

## Condition & Value Survey Report

File # 23182

Acting at the request of Carlo Ferriera, 250 Pilot Road Suite 150, Las Vegas, NV 89117, attending surveyor proceeded to Bergersen Boat Company, 334 Interchange N, Lake Geneva, WI 53147 under the date of June 17, 2023 and there did survey the 23' antique runabout while resting on her trailer. The purpose of the survey was to ascertain the condition and value of said vessel for purchase. The vessel will reportedly be used for pleasure purposes.

### GENERAL INFORMATION

<b>BUILDER:</b>	Chris Craft	<b>ADDRESS:</b>	Algonac, MI
<b>MODEL:</b>	23 Barrel Back	<b>TYPE VESSEL:</b>	Runabout / Antique
<b>HULL ID # or SN #:</b>	22216	<b>MODEL YEAR:</b>	1941 – Reported
<b>STATE REG. #:</b>	WS 1901 GR	<b>USCG DOC. #:</b>	N/A
<b>VESSEL NAME:</b>	Mary Joan	<b>HAILING PORT:</b>	Lake Geneva, WI
<b>VESSEL OWNER:</b>	Unknown	<b>ADDRESS:</b>	N/A
<b>LAST DRYDOCK:</b>	Current	<b>HULL TYPE:</b>	Modified-Vee
<b>HULL MATERIAL:</b>	Mahogany & Other Wood	<b>DECK MATERIAL:</b>	Mahogany & Other
<b>FRAMES:</b>	Oak & Other Wood	<b>LENGTH:</b>	23'
<b>BEAM:</b>	6' 8"	<b>DRAFT:</b>	1' 10"
<b>WEIGHT:</b>	Unknown - No Published Data Found	<b>PRODUCTION:</b>	1940 – 1942 / Qty: 57 Reported

## PROPULSION MACHINERY

<b>MANUFACTURER:</b>	Chris Craft	<b>MODEL:</b>	MLS / Hercules
<b>ENGINE FAMILY:</b>	Chris Craft	<b>SERIAL #:</b>	86026
<b>TYPE:</b>	Inline-Six	<b>DISPLACEMENT:</b>	No Published Data Found
<b>METERED HOURS:</b>	Not Metered	<b>HP:</b>	145 – Estimated
<b>FUEL:</b>	Gas	<b>FUEL DELIVERY:</b>	Zenith Updraft Carburetor
<b>FLAME ARRESTOR:</b>	USCG Approved	<b>CONDITION:</b>	Properly Secured/Clean
<b>VENTILATION:</b>	Natural (no blower)	<b>VENT DUCT:</b>	Metal Pipe
<b>ENGINE OIL:</b>	Clean / Serviceable	<b>OIL LEVEL:</b>	Proper
<b>HOSES:</b>	Good / Serviceable	<b>BELTS:</b>	Covered/Unable To Inspect
<b>COOLING:</b>	Raw Water Circulation	<b>COOLANT LEVEL:</b>	N/A
<b>EXHAUST:</b>	Rigid / Metal	<b>CONNECTIONS:</b>	Mechanical
<b>ENGINE MOUNTS:</b>	Metal On Wood Beds/String.	<b>CONDITION:</b>	Properly Secured
<b>ENGINE ROOM:</b>	Moderate Access	<b>BILGE:</b>	Dry / Relatively Clean
<b>STEERING:</b>	Mechanical	<b>STATIONS:</b>	1

<b>REDUCTION GEAR:</b>	Paragon	<b>MODEL:</b>	Not Legible
<b>SERIAL #:</b>	Not Legible	<b>RATIO:</b>	Not Legible
<b>OIL:</b>	Used / Serviceable	<b>LEVEL:</b>	Proper (shared w/eng.)

