Christian A. Syoen Marine Surveyor LLC.

This is your life, grab it by the helm!!

1942 Chris-Craft 16' Special Race Boat, Model # 42-4

"SCRAPPY"

Membership with the Society of Accredited Marine Surveyors and the American Boat & Yacht Council

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Report of Marine Survey

Of the Vessel

"SCRAPPY"

1942 Chris-Craft 16' Special Race Boat, Model # 42-4

CONDUCTED BY

Christian A. Syoen
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CHRISTIAN A. SYOEN MARINE SURVEYOR LLC.

PREPARED FOR

Carlo Ferreira

SOCIETY OF ACCREDITED MARINE SURVEYORS, ABYC, NFPA, NMEA

INTRODUCTION

PURPOSE & SCOPE

The attending Surveyor attended aboard the 1942 Chris-Craft 16' Special Race Boat, Model # 42-4 "SCRAPPY", at the request of Carlo Ferreira, beginning . The Survey was requested to determine the physical condition and value of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities. Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed. This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

The purpose of a marine survey is to determine whether or not a boat is considered a good marine risk. To determine if a boat is a good marine risk the boat's construction, structure, systems, and overall appearance are surveyed to verify it is in compliance with commonly accepted industry standards and practices which are generated by ABYC, NFPA, CFR, and USCG standards and guidelines.

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), 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) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

DEFINITION OF TERMS

The definitions of the following terms and acronyms used in this report have the following general and approximate meanings as used in this Report of Survey:

ABYC:

American Boat and Yacht Council. A trade organization (non-government/non-military/non-DOT affiliated) that recommends standards and guidelines pertaining (to the manufacture and repair of watercraft with regards to (but not limited to) the safety of a watercrafts occupants and the watertight integrity of the watercraft.

AFT:

Towards the transom or back of the boat.

APPEARED:

Indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

F:

Referring to degrees fahrenheit.

FORWARD:

Towards the bow or front of the boat.

FRP:

Fiber reinforced plastic, commonly referred to as "fiberglass".

HAMMER SOUNDINGS:

This indicates that a wooden hammer (non-marring) was used to percuss the described area in order ascertain an approximate indication of the status of the FRP and/or core material. "Crisp and sharp" hammer soundings typically are associated with solid and serviceable FRP and/or core material with delamination and/or deterioration of the FRP and/or core material being unlikely. "Soft and dull " hammer soundings typically are associated with soft and not structurally sound FRP and/or core material with delamination and/or deterioration of FRP and/or core material being likely.

MOISTURE METER:

An Electrophysics GRP 33 moisture meter is used. 0-14% indicates an approximate reading that the FRP and/or core material is likely "dry", 15-25% indicates an approximate reading that the FRP and/or core material is likely "moist", 26-30% indicates an approximate reading that the FRP and/or core material is likely wet.

NFPA:

National Fire Protection Association. A trade organization (non-government/non-military/non-DOT affiliated) that recommends manufacturing standards and guidelines pertaining to fire safety on boats.

NMEA:

National Marine Electronics Association. A trade organization (non-government/non-military/non-DOT affiliated) that recommends standards and guidelines pertaining to marine electronic devices that are used on boats.

NOT ACCESSIBLE:

Meaning that a particular area or item was not able to be inspected due to lack of access. If a panel/door/hatch/etc is not able to be opened without the use of tools or a key it is deemed "not accessible".

SERVICEABLE:

Fulfilling its function adequately (usable at the time of Survey).

STARBOARD:

Referring to the right side.

POWERED UP:

Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

PORT:

Referring to the left side.

USCG:

United States Coast Guard

WETTED SURFACE:

This indicates that this item or portion of the boat is typically below the surface of the water, typically the bottom and exterior transom are referred to when this phrase is used.

Unless specifically noted otherwise, there were no measurements or calculations performed during the survey except for determination of a tanks capacity if it is not labeled with such information. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED:	Pre-Purchase for Buyer
DATE AND TIME OF SURVEY:	June 20, 2023
VESSEL TYPE:	16' Special Race Boat, Model # 42-4
VESSEL BUILDER:	Chris-Craft
HIN (HULL IDENTIFICATION NUMBER):	42519, standard HIN not present, not applicable at the time of the boat's manufacture.
MODEL YEAR:	1942 per registration
STATE REGISTRATION NUMBER:	MC 9792 NW (current).
LENGTH OVERALL (LOA):	Measured approximately 16'
BEAM:	Measured approximately 5' 10"
DRAFT:	Measured approximately 21"
LOCATION OF SURVEY INSPECTION:	Mayea Boatworks, Ira Twp. MI
VESSEL OWNER:	Martin Wietecha
PERSONS IN ATTENDANCE DURING SURVEY:	Myself, Madelyn Syoen (daughter/assistant), Larry Mayea
WEATHER CONDITIONS PRESENT:	70 F +, sunny, calm winds
COMMENTS:	Boat was on its trailer and in a building.

