HAYES MARINE
& CONSULTING SERVICES
POWER BOAT VESSEL SURVEY

HAYES MARINE & CONSULTING SERVICES
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1951 GREAVETTE SHEERLINER SEDAN (24FT)

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 with 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, a 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 indoors (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 unheated winter storage to inside, heated and was cleaned prior to arrival on the day of inspection.

Background / History - GREAVETTE HISTORY:

"Tom Greavette made many elegant and powerful speedboats beginning in the 1930's. Greavette Boats Limited, a name once almost synonymous with Muskoka boat building. Greavette had learned his trade from Henry Ditchburn, a master craftsman regarded by many as the father of Muskoka boat building. Greavette was noted for his business acumen and sales, and served Ditchburn well as his vice-president of sales. But eventually he grew restless and wanted to branch out in his own direction. In 1930, Greavette began his own company and was one of the first boat manufacturers in Muskoka (and perhaps anywhere in Canada) to try assembly-line construction. To that end, Greavette built a modern factory costing $50,000 (a near fortune in the day) along the waterfront in Gravenhurst, employing 35 workers. Greavette envisioned building two boats a day along the factory's twin production lines, and things started well enough, with crew working day and night. Production targets were easily met ... but not the sales. The Depression made Greavette's ambitious plans little more than a pipe dream. Unwilling to give up, Greavette instead turned to the custom-designed boats that would make him famous. The first boat made under this new business model, the Langley IV, a 33-foot boat that could achieve speeds of almost 60 mph, was delivered on June 10, 1933. The price tag was a handsome $7,500. There was a future here. Two of Greavette's boats, Little Miss Canada and Miss Canada IV, built for Muskoka racing legend Harold Wilson, captured national and international attention during the 1930s. Miss Canada IV was then the fastest boat on water, achieving speeds of over 200 mph. The acclaim that came from this success helped solidify Greavette's stature in boat-building circles and did much to attract additional business.

Tom Greavette died in 1958. Tom Greavette made a significant contribution to the development of wooden boat building not only in Muskoka but indeed in all of Canada. The success his boats achieved in competition brought international attention to our country and recognition of a proud legacy of boat building in our region.

Arguably Greavette's most gorgeous and coveted model was the 24-foot Streamliner in dual cockpit configuration. But most of all, Greavette built the all-round, all-purpose boats of the times. These were the boat of choice for the cottagers of Muskoka and beyond. Boats like the **Sheerliner sedan** with a hardtop, flip open windshield, and sliding side cabin windows were the ideal boat for all-weather family outings, picking up groceries, not to mention water skiing." – Internet Sources

VESSEL SPECIFICATIONS / SURVEY COMMENTS

VESSEL MAKE, MODEL AND YEAR: 1951 GREAVETTE SHEERLINER SEDAN
(Hard top; 24FT)
(MAHOGANY WOOD PLANKING ON MAHOGANY AND WHITE OAK FRAMES)

VESSEL NAME: **HAKUNA MATATA**

MODEL: **SHEERLINER HARDTOP** ("S" Shaped Interior Layout)

REGISTRATION NUMBER: 60E1034 **HULL SERIAL NUMBER:**

PRINCIPLE DIMENSIONS: Length: 24' Beam: 8'

ENGINE: SCRIPPS 6 CYLINDER (339CUIN)

MODEL: 6-158 (168HP) **CODE:** YAWUH **SERIAL#: 49572**

HULL : HULL IS CONSTRUCTED OF MAHOGANY PLANKING (TWO LAYERS BELOW THE WATERLINE) OVER MAHOGANY AND WHITE OAK FRAMES AND LONGITUDINALS. RED MARINE GRADE COATING BELOW WATERLINE SEPARATED BY A WHITE BOOTSTRIPE. THE TRIPLE COCKPIT MODEL IS A VENERABLE ONE THAT HAS REMAINED LARGELY UNCHANGED FOR MANY DECADES. THIS VESSEL HAS THREE SEPARATE AND INDIVIDUAL COCKPITS, TWO IN FRONT ON THE LARGE ENGINE BAY AND ONE BEHIND, EACH SEPARATED BY DECK COAMING.

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.