### **UNDERWATER MACHINERY**

<b>PROPELLER:</b>	Michigan	<b>BLADES:</b>	3
<b>MATERIAL:</b>	Nibral	<b>SIZE:</b>	Not Visible
<b>CONDITION:</b>	Damaged / Needs Repair	<b>MANUF. DATE:</b>	08/88
<b>PROPSHAFT:</b>	Bronze	<b>SIZE:</b>	1.3"
<b>ANODES:</b>	No	<b>LOCATION:</b>	N/A
<b>STRUTS:</b>	Single / Bronze	<b>STRUT BUSHING:</b>	Small Amount Wear
<b>RUDDERS:</b>	Single / Bronze	<b>CONDITION:</b>	Good / Serviceable

### **DEWATERING SYSTEMS**

<b>BILGE PUMPS:</b>	Not Observed	<b>TYPE:</b>	N/A
<b>GPH:</b>	N/A	<b>LOCATION:</b>	N/A
<b>SHOWER PUMP:</b>	N/A	<b>TYPE:</b>	N/A
<b>GPH</b>	N/A	<b>SHOWER SUMP:</b>	N/A

### **THROUGH-HULL FITTINGS**

<b>SEACOCKS:</b>	N/A	<b>TYPE:</b>	N/A
<b>CONDITION:</b>	N/A	<b>LOCALE:</b>	N/A
<b>BONDED:</b>	N/A	<b>ENG. STRAINER:</b>	No
<b>TYPE:</b>	N/A	<b>CONDITION:</b>	N/A

### **GROUND TACKLE**

<b>ANCHORS:</b>	None	<b>MODEL:</b>	N/A
<b>TYPE:</b>	N/A	<b>RODE:</b>	N/A

### **TANKAGE**

<b>FUEL TANKS:</b>	1 (newer replacement tank)	<b>FUEL:</b>	Gas
<b>MATERIAL:</b>	Aluminum	<b>CAPACITY:</b>	40g – Estimated
<b>LOCATION:</b>	Stern	<b>VISIBLE LEAKS:</b>	None Detected
<b>FILL LINE:</b>	Copper Pipe	<b>FEED LINE:</b>	Copper Tube
<b>VENT LINE:</b>	Copper Tube	<b>CONDITION:</b>	Serviceable Where Visib.
<b>FLAME ARRESTOR</b>	USCG Approved / Metal Screen	<b>LOCATION:</b>	Hullside-Mounted
<b>FILL FITTING:</b>	Plated Steel	<b>FILL LOCALE:</b>	Aft Deck
<b>BONDED:</b>	Integral		

<b>WATER TANKS:</b>	N/A	<b>MATERIAL:</b>	N/A
<b>CAPACITY:</b>	N/A	<b>LOCATION:</b>	N/A
<b>H2O HEATER:</b>	N/A	<b>MODEL:</b>	N/A

<b>HOLDING TANKS:</b>	N/A	<b>MATERIAL:</b>	N/A
<b>CAPACITY:</b>	N/A	<b>LOCATION:</b>	N/A
<b>HEAD:</b>	N/A	<b>MODEL:</b>	N/A

### **FIRE EXTINGUISHING SYSTEMS**

<b>TYPE:</b>	BC	<b>QUANTITY:</b>	1
<b>SIZE:</b>	I	<b>LOCALE:</b>	Cockpit
<b>EXPIRATION:</b>	Not Tagged	<b>CONDITION:</b>	Full
<b>FIXED SYSTEM:</b>	N/A	<b>MODEL:</b>	N/A
<b>TYPE:</b>	N/A	<b>SERIAL #:</b>	N/A

### **SAFETY EQUIPEMENT**

<b>PFDs:</b>	None	<b>SIZE &amp; TYPE:</b>	N/A
<b>THROWABLE PFDs:</b>	None	<b>TYPE:</b>	N/A
<b>AUDIBLE SIGNALS:</b>	Horn	<b>TYPE:</b>	Electric
<b>VISUAL SIGNALS:</b>	N/A	<b>EXPIRATION:</b>	N/A
<b>CO DETECTORS:</b>	N/A	<b>MODEL:</b>	N/A
<b>GAS FUME SNIFFER:</b>	N/A	<b>MODEL:</b>	N/A
<b>NAVIGATION LIGHTS:</b>	Yes	<b>USCG APPROVED:</b>	Yes
<b>SEARCHLIGHT:</b>	N/A	<b>MODEL:</b>	N/A
<b>COMPASS:</b>	N/A	<b>MODEL:</b>	N/A

