

HAYES MARINE & CONSULTING SERVICES POWER BOAT VESSEL SURVEY



HAYES MARINE & CONSULTING SERVICES
(HMCS) MARINE SURVEYS
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1929 Chris Craft Sedan Limousine, Runabout (28ft)



SCOPE OF SERVICES

Hayes Marine & Consulting Services was retained by ___Carlo Ferreira ___ to perform:

1. _____ Vessel Pre-purchase Inspection.
2. _____ Vessel Damage Inspection.
3. _____ Vessel Restoration Assessment.
4. ___X___ Vessel Insurance & Value Assessment Survey.

Date of Survey: **March 31, 2023**

Client Name: Carlo Ferreira

SCOPE OF SURVEY

The purpose of a marine survey inspection is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the subject boat's structure, systems, cosmetics, and levels of compliance with currently applicable federal law and commonly accepted industry standards and practices. Often this is done for pre-purchase evaluations and insurance underwriting.

Certain parts of the boat's structure, systems and equipment can only be inspected after removing flats, bulkheads, joinery, headliners, tanks, etc. This would be prohibitively time consuming, potentially destructive, and costly to restore. Components requiring access with tools or by disassembly have not been inspected. Where dirt, marine growth, coatings build-up or corrosion obscured the surveyor's ability to inspect, this limitation has been noted in the report. Conditions suspected or discovered using non-destructive methods may be further subject to invasive testing for confirmation. No invasive or destructive methods were utilized during the inspection without the expressed permission of the boat's owner or owner's representative.

Complete inspection of machinery, plumbing, electrical systems and available equipment can only be made by disassembly or by continuous operation. This has not been done, but may be recommended. No mechanical tests were performed on propulsion or auxiliary generating equipment. No fluid samples were drawn. Only the installation and external condition of machinery and accessory equipment were inspected. This should not be considered a complete mechanical inspection. Qualified marine mechanics experienced with the specific machinery installed should be employed to survey propulsion engines and auxiliary generators. Propulsion and rudder shafts were not drawn for inspection, however, this may be recommended. The inspection of flexible piping was limited to the condition of its external casing and only where readily accessible for visual inspection.

Electronic and electrical equipment was not tested. Except as indicated, no measurements were taken. No calibrations or adjustments were made. Batteries were not load tested. Only the external condition of electrical wiring, connections and system installations was inspected. No attempt was made to perform a complete analysis of the boat's electrical systems as to do so would require disassembly with tools, removals, etc. to gain access to components.

Generally it is our experience that few boats surveyed today meet all of the applicable standards for marine electrical system fabrication and installation. This situation may be further

aggravated by the wet and corrosive marine environment, and often by the owner's tolerance for poor installations, "do it yourself" add-ons, and a general lack of preventive maintenance. Therefore, when the surveyor's visual inspection of an electrical system raises significant concern regarding standards compliance is limited.

A test run is not included as part of the survey inspection. If the boat is afloat, operation of propulsion and auxiliary machinery and the steering system is observed in static mode. If the boat is blocked ashore, no machinery is operated. Boats in a state of winter lay-up preclude operation of winterized systems.

A boat's systems and component parts have a limited useful life and must be considered perishable. Conditions affecting useful life include original material specifications, fabrication and manufacturing techniques, atmospheric exposures, history of use, etc. These systems and their component parts often give no readily detectable external indication of deterioration or impending failure.

Where relevant, the surveyor's recommendations are based on the Small Craft Vessel Regulations as set forth by the Canadian Coast Guard, as well as voluntary Standards and Practices for Small Craft, published by the ABYC, and NFPA 302: Standard for Pleasure and Commercial Motor Craft, published by the National Fire Protection Association.

The foregoing commentary is provided to give readers of this report an understanding of the survey process and its limitations. Since records of the boat's history of use and past maintenance are typically not made available to the surveyor, reported observations are necessarily limited to the boat's condition at the time of the inspection was performed.

