

Marine Survey Report
#A23-0825
on the
CLASSIC Motor Yacht
“1958 Chris Craft SILVER ARROW”
On
August 25th, 2023
For
Condition & Valuation



Survey Effected For:

Mr. Carlos Ferreira
6985 S. Pecos Road
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C/O Brienna Evans
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Conducted By:

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Table of Contents:

- 2 • Vessel Survey Information
- 3 • Summary, Condition, and Valuation
- 4 • Safety Equipment (USCG, etc.)
- 4 • Vessel Detail & Observations
- 7 • Summary
- 8 • Notice to Purchaser
- 9 • Appendix -Photographic Support and Rubbings

VESSEL SURVEY INFORMATION

DATE OF SURVEY _____ August 25th , 2023

SURVEY LOCATION _____ Renton, WA, USA

SURVEYED BY _____ LYNNE H. REISTER, AMS®, CMI®

TYPE OF SURVEY _____ CONDITION AND VALUATION

NAME OF VESSEL _____ (un-named)

YEAR/MAKE/MODEL OF VESSEL^^ _____ 1958 Chris Craft Silver Arrow-Limited Edition

OVERALL VESSEL CONDITION _____ Show Room Condition: Bristol

ESTIMATED FAIR MARKET VALUE RANGE (AS IS) _____ \$68,000.00 to \$73,000.00

ESTIMATED REPLACEMENT VALUE RANGE (NEW) _____ \$900,000.00 to \$940,000.00 (Based on Material availability)

HULL IDENTIFICATION NUMBER ~ BUILDER'S HULL NUMBER _____ WNZ84488K020 / SA-19-009

STATE REGISTRATION NUMBER _____ WASHINGTON: WN 8723 SW

STATE ANNUAL DECAL NUMBER / EXPIRATION DATE _____ D-493623 / Expires: June 30, 2024

OWNER/SELLER _____ Ike Kielgass

BUILDER^^^ _____ Chris Craft Corporation, Algonac, Michigan

DESIGNER^ _____ Crafted by Christopher Columbus Smith

MATERIAL _____ WOODEN HULL – FIBERGLASS

COLORS _____ EXTERIOR: SILVER; INTERIOR: TANGO RED & WHITE UPHOLSTERY

HULL SERIES _____ SA: 001-092

LENGTH ^^ _____ 19' (18'9")

BEAM / DRAFT _____ 6' 5" / 20"

HEIGHT _____ 5' 6"

FREEBOARD _____ Forward: 31" / Aft 25"

WEIGHT^^^ / DISPLACEMENT^ / BALLAST^^^ _____ 2770-2860 Original Dry Weight (Not Weighed)U. S.

PROPULSION SYSTEM _____ Single Inboard

FUEL / FUEL CAPACITY^^ _____ Gasoline / 20 Gallons (US)

INTENDED USE/CRUISING AREA _____ MUSEUM DISPLAY

TRAILER _____

^ Information provided by Survey Report purchaser, Restorer, Owner, or Owner's Rep.

^^ Information per ship's papers or Manufacturer's Specifications.

^^^ Information per BUC Book, or other reliable publication.

VESSEL SUMMARY, CONDITION, AND VALUATION

Acting at the request of Brienna Evans for the benefit of Carlos Ferreira, the undersigned did on August 25th, 2023, attend on board the classic vessel "1958 Chris Craft -SilverArrow", while it was blocked on her trailer and afloat and underway for Sea Trial for inspection at Coulon Park Boat Ramp, Renton, WA and on Lake Washington, Seattle, Washington, USA. Attending the survey were Ike Kielgass, his crew of three (3), Andy Carlson Assistant to the Undersigned, and the undersigned marine surveyor. The weather was off and on rainy, and comfortable. Seas were calm for the most part.

SCOPE: The purpose of the inspection was limited to determining the general condition of the vessel's construction, machinery, equipment, and systems on this day only, for Condition and Valuation for Pre-Purchase.

The inspection is based on the agreement between the survey purchaser and the undersigned as represented in the Work Order - REQUEST FOR VESSEL SURVEY, PERMISSION TO BOARD, & DISCLAIMER signed by both parties prior to the inspection.

