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**REPORT OF MARINE SURVEY
OF
1941 Chris Craft 17' Deluxe Barrel Back Runabout**



Prepared for:



By:

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Date:

October 7, 2010

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TABLE OF CONTENTS

I. INTRODUCTION	3
SCOPE OF SURVEY	3
DEFINITION OF TERMS	3
II. FINDINGS AND RECOMMENDATIONS	3
III. GENERAL INFORMATION	4
DESCRIPTION	4
IV. SYSTEMS	4
A. HULL, DECK AND SUPERSTRUCTURE	4
1. HULL TOPSIDES	4
2. UNDERWATER HULL	5
3. DECK	5
4. COCKPIT	6
B. INTERIOR	6
C. PROPULSION & MACHINERY	6
1. MAIN ENGINE	6
2. TRANSMISSION:	7
D. ELECTRICAL SYSTEM	7
1. DC SYSTEM	7
2. AC SYSTEM	8
E. FUEL SYSTEM	8
F. STEERING SYSTEM	8
G. GROUND TACKLE	9
*H. ELECTRONICS AND NAVIGATION EQUIPMENT	9
I. THRU HULLS	9
J. BONDING SYSTEM	9
K. SAFETY EQUIPMENT	9
1. USCG REQUIRED	9
2. OTHER	10
V. SUMMARY AND VALUATION	10
A. SUMMARY OF FINDINGS	10
* A. SAFETY DEFICIENCIES	10
* B. DEFICIENCIES NEEDING ATTENTION	10
* C. SURVEYOR'S NOTES AND OBSERVATIONS	10
B. NARRATIVE SUMMARY	10
C. STATEMENT OF OVERALL VESSEL RATING OF CONDITION	10
D. STATEMENT OF VALUATION	11
E. SURVEYOR'S CERTIFICATION	11

I. Introduction

Acting at the request of [REDACTED] the undersigned surveyor boarded the [REDACTED] at [REDACTED] [REDACTED] in order to conduct a Condition and Value survey. The Hull Identification Number, [REDACTED] was verified from the vessel's Chris Craft ID plate and the State Registration Number [REDACTED] matched the lettering displayed on the bow. A sea trial was not performed. An out of water inspection of the hull's wetted surface area was performed

The reason for the survey was to ascertain the physical condition and value of the vessel. No electrical power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

Scope of Survey

This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchor and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas also precluded inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, however, it is not to be considered an inventory or a warranty either specified or implied.

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 following terms and words have the following meanings as used in the Report of Survey:

APPEARS: Indicates that a very close inspection of the particular system, component or 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 tests).

FIT FOR INTENDED SERVICE: Service for which it was designed and manufactured by the naval architect and builder.

FIT FOR INTENDED USE: Use which is intended by Survey Purchaser (present or prospective owner).

SERVICEABLE or ADEQUATE: Sufficient for a specific requirement.

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

EXCELLENT CONDITION: New or like new.

GOOD CONDITION: Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION: Denotes that the system, component or item is functional as is with minor repairs.

POOR CONDITION: Unusable as is. Requires repairs of replacement of system, component or item to be considered functional.

Use of "*" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

II. Findings and Recommendations

Deficiencies noted by "A" are designated "SAFETY and REGULATORY" and should be addressed before the vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. Findings may also be in violation of U.S.C.G. regulations.

Deficiencies noted by “B” are designated “NEEDING ATTENTION” and should be corrected in the near future to prevent them from developing into safety deficiencies, prevent further deterioration, to maintain standards and to help the vessel retain its value. They may also be recommended to conform to voluntary standards published by the American Boat and Yacht Council or the National Fire Protection Association. The standard in question may not have been in effect, or may not have been adhered to by the builder, when the boat was constructed.

Deficiencies noted by “C” are designated as “SURVEYOR’S NOTES AND OBSERVATIONS” and are recommended for cosmetic or convenience reasons and are based upon the surveyor’s experience.