The purpose of this survey is to evaluate the overall condition of the subject vessel. The hull of the vessel will be thoroughly visually inspected as well as percussion tested for obvious signs of wear, osmosis, delamination and undue stresses and tested with a moisture meter.

The hull and deck will be evaluated with a moisture meter (as accessible). The electrical system will be visually inspected for obvious signs of wear or hazard. Further electrical system testing will be performed and specified herein if faults are found or components are found inoperative. Although not a certified mechanic, a complete visual assessment of the engine will be conducted. The engine(s) will be visually inspected for obvious signs of wear and stress. The throttle and gearshift linkages will be inspected. The engine mounts, mounting structures and steering linkages will be inspected. All other details of the inspection shall be specified herein. If further mechanical evaluation is required for the purpose of this survey or in case of malfunction, or further qualified investigation is deemed as being required, a certified marine mechanical technician will be recommended to perform this function.

An overall seaworthiness assessment was not performed at the time of the survey. The vessel was observed out of the water (allowing access to hull and driveline).

The undersigned shall not be liable and is not responsible for any costs incurred above and beyond the cost of this report. The scope of the survey is limited to the available accessibility at the time of inspection and has no guarantees expressed or implied. The survey is without responsibility and is not an inventory or warranty expressed or implied. This report consists of two parts, an extensive file of photographs providing evidentiary record of the findings outlined in this, the second part, the survey report itself.

Conditions and General Observations at the Time of the Survey:

The vessel was surveyed outdoors (at the current owners storage garage) in La Minerve, Quebec Canada. The vessel was found to be on its trailer (which was of proper size and configuration). The vessel was found to be clean overall, and access was provided to most all areas of the vessel both inside and out. The outdoor ambient indoor temperature was approx. 10 Deg C. The vessel was moved from indoor winter storage and was cleaned prior to arrival on the day of inspection.

Background / History

“Chris-Craft, Inc. is a private American manufacturer of recreational powerboats based in Sarasota, Florida. The original company, Chris-Craft Boats, was founded in the late 19th century by Christopher Columbus Smith and became famous for its mahogany hulled powerboats of the 1920s through the 1950s. In 1927, Jay Smith, Chris’ son, was designated the President and General Manager of Chris Craft – a position he would hold for the next 31 years. Under his leadership Chris-Craft became the world’s largest builder of mahogany powerboats.

Noted history of this specific vessel: “Few boats combine the elegance, power and grace quite like the Chris Craft Sedan Limousine Runabout. Chris Craft’s 28 Foot version runabout is a boating icon in itself. Known as an upswept Chris Craft , this boat was styled on most of the higher end models from 1929-1931. The foredeck leading to the windshield curves up and the decking leading up to the aft cockpit had this feature as well creating the image of a double upswept. Chris Craft built only 180 of the 1929-1931 28 Foot Runabout , and far fewer with the \$ 900 optional sedan top. Only 5 examples of this styling are known to exist. Powered by a Chris Craft A-120. The boat was fully restored by award winning wooden boat specialist Paul Brackley of Brackley Boats. The boats bottom was replaced, sides and decks were refastened, many bottom and deck frames were replaced. A-120 went through a full rebuild. Chrome, gauges, wiring, fuel tank and system, interior and much more were done during restoration. According to Chris Craft only 32 were built with the sedan top and only handful exist to this day. This is superb example of an early Chris Craft Sedan Runabout.” – Internet sources.

VESSEL SPECIFICATIONS / SURVEY COMMENTS

VESSEL MAKE, MODEL AND YEAR: 1929 Chris Craft Sedan Limousine, Runabout (28ft)
(MAHOGANY WOOD PLANKING ON MAHOGANY AND WHITE OAK FRAMES)

VESSEL NAME: LADY LUX

MODEL: Sedan Limousine, Runabout (28ft Inboard runabout)

HULL REGISTRATION NUMBER: QC 5510734

PRINCIPLE DIMENSIONS: Length: 28’ Beam: 8’ 6”

ENGINE: Chris Craft “A 120-L-H” , 8 CYLINDER, 824 CU IN, 13.5L (250HP) **SERIAL#:** 436



HULL : HULL IS CONSTRUCTED OF MAHOGANY PLANKING (TWO LAYERS BELOW THE WATERLINE) OVER MAHOGANY AND WHITE OAK FRAMES AND LONGITUDINALS. FOREST GREEN MARINE GRADE COATING BELOW WATERLINE.

