VdV Marine Survey

1947 40' Chris Craft Constellation

"XXXXX"

Van der Vliet Marine, LLC
www.vdvmarine.com

1 (406) 270-2221
mark@vdvmarine.com

Pre-Purchase Report of Marine Survey

Of the Vessel

"XXXXX"

1947 40' Chris Craft Constellation

Conducted By
Cpt. Mark Van der Vliet

Van der Vliet Marine, LLC
(406) 270-2221

Prepared For

XXXXXXXXXXX

Date Of Survey: December 11, 2025
Report Submitted On: December 11, 2025

SOCIETY OF ACCREDITED MARINE SURVEYORS, SA
American Boat and Yacht Council Standards Advisor

INTRODUCTION

Purpose & Scope

Acting at the request of XXXXXXXXXXX, Mark Van der Vliet did attend onboard the 1947 40' Chris Craft Constellation "XXXXX" on December 11, 2025 to conduct an insurance/underwriting marine survey which should not be considered to be a comprehensive pre-purchase survey as only equipment deemed critical to the safe operation of the vessel was powered up where possible.

Rainy. The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number XXXXXXX was verified through WA State Registration and Title only.

The reason for the survey was to ascertain the physical condition and value of the vessel. A limited trial run was performed and an out-of-the-water inspection of the exterior of the hull's wetted surfaces and running gear was performed.

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted. Electrical and electronic equipment was powered up and some systems may have been tested for basic and/or limited function only. The wiring was inspected where accessible. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removal for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified marine electrical engineer be engaged.

No reference or information should be construed to indicate evaluation of the internal condition of engines or transmissions, nor the propulsion system's operating capacities, as this machinery and related mechanical systems are not within the scope of this inspection. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

This vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners and wall-liners, heavy furniture, tacked carpet, appliances, electrical equipment or electronics, instruments, anchors line and chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester (client) is advised to open up all such areas for further inspection.

A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. The surveyor has noted in this survey report any adverse conditions and deficiencies observed during the inspection of the subject vessel. Unless otherwise stated in this report, the surveyor has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the vessel (such as, but not limited to, undisclosed past incidents, needed repairs, deterioration, the presence of hazardous or toxic substances, etc.) that would make the vessel less valuable, and has assumed that there are no such conditions. The surveyor will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the surveyor is not an expert in the field of Naval engineering/marine construction, marine electrical, nor marine mechanics, this survey report must be considered a general assessment of the overall vessel. The surveyor will not be responsible for matters of a legal nature that affect either the vessel being surveyed or the Title to it, except for information that they became aware of during the research involved in performing this survey. The surveyor assumes that the Title is good and marketable and will not render any opinions about the Title. The surveyor will not give testimony or appear in court because they made a survey of the vessel in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law. Additionally, the surveyor will only make a predetermined court appearance if located within the surveyor's county of residence. If the surveyor has based their survey report and valuation conclusion on an appraisal that is "subject to the satisfactory completion of any repairs or alterations" it is on the hypothetical condition that the completion of these repairs or alterations will be performed in a professional and workmanlike manner. This survey is subject to the hypothetical condition that the deficiencies listed in sections A and B are corrected in order for the vessel to be considered reasonably suitable for its intended use. This survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are average to good in condition with no substantial defects.

This signed report represents the findings of the survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This survey report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied, nor does it warrant the future condition of the vessel. The survey report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. COMPLETE COMPLIANCE WITH, IDENTIFICATION OF, AND REPORTING ON ALL STANDARDS, CODES AND REGULATIONS IS NOT GUARANTEED.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Pre-Purchase Report of Marine Survey:

APPEARED: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE: Sufficient for a specific requirement. Or; Fulfilling its function adequately (usable at the time of survey). Or; Provides service as intended by the manufacturer.

POWERED UP: Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

DEMONSTRATED: The system or equipment was operated as intended for its use.

SUITABLE FOR INTENDED USE: The vessel, or its individual specified component(s), can be utilized for the purpose indicated by the manufacturer/builder or end-user (present or prospective owner or operator).

SUBJECT: The object of the survey being discussed, described, or dealt with; the vessel being surveyed herein. Or; Dependent or conditional upon.

ABYC: The American Boat and Yacht Council creates the standards within the boating industry that have become the authoritative reference for evaluating issues of design, construction, maintenance, safety, and product performance.

CFR: Code of Federal Regulations is a codification of the general and permanent rules that were published in the Federal Register by the Executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

NFPA: National Fire Protection Association is a global self-funded nonprofit organization, established in 1896, devoted to eliminating death, injury, property and economic loss due to fire, electrical and related hazards.

USCG: United States Coast Guard - The United States Coast Guard (USCG) is the maritime security, search and rescue, and law enforcement service branch of the United States Armed Forces, and one of the country's eight uniformed services. The Coast Guard is a maritime, military, multi-mission service unique among the U.S. military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties.

DELAMINATION: Separation into constituent layers.

PHENOLIC SOUNDING: Phenolics are the result of polymerization between layers of materials (e.g. fiberglass) impregnated with synthetic thermosetting resins. The purpose of a "phenolic hammer" is to use the percussion of the hammer to identify sound anomalies caused by any disbonding in the layers of materials.

CONDUCTIVITY: Electronic moisture meters are designed to detect the 'conductivity' of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate, the conductivity of the material, etc. Boat builders utilize various

construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

ACCESSIBLE: Capable of being reached for inspection without removal of installed fixtures, cabinetry, equipment or structure.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.

Unless specifically noted otherwise, the surveyor determined the subject vessel's details based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the surveyor. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

USE OF "A" "B" OR "C"

Use of the letters "**A**", "**B**" or "**C**" in the body of this report will indicate that a finding will be listed in the ''Findings and Recommendations'' Section, pertaining to the lettered item. *PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.*

Deficiencies noted under "**A**" findings are deemed "FIRST PRIORITY/SAFETY FINDINGS" and should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "**B**" findings are deemed "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" and should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "**C**" findings are deemed "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" and considered lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

ENGINE SURVEY

There was no mechanical/engine survey performed during the hull survey. It is highly recommended and understood that the propulsion and auxiliary power systems (engines, transmissions) be inspected by their respective manufacturer's certified technician to determine their condition.
Reportedly, the vessel is scheduled to be repowered.

REPORTED VESSEL DISCLOSURE COMMENTS

The surveyor was not made aware of any prior damage or insurance claim disclosures on this vessel.

GENERAL INFORMATION

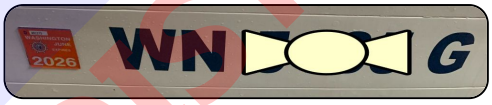
General Survey Information

FILE NUMBER	VdV-3020
TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
SURVEY REPORT PREPARED FOR	XXXXXXXXXXX
SURVEY DATE/TIME	Survey inspection performed on December 11, 2025 from 9am - 3pm.
LOCATION OF SURVEY INSPECTION	Port Orchard Yacht Club, Port Orchard, WA.
LOCATION OF BOTTOM INSPECTION	Yachtfish Marine, Port Orchard, WA.
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor Mark Van der Vliet, the ownerXXXXXX, the sales broker XXXXX from XXXX Yachts.
VESSEL OWNER	XXXXXXXX

General Vessel Information

VESSEL BUILDER	Chris Craft Boats.
HIN (HULL IDENTIFICATION NUMBER)	XXXXXXX (per WA State Registration and Title).
YEAR BUILT	1947
HULL NUMBER	XXXXXX (per builder's placard)

HAILING PORT DISPLAYED	Bothel, WA
STATE REGISTRATION NUMBER	WNXXXXX (the affixed decal was current).