RATING & VALUATION

VESSEL OVERALL RATING:	****EXCELLENT
ESTIMATED MARKET VALUE:	**$67,448** $67,448
ESTIMATED REPLACEMENT COST:	**$771,000** $771,000

VESSEL CONSTRUCTION
HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

Forward Cockpit Racing Runabout

HULL DESIGN TYPE

Modified-V, planing type, with flared bow, hard chines and a ventilation step.

HULL MATERIAL

The hull sides, bottom, and transom are constructed of carvel plank on frame wood construction consisting of mahogany and oak wood. No signs of deterioration were detected with the moisture meter or soundings with a hammer.

The wetted surface of the bottom was covered with a layer of epoxy fiberglass. Moisture meter readings of the wetted surface of the bottom below the waterline were approximately 16-26% (moist/wet). Hammer soundings were conducted on the entire wetted surface of the bottom below the waterline, a small wood hammer was used for these soundings. Soundings were crisp and sharp with no evidence deterioration or delamination. Hammer soundings and moisture meter readings were partially hindered due to the trailer bunks/axles/structure.

The ventilation step has vertical ventilation tubes at either outboard side. The tubes and their through hull fittings were securely installed and in serviceable condition.

EXTERIOR FINISH

The above waterline hull sides, decks, and transom were sealed with numerous coats of a high quality marine grade varnish that was exceptionally bright and fare. The varnished finish was in excellent condition and completed to a high standard. No signs of deterioration were detected with the moisture meter or soundings with a hammer.

GENERAL EXTERIOR CONDITION

All exposed planks on the decks, hull sides, bottom, and transom were securely fastened. All exposed planks on the boat were in serviceable condition and not displaying any signs of "cupping" or "lifting". All wood plugs (bungs) were securely in place over the fastening screws (no wood plugs (bungs) were removed to check fasteners).

BULKHEADS

Athwartships reinforcement enhanced by bulkheads that are fastened to the hull. The bulkheads were made from mahogany plywood and coated with paint, serviceable condition and free from significant defect where sighted. No signs of deterioration were detected with the moisture meter or soundings with a hammer.

STRINGERS/TRANSVERSALS

Wood longitudinal stringers were in serviceable condition showed not significant visual defect where able to be sighted. No signs of deterioration were detected with the moisture meter or soundings with a hammer.

STEM

Not able to be accessed for inspection.

KEEL

An oak wood keel was in place it was in serviceable condition showed not significant visual defect where able to be sighted. No signs of deterioration were detected with the moisture meter or soundings with a hammer.

STRUCTURAL FRAMES

Athwartships reinforcement enhanced by frames that are fastened to the hull. The frames were made from mahogany wood and coated in red paint, serviceable condition and free from significant defect where sighted. No signs of deterioration were detected with the moisture meter or soundings with a hammer.

WOOD FASTENING HARDWARE

Reportedly, Silicone Bronze and Stainless Steel fasteners.

BILGES

Bilge spaces throughout the boat were painted and well kept.

GENERAL BILGE CONDITION

The bilge space was clean and orderly.

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear, where sighted.

DECK ARRANGEMENT

RUB-RAILS

Stainless steel compression striker rub-rails.

EXTERIOR EQUIPMENT

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's interior and exterior hardware.

All hardware was highly polished, securely installed, and in like new condition.

CLEATS

Cleats throughout the vessel were stainless steel horn type.

EXTERIOR COVERS

Full boat storage cover was present and in place, tan in color and in serviceable condition.

TRAILER

Single-axle steel trailer. VIN not present. Michigan license plate not present.

