

HAYES MARINE & CONSULTING SERVICES POWER BOAT VESSEL SURVEY



HAYES MARINE & CONSULTING SERVICES
(HMCS) MARINE SURVEYS
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1929 Chris Craft Triple Cockpit Runabout (26ft)



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: This boat was originally name "Climax" and owned by Peter Henkle (1929 - August 13, 2001). The family company grew from his acquisition 1959 of his first classic boat, the Climax, a 26 foot 1930 Chris Craft runabout. In order to get parts for the boat’s vintage motor, he actually acquired the defunct Scripps Marine Engine Company (Scripps Motor Company) in 1963. This “hobby” became a calling when he bought Saint Clair Flats Marina in 1972. Since then the company has become a source of rare parts and antique engine restoration for customers throughout the world.

Peter Henkel is best known for his work and wisdom in antique and classic boating circles. He was an active member of the Antique & Classic Boat Society, both the Sunniland and Michigan chapters, and could be found at most regional boat shows with his runabout the “Climax” or another fine old Chris-Craft from his stable. He appears on the cover of the book The Legend of Chris Craft, by Jeffrey and Karine Rodengen, and is regarded as a legend by many.

The Scripps engine is completely rebuilt. The bottom was refastened and is in exceptionally good condition. The boat went through a full refinish and looks in show condition today. Boat comes on a newer tandem axle trailer. - Internet sources.

VESSEL SPECIFICATIONS / SURVEY COMMENTS

VESSEL MAKE, MODEL AND YEAR: 1929 Chris Craft Triple Cockpit Runabout (26ft)
(MAHOGANY WOOD PLANKING ON MAHOGANY AND WHITE OAK FRAMES)

VESSEL NAME: CONVERT TABLE

MODEL: Triple Cockpit, Runabout (26ft Inboard)

HULL REGISTRATION NUMBER: QC 4678049

PRINCIPLE DIMENSIONS: Length: 26’ Beam: 8’

ENGINE: SCRIPPS MODEL 202: 6 CYLINDER 200HP 667CUIN **SERIAL#:**

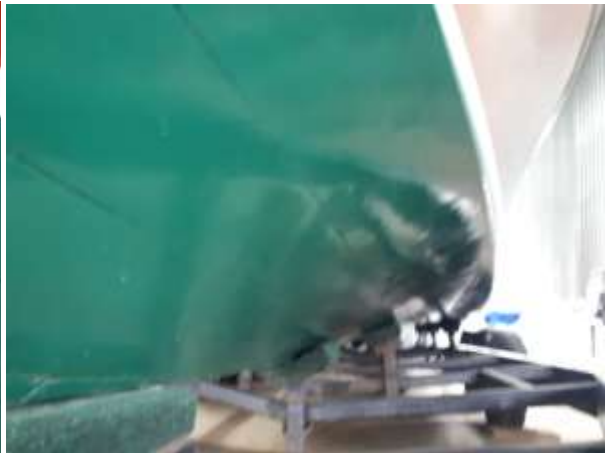
HULL: HULL IS CONSTRUCTED OF MAHOGANY PLANKING (TWO LAYERS BELOW THE WATERLINE) OVER MAHOGANY AND WHITE OAK FRAMES AND LONGITUDINALS. FOREST GREEN MARINE GRADE COATING BELOW WATERLINE.

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 A HIGH STANDARD. SOME MINOR PLANK SEPARATION AND SOME EVIDENCE OF SLIGHT IMPACTS TO KEEL FORWARD, TYPICAL OF STANDARD LAUNCH AND RECOVERY OPERATIONS. NO STRUCTURAL PROBLEMS NOTED. COSMETIC ONLY.

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. HULL PLANKING, EXCELLENT CONDITION, SOME SEAM GAPS; MINOR.



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 VERY GOOD, 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. BILGE A BIT DIRTY IN THE HARD-TO-ACCESS AREAS, OTHERWISE CLEAN.



HULL SIDES/FREEBOARD ABOVE WATERLINE:

HIGHLY VARNISHED AND POLISHED MAHOGANY PLANKING. ALL WOOD IN EXCELLENT CONDITION. A FEW COSMETIC SCRAPES OBSERVED ON PORTSIDE FREEBOARD UNDER REGISTRATION NUMBER NEAR THE BOW. ANOTHER SLIGHTLY DEEPER SCRAPE JUST AFT OF THE OTHER. MOSTLY TO VARNISH, SLIGHTLY INTO WOOD GRAIN. COSMETIC IN NATURE. MINOR.



TOPSIDES: HIGHLY VARNISHED MAHOGANY WOOD PLANKING (SIDES, FORE AND AFT DECKS). INTERIOR TRIM AND CABINETRY ARE OF VARNISHED MAHOGANY. DARK MAHOGANY GUNNEL PLANKING AND KING BOARD. VERY GOOD.

FOREDECK FEATURES SIGNATURE RAISED/SLOPED PORTION TOWARDS THE WINDSCREEN WHICH IS ROUNDED IN READILY RECOGNIZABLE CHRIS CRAFT FASHION FOR THE VINTAGE.

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 WHITE DECK SEAM CAULKING AND 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 SEAM CAULKING, EXCELLENT. NO PROBLEMS NOTED.

FORE - AFT-DECK CLEATS AND DECK FITTINGS, INCLUDING CLEATS, VENTS, LIGHTS, HINGES, EXTENSIVE TRIM PIECES, LIFTING EYES, INCL BOW CUTWATER/FAIRLEAD WERE INSPECTED.

