

INDEPENDENT DEAL REPORT • BUYER COPY

Bahama 37 CC

asking \$717,750 • Ref BVD4KF4112QYC2 • May 25, 2026

58

/100

VERDICT • PROCEED CAREFULLY

Bahama 37 CC listed at \$717,750 with no model year, no engine package, no hours, no location, and one photo.

THE BOTTOM LINE

Proceed carefully

PROCEED CAREFULLY 58 / 100

⚙️ Twin/Single sterndrive (I/O)

Bahama 37 CC listed at \$717,750 with no model year, no engine package, no hours, no location, and one photo. Bahama Boat Works is a respected small batch builder (≤ 50 units/year, Scott Henley pedigree) and the 37 CC competes with Yellowfin 36, Contender 39ST, Invincible 36, and Freeman 37. At face value the price sits in the lower half of the new 37 CC build band (\$700K, \$900K), so this could be a real opportunity, but without a year, motor count, and hours it is impossible to score against comps. Negotiate the data out of the dealer first; price comes after.

— WHERE THE RISK LIVES ON THIS BOAT



- 1 **Outboard(s) & transom** · inspect
- 2 **Hull below waterline** · generally sound
- 3 **Console & rigging** · generally sound
- 4 **Deck & livewells** · generally sound

IS IT A FAIR PRICE?

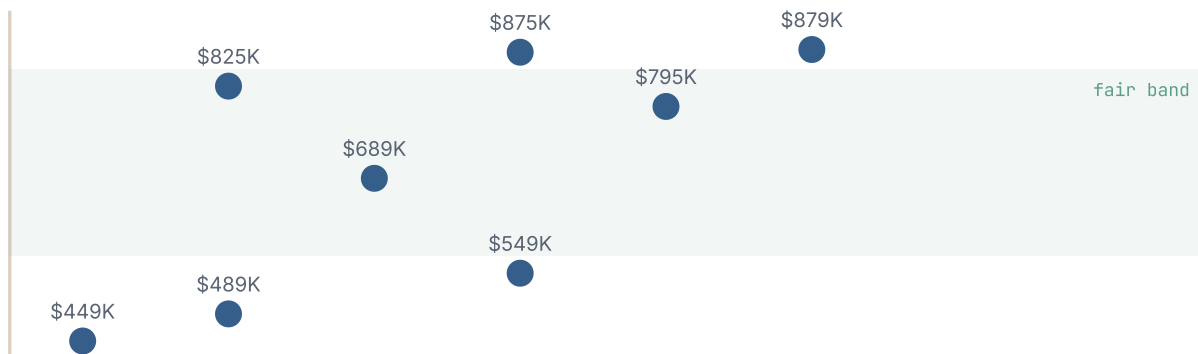
Priced 1% over the midpoint.

Range is wide because the listing omits year and engine package. A loaded 2023+ Bahama 37 CC with twin 450R outboards runs \$800K+ new. A 2018, 2020 with twin 350s and 500+ hours trades \$550K, \$650K. Tighten the range once you have year + power.

— FAIR VALUE BAND VS ASKING · CONFIDENCE LOW



— COMPARABLE BOATS · PRICE VS MODEL YEAR



Direct same model comp (2024 Bahama 37 CC) lists at \$879K with triple Yamaha 425 XTOs, that is the upper bound for a freshly built, fully optioned hull. The Yellowfin 36 / Contender 39 ST / Freeman 37 set is the competitive landscape and trades \$549K, \$875K depending on year, power, and hours. At \$717K the subject sits 18% below the closest direct comp and right at the median of the broader center console set. That is either a strong opportunity or a stripped older build, the missing year decides which.

HOW THE VERDICT IS BUILT

Eight factors, one Buy Score.