STATE REGISTERED VESSEL OWNER	XXXXXXXXXX
VESSEL MATERIAL	Wood
LENGTH OVERALL (LOA)	42' 2"
BEAM	11' 6"
DRAFT	2' 6"
DISPLACEMENT	18,000 lbs.
WEIGHT	24,000 lbs. (per travel lift scale).
INTENDED USE	Transport overseas (England).

Rating & Valuation Summary

VESSEL OVERALL RATING	**ABOVE AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$34,500 per surveyor's assessment**
ESTIMATED REPLACEMENT COST	**$1,065,000**

VESSEL LAYOUT

LAYOUT OVERVIEW

The forward cabin has vertical chain locker access, overhead escape hatch, double starboard side bunks, centerline hidden toilet and port sink, and storage below, and follows aft to the starboard galley and port dinette. Up and aft is the pilothouse with port helm, sliding doors either side to the side decks, and seating aft, followed down steps to the aft stateroom with starboard head and storage all around. The aft cabin has an aft door that opens to the cockpit deck, with port ladder to the cabin top and another ladder to the flybridge. The foredeck is accessed by side decks either side from the cockpit. A starboard side transom gate opens to the swim platform with fish well and swim ladder.

VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Modified-V, planing type, with flared bow and hard chines.

HULL MATERIAL

Reportedly, Mahogany and Yellow Cedar carvel planked construction with silicon bronze fasteners on sawn oak frames. Double-planked bottom (5/8" over 3/8") with batten seam topsides.

EXTERIOR FINISH

White paint with blue boot stripe.

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well-kept with no significant wear & tear observed.

TRANSOM

The varnished wood starboard transom gate moved freely and was able to be secured in the open and closed positions.

BULKHEADS

Athwartships reinforcement was reportedly provided by boat lumber bulkheads, fastened to the hull. A complete inspection was not possible due to limited access.

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by longitudinal 3-1/4" x 7" engine bed stringers, boat lumber chines and sheer clamp. A complete inspection was not possible due to limited access.

STEM

2.5" x 3.5" raked stem. The oak stem appeared solid and well fastened, where sighted.

KEEL

Oak keel. Found serviceable.

KEEL BOLTS

5/16" bronze keel bolts.
See note.

Finding C-1

Minor green verdigris corrosion was sighted, where accessible, on several keel bolt heads.

Recommendation

Recommend cleaning keel bolts to inspect further, replace any heavily corroded keel bolts if necessary at next haul-out.

KEELSON

Oak keelson. No cracks, deformations, or soft areas were observed. Found serviceable.

FRAMES (RIBS)

1-1/8" x 4" oak ribs at 12" OC, 7/8"" x 1-1/4" intermediates at 12" OC. The vessel's frames/ribs were inspected (where accessible) and were found in serviceable condition where sighted.
See Note.

Finding C-2

An approximately 1-1/2" section at the butt end of the batten at the starboard transom/hull side chine in the lazarette was sighted with delignification.

Recommendation

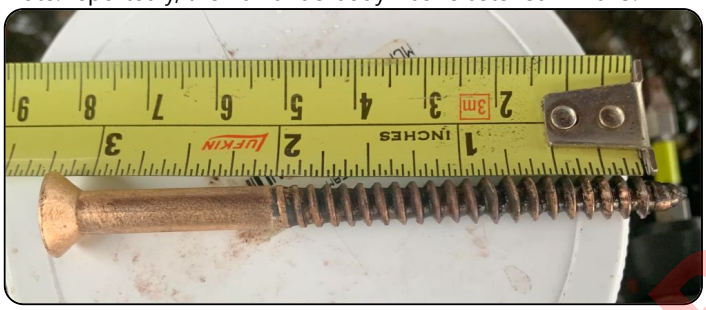
No action is required at the time of survey.
Recommend replacing delignified section of batten at next haul-out.

WOOD FASTENING HARDWARE

Silicon Bronze #10 hull plank fasteners.

A randomized set of fasteners were removed for inspection from the hull bottom in areas determined to be most susceptible to failure such as below the engines, chines, and garboard plank. The removed fasteners were clean and dry, with sharp/defined threads, and free of corrosion at the time of survey.

Note: reportedly, the hull underbody was refastened in 2013.



BILGES

A painted surface was used in the bilges.

GENERAL BILGE CONDITION

Minor water accumulation was observed in the bilges after the trial run. Recommend drying the bilges and monitoring.

Note: The water accumulated in the aft stateroom bilge appeared to be below the limber hole, inhibiting drainage to the engine compartment bilge pump.

Galley bilge

Forward engine bilge

Aft stateroom bilge

SEA VALVES

The bronze below waterline intake/discharge through-hulls were visually inspected, all appeared well fit with backing plates and double hose clamps, and all of the valves operated when tested.

Forward head discharge seacock

Forward raw water intake valve

Aft head discharge

CHAIN LOCKER DRAINAGE

Drainage to the bilge.

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear where sighted.

SWIM PLATFORM

FRP swim platform with stainless steel support tubes/brackets and fishwell. Found secure.

BOARDING SWIM LADDER

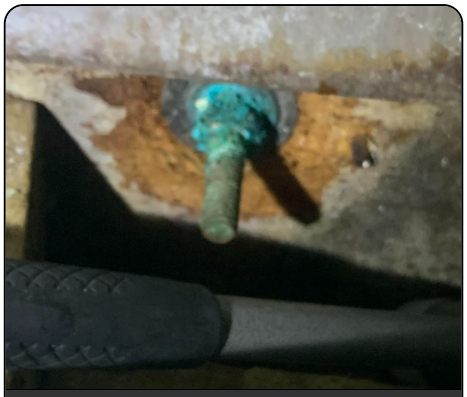
A telescoping stainless steel boarding ladder was installed at the swim platform. Found fit for intended use.

VESSEL LIST

The vessel did not have any significant listing during the survey (a nearly straight waterline was observed).

CONSIDERATIONS

Minor soft wood was sighted at centerline transom swim support fastener (inside lazarette) and starboard aft corner batten (lazarette).



Transom swim support fastener in lazarette

starboard aft corner batten

Deck Arrangement

DECK MATERIAL

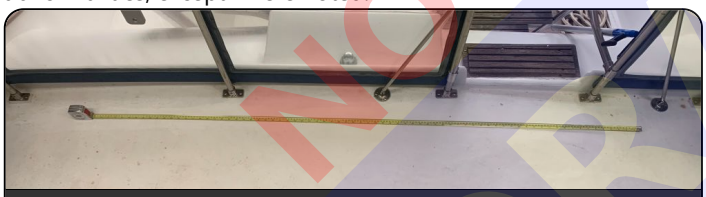
Marine plywood with FRP overlay and painted nonskid on the foredeck and aft deck. Appeared serviceable.

DECKING OVERLAY

Carpet overlay on cabin top and flybridge.

PHENOLIC TESTING

A phenolic hammer percussion sounding was performed on the accessible areas of the deck and superstructure with no abnormalities, except where noted.



Aft flybridge

Finding B-1

Percussion sounding along the aft cabin top from the port to starboard stanchions, returned soft; possible void or delamination.

Recommendation

No action is required at time of survey. Monitor for expansion and address as necessary.