The vessel was carefully examined and tested in reasonably accessible places of the main strength members, the hull, deck, and cabin arrangement, by percussion sounding, scraping, and visual inspection with careful attention to normally suspect areas. Only accessible areas were inspected. A moisture meter was not used. Not destructive testing will be done during this. A full mechanical survey is not included, although always recommended. A limited external engine inspection was performed and if deficiencies were discovered they are reported herein; the undersigned is not a mechanical inspector. The valuation of this vessel presumes the satisfactory operation of the engine(s). The valuation of this vessel is as is on the date(s) of this survey inspection. A Sea Trial was accomplished. Unless otherwise stated in this report, the hull itself is in Good Serviceable condition. The Owner or the Owner's Representative «», was asked if the vessel has experienced any significant events; any major hull damage, any submersions or sinking, collisions, fires, etc. or the lack of knowledge of any such event. They indicated, to the best of their knowledge that no such events have occurred.

CONDITION:

SHOW ROOM CONDITION

VALUATION

ESTIMATED FAIR MARKET VALUE \$«».00 to \$«».00 US\$ AS IS

«»Thousand Dollars

Hull Number 9 of 92 Built

ESTIMATED REPLACEMENT VALUE (NEW) \$«».00 to \$«».00 US\$ AS IS US\$

«»Thousand Dollars

Signature Lynne H. Reister
Lynne H. Reister, AMS®, CMI®

September 4th, 2023
Valuation Date

Based upon the following sources:

Current Local Yachting Publications, Internet Resources, Trusted Industry Professionals
and the Surveyor's knowledge and experience.

Factors Influencing Vessel Valuation: Fine Condition. Performed as expected. Reputation of the Restorer, Rarity, Style and Class.

Valuation Method: Market Comparison of Like-Kind Vessels as available: For Sale: 1959 Silver Arrow Asking \$59,500.0 (CA); 1985 Silver Arrow Asking \$55,000.00 (CA); 1959 Silver Arrow #31 Asking \$124,995.00 (CA); 1958 Silver Arrow#3 Asking \$125,000.00 (KT); 1958 Silver Arrow Asking \$73,000.00 (CA)

The undersigned has determined that the value Range for this vessel is: \$68,000.00 to \$73,000.00 AS IS

VESSEL DOCUMENTS & SAFETY EQUIPMENT

FEDERALLY REQUIRED SAFETY EQUIPMENT

SHIP'S PAPERS:	State Registration Form Aboard: <u>Presented</u>	Title: <u>Presented</u>
NAVIGATIONAL LIGHTS	Port / Starboard / Stern <u>Operable</u>	International <u>Yes</u>
PERSONAL FLOTATION DEVICES (LIFE JACKETS):	None (Provided by participants)	
THROWABLE (TYPE IV)	One Cushion	
FIRE EXTINGUISHERS	One New Dry Chemical Mounted	
VISUAL DISTRESS SIGNALS	None	
SOUND PRODUCING DEVICE	HORN(S) – 12 VDC	

VESSEL DETAIL

Note: Measurements are Nominal

HULL INFORMATION~ Wooden Hull Details and Scantlings: **Material: Spruce and Fiberglass**

Construction Method:	Batten Seam Construction (Plank on Frame), Underbody is double planked. The Deck is Fiberglass		
Decks/ Deck Beams:	Deck is Fiberglass with Longitudinal Battens		
Keel / Keelson:	Approx. 2 1/2 " increasing to 3" moving aft		
Stem: Approx. 8-8 1/2 " (Bullnose)	Breast Hook: None	Transom: Vertical Planked	
Planking:	Spruce Plywood	Framing: 1" by Approx. 2 1/2 " Bay width varies	
Hull to Deck Joint Type and Fastenings:	Clamp	Floors: Approx. 1" x 6-7" Limbered	
Finishes:	FINE Condition		
Fastenings: Bronze	Keel Bolts: Bronze		
Sheer Line: "Fair to the Eye"	Hull Protection: Rub Strake / Fender(s): Two (2) Red Fenders, Lines are Good		
Hull Condition: Very Good, Well above average	Hull Colors: Silver with Red Accents Underbody: White		
Topsides Condition and Finish:	FINE Condition		
Condition of the Bilge Areas: Spotless (Painted)	Water: None	Oil: None	Debris: None
Deck Hardware: All Original	Underbody Condition and Finish: Excellent		
Damage or Repairs Noted:	None Observed		

Lodestar Marine ~ Surveying and Consulting

Survey Report #A23-xxxx on the vessel "1958 Silver Arrow", August 25th, 2023 Page 4 of 20 © lsm 1/2023

MACHINERY AND PROPULSION

Main Engine(s): Dearborn Interceptor (Ford 312) **HP:** 215 **RPM:** 4200 **SN:** 876(?)

