

**INDEPENDENT MARINE SURVEY, L.L.C.**

**RICHARD M.P. LEVY, principal surveyor**



**SURVEY NUMBER: 231001**  
**AN APPRAISAL INSPECTION OF THE 24' SEA RAY POWER VESSEL DELMAR VI,**  
**PERFORMED AT THE REQUEST OF [REDACTED]**  
**FOR PURPOSES RELEVANT TO SELLING OR DONATING THE BOAT.**

Subject vessel was inspected in Cambridge, Maryland, on October 17, 2023.

This inspection and report is solely for the purpose of appraisal of value for this vessel on the day of the survey inspection only, and is not, in any way, a survey or statement of serviceability of the vessel, nor its suitability for any intended use, nor its suitability for insurance, nor its compliance with any legal requirements or voluntary standards. The future use of the vessel is not known at this time.

A full survey was not conducted. The boat was examined only to the extent necessary to gather enough information to justify or determine the Estimated Fair Market value of the vessel. Only those items specifically discussed in this report were actually examined.

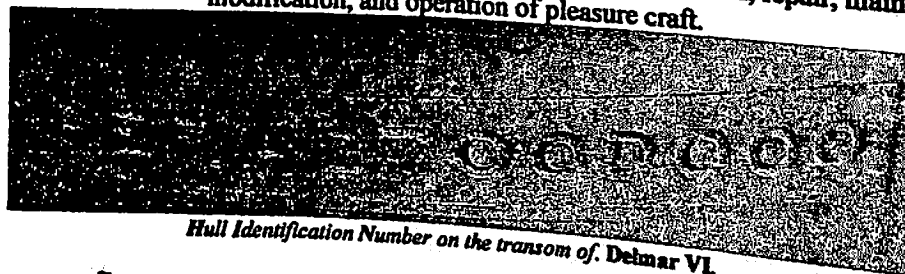
This survey is produced as a single document for the exclusive use of the party contracting it; it is intended to be considered in its entirety; no single part is to be used separately and apart from the document as a whole. Transfer of this report is the sole right of the above client.

No warranty of the subject vessel or its valuation is expressed or implied.

The manner in which this appraisal is conducted, and the judgements herein, are based on, in part, the attending surveyor's experience with:

- The American Boat and Yacht Council,
  - Standards and Recommended Practices for Small Craft;
  - National Fire Prevention Association, Standards;
  - U.S. Coast Guard Regulations;
  - U.S. Federal Boating Law;
  - Federal Water Pollution Control Act;
  - Society of Accredited Marine Surveyors, Code of Ethics and Rules of Practice;
  - The Uniform Standards of Professional Appraisal Practice
- and

The experience of the attending surveyor in the inspection of, construction, repair, maintenance, modification, and operation of pleasure craft.



Hull Identification Number on the transom of Delmar VI

**THIS APPRAISAL IS NOT AUTHENTICATED WITHOUT THE ORIGINAL INK SIGNATURE**  
**AND EMBOSSED SEAL OF THE ATTENDING SURVEYOR ON THE LAST PAGE.**  
**INDEPENDENT MARINE SURVEY, L.L.C.**  
**APPRAISAL REPORT # 231001**  
**PAGE 1 OF FIVE PAGES.**

**OWNERSHIP and GENERAL DATA**

Name: *Delmar VI*

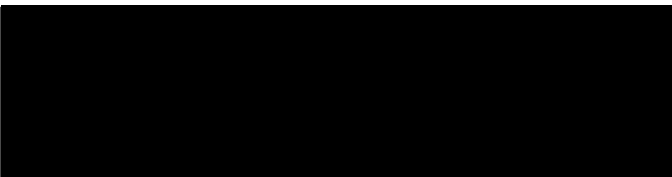
Home port: None posted

Hull Identification Number: SERA2700D000

Registration number: DL23848AP

Builder/Year: Sea Ray/2000

Type vessel: 245 Weekender express cruiser.