DECK CARLINGS

Reportedly, deck beam carlings were reportedly constructed of Douglas Fir.

TOE-RAILS

Varnished mahogany toe-rails with stainless steel strip caps at side decks. The toe-rails were found secure.

RUB-RAILS

Molded wood lower compression rails. Found secure.

Stainless steel striker strip at sheerline. Found secure. No gaps/separation or damage to the rub-rail's sealants or damage to the rub-rail or missing striker screws were sighted.

Finding C-3

Minor corrosion was sighted at several rub rail fasteners.

Recommendation

Clean corrosion, inspect further, apply corrosion inhibitor or replace fasteners, as necessary.

HULL-TO-DECK JOINT TYPE

Sheer clamped. Found secure.

Superstructure Arrangement

SUPERSTRUCTURE MATERIAL

Varnished mahogany and marine plywood with FRP overlay on the windshield brow, Douglas Fir framing. Found secure.

SUPERSTRUCTURE-TO-DECK JOINT TYPE

Structurally sound, where sighted.

Bridge Arrangement

BRIDGE MATERIAL

Marine plywood with FRP overlay. Structurally sound, where sighted.

BRIDGE TYPE

The flybridge provided a centerline helm and crew seating.

CONSIDERATIONS

The bridge is scheduled for removal.

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

BOATHOOK

Two (2) aluminum telescoping boathooks observed onboard. Appeared serviceable.

BBQ GRILL

Railing-mounted LPG cannister grill sighted in aft deck port locker. Not demonstrated.

BOW RAILING

1" Stainless steel bow railings. The railing mounts were found to be secure.

HANDRAILS

Chromed bronze handrails were located at convenient locations throughout the vessel. The handrails were found to be secure.

EXTERIOR BRIGHT WORK

The bright work was well maintained with no significant weathering/lifting.

CABIN VENTILATION

Provided by the foredeck hatch, the opening windows, opening portlights, and the main cabin doors. Appeared serviceable.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

CLEATS

Cleats throughout the vessel were chromed bronze horn type. The cleats were found to be secure.

DECK HATCHES

Wood-framed circular foredeck hatch with stainless steel grating over glass. The hatches were operational and fit for use with no significant UV crazing in the hatch glass.

EXTERIOR DECK ACCESS HATCHES

Dual lazarette hatches. Found serviceable.

DECK DRAINAGE

Cockpit deck hatch sills drained to the transom. The drains were clear and unobstructed where sighted.

EXTERIOR LIGHTING

The bow lights illuminated when tested.

EXTERIOR SHOWER

Hot/cold shower in the starboard aft cockpit. Demonstrated.

EXTERIOR DOORS

Varnished wood aft cabin hinged door and dual pilothouse sliding doors. The cabin doors found operational and fit for intended use.

EXTERIOR STORAGE

The hardware and/or seals on the vessel's exterior lockers and storage areas were inspected for normal operation/condition and found fit for their intended use.

FLAG MOUNT

Two (2) flag mounts (bow and stern). Found secure.

FENDERS

Various fenders were observed onboard. Appeared fit for intended use.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's exterior and below decks & bilge hardware.

LINE CHOCKS

Chromed bronze bow line guide chocks. The chocks were found to be secure.

MOORING LINES

The dock/mooring lines used to secure the vessel at the time of survey were adequately sized with no significant wear & tear or chafe damage observed.

PORTHOLES/PORTLIGHTS

Three (3) stainless steel portlights either forward hull side. The portlight gaskets and dogs were inspected and no glass crazing was sighted. The portlights were operational and fit for use.

SAMPSON POST

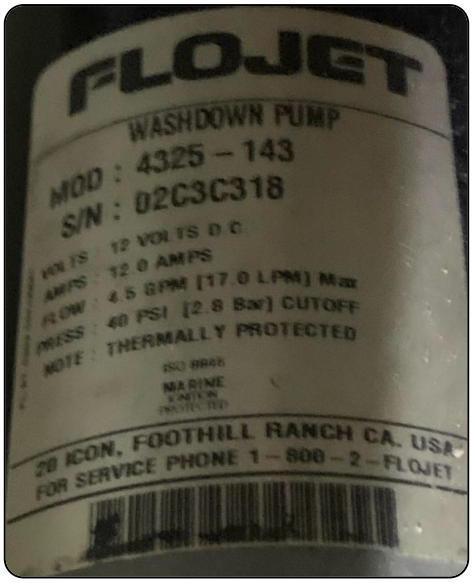
Sampson post with stainless steel arms at bow. Appeared fit for intended use.
Chromed bronze Sampson posts at either side transom. Found secure.

SPRAY-SHIELD

Tinted acrylic wraparound flybridge spray-shield. Appeared serviceable.

EXTERIOR WASHDOWNS

Raw water washdown at starboard transom and bow (required test/prove). See Note.
FloJet 12VDC 40psi washdown pump.



Finding B-2

The raw water washdown pump did not power up when tested.

Recommendation

Investigate the raw water washdown pump to determine the cause of the failure and repair or replace, as necessary.

WINDOWS

Fixed and opening cabin single pane side windows. The vessel's windows were well fit with no chips or cracks observed.

WINDSHIELD

Three (3) tempered glass windshields with three (3) windshield wipers and two (2) defrosting fans. Demonstrated.

Ground Tackle

ANCHORS

35 lb. stainless steel plow-style anchor. The anchor was ready to deploy, and its swivel was properly secure. See Note.
Spare: Painted galvanized Danforth-type. Appeared serviceable.

Finding C-4

The anchor-to-swivel shackle's securing bolt was not safety wired.

Recommendation

Properly install safety wiring (seizing wire) to prevent accidental anchor loss, as necessary.

ANCHOR RODE TYPE

Reportedly 130' of 10mm galvanized chain and reportedly 130' of 1/2" stranded nylon line. No significant corrosion had developed on the anchor rode where sighted. It was securely fastened and ready for use at the time of survey.

ANCHOR WINDLASS

Muir 800 12V windlass. Demonstrated at the foredeck foot pedals.

WINDLASS BREAKER

100A windlass breaker. Powered up.

ANCHOR PLATFORM

Stainless steel fairlead anchor roller chute. The anchor fairlead chute and its associated hardware were inspected, the roller moved freely when tested by hand.

Spare: Folding chromed bronze roller arm. Appeared serviceable.

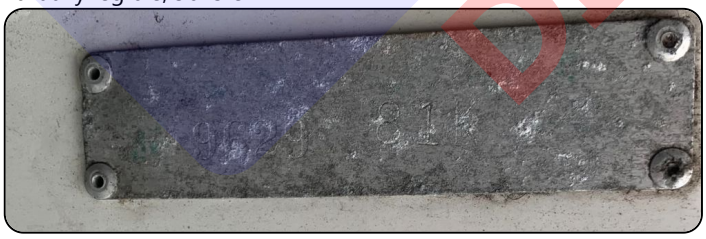
Tender/Auxiliary Watercraft

TENDER/WATERCRAFT

9' Boston Whaler FRP dinghy. Appeared serviceable.