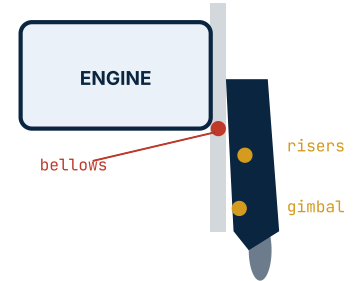
— SCORE BREAKDOWN

Risk scores read inverted: for hidden cost, survey urgency and ownership cost, a higher number means **more** risk. The Buy Score weights price (~40%), engine and maintenance (~25%), model issues (~15%), region (~10%) and transparency (~10%).

WHAT TO BUDGET AND VERIFY

The engine is the story.

Cannot score engine risk without engine make, model count, power rating, and hours, none of which the listing discloses. This is the single biggest gap. On a \$700K+ center console the engine package is the largest single value driver and the biggest reliability risk. Demand: motor make + model, number of engines, total hours, last 100 hour service date, and warranty status (Yamaha XTO is typically 5 yr / Mercury Verado 6 yr, verify what transfers).



Sterndrive (I/O) — engine inboard, drive through the transom. The drive is the maintenance burden.

RISK FLAGS

HIGH

Model year not disclosed

The listing does not state a model year. On a \$717K boat with a 30+ year price range for the build's age, year is non negotiable information. Refuse to engage further until the dealer provides it in writing.

HIGH

Engine package not disclosed

No make, model, count, or hours. On a triple outboard center console, engine status drives 30%+ of resale value. Without this, fair value estimate has $\pm 35\%$ error bar.

MEDIUM

Location not disclosed

Saltwater vs freshwater service, hurricane region exposure, and shipping cost to your home port all depend on location. The dealer hiding this is unusual on a premium listing.

HIGH

Only 1 photo

Premium \$700K+ listings should show 30, 60 photos covering hull, deck, console electronics, engines, bilge, and helm. One photo is consistent with a placeholder listing or a dealer who has not actually inspected the boat yet.

THE STICKER IS THE CHEAPEST PART

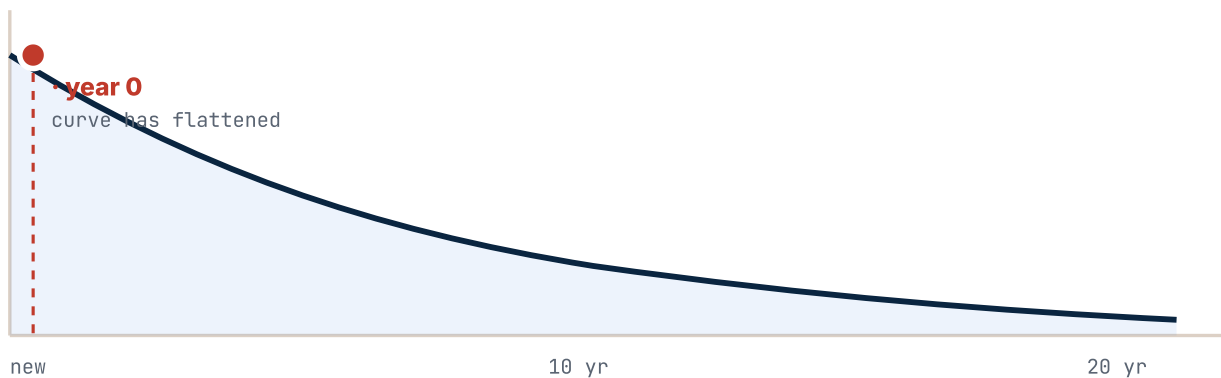
\$32,000 to \$72,000 a year to keep.