Engine Hours: 12.4 Hours on Meter By gauges, not confirmed **Serial Numbers:** 876 (Not Confirmed)

Marine Gear: Borg Warner (1971**) VELVET DRIVE **Model:** AST-(?) IC **Serial#:** 24 (?)64 **Ratio:** 1:1

Gauges: **RPM:** ✓; **Temp:** ✓; **Voltage:** ✓; **Oil Pressure:** ✓; **Fuel:** Dip Stick; **Other:** ~

Start-In-Gear Protection: Confirmed **Drive:** Direct

Age of Engine(s): Not Stated

Rebuild Info: «»

Engine Beds: Solid Timber

Engine Mounts: Type / Condition: «»

Engine Controls: Original

Cruising Speed: «»

Steering: Wheel, Mechanical

Attached Units: «»

Cooling System: Freshwater with Heat Exchanger
Drawn to Inspect

Hose Condition: Good and Serviceable

Pencil Zincs: Not

Exhaust System: Wet Exhaust -Wet, Dual exhausts

Exhaust Double Clamped: Yes

Muffler(s): N/A

Belt Condition: Good and Serviceable

Pulley Condition: Good and Serviceable

Shaft Size(s) and Material(s): Stainless Steel / Appears to be 1"

Shaft Gland / Seal: Traditional Bronze Packed Gland

Rudder / Material: Bronze Spade

Rudder Housing: Solid Timber

Engine Raw Water-Cooling Intake Valve: Portside Underbody

Raw Water Sea Strainer(s): None

Shaft Coupling Wired: NoneNo, Bearing in line

Oil Pans: None

Strut(s): Single Broze Strut

Strut Bearing(s): Cutlass (New)

Propeller Information: Single 3 Blade Bronze **Spare Props:** None Observed or reported **Prop Nut(s):** Bronze Castle Nut

Engine Space Condition: Spotless

Engine Room Ventilation: Natural Flow

Battery: Single START DYNO Type

Remarks: The original engine was a Dearborn Interceptor; it was replaced with the same Make and Model. The vessel fuel, bonding and grounding systems shall comply with 33 CFR 183- Subpart J—a comprehensive electrical and mechanical inspection will assure the vessel is in compliance for areas unobserved at this inspection. Further, Voluntary Standards for Recreational Vessels by the American Boat & Yacht Council and the National Fire Protection Association have standards for more newly manufactured vessels; it would be a good idea to have your mechanic and electrician review your system installations and upgrade to the most recent ABYC and NFPA 302. Standards are routinely improved and upgraded; a prudent owner would give consideration to upgrading systems throughout to current standards.

OBSERVATIONS, NON-STANDARD CONDITIONS & MAINTENANCE ITEMS

Note: Newer Standards: Since the time of this build a number of newer recommended Standards have been developed which are required of vessel manufacturers. Those newer Standards are not imposed upon vessels built before the Standards were in place. A number of these Standards are important to the vessel safety and those aboard. The undersigned will refer to those which they feel apply to this vessel subject to their applicability and the intended use of the vessel, such as Smoke and CO detectors and High-Water Alarms to mention a few. Some Insurance carriers may require them.

1. **OBSERVATION:** The wiring has been fully renewed with Marine approved retro wires, harnessed and secure.
ACTION: None
2. **OBSERVATION:** All wood structures are in fine condition. Hull interior is coated well, one or two holidays on hard-to-reach spots.
3. **OBSERVATION:** The fuel Tank is non-original in very good condition. Strapped in place.