HIN (HULL IDENTIFICATION NUMBER)

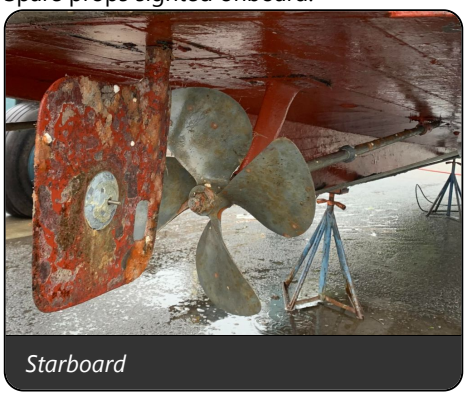
Partially legible; 9629 81K



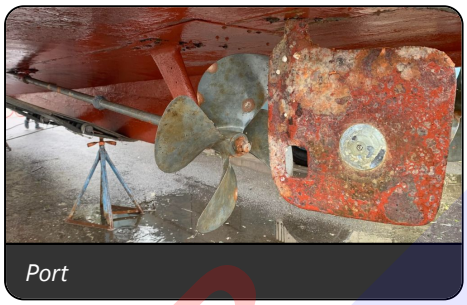
UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

Dual 4-bladed bronze propellers. No visual indication of alloy breakdown, cavitation erosion, dents, or damage were sighted on the propeller blades and roots. There was no excessive play between the propeller hubs.
Spare props sighted onboard.



Starboard



Port

PROPELLER SHAFTS

1.5" stainless steel. The shafts rolled easily and tracked straight through the shaft transits and no pitting, surface flaking, cracking, or corrosion was sighted on the shafts.

PROPELLER SHAFT LOGS

New 2023. Appeared serviceable.

PROPELLER SHAFT STRUTS

Two (2) cast bronze V-type main struts and two (2) I-beam type intermediate struts. The shaft struts were visually inspected with no significant corrosion or visible signs of damage. Also, the strut's internal securing bolts and backing plate(s) were inspected (where accessible) with no excessive corrosion or evidence of leakage.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The shaft strut's cutless bearings showed no signs of significant wear.

RUDDER MATERIAL

Bronze. Appeared serviceable.

RUDDER MOUNTING

Appeared well secured. No horizontal and fore/aft movement was observed when tested by hand.

TRIM TAB SYSTEM

Bennett Marine electro-hydraulic trim tabs. No damage, pitting, or corrosion was observed on the trim tabs.

HULL SEA-STRAINERS

The hull bottom mounted sea-strainers were serviceable.

KEEL

Partial keel type. Keel was well secured. No hogging, borer activity, cracks or separation sighted. No evidence of grounding was observed.

DRAINAGE THROUGH-HULLS

Bronze hull discharge/drainage through-hulls. The hull side's discharge/drainage through-hulls were visually inspected and all appeared well fit and functional.

BELOW WATERLINE THROUGH-HULLS

Bronze hull bottom through-hull fittings. The below waterline intake/discharge through-hulls were visually inspected and all appeared well fit and functional. No abnormal or soft percussion soundings were observed around the fittings.

HULL TRANSDUCERS

The hull bottom mounted transducer was inspected with no evidence of exterior damage or excessive corrosion and was well secured.

SPRAY RAILS

Molded wood bow spray rails either side. Found secure.

SWIM PLATFORM SUPPORTS

Stainless steel swim platform support brackets. Appeared fit for intended use.

SACRIFICIAL ANODES

The underwater zinc anodes were wasting but were not yet past their 50% wastage point.

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable.

WOOD HULL COMMENTS

No cupped or proud hull underbody surface anomalies noted. The seams and butts were found stable.

A phenolic hammer percussion sounding was performed on the accessible areas of the hull bottom and hull sides with no abnormalities noted.

STEM

Stem was observed to be fair with no damage noted.

WOOD BORING INSECTS

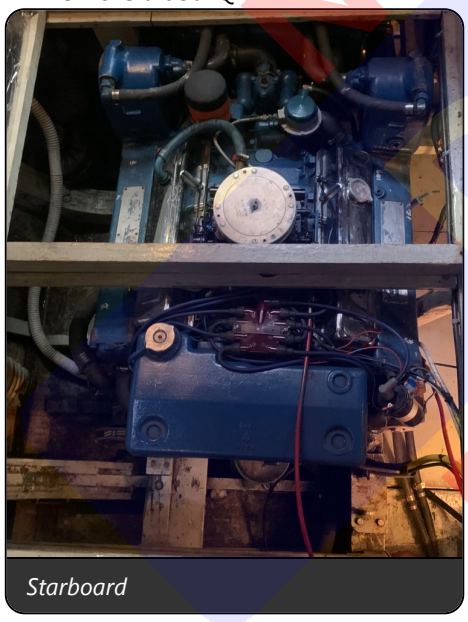
None sighted.

PROPULSION & MACHINERY SPACE

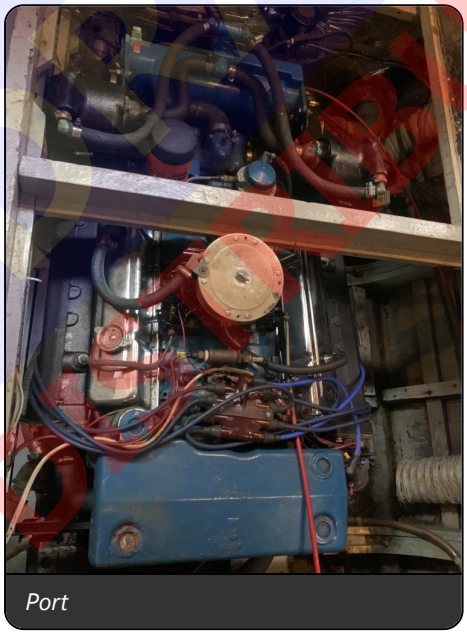
Propulsion System

ENGINE MODEL

Twin Chris-Craft 307Q



Starboard



Port

ENGINE HORSEPOWER

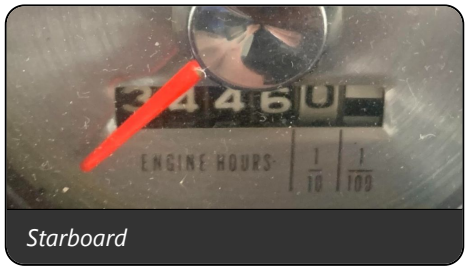
200 hp each.

NUMBER OF CYLINDERS

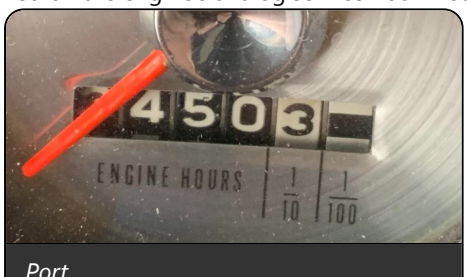
Eight (8) in a V configuration.

ENGINE HOURS

Port: 3450 / starboard: 3446 hours were observed on the engine's analog service hour meters.



Starboard



Port

ENGINE DISPLAYS

Tach/Water temp/Volts/Oil pressure. Powered up.

Note: the amperage displays at lower helm do not function, as they are, reportedly, connected to the original 32V discontinued-use system.

ENGINE ALARM SYSTEM

Required test/prove.

THROTTLE & SHIFT CONTROLS

Mechanical lever/cable type. Demonstrated.

ENGINE EXHAUST SYSTEM

Raw water cooled exhaust. No iron sulfide corrosion (rust) sighted.