### **ELECTRICAL SYSTEMS**

#### **D.C. Systems**

<b>BATTERY SERIES:</b>	Removed	<b># BATTERIES:</b>	(1-Removed)
<b>STORAGE:</b>	Custom Wood Tray	<b>PROP. SECURED:</b>	N/A
<b>SWITCHES:</b>	No	<b>LOCALE:</b>	N/A
<b>VENTILATION:</b>	Natural	<b>TYPE WIRES:</b>	Stranded Copper
<b>PROP. SECURED:</b>	Yes	<b>CONNECTORS:</b>	Compression-Type
<b>CIRCUIT PROTECTION:</b>	Fuses	<b>CONVERTER:</b>	N/A
<b>MODEL:</b>	N/A	<b>SERIAL #:</b>	N/A
<b>AMPS:</b>	N/A	<b>DATE CODE:</b>	N/A

#### **A.C. Systems**

<b>TYPE WIRES:</b>	N/A	<b>SECURED:</b>	N/A
<b>SHORE POWER:</b>	N/A	<b>LINES:</b>	N/A

### ADDITIONAL EQUIPEMENT & ACCESSORIES

<b>DECK GEAR &amp; AMMENITIES:</b>	Paddle Folding windshield Bow & stern lifting eyes Full mooring/storage cover
<b>ENGINE:</b>	Fuel, clock, tachometer, oil pressure, cooling temp, and amp gauges
<b>TRAILER:</b>	Trailmaster tandem-axle bunk trailer (ID tag not legible)

### NARRATIVE



*"Mary Joan"*

ABYC (American Boat and Yacht Council – Standards and Recommended Practices for Small Craft), 33CFR (Code of Federal Regulations, #33 & 46) and NFPA 302 (National Fire Protection Association, Publication 302) may be referenced in this report. The purpose of the reference is to indicate the source of published recommendations and requirements, which can be used to support recommendations in the survey. Many of these regulations and or recommendations were not in place when the subject vessel was constructed.

The surveyed vessel is a 23' antique wooden runabout powered by a single gas inboard engine. Our overall inspection showed the vessel to show signs of being very well-maintained and to have undergone many upgrades over her lifespan. The vessel was reported to have undergone a bottom-up restoration and an engine overhaul in recent years. We found no reason to doubt these verbal reports.

We began our survey by sounding the undersides and transom with a phenolic hammer, testing for moisture using a Tramex Skipper 5 moisture meter, and by performing visual inspections. No signs of collision or grounding damage were observed. The antifouling paint presented in a good and serviceable condition. Moisture meter readings (Wood Scale) gained from the undersides registered in the Level 1/“Dry” range.

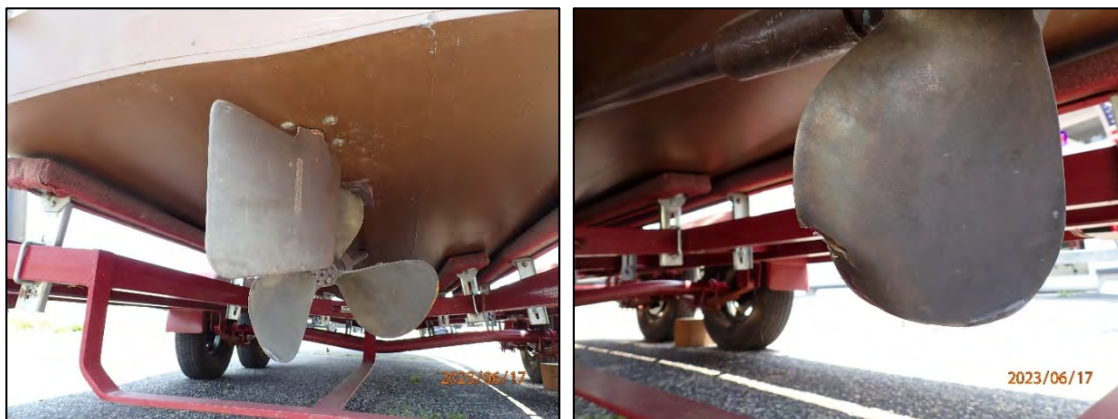


*Starboard & Port Undersides*



*Obtaining Moisture Readings From Transom & Hull Undersides*

Survey of the underwater running gear showed one propeller blade to be curled and torn. Abrasions were noted in the other 2 blades. The rudders and struts were free of any visible damage. Small amounts of wear were observed while inspecting the visible surfaces of the cutlass bearing. A small amount of lateral “play” was noted when we applied light pressure to the rudder.



