paint flaking, with mildew.	

Helm, cabin and systems

Area	Observation	Rating
Helm instruments	Gauges for both engines and an engine synchronizer. Hour meters read port 606 and starboard 940. The Ritchie compass with a bubble, needs replacement.	Poor
Electronics	Lowrance Hook 9 chart plotter/sonar, not powered up. A removed second unit's bracket with loose cables sit on the dash, with open screw and cable holes to seal.	Average
Controls	Twin throttle/shift levers, Bennett trim tab switch, windlass switch, keyed ignitions. One knob missing from the rotary switch panel; steering wheel cover cracked.	Fair
Cockpit	Wet bar with sink; doors need adjusting, speakers, storage lockers, faux-teak deck mat. Dirt and mildew along the gunwale and windshield seams.	Fair
Galley	Electric cooktop with surface rust burners, stainless sink, laminate counters, microwave and refrigerator.	Average
Salon and dinette	Blue vinyl lounge and carpet with stains and loose stitching. Maple cabinetry, a portable A/C	Fair

Area	Observation	Rating
	unit aboard suggests the built-in unit may not work.	
Air conditioning	Marine Air 16,000 BTU reverse-cycle unit, R-22 refrigerant. Case paint flaking. R-22 phased out.	Fair(need to verify)
Head	Molded fiberglass head with electric toilet, vanity sink and shower sump. Clean.	Average
V-berth	Clean mattress, opening hatch, hull liners in good condition. A torn liner along the hull-deck joint in the hanging locker.	Good

Market comparable's

Comparable 1995–1997 Carver 310 Express boats are currently asking about $30,000–$33,500, all are in running condition in the water or ready to launch. The valuation combines market comparison with the estimated cost of needed repairs, drawing on sources such as BUC, NADA, Sold Boats, POP Yachts, Power Boat Guide, Boat Trader and brokerage listings.

Comparable	Location	Asking price	Notes
1996 Carver 310 Mid-Cabin Express	Norris Lake, TN	$33,500	Twin MerCruiser 5.7L, both engines rebuilt, 3 kW generator (63 hrs), A/C, windlass
1995 Carver 310 Mid-Cabin Express	US	$33,200	Asking only; condition details not listed
1997 Carver 310 Express	Bloomington, IN	$29,800	Twin MerCruiser, about 900 hrs, described as good condition, offers encouraged

Adjustments applied to the subject vessel:

1. **Asking vs. sold:** used boats of this age typically sell 10–15% below asking, giving a sold-equivalent of about $26,500–$29,000 for a running, average-condition boat.
2. **Bottom and running gear:** the hull and running gear are very good, so this is routine work: sand and repaint the bottom, replace zincs and touch up the rudders and tabs: about −$2,000 to −$3,000 (approximate yard estimate).
3. **Cosmetic, canvas and mildew:** compound and wax, stripe repair, cockpit and cabin mildew cleaning, a full detail, upholstery cleaning, wet bar door adjustments, plus a new bimini, side curtains and visor windows because of the severe mold about −$5,500 to −$8,500.

4. **Engines and engine room:** neither engine was run and no systems tested. Hours are moderate at 606 port and 940 starboard, well below the usual 1,500–2,000 hour rebuild point for a gasoline 5.7L. A new compass and smoke and CO detectors add about $500. Total: about −$3,500 to −$5,500.

Fair market value conclusion

Estimated fair market value: **$14,000**, within a range of **$10,000 to $18,000**, as of October 7, 2026, assuming both engines start and run. The hull and running gear are very good; the rest of the boat shows with wear and tear and in need of a complete top to bottom detail.

Scenario	Estimated FMV
Engines run, interior average (basis of this report)	$10,000 – $18,000 (point: $14,000)
Engines run well, low hours, recent service records, clean interior	Up to about $21,000
One or both engines not running, an in depth survey finds other issues.	$5,000 – $8,000

Donation requirements;

If the charity sells the boat, the donor's deduction is generally capped at the sale's gross proceeds, not the appraised value in this report. Fair market value applies only if the charity certifies significant use of the boat, a material improvement to it, noted repairs are made or a below-market transfer to a needy person.

- **Form 1098-C:** the charity's acknowledgment for boats over $500; it states whether the boat was sold and for how much.
- **Form 8283:** Section A for a deduction of $501–$5,000; Section B, signed by the charity, above $5,000.
- **Qualified appraisal:** The date must be made no more than 60 days before the donation, and be received before the return is due.
- **Title and liability:** transfer the Massachusetts registration or USCG documentation, and remove registration decals as state law requires.

Appraiser certification – surveyor's certification statement

I certify that I personally inspected the vessel described in this report on October 7, 2026, and that this report states my unbiased professional analysis, opinions and conclusions. I have no present or prospective interest in the vessel and no personal interest or bias toward the parties involved. My compensation is not contingent on reporting a predetermined value, or a value that favors any party. This report is a statement of findings and opinion at the time of the survey, not a warranty, expressed or implied, not an inventory, and not a certified full survey of the vessel's present or future condition.

Surveyor's License, Certification, and Signature

This survey was conducted in accordance with accepted marine survey practices, to the extent permitted by accessible inspection and available information. The observations and opinions contained herein are those of the undersigned surveyor, based upon visual inspection of accessible areas of the vessel on the date noted, and are provided for the purpose stated.