HULL BELOW WATERLINE:

BELOW THE WATERLINE, THE HULL COULD BE OBSERVED BY CRAWLING UNDER THE TRAILER. ONLY THE AREAS WHERE THE BUNKS WERE LOCATED PREVENTED OBSERVATIONS IN THOSE AREAS; OTHERWISE UNOBSTRUCTED.

HULL BOTTOM APPEARED LIKE NEW. FAIRED AND FINISHED TO PROFESSIONAL / SHOW QUALITY. MOST ALL OF THE BOTTOM IS REPORTED TO HAVE BEEN REPLACED DURING AN EXTENSIVE RESTORATION BY A NOTABLE BUILDER/RESTORER.

THE ENTIRE HULL BELOW THE WATERLINE WAS COVERED IN A RECENT APPLICATION OF FOREST GREEN MARINE GRADE PAINT AND WAS FOUND TO BE WELL APPLIED WITH SEAMS AND CAULKING NEAR FLAWLESS.



HULL PERCUSSION SOUNDINGS SHOWED CONTINUOUS STRUCTURAL INTEGRITY AND NO VOIDS, LOOSE SUB-STRAIGHT LAYERS OR HULL STRUCTURAL PROBLEMS WERE NOTED.

MOISTURE METER READINGS ABOUT ALL AREAS OF THE HULL BELOW THE WATERLINE, AND IN AREAS OF THE KEEL AND TRANSOM, SHOWED LOW LEVEL READINGS AND BELOW LEVELS OF CONCERN.

NO SUSPECT OR PROBLEM AREAS WERE OBSERVED.

ALL THROUGH HULL FITTINGS (WATER INTAKE, SHAFT STRUTS, RUDDER MOUNTS, EXHAUST PORTS) WERE INSPECTED AND FOUND TO BE SOUNDLY MOUNTED, IN GOOD CONDITION WITH NO SIGNS OF

LEAKAGE. INTAKE STRAINER CLEAN AND FREE OF DEBRIS.

ALL UNDERWATER FITTINGS INSPECTED AND WERE FOUND TO BE SOUNDLY MOUNTED AND IN GOOD COSMETIC AND OPERATIONAL CONDITION.