ENGINE COOLING SYSTEM TYPE

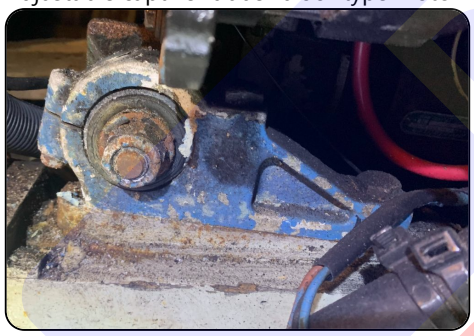
Closed reservoir type cooling with raw water cooled exhaust. No significant corrosion or leakage were observed on the engine cooling system components.

ENGINE DRIVE BELTS

The belts appeared properly tensioned and fit for intended use, with no excessive belt dust sighted.

ENGINE BED MOTOR MOUNTS

Adjustable captive rubber block type motor mounts on stringers. Appeared serviceable.



CONSIDERATIONS

The engines are scheduled to be removed for re-powering.

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

Direct drive.

TRANSMISSIONS/GEARS

Paragon Power.

GEAR RATIO

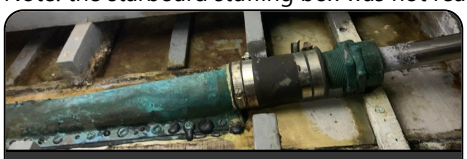
2.5 : 1 ratio.

PROPELLER SHAFTS

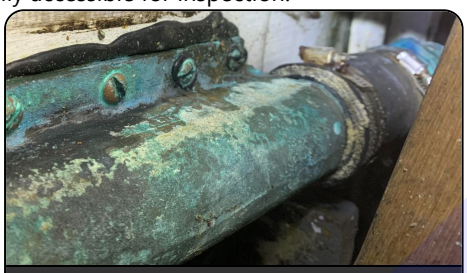
Size: 1.375". Material: Austentic stainless steel. No pitting or corrosion was observed on the shafts.

PROPELLER SHAFT PACKING GLANDS

Hex nut stuffing box type packing glands. Monitor for an appropriate drip rate frequently.
Note: the starboard stuffing box was not readily accessible for inspection.



Port



Starboard

Machinery & Bilge Space Equipment

ENGINE ROOM AIR BLOWERS

Two (2) 12VDC blowers. Demonstrated.

HOSES

The hoses appeared serviceable where sighted.

HOSE CLAMPS

The hose clamps appeared serviceable where sighted.

MACHINERY SPACE INSULATION

Aluminized Mylar faced foam thermal and acoustical insulation was installed in the engine room. Appeared Serviceable.

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type. The valves moved freely when tested.
Lubricate, exercise and monitor frequently.
Recommend performing maintenance on all seacocks and strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.

Starboard engine raw water intake

RAW WATER STRAINERS
Groco bronze alloy with sight glasses. Found clean and free of marine debris. Appeared serviceable.

TRANSDUCER
The transducer was found secure.

FUEL SYSTEMS

FUEL SYSTEM TYPE
Gasoline.
Note: Scheduled to repower with diesel.

FUEL TANK MATERIAL
Painted 5052-H32 aluminum.

NUMBER OF FUEL TANKS
Two (2).

FUEL TANKAGE CAPACITY
Reportedly 99 gallons each. Recommend verifying the fuel tankage capacity.

FUEL LEVEL MONITORING
The fuel gauges were located at the lower helm station.

FUEL TANK MANUFACTURER LABELING
None sighted.

FUEL TANKAGE SECURING
The fuel tanks were framed in where sighted. The fuel tankage appeared to be adequately secured where sighted.

FUEL TANKAGE LOCATION
Port & starboard, outboard in the lazarette.

FUEL FILL LOCATION
Port & starboard transom cap-rail.

FUEL FILL MARKING
The deck fuel fill fittings were not labeled as to fuel type. Highly recommend affixing fuel labels.

FUEL TANK VENTILATION
Port & starboard hull sides. Appeared serviceable.

FUEL TANKAGE & FUEL FILL GROUNDING
Appeared to be properly grounded where sighted. Recommend verifying grounding.

FUEL FILL HOSE/PIPE
USCG Approved Type A2 fuel hoses where sighted. Hoses were double-clamped where sighted.

FUEL LINES/HOSES
USCG Approved Type A1 fuel lines/hoses where sighted.
Note: Recommend installing chafe gear to all fuel lines leading forward from the fuel tanks in the bilges.

FUEL SHUT-OFF VALVES
Petcocks were located at the fuel tanks. The valves moved freely when tested.

STEERING SYSTEMS

STEERING SYSTEM TYPE
Hydraulic.

STEERING SYSTEM MANUFACTURER
W.E.Hough CO.

NUMBER OF STEERING STATIONS

Two (2).

STEERING SYSTEM ACTUATORS

One (1) hydraulic cylinder. The steering system's actuator was observed to operate smoothly. No hydraulic fluid leaks were observed. See Note.

Finding B-3

Corrosion was sighted on the starboard rudder arm assembly.

Recommendation

Clean corrosion, inspect further, treat with corrosion inhibitor, replace if necessary.

RUDDER STOCKS

Bronze rudder stocks.

UPPER RUDDER BEARINGS & RUDDER SUPPORT

Bronze upper rudder bearings on wood plank rudder tables. Found secure.

RUDDER LOG PACKING GLANDS

Bronze hex nut type packing glands.

NOTE: some green corrosion was observed around the starboard packing gland.


Starboard


Port

LIMITED TRIAL RUN

Trial Run Information

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions.

VESSEL LOADS

Reportedly, approximately 50% fuel load, 20% water load, low/medium gear load and three people onboard.

ENGINE STARTUP

The engine started without excessive cranking or excessive exhaust smoke, and no fuel sheen was observed in the water.

VIBRATION COMMENTS

No significant hull, engine or running gear vibrations were observed while underway.

ENGINE CONTROL STATION OPERATION

The engine controls were operated at both helm stations without exception.

STEERING TEST

The steering components were observed while the helm was turned hard over several times without exception.

CONSIDERATIONS

Several variables affect vessel speeds and engine RPM (vessel trim, weight/load, running gear and wetted hull surface conditions, air, fuel and cooling water restrictions, atmospheric conditions, sea conditions, current, wind speed, depth, etc.).

ELECTRONICS & NAVIGATION EQUIPMENT

COMPASSES

Dirigo compass at lower helm. Appeared serviceable.

Ritchie 3" magnetic compass at flybridge. Appeared serviceable.

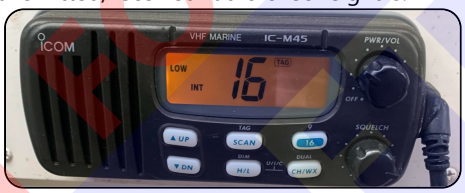
GPS CHARTPLOTTER

Garmin GPSmap 546 GPS/chartplotter at flybridge. Demonstrated.

VHF RADIOS

iCOM IC-M45 VHF radio at flybridge. Transmitted/received radio check signals.

Standard Horizon VHF radio at lower helm. Transmitted/received radio check signals.



MARINE RADAR

Raytheon R11X radar scanner with Furuno display (not powered up).

DEPTH DISPLAY

Furuno LS-6100 Echo Sounder at flybridge. Demonstrated.

Standard DS35 at lower helm. Demonstrated.

BAROMETER

Quartz Barometer. Appeared serviceable.

SHIP'S CLOCK

Quartz ship's clock. Check and renew battery, as necessary.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

12 volt systems.

Note: the 32V system is discontinued from use.

BATTERIES

House: Eight (8) GC-2 6V Golf Cart batteries. Appeared to be old- may need replacing.

Start: two (2) AGM 12V batteries.