NO PROBLEMS NOTED.





ENGINE HATCHES FOUND TO BE IN EXCELLENT STRUCTURAL AND COSMETIC CONDITION BOTH INSIDE AND OUT.

BOW FEATURES EXTREMELY FINE/SHARP ENTRY WHICH MAKES FOR A VERY SEAWORTHY DESIGN ESPECIALLY IN "BIG" WATER, AND IS ANOTHER SIGNATURE FEATURE OF THIS RENOWN VESSEL.



TRANSOM: SOUND. NO NOTABLE SCRATCHES, SCARS OR IMPACTS. PLANKING EXCELLENT. LOW MOISTURE READINGS. NO PROBLEMS NOTED.





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 A HIGH STANDARD.

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

CHROME; GOOD TO VERY GOOD. COULD USE SOME POLISHING ON MOST FITTINGS. VARNISH SHOWS SOME HAZING, BUT VERY PRESENTABLE.

COCKPIT(S):

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 SEPARATED BY DIVIDER.

NEWER GREEN LEATHER UPHOSTERY IN ALL THREE COCKPITS, VERY GOOD TO EXCELLENT.

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





INTERIOR SUMMARY:

UPHOLSTERY, ALL INTERIOR CABINETRY, 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.

WINDSCREEN: LARGE, FLAT GIMBALED CENTRE SECTION WITH TWO ADJUSTABLE WINGS, ONE TO EITHER SIDE; WERE INSPECTED AND WHILE STIFF IN OPERATION, WERE FOUND TO BE IN WORKING AND OPERABLE CONDITION WITH NO PROBLEMS NOTED.

MACHINERY INVENTORY - RUNNING GEAR:

ENGINE: 1929 Scripps 202 210 HP 667 cu.in. (ORIGINAL TO VESSEL)





NOTE: PORTSIDE, AFT MOST MOUNTING BOLT MISSING.

ENGINE REPORTED TO HAVE BEEN RESTORED BY REKNOWN, 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. ENGINE SUPPORT STRINGERS AND EQUIPMENT FITTINGS IN EXCELLENT CONDITION. AFT MOUNTING BOLT MISSING AS NOTED ABOVE.

HUGE AND RARE, SCRIPPS ENGINES ARE HIGHLY SOUGHT AFTER DESIRABLE AND COLLECTABLE. RESTORED AND DETAILED SUCH AS WITH THIS EXAMPLE THE ENGINE IS A JEWEL IN THE CROWN OF THIS VESSEL.

FUEL TANK(S): DUAL GALVANIZED CYLINDRICAL TANKS; VERY GOOD. FILL, VENT AND SUPPLY LINES, 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 STARBOARD 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. COSMETICALLY AND FUNCTIONALLY EXCELLENT.

ELECTRICAL: 12VDC SYSTEM.

QTY 1 BATTERY IN DEDICATED WOODEN TRAYS. ALL WIRING THAT WAS ABLE TO BE OBSERVED WAS ADEQUATELY SIZED AND TERMINATED AND LOGICALLY BUNDLED AND ROUTED. POSTS SHOULD HAVE PROTECTIVE COVERS.



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

RUNNING LIGHTS: THE NAVIGATION LIGHTS (COMBINATION PORT / STARBOARD) ON MID FOREDECK, STERN LIGHT IS POST MOUNTED (REMOVABLE) IN FWD COCKPIT AT THE TIME OF INSPECTION. ALL WERE PROPER SIZE AND IN PROPER LOCATIONS AND IN VERY GOOD CONDITION. VINTAGE / PERIOD CORRECT, CHROME AND LENSES ALL VERY GOOD. ALL FITTINGS EXCELLENT CONDITION.



ADDITIONAL. AUXILIARY EQUIPMENT:

TRAILER: 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.

THIS VESSEL HAS A KNOWN AND NOTABLE HISTORY HAVING BEEN OWNED BY THE “LEGENDARY” PETER HENKLE AND ORIGINALLY KNOWN AS “CLIMAX”. THE BOAT HAS MANY MENTIONS IN BOTH THE HISTORY OF SCRIPPS, THE HISTORY OF CHRIS CRAFT AND THE BIOGRAPHY OF MR. HENKLE.

RARE NEAR 100 YEAR OLD MODELS LIKE THIS ONE ARE PIECES OF BOATING HISTORY, AND EVEN MORE DESIRABLE WITH THE VENERABLE SCRIPPS 6 CYLINER 202 MODEL ENGINE.

IN PARTICULAR THIS MODEL WITH THE ORIGINAL AND RARE SCRIPPS ENGINE, MAKES THIS BOAT SPECIAL AMONG RARE AND SPECIAL BOATS INCLUDING CHRIS CRAFTS.

WOODWORK AND VARNISH IS VERY GOOD. SOME CHROME WORK IN NEED OF REFINISHING POLISHING, A FEW SMALL IMPACT SCRAPES ON FREEBOARD AND ON KEEL-STEM, VARNISH IN SOME AREAS IN NEED OF A REFRESH. NOT PRISTINE, BUT CLOSE.

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 : ABOVE AVERAGE CONDITION
"Has had above average care and is equipped with extra auxiliary / complimentary gear."

ESTIMATED CURRENT MARKET VALUE:

\$125,000.00 (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.