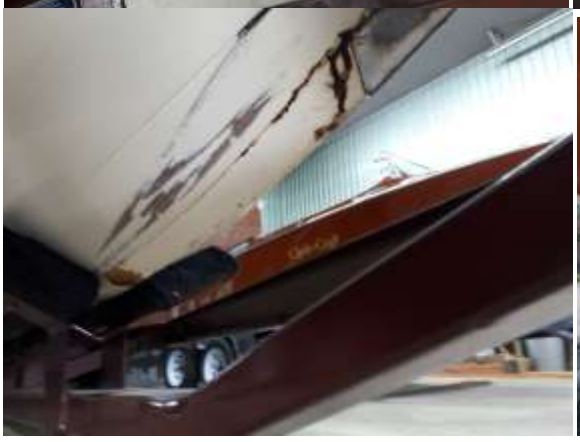
HULL BOTTOM APPEARED LIKE NEW. FAIRED AND FINISHED TO PROFESSIONAL / SHOW QUALITY. MOST ALL OF THE BOTTOM IS REPORTED TO HAVE BEEN REPLACED DURING AN EXTENSIVE RESTORATION BY A NOTABLE BUILDER/RESTORER IN 2019.

DOUBLE PLANKED AND COMPLETED WITH A "5200" NO SOAK BOTTOM (2014).

THE ENTIRE HULL BELOW THE WATERLINE WAS COVERED IN AN RECENT APPLICATION OF WHITE MARINE GRADE PAINT AND WAS FOUND TO BE WELL APPLIED WITH SEEMS AND CAULKING IN GOOD CONDITION.

NEAR THE BOW STEM, SEVERAL LARGER SCRAPES WERE OBSERVED, TYPICAL OF TRAILER LAUNCH AND RECOVERY OPERATIONS. WHILE SOME ARE A BIT DEEPER, THEY ARE COSMETIC ONLY AND TO NOT AFFECT THE HULL INTEGRITY OR THE OVERALL SEAWORTHINESS OF THE VESSEL. THE REST OF THE BOTTOM IS NEAR FLAWLESS IN APPEARANCE AND CONDITION.






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.

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.

NO SUSPECT OR PROBLEM AREAS WERE OBSERVED.

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

HULL BELOW WATERLINE; OVERALL VERY GOOD CONDITION, FINISH, APPEARANCE AND CONDITION.

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

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.

AS CAN BE OBSERVED IN THE ACCOMPANYING PHOTOS, MOST OF THE FRAMING IS ORIGINAL, WHILE MUCH OF THE DECKS AND SIDE COVERING BOARDS AND PLANKING BELOW THE WATERLINE ARE NEW (AS PART OF THE COMPREHENSIVE 2014 RESTORATION). LEFT UNPAINTED ON THE INTERIOR, THESE ARE EASY TO OBSERVE AND INSPECT.

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

HULL SIDES/FREEBOARD ABOVE WATERLINE:

HIGHLY VARNISHED AND POLISHED MAHOGANY PLANKING. ALL WOOD IN EXCELLENT CONDITION. A FEW VERY MINOR BLEMISHES, PORTSIDE, MIDSHIPS. COSMETIC IN NATURE.

TOPSIDES: HIGHLY VARNISHED MAHOGANY WOOD PLANKING (SIDES, FORE AND AFT DECKS MOST DECK PLANKING IS NEW(ER) HAVING BEEN REPLACED IN 2014 RESTORATION. HARDTOP APPEARS TO BE ORIGINAL MARINE GRADE MAHOGANY PLYWOOD. SLIGHTLY WEATHERED COMPARED TO ADJACENT DECK PLANKING

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

ALL DECK AND TOPSIDE AREAS, INCLUDING THE HARDTOP 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 SEEMS, CAULKING, EXCELLENT. NO PROBLEMS NOTED.

FORE - AFT-DECK CLEATS AND DECK FITTINGS, INCLUDING CLEATS, VENTS, LIGHTS, HINGES, EXTENSIVE TRIM PIECES, INCL BOW CUTWATER, LIFTING EYES, WERE INSPECTED. NO PROBLEMS NOTED. CHROME; FAIR TO GOOD.

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

TRANSOM: SOUND. EXCELLENT COSMETIC AND STRUCTURAL CONDITION. LOW MOISTURE READINGS.

TOP: A RARITY. PARTICULAR TO THE 24FT SHEERLINER, MODEL OF GRAEVETTE'S WITH MANY UNIQUE FEATURES, INCLUDING OPENING, ROLL UP SIDE WINDOWS, AND FRONT OPENING WINDOWS.

VERY FEW OF THIS MODEL WERE REPORTED TO HAVE BEEN MADE AND FAR FEWER HAVE SURVIVED TO THIS DAY. OPEN FRAMING ALLOWS FOR INSPECTION OF CONSTRUCTION METHODOLOGY, CRAFTSMANSHIP AND CONDITION; ALL OF WHICH SHOW VERY WELL ON THIS VESSEL.