Respectfully submitted,



October 9, 2026

Captain Angel L. Montanez Jr.
USCG Licensed Master Mariner USA000713166
Mass Maritime Marine Surveyors and Consultants — since 1988
ACMS — Association of Certified Marine Surveyors (Certified / Accredited Surveyor #324)
Navtech — US Marine Surveyor (Certified / Accredited Surveyor #15806M)

Surveyor Background

This survey was executed by a professional marine surveyor holding credentials as a U.S. Coast Guard Licensed Master Mariner, qualified to command vessels of unlimited tonnage on any ocean, who also holds a U.S.C.G. Junior Engineer license for vessels of unlimited horsepower. This professional actively sailed for over 33 years in the U.S. Merchant Marine, serving as Master aboard numerous vessels before transitioning to full-time marine surveying and consulting. He is a graduate of a Merchant Marine Academy with multiple certifications, and endorsements in marine surveying, insurance, investigations, firefighting, marine transportation, safety, security, and vessel operations.

Affiliations are maintained with many industry organizations, including the American Boat and Yacht Council (ABYC), with certification in Marine Electrical Systems and Vessel Standards. The designation of “Master Marine Surveyor” is sustained through continuous professional development in both recreational and commercial maritime disciplines. Professional alignment includes the Society of Naval Architects & Marine Engineers (SNAME), the Association of Certified Marine Surveyors (ACMS), Navtech U.S. Marine Surveyors, and the International Association of Marine Consultants and Surveyors (IAMCS) — all accredited organizations recognized by lending institutions and the insurance industry.

Active performance includes Marine Safety Inspections for commercial fishing vessels, uninspected passenger vessels, and recreational craft. Historic leadership includes serving as Chairman of the Massachusetts Bay Harbor Safety Committee and appointment to serve on both the U.S. Coast Guard's National Security Advisory Committee for Homeland Security and the National Navigation Safety Advisory Committee in Washington, D.C.

Academic experience includes instruction as a professor of Nautical Science at Massachusetts Maritime Academy, U.S. Coast Guard Auxiliary, alongside active service on the U.S. Coast Guard Sector Boston Area Maritime Security Advisory Committee.

Field services routinely encompass executing cargo surveys, investigating maritime incidents, providing consulting on complex maritime projects, and serving as an expert witness. Expertise has been applied to high-profile cases, including the M/V Dali–Francis Scott Key Bridge collision and the Titan submersible / OceanGate accident.

Sources and Client Notes:

- Yacht Sales International – 1996 Carver 310 Mid-Cabin Express
- Brewer Yacht Sales – 1996 Carver 310 specifications
- Right boat – 1997 Carver 310 Express
- Yacht all – Carver listings incl. 1995 310 Mid-Cabin Express
- IRS Publication 4303, A Donor's Guide to Vehicle Donation

- Most organizations will accept a boat that needs maintenance and detailing, as many charities specialize in accepting watercraft in **"as-is" condition**. Organizations like Boats for Veterans routinely accept vessels with mechanical issues, water damage, broken motors, or cosmetic wear.

- However, whether a specific charity accepts your boat depends on a few critical factors that you would need to discuss.

- **Liquidation Charities:** Large nationwide vehicle donation programs usually accept almost any boat regardless of condition. They typically pick up the boat for free, sell it at an auction or to a salvage yard, and use the funds to back their cause.

- **Operational Charities:** Programs like the BoatUS Foundation or local youth sailing clubs might use the boat directly for training or education. These organizations are much pickier and may reject a boat if the cost of repair and ongoing upkeep outweighs its usefulness.

- **Financial Viability**: Charities will evaluate if the cost to transport, store, or repair the boat exceeds its eventual auction or salvage value. If a boat is severely damaged, structurally unsound, or entirely stripped of valuable parts, the organization may decline the donation due to prohibitive acquisition and disposal costs.

- **Impact on Your Tax Deduction:** The condition of your boat will directly affect your financial return:

- **The $500 Rule:** If the charity liquidates your boat at an auction, your IRS tax deduction is strictly limited to the **gross proceeds of the sale**, not its book value. A boat that needs heavy detailing and repairs will sell for less, resulting in a lower tax write-off.

- **Fair Market Value:** To claim the full appraised fair market value, the charity must intend to put the vessel to "significant intervening use" (e.g., using it in their programs for at least 3 years) or significantly improve it before selling.

- **Under IRS rules,** when an organization takes a boat, performs material improvements (like fixing mechanical issues or doing major cosmetic work), and sells it, **you can still claim the full appraised Fair Market Value** on your taxes instead of just the final auction price. The charity just has to check the box on IRS Form 1098-C confirming they made "material improvements" before the sale.
  Here are specific organizations and brokers that manage this exact process: *Programs that Repair and Sell Donated Boats*

CharityBoats.org

- This program specifically advertises a **free repair and full restoration service** for qualified boat donations. They evaluate the vessel to see if fixing it up will substantially increase its market value, which directly maximizes your federal tax savings. They handle all transport, title work, and donation paperwork seamlessly.

Certified Sales, Inc.

- This is a specialized marine liquidation and brokerage firm that acts as the official donation processor for major organizations like the BoatUS Foundation and the **U.S. Coast Guard Auxiliary**. Based right here in New England (with a major office in Warwick, RI), they take over the care, custody, transport, and marketing of valuable vessels. Because they are professional yacht brokers and liquidators, they actively prep, market, and sell the boat to get the highest return for the charity, handling the exact 1098-C paperwork you need.

Helping Hands of America

- Located nearby in Wrentham, MA, this private fundraising organization acquires and liquidates donated boats for local New England charities (like the Lupus Foundation New England and Meals on Wheels). They run a physical resale lot where donated units are sold, and buyers frequently look to them for vessels they can fix up or buy directly from the lot.

If you contact any of the above organizations who will fix the boat up for sale, ask two specific operational questions to ensure they handle the paperwork correctly.

- *"Will you perform and document 'material improvements' on this vessel prior to sale?"*
- *"Will you issue an IRS Form 1098-C checking Box 5a to certify those material improvements, allowing me to claim the appraised value?"*