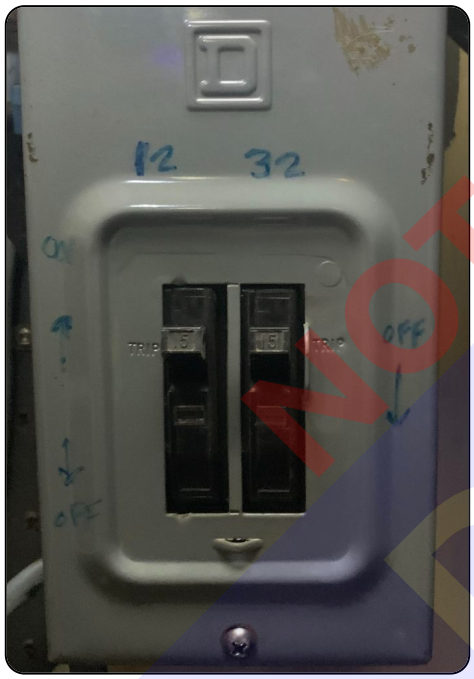
Batteries were properly secured in acid-proof trays and terminals were properly protected (ABYC E-10.7).

BATTERY SWITCHES

Three (3) battery energizing rotary solenoid switches located in the main electrical panel and engine room. Powered up.

MAIN DC BREAKERS

The main DC breaker was located in the main DC electrical panel.



DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers were located in the main cabin electrical panel at the helm station. All DC circuits appeared to be adequately protected by branch or switched breakers.

DC POWER OUTLETS

5 volt USB jacks and 12 volt outlets were located at the flybridge (tested with 4.93-5.05 volts and tested with 12.8 volts, respectively).

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The stranded insulated wiring appeared to be well supported and secured every 18" (ABYC E-11.15.4.1.9) where sighted, and conductor connections were made with ring spade or crimp-on connectors, where sighted.

AC Electrical Systems

AC SHORE POWER SYSTEM VOLTAGE

120 volts AC @ 60Hz.

AC SHORE POWER INLETS

One (1) Marinco 30A 125V inlet. No burn marks or corrosion sighted. Appeared serviceable.

MAIN AC SHORE POWER BREAKERS

The main AC breaker was located in the main electrical panel.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers were located in the salon AC electrical panel. AC circuits appeared adequately protected by branch breakers.

AC ELECTRICAL SYSTEM MONITORS

Red reverse polarity indicator lights were observed at the main AC electrical panel.

Analog AC voltage and amperage gauges were located in the main cabin AC electrical panel. Powered up.

AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located, with GFCI protection in all wet areas such as the galley and heads. GFCI outlets tripped at their test buttons where sighted.

AC ELECTRICAL OUTLET POLARITY

The polarity was checked at all outlets sighted and was proved to be normal.

AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

All AC counduit was stranded copper of proper size and rating where sighted, and wiring runs were properly supported every 18" where sighted.

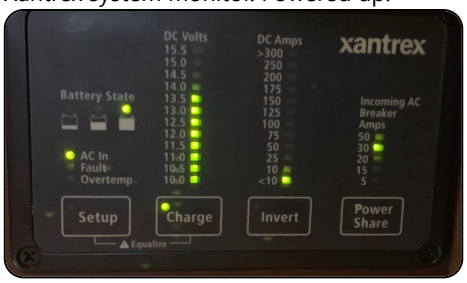
GENERATORS/AUXILIARY POWER

Inverters & Other Auxiliary Power

INVERTER SYSTEMS (ABYC E-11, A-31)

Xantrex Freedom Marine 2,000-watt inverter. Powered up.

Xantrex system monitor. Powered up.



INVERTER SYSTEM LOCATION & VENTILATION

The inverter system was well secured and its ventilation appeared adequate (ABYC A-31.6.2.1).

Note: The vessel is scheduled to be repowered with diesel engines, which allow for non-ignition protected power inverters to occupy the same compartment. If the vessel is not repowered with diesel, relocate the inverter outside the engine room to comply with ABYC standards.

WATER SYSTEMS

Freshwater System

WATER TANKAGE MATERIAL

Stainless steel.

NUMBER OF FRESHWATER TANKS

One (1).

WATER TANKAGE CAPACITY

Unknown. Approximately 50 gallons. Recommend verifying the water tankage capacity.

WATER TANKAGE SECURING

The water tankage was framed in where sighted.

WATER TANKAGE LOCATION

Centerline in the aft lazarette. Centerline in the aft lazarette.

WATER FILL LOCATION

Top of tank.

WATER FILL MARKING

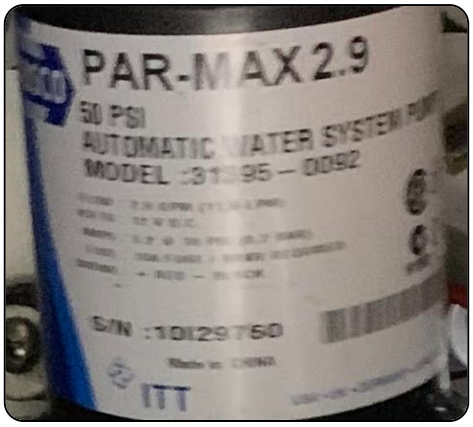
Not marked for water. Recommend marking the water fill.

FRESHWATER TANKAGE VENTILATION

Vents to the bilge.

FRESHWATER PUMPS

Par-Max 2.9 50psi 12VDC freshwater pump. Demonstrated.



FRESHWATER ACCUMULATOR TANK

Groco accumulator tank. No leaks were observed at the accumulator tank.

FRESHWATER PIPE/HOSE PLUMBING

Plastic PEX type (cross-linked polyethylene) tubing and rubber hoses. No leaks were observed at the freshwater system's hose/pipe connections.

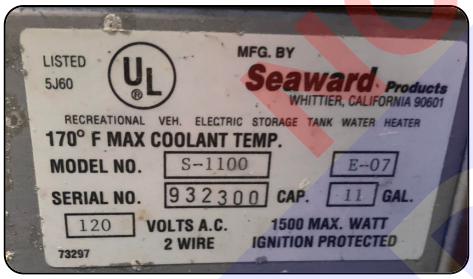
CONSIDERATIONS

Recommend periodically sanitizing the vessel's water tankage and water delivery systems.

Hot Water System

WATER HEATER

Seaward Products water heater.



WATER HEATER TYPE

Marine grade 120 volt.

WATER HEATER CAPACITY

11 gallons.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve installed at the tank.

WATER HEATER HEAT EXCHANGER SYSTEM

Starboard engine mounted heat exchanger.

Blackwater System

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Type III MSD waste system (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

BLACKWATER TANKAGE

Reportedly, 20-gallon blackwater (sewage) holding tank under head (not readily accessible).

BLACKWATER TANKAGE VENTILATION
Port aft hull side.

BLACKWATER SYSTEM DISCHARGE
Y-valve with starboard deck pump-out fitting and macerator pump.

Finding B-4

The bronze blackwater discharge valve appeared recently new, but was not able to be operated by hand.

Recommendation

Recommend exercising and lubricating all thru-hull fittings.

Greywater System

GREYWATER DISCHARGE SYSTEM
The sinks discharge directly overboard.
Rule 500 greywater shower sump pump at forward cabin bilge. Powered up.

PLUMBING FIXTURES
There was no significant pitting/corrosion observed on the interior plumbing fixtures.