*Running Gear*

*Damaged Propeller Blade*



Survey of the topsides showed the surfaces to present in a well-maintained condition. An approximate 3” shallow scratch was noted in the starboard hullside, near amidships. A couple of faint scratches, covered with varnish, were noted in the opposite side, also at amidships. Percussion testing didn’t reveal any indicators for loose planking and or fasteners. Moisture readings gained from the topsides registered in the Level 1 range.



*Starboard & Port Topsides*



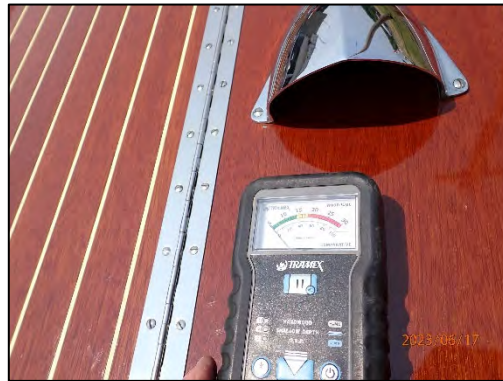
*Obtaining Moisture Readings From Topsides*

Our visual inspections of the deck surfaces showed all to have a brilliant appearance. Percussion testing was negative for indicators for loose fasteners and or planking. All moisture meter readings registered in the Level 1 range.





*Deck And Attachments*



*Obtaining Moisture Readings From Deck Surfaces*

The stern lifting eye was not mounted flush to the aft deck.



*Stern Lifting Eye*

The vessel is a triple cockpit runabout. Survey of the forward cockpit and helm position showed the vessel to be equipped with standard engine monitoring gauges. Shifting and steering were from the original, mechanical systems.



*Forward Cockpit & Helm Position*

The seat & cushion skins in all 3 cockpits presented in a very good and serviceable condition.

The attending surveyor opened every hatch, access panel and other that could be accessed without tools, finding all accessible primary and secondary hull frames to be free of any visible damage or measurable deterioration.



*Primary And Secondary Frames*

A replacement, aluminum fuel tank was mounted at the stern. Where visible, we didn't observe any fuel leaks or odors. The feed line was of the copper tube type. The deck plate was not labelled.





*Fore Side Of Fuel Tank*



*Fill Pipe And Vent Tube*

Our next inspections were of the engine compartment and engine. The engine appeared to be original. The engine showed signs of having been previously removed and repainted, and to have undergone some degree of overhauling. All engine mounts were properly secured. The flame arrestor was clean and properly secured. The sparkplug end of each high-tension lead lacked an insulative boot. The same was found while inspecting the high-tension lead attached to the ignition coil. The continuously-energized positive terminal on the starter solenoid was exposed.



*Engine*

The engine's seawater intake system was not equipped with a seacock or strainer.

The engine compartment lacked a powered ventilation system (blower).

Overall, we found the antique wooden vessel to present in above average condition and to be equipped for day cruising. On a scale of 1 to 10 (10+best), the attending surveyor rates the vessel as an "8+".

## **RECOMMENDATIONS:**

1. Each ungrounded terminal or stud that is continuously energized must have a non-conductive cover installed so as to prevent accidental short-circuiting at the terminal or stud (33CFR 183.445 & ABYC E-11.5.2.7.5). Install a non-conductive cover over the noted continuously energized positive terminal on the starter relay solenoid. When the battery is installed, its positive post should also be insulated (33CFR 183.420).
2. Each compartment in a boat that has a permanently installed gasoline engine with a cranking motor must be ventilated by an exhaust blower system. Each intake duct for an exhaust blower must be in the lower one-third of the compartment and above the normal level of accumulated bilge water (33CFR 183.610 & ABYC H-2). Equip the vessel with a powered exhaust blower system and install its intake hose accordingly.
3. Each metallic fuel line that is mounted to the boat structure must be connected to the engine by a flexible fuel line (33CFR 183.562). Install a flexible section of fuel feed hose between the engine and copper feed tube.
4. Deck plates or permanently attached caps shall carry a permanent identification of the fuel type, e.g. DIESEL or the ISO symbol (ABYC H-33.12.3). The fuel deck plate should be marked accordingly.
5. All thru-hull fittings or hull penetrations designed to accept pipes, hoses or valves, with any part of the opening below the maximum heeled waterline when inclined from the static floating position, shall be equipped with a seacock to stop the admission of water in the event of failure (ABYC H-27.5.1). Equip the engine's seawater intake system with a marine seacock.
6. We recommend installing non-conductive boots on the ends of the high-tension/spark plug wires.
7. Repair the propeller. Anytime significant propeller damage is present, we recommend checking the trueness of the propshaft.
8. Equip the surveyed vessel with the appropriate quantity of Person Flotation Devices (State & Federal Regulations).
9. In the interest of safe boating, we recommend having an automatic bilge pump installed.
10. Ensure the stern lifting eye assembly is properly secured.