TRAILER INFORMATION:

Make: KING **Model:** Boat **Year:** No Information **Length:** Not measured

Weight: No Information **Materials:** Galvanized Steel

VIN: 4XBRE202XWA001183 **Axels:** Dual **Spare Tire:** One-Mounted **Tires:** Good Tread, light if any wear

Bearing Guards: Tennis Ball Covers **Brakes:** Surge (Not tested)

State Registration: Washington State / AL4619 **Tab:** Current **Ball Size:** Not recorded

Other Details: Fenders (Galvanized), Stem post with Winch and newer webbing; All rollers near new; Trailer lights operable; Jack Stand;

ADDITIONAL EQUIPMENT ABOARD:

- Loading guide (Starboard)
- AmericanFlag and Staff

Summary

In accordance with the request for a marine survey of the vessel “1958 Chris Craft – Silver Arrow” 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 August 25th, 2023, was found to be a well-constructed, appointed, and comfortable vessel. Other than the discrepancies noted in the body of the report, the “1958 Chris Craft – Silver Arrow” is considered to be **“Fit For Its Intended Service and Suitable For Its Intended Use”** as a Recreational vessel for operating in the local waters of the Pacific Northwest.

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 is 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.

The report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR Andy Carlson September 4th, 2023
Assistant to the Undersigned

ATTENDING & PRINCIPAL SURVEYOR Lynne H. Reister September 4th, 2023
Lynne H. Reister
Accredited Marine Surveyor

Report Date



Membership/Affiliations

SAMS – Society of Accredited Marine Surveyors, AMS®
ABYC – American Boat and Yacht Council
NWWB – Northwest Women in Boating
M V Lotus – M V Lotus Foundations, Board of Directors (Retired)
LULA – Lake Union Liveaboard Association, Board of Directors
IAMI – International Association of Marine Investigators, CMI®
NMTA – Northwest Marine Trade Association



The only true copy of this survey report is that with the surveyor’s embossed decal and wet signature

Notice to the Survey Purchaser

This report is issued without prejudice, solely for the use of the below signed purchaser named on Page 1 of this report, any other unauthorized use by others may be unlawful. Subsequent updating and transfer of this survey report is solely the right of the surveyor. This report should be considered as an entire document. No single section is intended to be used except as part of the whole. Electronic copies of this document are protected. Should the Purchaser of this survey desire to sell or otherwise consign this report to another party, the undersigned surveyor, with authorization of the report purchaser, reserves the right to provide services, for a fee for consultation or any onboard service to the person in receipt of the report. ***The use of this survey by any other than the Original Purchase of this survey, without the consideration to the undersigned, voids this document.***

This survey report is based on the professional opinion of the individual marine surveyor, the BUC Research compilation of data of like kind boats in the market place, and represents the surveyor's opinion and knowledge of local marine market conditions. This survey report is issued subject to the condition that neither the surveyor nor his employing firm are to be held liable for errors of any kind. This includes any omission, negligence, inaccuracy, misrepresentation, or misstatement in this report, or in his performance as a marine surveyor. This report is only a statement of opinion and describes the vessel on the day and time it was surveyed only, is neither a guarantee nor a warranty of the present or future condition of the vessel, its hull, machinery, unforeseen or undetected damages, or other conditions that may exist.

The contents of any enclosures or attachments referred or included with this report shall be 'included by reference', as part of this report. File records of this survey inspection will be retained for a single calendar year and discarded.

The terms as described in the Work Order - REQUEST FOR VESSEL SURVEY, PERMISSION TO BOARD, & DISCLAIMER signed by both parties' stands as the terms of this survey inspection

The use of this report for any purpose shall indicate the purchaser's acceptance of the above conditions.

OFFERED:	<u>Lynne H. Reister</u>	<u>September 4th, 2023</u>
	Lynne H. Reister	Report Date
	Accredited Marine Surveyor, SAMS®, CMI®	
ACCEPTED:	<u>Carlos Ferreria</u>	<u>2023</u>
		Date
ACCEPTED:	<u>Brienna Evans</u>	<u>2023</u>
		Date

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (U.S.C.G.), 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), USCG APPLICABLE NVIC'S, AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) AND OTHERS ORGANIZATIONS HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. THIS WAS A LIMITED INSPECTION, BY TIME AND REQUEST. THE PERMISSION TO BOARD, REQUEST FOR A MARINE SURVEY & DISCLAIMER SIGNED BY THE CLIENT AND THE UNDERSIGNED IS INCLUDED HERE BY REFERENCE. ONLY THE APPLICABLE, AND BY NO MEANS IS IT REPRESENTED THAT EACH AND EVERY STANDARD AND/OR PRACTICE WAS REVIEWED AT THIS INSPECTION.