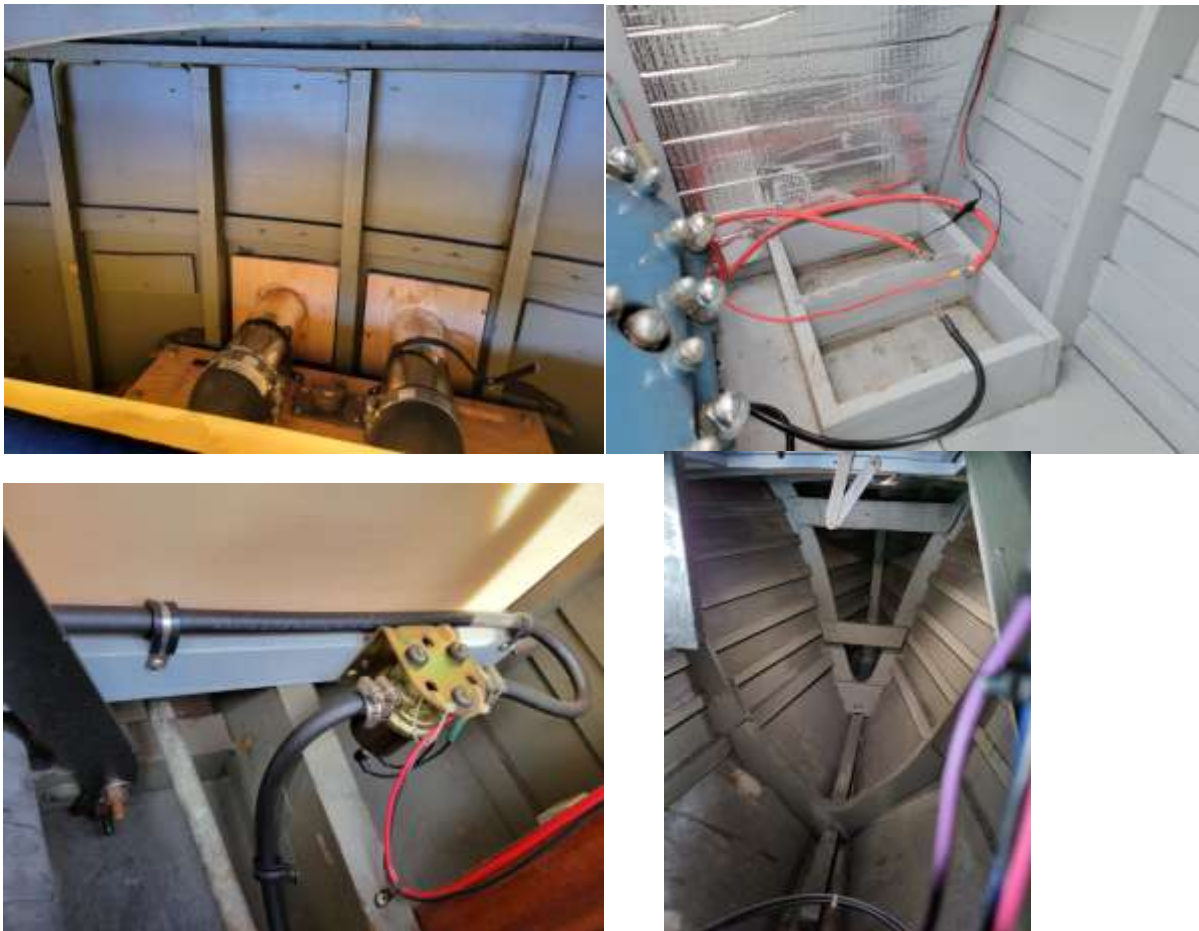
HULL BELOW WATERLINE; OVERALL EXCELLENT CONDITION, FINISH, APPEARANCE AND CONDITION.

HULL INTERIOR: MAHOGANY AND WHITE OAK FRAMING, ENGINE BEDS / STRINGERS. PAINTED GREY.

HULL INTERIOR WAS ACCESSED THROUGH THE COCKPIT ENGINE BAY, UNDER THE FOREDECK AND DASH.

ALL LATERAL AND LONGITUDINAL STRINGERS THAT WERE ABLE TO OBSERVED, MOSTLY IN THE ENGINE BAY, AND HULL PLANKING WERE FOUND TO BE IN VERY GOOD CONDITION AS WERE ALL THE CONNECTIONS POINTS TO HULL SIDES AND FLOOR/BOTTOM STRUCTURE.

ALL HULL STRUCTURAL MEMBERS THAT WERE OBSERVED WERE FOUND TO BE IN VERY GOOD OVERALL CONDITION.



TOPSIDES: HIGHLY VARNISHED MAHOGANY WOOD PLANKING (SIDES, FORE AND AFT DECKS). BLACK VINYL COVERS THE HARDTOP. WHILE INTERIOR TRIM AND CABINETRY ARE OF VARNISHED MAHOGANY.

TIME AND ATTENTION WAS SPENT ON THE TOPSIDES AND EXTERIOR OF THE HULL WITH FORE, AFT DECKS AND GUNNELS AREAS SHOWING IN EXCELLENT CONDITION WITH SEVERAL COATS OF HIGH GLOSS VARNISH IN EVIDENCE.