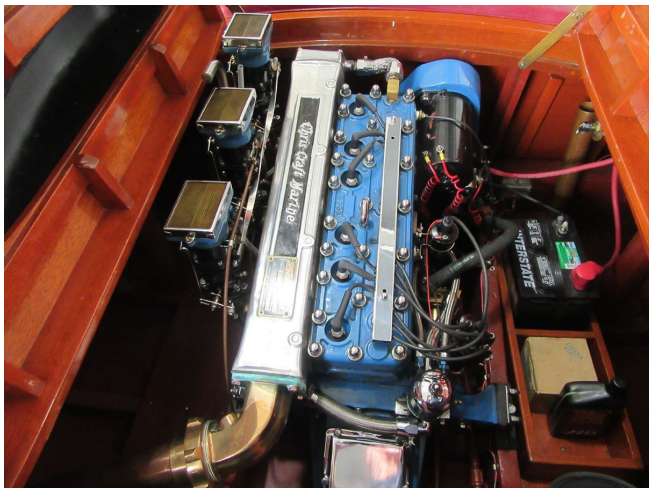
The tires were inflated and appeared to be holding air. NOTE: no Survey or inspection of the trailer has been conducted by this Surveyor beyond an appraisal of its approximate value based on the overall appearance of the trailer. All trailers should be inspected and serviced by a Qualified Trailer Technician, and the electrical system and brakes should be tested when connected to a towing vehicle to ascertain road worthiness and legal requirements for over the road use.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE MODEL

Chris-Craft KB in-line six cylinder, triple downdraft carburetors



NUMBER OF CYLINDERS

Six (6) in-line configuration.

ENGINE HOURS

No hour meter present on the boat.

ENGINE SERIAL NUMBERS

KB22936

ENGINE INSTRUMENTATION

Main engine instrument gauges were installed at the helm.

ENGINE COOLING SYSTEM TYPE

Raw Water Cooled.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers, appeared to be securely installed and in serviceable condition.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE ROOM AIR BLOWERS

None sighted. Blower systems were not available at the time of this boats manufacture.

FINDING A-1

SEACOCKS/SEA-VALVES

Raw water seacocks were ball valve or gate valve type. Lubricate, exercise, and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean, and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device. The seacock opened and closed as intended with minimal effort.

HOSES

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing.

HOSE CLAMPS

Double clamped, where sighted. Always recommend installing corrosion resistant marine grade stainless steel hose clamps where appropriate.

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

In-line Direct Drive.

TRANSMISSIONS/GEARS

Paragon Power.

GEAR RATIO
1.0 : 1 ratio.

FUEL SYSTEMS

FUEL SYSTEM TYPE
Gasoline.

FUEL TANK MATERIAL
5052-H32 Aluminum.

NUMBER OF FUEL TANKS
One (1).

FUEL TANKAGE CAPACITY
Approximately 18 gallons per the calculated dimensions of the tank.

FUEL TANKAGE SECURING
The tank was secured where sighted.

FUEL TANKAGE LOCATION
Centerline under the aft deck.

FUEL TANKAGE & FUEL FILL GROUNDING
Fuel fill deck fitting and fuel tank are properly grounded where sited.

FUEL LINES/HOSES
Copper fuel lines, with flexible hose to engine connections.

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE
12 Volt systems.

BATTERIES
One Interstate group 24 lead acid wet cell battery.

BATTERY SWITCHES
One quarter turn battery switch, appeared to be in serviceable condition, securely installed, and functioned as intended.

BATTERY CHARGERS
None sited.

DC SYSTEM WIRING TYPE
PVC jacketed multi-strand copper wires, labeled as marine grade wire, appeared to be as original from manufacturer.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

No AC electrical system was present on this boat.

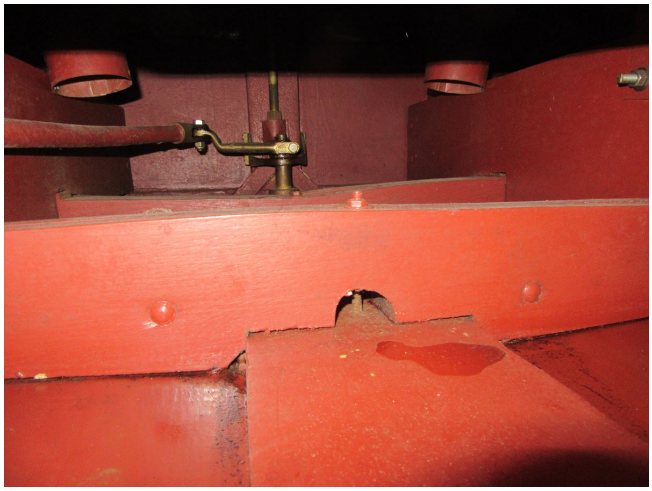
STEERING SYSTEMS

STEERING SYSTEM TYPE

Mechanical steering, appeared serviceable, not tested.