**LIMITATIONS OF SURVEY**

Vessel was inspected while stored on a boat trailer.

**SCOPE OF INSPECTION**

This inspection is for **APPRAISAL PURPOSES ONLY**, it is not a **Marine Survey**, and does **NOT** address any safety issues, USCG requirements, ABYC, NFPA or other standards, or maintenance recommendations.

Hull topside, bottom, and sheer sighted for fairness and true.

Hull generally inspected topside and bottom.

Interior inspected where accessible, during a walk through.

No gear was disturbed except as needed to gain entrance to the interior.

General visual inspection only. No testing, nor disassembly of any part of the interior or exterior.

Cockpits, decks, and superstructure were generally examined in areas where accessible.

Engine was generally observed only. No engine tests were performed.

Electrical systems were visually observed where accessible, but no testing was done.

Other systems were visually observed only. No testing was done.

**HULL DIMENSIONS** (*Dimensions are from ship's papers, manufacturer's data, or published references unless otherwise noted.*)

L.O.A: 26'-0" with platform 24'-0" hull overall

Beam: 8'-6"

Draft: 28-1/2" drive down

Displacement: 5,100 lbs. dry

The following descriptions of condition are used in this report.

**Excellent:** Superior condition, or as new.

**Very good:** Used, but maintained to a high standard.

**Good:** Functional and adequately maintained.

**Satisfactory:** Functional, but showing wear.

**Fair:** Functional, but showing excessive wear and/or lack of maintenance.

**Poor:** Showing wear and/or lack of maintenance, such that continued serviceability is in doubt.

## **HULL**

**Topside:** General structural condition appears to be good.  
Rubrails in good condition; plastic through-hull fittings in satisfactory condition.  
General cosmetic condition appears to be fair.  
Finish is dulled from Uv exposure; graphics are very worn; topside is generally soiled.

**Transom:** General structural condition appears to be good.  
General cosmetic condition appears to be fair.  
Finish is dulled from Uv exposure; graphics are very worn; transom is generally soiled.

**Bottom:** General structural condition appears to be satisfactory.  
General cosmetic condition appears to be fair.  
Antifouling paint has failed due to age; general flaking and chipping over the bottom;  
some scrapes and gouges go through paint into the gelcoat; bottom is very rough due to  
accumulated layers of old antifouling paint.

### **Internal structural arrangement:**

Transverse structural: Bulkheads in satisfactory condition and secure to hull.

Longitudinal structural: Longitudinal FRP composite stringers in satisfactory condition.

## **RUNNING GEAR - Bravo outdrive by MCM.**

**Case:** Paint is worn; zincs are wasted.

**Propeller:** Three bladed, fixed, aluminum prop.

General condition appears to be satisfactory, some blade edge chipping and distortion.

**Trim tabs:** By Bennett. Zincs are worn out, planes have marine growth and corrosion on planes.

## **DECKS**

**Structural condition** appears to be good.

**Cosmetic condition** appears to be satisfactory.

**Toe rails:** FRP, in satisfactory condition; scattered crazing.

**Deck Openings:** Hatches with latching closures.

**Deck Hardware:** Adequately sized, satisfactory condition.

**Handrails:** Stainless steel, good.

**Stanchions:** Stainless steel, good.

## **CABINS AND SUPERSTRUCTURES**

**Structural condition** appears to be good.

**Cosmetic condition** appears to be satisfactory.

Finish shows some Uv degradation.

**Companionway:** In satisfactory condition, some stiffness to operation.

**Cabin Top Hatch:** Foredeck hatch, in good condition.

**Ports/windows:** Fixed type; satisfactory condition.

3 facet windshield with walk-through, in satisfactory condition.