ALL DECK AREAS WERE FOUND TO BE SOLID, WITH NO VOIDS AND ALL MOISTURE READINGS WERE VERY LOW AS EXPECTED BEING A NEW RESTORATION. MUCH OF THE TOPSIDES PLANKING WAS SEEN TO BE NEW. DECK SEEM CAULKING, EXCELLENT. NO PROBLEMS NOTED.

FORE - AFT-DECK CLEATS AND DECK FITTINGS, INCLUDING CLEATS, VENTS, LIGHTS, HINGES, EXTENSIVE TRIM PIECES, GRAB RAILS, INCL BOW CUTWATER/FAIRLEAD WERE INSPECTED. NO PROBLEMS NOTED. CHROME; VERY GOOD. ONE COPPER EXHAUST PIPE EXTENDS SLIGHTLY FURTHER THAN THE OTHER. (COSMETIC).



ENGINE HATCHES FOUND TO BE IN EXCELLENT STRUCTURAL AND COSMETIC CONDITION BOTH INSIDE AND OUT WHICH IS IMPORTANT ON THIS MODEL AS ONE MUST USE THE ENGINE HATCHES AS A STEP TO ENTER THE CABIN.

TRANSOM: SOUND. TOP AFT PLANK, TO STARBOARD, HAS SLIGHT SPLIT/CRACK. WELL ABOVE WATERLINE, EASILY ADDRESSED. ONLY BOARD ON THE ENTIRE BOAT WITH ANY NOTABLE COMMENT.



SUMMARY (HULL):

MOISTURE METER READINGS WERE TAKEN AT VARIOUS LOCATIONS ABOUT THE INTERIOR AND EXTERIOR OF THE HULL; AREAS OF TYPICALLY HIGH LOAD, STRESS AND STRUCTURE BELOW THE WATERLINE.

ALL READINGS WERE FOUND TO BE LOW, OF LITTLE VARIANCE BETWEEN THEM IN ONE AREA OR ANOTHER AS EXPECTED AND WERE WELL BELOW LEVELS OF CONCERN. NO PROBLEMS NOTED.

THE HULL ABOVE THE WATERLINE, FREEBOARD, TOPSIDE AND HULL INTERIOR WERE ALL FOUND TO BE IN EXCELLENT CONDITION.

HULL PLANKING BELOW THE WATERLINE WAS FAIRED AND FINISHED TO HIGH STANDARD.

QUALITY EXPERIENCED WORKMANSHIP BOTH IN STRUCTURE AND FINAL FINISHING (VARNISH AND BOTTOM PAINT) WAS IN EVIDENCE. .

CHROME DECK HARDWARE AND FITTING WERE FOUND TO BE HIGHLY POLISHED AND IN VERY GOOD CONDITION

TOP: RARE OPTION OF THIS VESSEL WITH MANY UNIQUE FEATURES, INCLUDING FOUR OPENING, ROLL UP SIDE WINDOWS, AND TWO FRONT OPENING WINDOWS WHICH ROLL UP (RATHER THAN DOWN) AND RETRACT VERTICALLY INTO UPPER SLEEVES. ADDITIONALLY, REAR FACING ROUND “OPERA” WINDOWS AT THE REAR OF THE HARDTOP COMPLETE THE 10 WINDOW LAYOUT, OF WHICH ONLY 32 WERE REPORTED TO HAVE BEEN MADE. FAR FEWER HAVE SURVIVED TO THIS DAY. ENTIRE INTERIOR OF TOP IS COVERED IN PERIOD CORRECT GREY FABRIC, GIVING THE FEELING OF AN ANTIQUE FUNERAL COACH OF THE HIGHEST ORDER. CABIN INTERIOR A BIT DIFFICULT TO ENTER, WITH THE ONLY MEANS VIA THE CENTRAL REAR SLIDING ROOF/AFT HATCH. A LONG STEP DOWN TO THE AFT BENCH SEAT MAKES TRAVERSING FROM ONE AREA OF THE VESSEL (FORE AND AFT) SOMEWHAT CUMBERSOME IN RELATION TO DESIGNS OF TODAY. PERIOD CORRECT AND IN EXCELLENT CONDITION BOTH INSIDE AND OUT.