## VALUE

**CURRENT FAIR MARKET VALUE OF VESSEL: \$195,000.00 (+/-5%)**

ESTIMATED REPLACEMENT COST OF VESSEL: \$275,000.00

### COMPARISON CALCULATIONS:

#### **METHOD A: 2023 BUCVALU PROFESSIONAL PRICE GUIDE**

AVERAGE VALUE: No Values Listed

#### **METHOD B: 2023 PRICE DIGESTS MARINE BLUE BOOK**

AVERAGE VALUE: No Values Listed

#### **METHOD C: 2023 JD POWER ONLINE APPRAISAL GUIDE**

AVERAGE VALUE: \$ No Values Listed

#### **METHOD D: BROKERS & PRIVATE SELLER ASKING PRICE LISTINGS**

<u>YEAR</u>	<u>SIZE</u>	<u>BUILDER</u>	<u>MODEL</u>	<u>ENG</u>	<u>ASK PRICE</u>	<u>TRL</u>
1940	23'	Chris Craft	Barrel Back	S-Gas	\$155,000.00	Y
1942	23'	Chris Craft	Barrel Back	S-Gas	\$150,000.00	Y
1941	23'	Chris Craft	Barrel Back	S-Gas	\$225,000.00	Y subject

#### **METHOD E: SOLDBOATS.COM (1/1/13 – 6/18/23)**

<u>YEAR</u>	<u>SIZE</u>	<u>BUILDER</u>	<u>MODEL</u>	<u>ASK \$</u>	<u>SELL \$</u>	<u>ENG</u>	<u>SOLD</u>	<u>TRL</u>
-------------	-------------	----------------	--------------	---------------	----------------	------------	-------------	------------

No Sales Reported During Last 10 Years. Please Note: Antique Vessel Sales Are Not Typically Reported To Soldboats.com.

The estimated current market value of the vessel was established through a review of published listings for similar boats and reported selling prices published in one or more national listing services. Once these figures were established, the condition and equipment of the surveyed vessel were considered, and a final figure was established.

This vessel was surveyed visually and tested with non-destructive type equipment to determine its condition. Survey was conducted without removal of any parts, including panels, coverings, fittings, partitions, instruments and miscellaneous materials in the bilges and lockers, or any other fixed or semi-fixed items. Locked and inaccessible compartments would also prevent inspection.

Further, no determination of stability characteristics, seaworthiness or inherent structural integrity has been made and no opinion is expressed with respect thereto.

Acceptance and use of this report acknowledge the client's understanding that Certified Marine Surveyors, LLC does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep Certified Marine Surveyors, LLC and its employees, agents and sub-contractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the surveyor might suffer or incur (either directly or indirectly) in the course of the services under these conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid then, same where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated at the basis of ten times the Surveyor's/Consultant's charges.

This survey report is presented and was conducted without prejudice to the rights of any party, policy of insurance or provisions of law concerned. Certified Marine Surveyors hereby certifies that they have no present or contemplated future interests in the subject of the survey or any other interests which might prevent a fair and unbiased finding. This report is the best expression of the surveyor's findings and opinions and the surveyor reserves the right to amend or extend this report upon receipt of additional information. This report is not to be considered an inventory or a warranty either specified or implied.



Certified Marine Surveyors, LLC

*Rick Lenschow*

Rick W. Lenschow, SAMS-AMS  
Attending Marine Surveyor

Dated: June 18, 2023

Enclosures: Digital Photos