## **COCKPIT**

**Arrangement:** Open, with seat at the stern.

**Structural condition** appears to be good.

**Cosmetic condition** appears to be satisfactory.

**Sole:** Satisfactory condition.

**Sole hatches:** Hatches with latching closures; center hatch arms are worn out.

## **HELM**

**Controls:** Throttle/shifter, wheel; D.C. electrical panel; controls;  
**Instruments:** Sea Ray gauges with oil pressure, coolant temperature, voltage, speedo, tachometer, drive height, and fuel gauges;  
**Steering Type:** Hydraulic; in apparent satisfactory condition.

## **INTERIOR**

**Arrangement:** Minimal galley to port, toilet compartment to starboard; settees and vee berth with stowage under.  
**Structural condition** appears to be good.  
**Cosmetic condition** appears to be satisfactory.  
Forward cushion is stained, some cushion backing is damaged.

## **MACHINERY SPACE**

**General condition** appears to be; organized, clean, and dry.

**Engine:** Remanufactured Bravo 357 was installed in 2013. Eight cylinders, naturally aspirated.  
**Age/hour meter:** 300 hrs., reported by owner.  
**Cooling:** Satisfactory condition of components and hoses.

**Power transfer:** Bravo outdrive.

## **FUEL TANKS and SYSTEM**

**Type fuel:** Gas.  
**Tankage:** Aluminum, in satisfactory condition.  
**Fuel lines:** Satisfactory.  
**No fuel odor present.**

## **ELECTRICAL SYSTEM**

**DC Systems** General condition appears to be satisfactory.  
**Batteries:** One present.  
**DC panel:** Present.  
**Navigation/running lights:** Present.

## **GALLEY**

**General condition** appears to be satisfactory.  
Cold water sink and storage.

## **HEAD**

**Condition** appears to be satisfactory; portable toilet only.

## **WATER SYSTEMS**

**Condition** appears to be satisfactory.

## **ELECTRONIC EQUIPMENT**

**VHF radio:** Standard Horizon Eclipse.  
**GPS/plotter:** Garmin GPSmap 162  
**Stereo:** Clarion Marine M3170

## **DE-WATERING SYSTEMS**

**Condition** appears to be satisfactory; automatic switch.

**GROUND TACKLE**

Anchor: Danforth, with rope rode.

**CANVAS TOP/ENCLOSURE**

General condition of fabric and frame appear satisfactory.

**SWIM PLATFORM**

Fiberglass, factory installed, in good condition.

**GENERAL LEVEL OF MAINTENANCE - Fair**

Deferred cosmetic maintenance is needed.

Deferred bottom maintenance is needed.

**TRAILER**

E-Z Loader, 24' boat trailer; tandem axle, surge brakes, winch; galvanized steel frame.  
Condition is satisfactory.

There is no VIN placard sighted on the trailer; obtain VIN from trailer title.

**ESTIMATED MARKET VALUE: Boat: \$ 15,500**

**Trailer: \$2,225**

This is derived from comparable boats listed for sale in national boating web sites and/or publications; offerings from major yacht brokerage web sites; recent selling prices of comparable vessels; and the assessment of the attending surveyor.

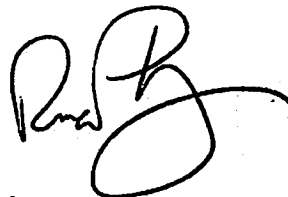
**COMPARABLES AND VALUATION INFORMATION:**

Recently sold comparable vessels have a range of selling prices between \$10,000 and \$21,000, with an average selling price of \$14,650. The discount from asking to offering price averaged 9%.

Comparable vessels currently offered for sale have an adjusted price ranging from \$16,372 to \$20,011. The overall average of recently sold comparable vessels, and vessels currently for sale, is \$16,425.

The undersigned is not to be held responsible for any inaccuracy, omission, misstatement, or error in judgement. For all intents and purposes, this report is to be adjudged as the evaluated opinion of the attending surveyor. Acceptance of this report serves as acknowledgement of this agreement by any and all concerned.

Signed,



Richard M.P. Levy, AMS #647  
Independent Marine Survey, L.L.C.