RUDDER LOG PACKING GLANDS

Unable to inspect due to lack of access.



SAFETY EQUIPMENT

SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)

None sighted. Provide properly sized and rated U.S.C.G. Approved Personal Flotation Devices for each person onboard.

FINDING A-2

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

None sighted.

FINDING A-3

FIRE EXTINGUISHERS (46 CFR 25)

Kidde type ABC size B-1 extinguisher, older than twelve years old.

FINDING A-4

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

Day/Night Visual Distress Signals were Hand-Held Flares. Expired.

FINDING A-5

SOUND PRODUCING DEVICES (33 CFR 83)

None sighted.

FINDING B-1

NAVIGATION LIGHTS (33 CFR 83)

USCG approved two nautical mile navigation lights, serviceable condition, securely installed, and functioned as intended.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

One (1) Attwood 4172 12 volt DC bilge pump, serviceable condition, securely installed, and functioned as intended.

COMMENTS

Highly recommend weekly testing of bilge pump operation, adequate dewatering ability and removal of any bilge pump debris.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

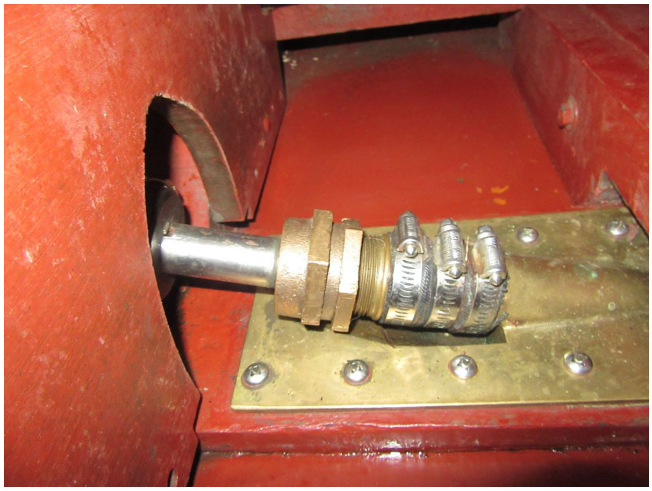
One RH cupped Nibral three blade Michigan Wheel 13" x 14P, in serviceable condition and securely installed, spun without excessive force.

PROPELLER SHAFTS

Stainless Steel, 1'' inch diameter.

PROPELLER SHAFT LOGS

Bronze-alloy wax infused flax packing gland seal assembly; hose, clamps, and packing gland assembly were securely installed with no significant visual signs of defect



PROPELLER SHAFT STRUTS

Bronze-Alloy I-Beam type propeller shaft strut.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

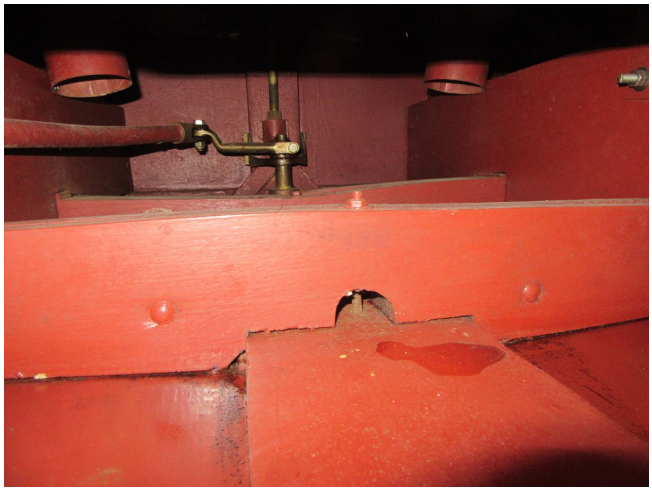
The Cutless Bearing showed no significant signs of age or wear, no significant visual defect, and was securely installed.

RUDDER MATERIAL

Bronze-Alloy.

RUDDER MOUNTING

Unable to inspect due to lack of access.



Findings & Recommendations

Deficiencies noted under ''FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS'' should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under ''SECONDARY PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION'' should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain it's value.

Deficiencies noted under ''SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS'' are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

A. FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS

B. SECOND PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION

C. SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

A: SAFETY DEFICIENCIES

FINDING A-1 **ENGINE ROOM AIR BLOWERS**

No blower system was present.