COCKPIT:

THE INTERIOR OF THE CABIN WAS FOUND SEEN TO BE IN ITS ORIGINAL LAYOUT AND CONFIGURATION WITH ORIGINAL MATERIAL TYPES. ESSENTIALLY A TRIPLE COCKPIT LAYOUT, WITH SMALLER AFT BENCH BEHIND ENGINE BAY AND FORWARD TWO BENCHES BOTH UNDER COVER IN A LAYOUT UNIQUE TO THIS RARE HARDTOP VERSION.

UNDER THE HARDTOP; THE LAYOUT FEATURES A REAR BENCH AND SPLIT FRONT BENCH WITH REMOVABLE CENTRE SECTION. ALL SEATING SURFACES COVERED IN GREEN LEATHER. FLAWLESS.

ALL INTERIOR WOODWORK INCLUDING WINDOW TRIM, UPHOLSTERY AND FITTINGS WERE FOUND TO BE PERIOD CORRECT AND IN EXCELLENT (LIKE NEW) CONDITION.



INTERIOR SUMMARY:

UPHOLSTERY, ALL INTERIOR CABINETRY, HEADLINER; ALL UPHOLSTERY AND FLOORING WAS FOUND TO BE PERIOD CORRECT AND IN EXCELLENT COSMETIC AND STRUCTURAL CONDITION. NO RIPS OR TEARS OR BLEMISHES NOTED. ALL CABINETRY IN FINE COSMETIC AND OPERABLE CONDITION.

WINDOWS: ALL OPENING WINDOWS (TWO PER SIDE AND TWO FRONT OPENING) WERE INSPECTED AND WHILE STIFF IN OPERATION, WERE FOUND TO BE IN WORKING AND OPERABLE CONDITION WITH NO PROBLEMS NOTED. FEW VESSELS FEATURE BOTH SIDE ROLL-DOWN AND FRONT ROLL-UP WINDOWS.

MACHINERY INVENTORY - RUNNING GEAR:

ENGINE(S): 1929 CHRIS CRAFT "A 120-L-H" , 8 CYLINDER, 824 CU IN, 13.5L (250HP) **SERIAL#: 436**
(ORIGINAL TO VESSEL)

TWIN BRONZE HOLLEY DOWN DRAFT CARBURETORS. MODEL: #D-D-5 SERIAL:#39628, 39623



ENGINE REPORTED TO HAVE BEEN RESTORED BY KNOWN, REPUTABLE BUILDER AND HAS FEW HOURS SINCE REBUILD. HOURS UNKNOWN.

MANIFOLDS SOUND. ALL HOSES, BELTS AND CLAMPS AND WIRING WERE INSPECTED AND FOUND TO BE NICELY AND PROPERLY ROUTED AND APPEARED TO BE IN PROPER WORKING ORDER.

ENGINE AND ENGINE BAY CLEAN, UNCLUTTERED AND VERY PRESENTABLE IN APPEARANCE.

ENGINE MOUNTS: SOUND. ALL ENGINE MOUNTS, ENGINE SUPPORT STRINGERS AND EQUIPMENT FITTINGS IN EXCELLENT CONDITION.

HUGE AND RARE CHRIS CRAFT A120 WITH ONLY 704 EVER BUILT. THIS IS #436

FUEL TANK: NEWER, SINGLE, POLY MODEL; VERY GOOD. FILL, VENTS AND SUPPLY LINES ALL NEWER, PROPERLY DOUBLE CLAMPED AND ROUTED. NO PROBLEMS NOTED.



ENGINE BAY / OBSERVATIONS: ORGANIZED, WELL EQUIPPED. CLEAN NO PROBLEMS NOTED.

SHAFTS AND RUNNING GEAR: STAINLESS STEEL SHAFT; VERY GOOD. STUFFING BOX AND PACKING GLAND; VERY GOOD. SHAFT STANCHION; SOUND. NO PROBLEMS NOTED.