THE SURVEY INSPECTION IS LIMITED BY ITS VERY NATURE. THE SURVEYOR ATTEMPTS TO BE AS THOROUGH AS POSSIBLE IN THE TIME ALLOWED, WITH CAREFUL ATTENTION TO NORMALLY SUSPECT AREAS. NO DOUBT, MORE DETAILS CAN BE LEARNED WITH EXTENDED TIME ON THE VESSEL. MORE TIME IS AN OPTION SELECTED ON AN HOURLY RATE BY THE PURCHASER OF THE SURVEY.

SHOULD THIS VESSEL BE INSPECTED BY THE UNDERSIGNED AT ANY FUTURE TIME, INFORMATION FROM THIS INSPECTION AND REPORT MAY BE UTILIZED TO PROVIDE INFORMATION.

THE UNDERSIGNED RESERVES THE RIGHT TO AMEND OR OTHERWISE MAKE ADDITIONS TO THIS REPORT WHEN ANY RELEVANT INFORMATION IS PRESENTED. THE ONLY TRUE COPY OF THIS SURVEY REPORT IS THAT WITH THE SURVEYORS EMBOSSED DECAL.

APPENDIX: PHOTOGRAPHIC SUPPORT

PLEASE NOTE: there may be comments or recommendations for action in the photographs below.



Vessel Hull Identification Number / Rubbing



Starboard Quarter (Out of Water)



Port Quarter (Out of Water)



Port Bow



Fore Deck



Aft Deck looking forward



Engine Installation



Engine Detail



Marine Transmission



Under Water Propulsion Equipment



Steering Station



Driver's Bench Seat



5

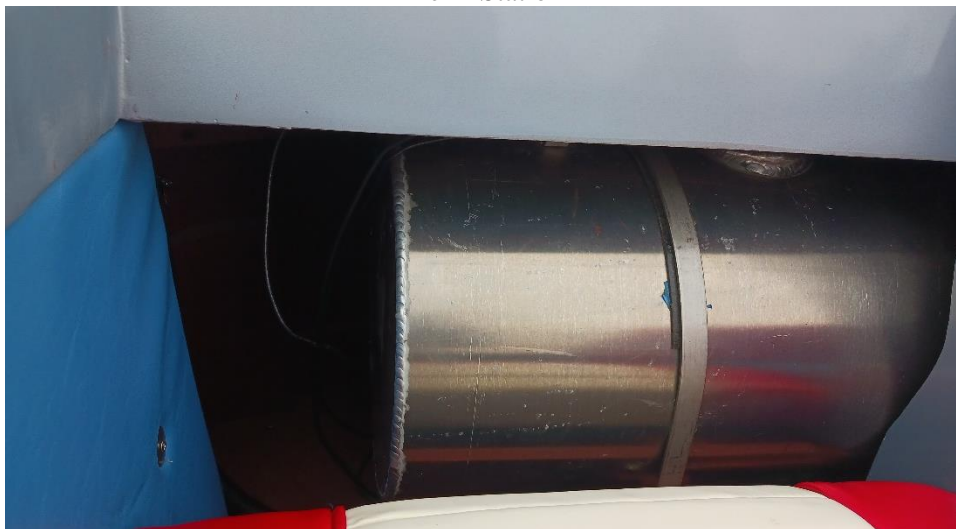
Guest Seats



Launching



Helm Station



Fuel Tank



Fin Details



Construction Detail: View of forward hull interior



Original Hardware

5



Engine Cowling



Silver Arrow on Trailer



Exhaust are Trident Hose and Copper to transom



Afloat



Underway to Sea Trial

The Sea Trial went very well, the engine started readily, the initial white smoke dissipated immediately. The Silver Arrow performed as designed and expected. She reached her rated RPM with no vibration. There was a light chip and she handled it smartly!

Noye: There are very rough videos available from the boat on the sea trial.

She Is a Fine Vessel!