— WHERE THE MONEY GOES



- Engine / drive service: \$5,000, \$8,000 annual outboard service on triples; +\$2K every 300 hours for major service
- Slip + winterize: \$6,000, \$24,000 (FL/NC dry rack \$6, 10K, wet slip 38 ft slip South FL \$14, 24K)
- Insurance: \$10,000, \$16,000 (1.4, 2.2% of hull value; saltwater operation, triple outboards)
- Fuel: \$8,000, \$22,000 (~100 hrs/yr × 45 gph × \$4.50/gal marine premium)
- Haul-out + misc: \$0 in FL/TX/CA; \$400, \$800 in NC/MD/NJ; impractical north of MD for this kind of boat

— DEPRECIATION · WHERE A USED SITS ON THE CURVE



Bahama is a respected but small batch builder, the buyer pool in 3 to 5 years is narrower than Yellowfin or Contender, which dominate the dealer aftermarket. That said, custom build center consoles 37+ ft hold value well in the South FL / Outer Banks market when the build sheet is documented. A clean Bahama with full service history will sell; a Bahama with mystery hours will sit.

BEFORE YOU WIRE A DOLLAR

Inspection & negotiation.

— SURVEY CHECKLIST · PRINT AND BRING IT

- ☐ Demand the build sheet in writing, model year, hull number, original buyer, build date, dealer who delivered it new.
- ☐ Pull the cowling on every outboard. Photograph the bus bar behind the powerhead and the fuel rail. Send to a marine mechanic for review before any deposit.
- ☐ Sea trial: confirm WOT RPM matches the engine spec sheet on each outboard (off by >200 RPM = prop or engine issue).
- ☐ On the Bahama specifically: ask who hand laid this hull. If it's not someone from Scott Henley's core team, factor that into the offer.
- ☐ Confirm tank capacity, range at cruise, and whether the boat has any custom rigging (live well plumbing, transom doors, T top) that affects survey value.
- ☐ Get the engine serial numbers in writing. Cross check with Yamaha/Mercury for warranty status, service history, and recall coverage.
- ☐ Inspect the bilge for staining, salt residue, or recent paint touch ups (paint hides flood damage on hurricane region boats).
- ☐ Verify hull ID number (HIN) is intact, unaltered, matches title, and runs clean on a HIN check service.
- ☐ Inspect the helm electronics, Garmin/Simrad/Furuno suite age and version matter for resale. Old electronics on a \$700K boat = \$20K refit headache.
- ☐ Get the slip / storage history. Bottom painted boats stored in the water depreciate faster than rack stored boats.

— NEGOTIATION SCRIPT · USE VERBATIM

"Before we discuss price, send me the model year, hull ID number, engine make/model/count/hours, location, full photo set (30+), and service records. I cannot make an offer without these."

Why: Every one of these is missing from the listing. Insisting on it filters serious sellers from speculative ones, and the data itself reshapes any offer.

"If this is a 2018, 2020 build with 400+ hours on the original outboards, my offer is \$585K, contingent on a clean survey and engine compression test."

Why: Comps in that condition trade \$549, \$625K (Yellowfin 36 / Invincible 36 / SeaVee 370Z benchmarks). \$585K puts you at the comp median for the build vintage.

"If this is a 2022+ build with triple Yamaha 425 XTOs and under 200 hours, my offer is \$675K, \$42K below ask, contingent on a clean survey and the Yamaha 5 yr warranty transferring."

Why: 2024 Bahama 37 CC direct comp lists at \$879K. A 2 year old, low hour example should clear at ~\$675, \$725K. Starting at \$675K leaves room to settle in the \$695, \$705K range.

METHODOLOGY & SOURCES

Where every number comes from.

BoatVerdict is buyer-paid and seller-neutral. No marketplace, broker, or dealer pays for placement or influences a verdict.

— DATA SOURCES CROSS-REFERENCED

USCG vessel registrations	875,076	Builder codes (MIC)	16,188
USCG / CPSC recalls	1,807	Recalls matched · Bahama	0
Live market comps	8 matched	Registered hulls · this builder	2

— HOW THE BUY SCORE IS WEIGHTED

Price 40%	Engine 25%	Model 15%	Region 10%	Transp. 10%
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Scan to open the live, always-current report.

Prepared by BoatVerdict on May 25, 2026 from public records and live market data, scored against the BoatVerdict model. Educational analysis, not a marine survey. If we can't produce a complete report, the \$49 fee is refunded in full.

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