RUDDER; BRONZE; SOUNDLY MOUNTED. NO PROBLEMS NOTED. CUTLASS BEARING; NO PROBLEMS NOTED.

PROPELLER: 3 BLADE BRONZE; VERY GOOD CONDITION. NO PROBLEMS NOTED.

STEERING GEAR – SOLID AND SOUND INSTALLATION WITH NO PROBLEMS OR OBSTRUCTIONS NOTED.

HELM: LOCATED TO PORT, UNDER THE HARDTOP IN THE COCKPIT AREA. HELM FEATURES THE ORIGINAL LAYOUT AND EQUIPMENT INSTRUMENTATION. GAUGES HAVE BEEN RESTORED. VINTAGE, ORIGINAL WHEEL, GAUGES AND CLUSTER. WIRING IS NEWER, OF PROPER SIZE, ADEQUATELY BUNDLED AND ROUTED. MAHOGANY DASH AND TRIM; EXCELLENT.

THE WHEEL MOUNTED THROTTLE AND FLOOR MOUNTED GEAR SHIFT LEVERS WERE FOUND TO BE IN VERY GOOD OPERABLE CONDITION WITH NO “PLAY” OR MECHANICAL OBSTRUCTIONS NOTED. MAHOGANY DASH/HELM IS EXCELLENT CONDITION. GAUGE CLUSTER; A SHOWPIECE.





ELECTRICAL: 12VDC SYSTEM.

FITTED FOR, BUT NOT WITH (AT THE TIME OF INSPECTION) QTY 2 BATTERIES IN DEDICATED WOODEN TRAYS. ALL WIRING THAT WAS ABLE TO BE OBSERVED WAS ADEQUATELY SIZED AND TERMINATED AND LOGICALLY BUNDLED AND ROUTED.

BILGE PUMPS(2): (1) FWD BILGE; (1) ENGINE BAY

RUNNING LIGHTS: THE NAVIGATION LIGHTS (PORT AND STARBOARD, ONE EACH MOUNTED TO SIDES OF WINDSCREEN COWLING), AND THEIR HOUSINGS WERE FOUND TO BE ORIGINAL TO THE VESSEL. STERN LIGHT IS POST MOUNTED. ALL WERE PROPER SIZE AND IN PROPER LOCATIONS AND IN VERY GOOD CONDITION. VINTAGE / PERIOD CORRECT, CHROME AND LENSES ALL VERY GOOD. VESSEL ALSO FEATURES WHITE FOREDECK MOUNTED BOW LIGHT AND GIMBALED SPOT LIGHT. ALL FITTINGS EXCELLENT CONDITION.



ADDITIONAL. AUXILIARY EQUIPMENT:

TRAILER: "SIERRA"; HEAVY DUTY CUSTOM, DUAL AXLE, STEEL, BUNK STYLE, OF SUITABLE AND PROPER SIZE AND CONFIGURATION FOR SUBJECT VESSEL. VERY GOOD CONDITION.

MODEL AND SERIAL # UNKNOWN.

OVERALL COMMENTS:

RARE AND COLLECTABLE, CHRIS-CRAFT VESSELS ARE POPULAR COLLECTION AND RESTORATION CANDIDATES AS THEY ARE WELL BUILT AND HOLD THEIR MARKET VALUE VERY WELL.

RARE HARDTOP "LIMOSINE" MODELS LIKE THIS ONE ARE PERHAPS THE MOST HARD TO FIND AND COLLECTIBLE OF CHRIS CRAFTS RUNABOUTS AND ARE HIGHLY DESIRABLE.

IN PARTICULAR THIS MODEL WITH THE UNIQUE HARD TOP, WITH MULTIPLE OPENING WINDOWS, AFT FACING CIRCULAR OPERA WINDOWS AND ONE HUGE AND RARE CHRIS CRAFT A120 ENGINE, ORIGINAL TO THE VESSEL, MAKES THIS BOAT SPECIAL AMONG RARE AND SPECIAL BOATS INCLUDING CHRIS CRAFTS.