HIGHLY RAKED BACKWARDS AND VEE SHAPED, WITH BOWED OAK STEAM-BENT SUPPORT FRAMING ON THE INSIDE, BOTH THE INTERIOR AND EXTERIOR OF THIS TOP ARE EXTREMELY MODERN IN APPEARANCE, FOR THE DAY, AND A SYMPHONY OF CURVES INSIDE

ENTIRE EXTERIOR OF TOP IS COVERED IN PERIOD CORRECT WHITE VINYL, PERIOD CORRECT AND IN EXCELLENT CONDITION BOTH INSIDE AND OUT.

SUMMARY (HULL):

MOISTURE METER READINGS WERE TAKEN AT VARIOUS LOCATIONS ABOUT THE INTERIOR AND EXTERIOR OF THE HULL; AND 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 WAS IN EVIDENCE. .

CHROME DECK HARDWARE AND FITTINGS, WERE FOUND TO BE IN GOOD RESTORABLE CONDITION AND VERY PRESENTABLE. ALL UNIQUE FITTINGS AND TRIM ARE UNIQUE AND BESPOKE TO THIS VESSEL. VERY GOOD FUNCTIONAL AND COSMETIC CONDITION.

COCKPIT:

MODIFIED “S” SHAPED COCKPIT LAYOUT WITH SPLIT BENCH FORWARD. THIS LAYOUT IS HIGHLY FUNCTIONAL AND DESIRABLE. WHILE OTHER TRIPLE ROW SEATING ARRANGEMENTS ARE RATHER CONFINING AND TO NOT ALLOW EGRESS FROM ONE TO ANOTHER WITHOUT CLIMBING TOPSIDES, THIS LAYOUT ALLOW FOR EASE OF NAVIGATION THROUGH THE ENTIRETY OF THE VESSEL AND MAKES FOR MUCH EASIER BOAT HANDLING IN TIGHT QUARTERS. UNIQUE TO GRAEVETTE SHEERLINERS.

NEWER GREY VINYL UPHOLSTERY AND COCKPIT PIPING, FINISHED TO A HIGH STANDARD AND IN NEAR PERFECT CONDITION.

THE INTERIOR OF THE CABIN WAS FOUND SEEN TO BE IN ITS ORIGINAL LAYOUT AND CONFIGURATION WITH ORIGINAL MATERIAL TYPES.

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

INTERIOR SUMMARY:

ALL INTERIOR CABINETRY UPHOLSTERY AND GRATED FLOORING WAS FOUND TO BE PERIOD CORRECT AND IN EXCELLENT COSMETIC AND STRUCTURAL CONDITION. NO RIPS OR TEARS OR BLEMISHES NOTED. FINE COSMETIC AND FUNCTIONAL CONDITION. A SHOWPIECE.

MACHINERY INVENTORY - RUNNING GEAR:

ENGINE: SCRIPPS 6 CYLINDER (339CUIN) **MODEL:** 6-158 (168HP) **CODE:** YAWUH
SERIAL#: 49572

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. INTAKE SEACOCK; BALL VALVE, GOOD.

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

ENGINE BAY / OBSERVATIONS: ORGANIZED, WELL EQUIPPED. CLEAN. PRESENTABLE, A SHOW PIECE. NO PROBLEMS NOTED. ENGINE AND ENGINE BAY CLEAN, UNCLUTTERED AND VERY PRESENTABLE IN APPEARANCE. MODERN SOUND DEADENING / FIRE RETARDANT INSULATION ALWAYS A WELCOME UPGRADE.

HUGE AND RARE, THE SCRIPPS 6-158 IS A SHOWPIECE AND IS THE JEWEL WITHIN THE JEWELRY BOX OF THIS SPECIAL VESSEL. THESE RARE ENGINES ARE HIGHLY PRIZED THEMSELVES.

THIS ENGINE IN PARTICULAR, IS EXTREMELY WELL DETAILED AND PROFESSIONALLY PRESENTED AND IN WORKING ORDER AND READY FOR USE.

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

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. BOTH PROPELLER AND RUDDER IN NEED OF A GOOD POLISHING.

HELM: LOCATED TO PORT, UNDER THE HARD TOP IN THE COCKPIT AREA.

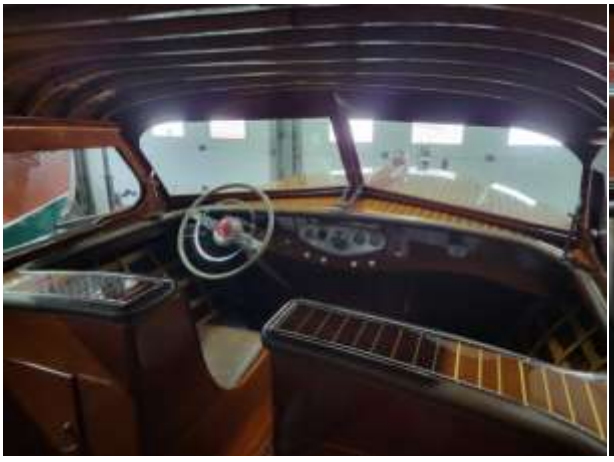
HELM FEATURES THE ORIGINAL LAYOUT AND EQUIPMENT INSTRUMENTATION. GAUGES AND CLUSTER (UPGRADED/ RESTORED). VINTAGE, ORIGINAL WHEEL, WITH HORN RIM. VINTAGE FOREDECK MOUNTED HORN. CHROME IN NEED OF POLISHING/ REFINISHING.