CABIN APPOINTMENTS

Interior

HEAD ARRANGEMENT
Two (2).
Note: the forward manual head discharges directly overboard. The seacock was found closed.

SHOWER ARRANGEMENT
Integral shower in the forward cabin.

INTERIOR BULKHEADS
The interior bulkheads were well-fit and properly secured where sighted.

INTERIOR CABINETRY & TRIM
No significant wear & tear was observed on the interior cabinetry and trim.

INTERIOR STORAGE
The cabinets, lockers, and drawers were operational at the time of survey.

INTERIOR DOORS
The interior doors opened/closed suitably during the survey.

INTERIOR JOINER WORK COMMENTS
The interior joiner work was well fit where sighted.

FLOORING
Boat lumber sub-decking and sole boards, FRP flooring in forward cabin, with carpet overlay throughout. Appeared adequate.

WATER INTRUSION COMMENTS

There were no signs of water intrusion observed at the vessel's interior at the time of survey.

CEILING HEADLINERS

Headliner material was padded textured vinyl. The interior headliners were generally well-fit with no visible tears and no significant staining.

Interior Systems & Equipment

LIGHTING

All interior lights illuminated when tested.

Oil lamp not demonstrated.

Audio/Visual Equipment

STEREO SYSTEM

Sony DSX-M50BT receiver with Bose speakers. The audio components powered up but required a full test/prove for all functionality.

Galley Equipment

MICROWAVE OVEN

Magic Chef microwave oven. Powered up.

STOVE

Force 10 3- burner stove/oven. Demonstrated.

See Note.

Finding C-5

The AA battery needs to be replaced in the stove lighting unit.

Recommendation

Replace the battery and test/prove.

REFRIGERATION

Danfoss compressor for in-cabinet refrigerator.

SAFETY EQUIPMENT

Safety Equipment (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Eight (8) type III U.S.C.G. approved PFDs were observed onboard the vessel.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type IV U.S.C.G. approved throwable device (ring). Appeared serviceable.

FIRE EXTINGUISHERS (33 CFR 175.310)

Type ABC-I 2.5 and 5 lb. dry chemical hand-held fire extinguishers were located in the aft cabin two (2), lower helm two (2), forward cabin and galley.

Note: NFPA 10 allows owners to inspect refillable extinguishers and log monthly for six years.

Note: Disposable extinguishers have a 12-year service life (NFPA 302) and are not required to be annually tagged.

Finding C-6

The hand-held fire extinguishers did not have current annual inspection tags.

Recommendation

Have the fire extinguishers inspected and re-certified to comply with the recommended standards of 46 CFR § 132.350 and Chapter 4 of NFPA 10 for fire protection, which states that each master of a vessel shall ensure that the tests and inspections of fire-extinguishing equipment are performed every 12 months.

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were 12 gauge shells and handheld flares (expired).

Weems & Plath night visual distress signal. Briefly powered up.

SOUND PRODUCING DEVICES (33 CFR 83)

The horn was briefly powered up.

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

The required "oil discharge prohibited" placard was found properly displayed in the machinery space.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

The "Trash Disposal" placard was found properly displayed in the galley.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

None sighted. Required in U.S. waters. Vessels over 39'4 are required to have a written 'Waste Management Plan' onboard as well as the pollution placard.

"CO" WARNING

The Washington State-required Carbon Monoxide (CO) Warning Label was properly displayed.

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

The U.S.C.G. International and Inland Navigation Rule handbook was not observed onboard. This official government rulebook is required on all vessels over 39'4" in length. Also known as Nav-Rules CG169, contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

The U.S.C.G. Navigation Rulebook can be accessed online at www.navcen.uscg.gov.

GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)

12V bilge blower starboard aft lazarette. Powered up.

Auxiliary Safety Equipment

FIXED FIRE SUPPRESSION SYSTEM

Halon 1301 fixed fire suppression tank in the machinery space.

BILGE HIGH WATER ALARMS

Visual red alarm lights at remote switches. Demonstrated.

The vessel did not appear to have audible bilge high water alarm installed. Highly recommended if not installed.

Finding B-5

The vessel did not have audible bilge high water alarms installed.

Recommendation

Install the appropriate recommended alarms, as necessary. On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level (ABYC H-22.7.3). Maximum bilge water level: the level above which electrical or mechanical systems will be adversely affected by bilge water, with the vessel in the static floating position or underway (ABYC H-22.4.7).

MAN OVERBOARD SYSTEM (MOB)

U.S.C.G. Type IV throwable ring with rescue throw rope (not rigged). Recommend rigging for emergency use.

FIRST AID SUPPLIES

A first aid kit was observed onboard.

CO/SMOKE DETECTORS (ABYC A-24) / (NFPA 302)

None sighted. Highly recommend installing carbon monoxide detectors & smoke detectors in all of the accommodation spaces.

Finding B-6

Carbon monoxide/smoke detectors were not installed in all of the accommodation spaces.

Recommendation

Install carbon monoxide and smoke detectors in all accommodation spaces to comply with ABYC Standards and NFPA Regulations.

GASOLINE FUME DETECTORS (ABYC A-14)

Xintex M-2A gasoline fume detector with remote sniffer.

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

Two (2) 12V Rule 2000 gph pumps with float switches and remote helm switches. Demonstrated at all switches.

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas).

GAS TANKAGE LOCATION

One (1) tank in the starboard aft cabin top LPG locker.

GAS TANKAGE SPACE VENTILATION

Appeared adequate.

GAS SHUT-OFFS

Shut-off valve was located at the gas tank, and a switch with indicator light was located in the near the galley at the lower electrical panel. Demonstrated.

GAS TANKAGE MOUNTING

The tank was unsecured.

Finding B-7

The LPG tank was not secured.

Recommendation

Install secure mounting for the LPG tank, as necessary.

GAS LINES & FITTINGS

Copper pipe/tubing and flexible hose.

GAS REGULATOR

A gas regulator was installed inline at the tank.

GAS PRESSURE GAUGE

A gas pressure gauge was installed inline at the tank.

CONSIDERATIONS

A 12VDC galley fan was powered up.

The Findings & Recommendations section is only one section of the "XXXXX" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under ''FIRST PRIORITY/SAFETY FINDINGS'' should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under ''SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION'' should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under ''SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS'' are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

A. FIRST PRIORITY/SAFETY FINDINGS

B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 **Phenolic testing**

Percussion sounding along the aft cabin top from the port to starboard stanchions, returned soft; possible void or delamination.

Recommendation

No action is required at time of survey. Monitor for expansion and address as necessary.

Finding B-2 **Exterior Washdowns**

The raw water washdown pump did not power up when tested.

Recommendation

Investigate the raw water washdown pump to determine the cause of the failure and repair or replace, as necessary.

Finding B-3 **Steering System Actuators**

Corrosion was sighted on the starboard rudder arm assembly.

Recommendation

Clean corrosion, inspect further, treat with corrosion inhibitor, replace if necessary.

Finding B-4 **Blackwater System Discharge**

The bronze blackwater discharge valve appeared recently new, but was not able to be operated by hand.

Recommendation

Recommend exercising and lubricating all thru-hull fittings.

Finding B-5 **Bilge High Water Alarms**

The vessel did not have audible bilge high water alarms installed.

Recommendation

Install the appropriate recommended alarms, as necessary. On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level (ABYC H-22.7.3). Maximum bilge water level: the level above which electrical or mechanical systems will be adversely affected by bilge water, with the vessel in the static floating position or underway (ABYC H-22.4.7).

