

STATE BOARD OF EQUALIZATION
PROPERTY AND SPECIAL TAXES DEPARTMENT
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RAMON J. HIRSIG Executive Director No. 2010/004

January 13, 2010

TO COUNTY ASSESSORS:

VESSEL DEPRECIATION FACTORS

In 2008, Board staff initiated a project to develop depreciation factors to be used by county assessors in the mass appraisal of vessels when determining a value for property taxation purposes. Upon completion of this initial study, and with additional information provided by assessors' offices, we issued vessel depreciation factors for 2009 in Letter To Assessors 2008/081.

Enclosed is a table of depreciation factors that may be used beginning with the January 1, 2010 lien date. The vessel depreciation factors for lien date 2010 are significantly greater than those for last year. This reflects the negative influence of the overall economy on the market value of vessels for 2009-2010.

The original database was developed using stated values from the (1) *BUC Used Boat Price Guide*, (2) *N.A.D.A. Marine Appraisal Guide*, and (3) *ABOS Marine Blue Book*. The database includes the values from 2005 through 2009.

Houseboats are not included in the vessel depreciation table since most new houseboats are custom built and the value guides do not include values for these custom built vessels. The enclosed depreciation table includes categories for:

Powerboats

Inboard/Outboard/Stern Drive to 42'
Inboard/Outboard/Stern Drive over 42'

Sailboats

Personal Watercraft (Jet Ski)

Based on data provided by county assessors, the powerboat depreciation factors were developed using the following types/makes of vessels:

Bass Sportsfisherman

Center Console Ski

Cruiser Sports Runabout

Day Cruiser Trawler

Fish and Ski Utility Cruiser
Racer Utility Runabout

Runabout Utility Sports Cruiser Yacht Though information in the value guides used for our initial study indicated all classes of vessels that were included in the study experienced a higher depreciation rate for the first year when purchased new from a dealer (except the category of sailboats), the data indicated otherwise this year. This is likely tied to the economy and the overall greater decline in value in 2009. Therefore, the table does not include a different factor for the first year decline for lien date 2010.

We greatly appreciate the assistance from those assessors that responded to our survey on powerboats and to those who provided us with copies of the various value guides. We would also like to thank any future assistance that might be provided by completing future surveys. We hope the information presented proves useful, and that it promotes uniformity of assessments. The table is intended as a guide in the mass appraisal of vessels when determining value for property taxation purposes. However, relevant data pertinent to the assessment of specific property should always be reviewed and considered.

As this is an ongoing study, your input and assistance is welcomed so that we can provide you with the most representative and useful information possible. For questions or suggestions regarding the vessel study or factors, you may contact Mr. Michael Saunders at michael.saunders@boe.ca.gov or at 916-322-1840.

Sincerely,

/s/ David J. Gau

David J. Gau Deputy Director Property and Special Taxes Department

DG:mds Enclosure

VESSEL DEPRECIATION FACTORSJanuary 1, 2010

POWERBOATS*	
Inboard/Outboard/Stern Drive to 42' Yearly decline including first year	20%
Inboard/Outboard/Stern Drive over 42' Yearly decline including first year	17%
SAILBOATS Yearly decline including first year	15%
PERSONAL WATERCRAFT (Jet Ski) Yearly decline including first year	26%

* Bass Sportsfisherman
Center Console Ski
Cruiser Sports Runabout
Day Cruiser Trawler

Fish and Ski
Utility Cruiser
Racer
Utility Runabout
Utility

Runabout Utility Sports Cruiser Yacht