MAHOGANY DASH AND TRIM; EXCELLENT.

DASH MOUNTED THROTTLE AND GEAR SHIFT LEVERS AND STEERING WHEEL WERE FOUND TO BE IN VERY GOOD OPERABLE CONDITION WITH NO “PLAY” OR MECHANICAL OBSTRUCTIONS NOTED.

GAUGE CLUSTER; A SHOWPIECE.

DASH SWITCHES SHOULD BE LABELED TO AVOID CONFUSION.







ELECTRICAL: 12VDC SYSTEM.

FITTED WITH, AT THE TIME OF INSPECTION, QTY 2 BATTERIES IN DEDICATED ACID PROOF BOXES WITH COVERS. BULKHEAD MOUNTED ISOLATOR SWITCH.

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 (INDIVIDUAL PORT AND STARBOARD LIGHTS ARE MOUNTED CABIN-SIDE IN UNIQUE SIGNATURE GRAEVETTE WOODEN HOUSINGS WITH ORNAMENTAL TRIM. STERN LIGHT IS REPOST MOUNTED.

UNIQUE WHITE BOW LIGHT HOUSED IN BESPOKE CHROME CUTWATER/FAIRLEAD FITTING; CHROME IN NEED OF REFINISHING

FITTINGS WERE FOUND TO BE ORIGINAL TO THE VESSEL. ALL WERE PROPER SIZE AND IN PROPER LOCATIONS AND IN VERY GOOD CONDITION. VINTAGE / PERIOD CORRECT, LENSES ALL VERY GOOD. FITTINGS IN GOOD CONDITION.





ADDITIONAL. AUXILIARY EQUIPMENT:

TRAILER: 2007 "DHM"; HEAVY DUTY CUSTOM, DOUBLE AXLE, STEEL, BUNK STYLE; OF SUITABLE AND PROPER SIZE AND CONFIGURATION FOR SUBJECT VESSEL. VERY GOOD CONDITION.

MODEL AND SERIAL # UNKNOWN.

OVERALL COMMENTS:
"Exquisite and rare 1953 26' Hacker Craft Triple, fresh out of a full bottom up restoration which finished in the summer of 2019. The bottom was replaced with no soak 5200 style bottom. The decks and covering boards were replaced. The boat got new interior, all new wiring, gauges, chrome and more redone at time of restoration. The 302 Scripps was rebuilt by well known Scripps rebuilder. The boat is in immaculate condition and is show ready at this time. This is one of the last Hacker to be built at the original factory and a great addition to any collection." – Internet Sources.

RARE AND COLLECTABLE, GRAEVETTE VESSELS ARE IMMEDIATELY RECOGNIZABLE, RARE AND HIGHLY DESIRABLE.

THE NAMES “STREAMLINER AND SHEERLINER” THEMSELVES EVOKE DESIRE AND ADMIRATION AND ARE POPULAR COLLECTION AND RESTORATION CANDIDATES AS THEY ARE WELL BUILT AND HOLD THEIR MARKET VALUE VERY WELL.

RARE “S” COCKPIT STYLE SHEERLINER MODELS LIKE THIS ONE ARE PERHAPS THE MOST COLLECTIBLE OF GRAEVETTE RUNABOUTS AND ARE HIGHLY DESIRABLE.

IN PARTICULAR THIS MODEL WITH ITS RARE HARD TOP, COMBINED WITH THE SCRIPPS ENGINE, WHICH IS IN OF ITSELF A SHOWPIECE OF ART AND ENGINEERING, MAKES THIS BOAT SPECIAL AMONG RARE AND SPECIAL BOATS.

WOODWORK AND VARNISH ABOVE THE WATERLINE (SIDES AND DECKS, TOP) IS GOOD TO VERY GOOD, AND BEING A 2014 RESTORATION, COULD USE A BIT OF FRESHENING UP.

INTERIOR; EQUIPMENTS AND FINISHING’S; EXCELLENT.

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.

THE HULL IS CONSIDERED TO BE “SEAWORTHY” AND SYSTEMS COMPLIANT. VESSEL IN READY FOR USE.

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: **$150,000.00 (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.