WOODWORK AND VARNISH ABOVE THE WATERLINE (SIDES AND DECKS) IS EXCEPTIONAL. BELOW THE WATERLINE, A PLEASURE TO INSPECT. TASTEFULLY FINISHED IN GREEN ALSO, WITH A GLOSS FINISH, IN NEARLY NEW CONDITION BOTH COSMETICALLY AND STRUCTURALLY.

THIS VESSEL HAS HAD A COMPREHENSIVE RESTORATION (BY AN EXPERIENCED AND WELL REGARDED RESTORER). MUCH ATTENTION WAS PAID TO THE HULL AND FINAL FINISHING, WHILE ALL MECHANICALS (ELECTRICAL, FUEL SYSTEM, RUNNING GEAR) HAVE BEEN COMPLETED TO A VERY HIGH STANDARD.

ALL MATERIALS USED IN THE RESTORATION ARE OF HIGH QUALITY AS IS THE WORKMANSHIP, FIT AND FINISH, DESERVING OF A CRAFT OF THIS TYPE IN TODAY'S MARKET. THESE ALL MAKE FOR AN IMMEDIATELY RECOGNIZABLE AND SPECIAL VESSEL IN ANY HARBOUR.

THESE VESSEL MODELS ARE VERY POPULAR IN TODAY'S ACTIVE RE-SELL MARKET AND CONTINUE TO HOLD THEIR VALUE VERY WELL.

THE HULL IS CONSIDERED TO BE "SEAWORTHY" AND SYSTEMS COMPLIANT.

IT IS THE RESPONSIBILITY OF THE OWNER TO PROPERLY OUTFIT THE VESSEL WITH THE STANDARD EQUIPMENT AS REQUIRED BY THE SMALL CRAFT VESSEL REGULATIONS GUIDE. (ONE APPROVED LIFE JACKET FOR EACH PASSENGER, FLAIRS, ETC). NOT ALL MANDATORY PORTABLE EQUIPMENT WAS OBSERVED AT THE TIME OF THE SURVEY.

As a result of my inspection, my opinion is OVERALL VESSEL RATING : EXCELLENT

The vessel that is maintained in mint or "Bristol fashion", usually better than new and is equipped with extras not normally seen on a vessel of this type; - a rarity.

ESTIMATED CURRENT MARKET VALUE:

\$229,000.00 (USD) with trailer.



KEVIN F. HAYES

HAYES MARINE & CONSULTING SERVICES (HMCS) MARINE SURVEYS

Accreditations/ Associations:

Royal Canadian Navy; Design Engineer/ Draftsman (1986-1996)
Military Liaison Officer; National Research Council of Canada (2002- present)
Member Ontario Association of Certified Engineering Technologists and Technicians (OACETT, 1987)
Society of National Architects and Marine Engineers (SNAME Associate Member 1998),
Member Naval Association of Canada Organization (NACO) Ottawa chapter
Member Antique and Classic Boat Society (ACBS) Manotick Chapter
Member National Association of Marine Surveyors (NAMS).
Member Canadian Association of Defense and Security Industries
Antique Boat America brokerage - Surveyor
Owner/Operator HMCS Marina – Arnprior (2007-2010)
Member Chats Lake Community Boat Club
Member Project Management Institute (PMI)

CONDITION RATING: The following is the accepted marine grading system of condition:

- EXCELLENT (BRISTOL) CONDITION: The vessel that is maintained in mint or “Bristol fashion”, usually better than new and is equipped with extras not normally seen on a vessel of this type; - a rarity.
- ABOVE AVERAGE CONDITION: Has had above average care and is equipped with extra auxiliary / complimentary gear.
- AVERAGE CONDITION Ready for sale requiring no additional work and normally equipped for her size.
- FAIR CONDITION Requires usual maintenance to prepare for sale.
- POOR CONDITION Substantial yard work required and devoid of extra equipment.
- RESTORABLE CONDITION Enough of hull and engine exists to restore the boat to usable condition.