RECOMMENDATION

Install a blower system to ventilate the machinery space.

FINDING A-2 **WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)**

There were no Type I, II, or III Personal Flotation Devices observed onboard the vessel.

RECOMMENDATION

Provide Approved Personal Flotation Devices for each person onboard to comply with USCG Safety Regulations.

FINDING A-3 **THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**

There was no Type IV Throwable PFD observed onboard.

RECOMMENDATION

Provide at least one Type IV Throwable PFD onboard to comply with USCG Safety Regulations.

FINDING A-4 **FIRE EXTINGUISHERS (46 CFR 25)**

The handheld fire extinguisher was older than twelve years old.

RECOMMENDATION

Remove and replace any portable fire extinguishers that are over twelve years old.

FINDING A-5 **VISUAL DISTRESS SIGNALS (33 CFR 175.101)**

The Visual Distress Signals were expired.

RECOMMENDATION

Provide current dated Visual Distress Signals to comply with USCG Regulations.

B: OTHER DEFICIENCIES REQUIRING ATTENTION

FINDING B-1 **SOUND PRODUCING DEVICES (33 CFR 83)**

There was no emergency sound signaling device observed onboard.

RECOMMENDATION

Provide an Approved Sound Signaling Device to comply with USCG regulations for Sound Devices.

SUMMARY

VESSEL CONDITION

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition developed by BUC RESEARCH is deemed to be an accepted marine industry standard for boats, I have adopted this grading system as a guideline for determining the OVERALL VESSEL RATING OF CONDITION of this boat.

The following is the accepted BUC RESEARCH grading system:

''EXCELLENT (BRISTOL) CONDITION'', is a vessel that is maintained in mint or bristol fashion (usually better than factory new, loaded with extras, a rarity).

''ABOVE AVERAGE CONDITION'', has had above average care and is equipped with extra electrical and electronic 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 extras.

''RESTORABLE CONDITION'', enough of hull and engine exists to restore the boat to usable condition.

As a result of the survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS of this report and by virtue of my experience, it is my opinion that the OVERALL VESSEL RATING OF CONDITION is as follows:

EXCELLENT

EXCELLENT

STATEMENT OF VALUATION

1. The ''FAIR MARKET VALUE'' is the most probable price in terms of money, which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale, as of a specified date and the passing of title from seller to buyer under conditions whereby:

a. Buyer and seller are typically motivated.

b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.

c. A reasonable time is allowed for exposure in the open market.

d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

e. The price represents a normal consideration for the vessel sold, unaffected by special or creative financing or

sales concessions granted by anyone associated with the sale.

Estimated Fair Market Value is determined using a cross reference of data from Soldboats.com, BUC Used Boat Pricing Guides, NADA, Yachtworld.com, Boats.com, and other online sales listings or dealers. Adjustments are made for condition and related equipment. The Estimated Fair Market Value is for the vessel in its condition on the date or dates of the survey, prior to any repairs or maintenance.

After the above mentioned resources were researched the following values were noted:

Average BUC value: $14,800 - not considered applicable and not included in this calculation

Average soldboats.com value: $57,000

Average antiqueboatamerica.com value: $59,300

Average absoluteclassics.com value: $88,500

Average antiqueboatsales.com value: $64,995

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the surveyor's opinion that the ''FAIR MARKET VALUE'' of the subject vessel is:

$67,448

$67,448

Sixty-Seven Thousand, Four Hundred Forty-Eight US Dollars

Estimated Replacement Cost is determined using a cross reference of data obtained from Boat Dealers and other online resources.

The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer, BUC RESEARCH is utilized to determine this value. The "ESTIMATED REPLACEMENT COST" of the vessel is:

$771,000

$771,000

Seven Hundred Seventy-One Thousand US Dollars

Report Summary

SUMMARY

In accordance with the request for a marine survey of this boat 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 the date listed in this report. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

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 are 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 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.
This report is to be considered an entire document, no single section or part is meant to be used except as part of the whole.