Finding B-6 **CO/Smoke Detectors (ABYC A-24) / (NFPA 302)**

Carbon monoxide/smoke detectors were not installed in all of the accommodation spaces.

Recommendation

Install carbon monoxide and smoke detectors in all accommodation spaces to comply with ABYC Standards and NFPA Regulations.

Finding B-7 **Gas Tankage Mounting**

The LPG tank was not secured.

Recommendation

Install secure mounting for the LPG tank, as necessary.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 **Keel Bolts**

Minor green verdigris corrosion was sighted, where accessible, on several keel bolt heads.

Recommendation

Recommend cleaning keel bolts to inspect further, replace any heavily corroded keel bolts if necessary at next haul-out.

Finding C-2 **Frames (Ribs)**

An approximately 1-1/2" section at the butt end of the batten at the starboard transom/hull side chine in the lazarette was sighted with delignification.

Recommendation

No action is required at the time of survey.
Recommend replacing delignified section of batten at next haul-out.

Finding C-3 **Rub-Rails**

Minor corrosion was sighted at several rub rail fasteners.

Recommendation

Clean corrosion, inspect further, apply corrosion inhibitor or replace fasteners, as necessary.

Finding C-4 **Anchors**

The anchor-to-swivel shackle's securing bolt was not safety wired.

Recommendation

Properly install safety wiring (seizing wire) to prevent accidental anchor loss, as necessary.

Finding C-5 **Stove**

The AA battery needs to be replaced in the stove lighting unit.

Recommendation

Replace the battery and test/prove.

Finding C-6 **Fire Extinguishers (33 CFR 175.310)**

The hand-held fire extinguishers did not have current annual inspection tags.

Recommendation

Have the fire extinguishers inspected and re-certified to comply with the recommended standards of 46 CFR § 132.350 and Chapter 4 of NFPA 10 for fire protection, which states that each master of a vessel shall ensure that the tests and inspections of fire-extinguishing equipment are performed every 12 months.

SUMMARY

Summary of Condition & Valuation

VESSEL CONDITION

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition determines the adjustment to the range of base values for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION": a vessel that is new or maintained like new, with all systems and units fully functional.

"ABOVE AVERAGE CONDITION": a vessel that has above average care and is well equipped and in better average condition for her age and class.

"AVERAGE CONDITION": a vessel ready for sale, requiring normal maintenance work and comparably equipped to other similar vessels on the market.

"FAIR CONDITION": a vessel that is in need of a fair amount of maintenance work and some systems are due to be serviced or replaced.

''POOR CONDITION": a vessel that requires substantial work to be fit for its intended purpose (may require structural repairs, extensive refit and replacement of several systems).

"RESTORABLE CONDITION": a vessel with extensive structural deficiencies that is in need of major work on most systems and hull integrity to be fit for its intended purpose.

As a result of my survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

ABOVE AVERAGE CONDITION

APPRAISAL METHODOLOGY

A very limited database exists for similar year/make/model of this vintage vessel. The surveyor used the nominal fair market value for most recently sold on Boatwizard.

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET

There were no similar Chris Craft year/make/models found currently on the market.

SIMILAR VESSEL(S) RECENTLY SOLD

Listed Price:	$16,750	Boat Location:	South Lake Tahoe, CA
Year:	1950	Condition:	Used
Make:	Chris-Craft	Active:	365 Days
Model:	42	Sold Date:	June 9, 2025
Length:	42 ft	Sale Type:	Retail
Engines:	300 hp Chrysler 427, 300 hp Ch...	Price Source:	Self-Reported
Name:			

Listed Price:	$59,900	Boat Location:	Seattle, WA
Year:	1955	Condition:	Used
Make:	Chris-Craft	Active:	637 Days
Model:	Commodore 42	Sold Date:	March 5, 2025
Length:	42 ft	Sale Type:	Retail
Engines:	220 hp Perkins Diesel T6.3544, ...	Price Source:	Self-Reported
Name:	Mercedes		

Listed Price:	$12,000	Boat Location:	Edgewater, MD
Year:	1955	Condition:	Used
Make:	Chris-Craft	Active:	42 Days
Model:	37' Wooden Cruiser	Sold Date:	August 9, 2022
Length:	37 ft	Sale Type:	Retail
Engines:	265 hp Volvo 270's, 265 hp Vol...	Price Source:	Self-Reported
Name:	M 7054 CF		

Listed Price:	$89,900	Boat Location:	MN
Year:	1953	Condition:	Used
Make:	Chris-Craft	Active:	1910 Days
Model:	Commander	Sold Date:	February 6, 2021
Length:	35 ft	Sale Type:	
Engines:	235 hp Chris-Craft 350 Q, 235 h...	Price Source:	Self-Reported
Name:			

ADDITIONAL REFERENCES

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Close Mark Van der Vliet FAQ

Boat Detail Sheet

Back to Search Results

New Search Modify Search Criteria

CHRIS CRAFT BOATS, SARASOTA, FL (MIC: CCB,CCH,CCL,CCN,CCR,CCT,CCU,CCV,CIT,UNF)
OMC COMPANY

Model Year	1947	Hull Material	Wood
Model	ENCLOSED BRIDGE	Hull Configuration	
Length Overall	40'	Draft	2' 6"
Length On Deck		Beam	11' 6"
Boat Type	Double Cabin | Hard Top	Weight	16250 lbs.
Engine Type	Inboard Single 0G	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

There are no prices available for this vessel.

VALUATION CONCLUSION

The definition of Fair Market Value, as used in this report, is the estimated amount, expressed in terms of money, that may be reasonably expected for a property in an exchange between a willing buyer and a willing seller, with equity to both, neither under any compulsion to buy or sell, and both fully aware of all relevant facts, as of the specific date stated above. Valuations are the opinion of the surveyor(s) and are intended to be used for insurance or financing purposes only; they are not intended to influence the purchase or purchase price of the subject vessel. The surveyor(s) have no interest in the vessel, financial or otherwise. Implicit in this definition are the consummation of a sale as of a specified date and the passing of a Title from seller to buyer under conditions whereby:

a. Buyer and seller are typically motivated.
b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
c. A reasonable time is allowed for exposure in the open market.
d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto &
e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This report is subject to the limiting conditions and assumptions stated. Values are based on the whole and possessory interests of the owner of the property, undiminished by liens, fractional interest or other encumbrances.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is

the surveyor's opinion that the ''FAIR MARKET VALUE'' of the subject vessel is:

$34,500 per surveyor's assessment
Thirty-Four Thousand, Five Hundred US Dollars (USD)

The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel if the same make/model with similar equipment offered by the same manufacturer. The "ESTIMATED REPLACEMENT COST" of the vessel is:

$1,065,000
One Million, Sixty-Five Thousand US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "XXXXX", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on December 11, 2025. Subject to correction of deficiencies listed in sections **A** and **B**, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades. The vessel's valuation is subject to the hypothetical condition that the deficiencies listed in sections **A** and **B** are corrected, and this survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are in reasonable condition with no substantial defects.

SURVEYOR'S CERTIFICATION

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 vessel 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 upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

Cpt. Mark Van der Vliet, Sams SA, ABYC SA

Signed and submitted on: December 11, 2025

PHOTO LIBRARY

Main cabin looking aft

Main Cabin looking forward

Galley

Aft stateroom from aft

Aft stateroom from forward

Forward cabin

Aft head

Forward head