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

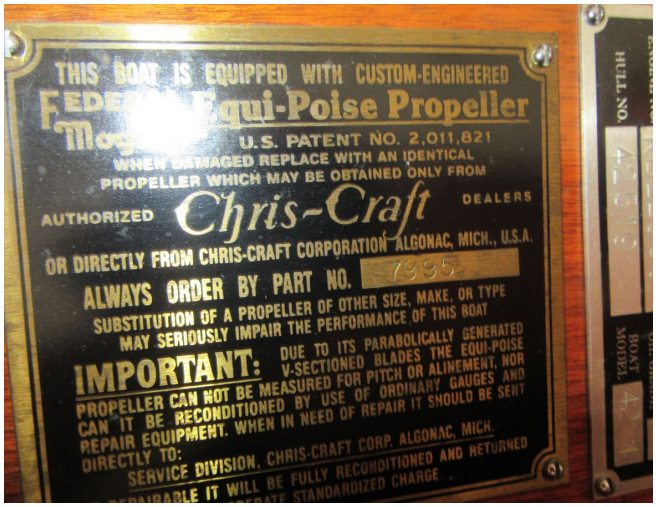
This report does not constitute a warranty either expressed, or implied; nor does it warrant the future condition of the vessel; it is a statement of the condition of the vessel at the time of the survey only.

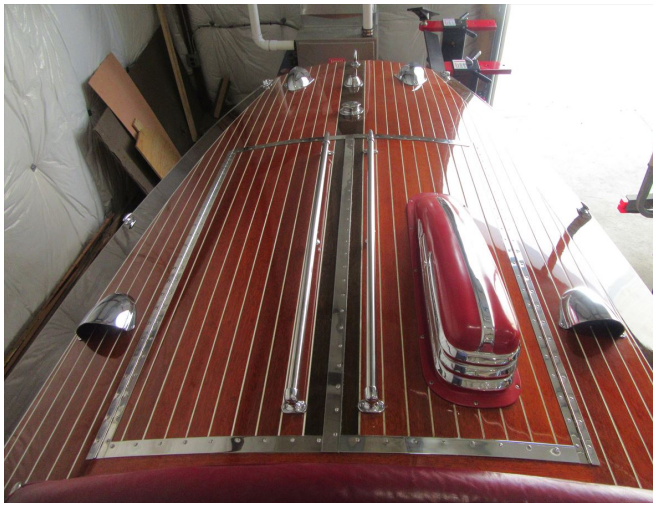
Survey report completed on June 24, 2023.

Christian A. Syoen, AMS #1372
25500 Crocker Blvd.
Harrison Township, MI 48045
810-531-0992

Photos


Chris-Craft
RUNABOUTS
UTILITY BOATS
SPECIAL RACE BOATS
CRUISERS
YACHT TENDERS
MARINE ENGINES
SPECIAL RACE BOAT
Chris-Craft boats are the finest that skill and craftsmanship can produce, but long-life satisfaction depends upon the care given the engine. As engine operation depends on lubrication, we recommend that you use the same oil we use, Duplex Marine Engine Oil, or oil of equally high grade characteristics and quality. The grade stamped below should be used. Duplex may be obtained from our dealers or from the makers, the Enterprise Oil Co. Inc., Buffalo, N.Y.
CHRIS-CRAFT CORPORATION
ALGONAC, MICHIGAN, U.S.A.
ENGINE NO. KB22936
USE DUPLEX OIL GRADE S
HULL NO. 42519
BOAT MODEL 42-4


THIS BOAT IS EQUIPPED WITH CUSTOM-ENGINEERED
Equi-Poise Propeller
U.S. PATENT NO. 2,011,821
WHEN DAMAGED REPLACE WITH AN IDENTICAL
PROPELLER WHICH MAY BE OBTAINED ONLY FROM
AUTHORIZED Chris-Craft DEALERS
OR DIRECTLY FROM CHRIS-CRAFT CORPORATION ALGONAC, MICH., U.S.A.
ALWAYS ORDER BY PART NO. 7995
SUBSTITUTION OF A PROPELLER OF OTHER SIZE, MAKE, OR TYPE MAY SERIOUSLY IMPAIR THE PERFORMANCE OF THIS BOAT
IMPORTANT: DUE TO ITS PARABOLICALLY GENERATED V-SECTIONED BLADES THE EQUI-POISE PROPELLER CAN NOT BE MEASURED FOR PITCH OR ALINEMENT, NOR CAN IT BE RECONDITIONED BY USE OF ORDINARY GAUGES AND REPAIR EQUIPMENT. WHEN IN NEED OF REPAIR IT SHOULD BE SENT DIRECTLY TO:
SERVICE DIVISION, CHRIS-CRAFT CORP. ALGONAC, MICH.
IT WILL BE FULLY RECONDITIONED AND RETURNED
STANDARDIZED CHARGE
HULL NO.
BOAT MODEL
42-4



Photos