III. General Information

1. **FILE NUMBER:** JRMS100610 [REDACTED]
2. **INSPECTION DATE:** 10/06/10 **REPORT DATE:** 10/07/10
3. **PURPOSE:** Ascertain value for insurance
4. **INSPECTION PERFORMED AT THE REQUEST OF:** [REDACTED]
5. **BOAT:**
DESCRIPTION: Classic 1941 Chris Craft 17’ runabout with barrel back and dual cockpit forward design, model 105.
HULL ID NUMBER: [REDACTED]
HIN VERIFICATION:

MODEL YEAR: 1941
HULL MATERIAL: Wood, mahogany and white oak, plank on frame.
HULL COLOR: Varnished mahogany
BUILDER: Chris Craft
BOAT NAME: [REDACTED] e
REG NUMBER: [REDACTED]
OWNER: Mr. [REDACTED]
6. **ENGINE:** Chris Craft KB
Serial Number: KB 22764
FUEL: Gasoline
7. **LOA:** 17’
BEAM: 6’ **DRAFT:** 1’51/2”
DISP./WEIGHT: 1,950-2,150
FUEL: 33 gallons
Measurements and capacities were taken from available published information. The surveyor made no actual measurements or calculations.
8. **INSPECTION LOCATION:** [REDACTED]
IN ATTENDANCE: Surveyor, [REDACTED]
PREVAILING WEATHER: Clear, 70°
9. **INTENDED USE:** Recreational
10. **AREA OF INTENDED USE:** Inland waters.
11. **MARKET VALUE:** \$60,000
12. **REPLACEMENT VALUE:** NA See note page 11.

Description

[REDACTED] is a restored 1941 17’ Chris Craft Deluxe Runabout with a barrel back transom and dual cockpits forward. The vessel is powered by a gasoline engine that is original to the boat. Seating for 6 is provided in the two cockpits. As inspected the vessel appears to be in original condition with no addition of modern electronics. The engine is located aft of the second cockpit and is easily accessible through a double hatch. The steering station is in the forward cockpit to starboard protected by a fixed windshield.

IV. SYSTEMS

A. Hull, Deck and Superstructure

1. Hull Topsides

Material: Philippine mahogany.
 Exterior Hull: Excellent condition, varnish over walnut stain.
 Bulkheads: Engine room bulkheads appear solid and secure.

Stringers: Stringers were in excellent condition, solid with no indication of rot or deterioration.

Bilge: Clean and dry

Keel: According to documentation the keel has been covered with fiberglass cloth and epoxy in a 2008 restoration by [REDACTED].

Fasteners (wood) No fasteners were pulled due to the recent restoration and the condition of the hull finish.

Garboard (wood)

Stem: Stainless steel cutwater, original per owner. Excellent condition.

Transom: Solid and dry, barrel back design.

Floor Timber Construction:

Frames (ribs): white oak, solid some replaced in 2008

Floor Timbers: solid and dry.

Bilge: clean and dry

Thru Hulls: See section H, Thru Hulls

NOTE: The topsides were restored in 2008 by [REDACTED] are in excellent condition.

2. Underwater Hull



Underwater running gear, prop shaft, strut, propeller, rudder.

Propellers

Size: Stamping could not be read

Number of Blades: 3

Material: Bronze

Condition: Excellent

Propeller Shafts:

Diameter: 1"

Material: Stainless Steel

Condition: Excellent

Shaft Tube: Excellent

Struts: Bronze, excellent condition

Rudder Material: Bronze

Rudder Mounting: Shaft

Propeller Protection: None

Strainers/Scoops/Screens: Starboard cooling intake screen clean and open.

*Zincs: None installed. Zincs should be installed on the shaft or rudder to protect the bronze components from electrolytic deterioration.

B.1. No zincs installed.

Fasteners (wood): Fasteners not drawn due to recent restoration and condition of bottom paint.

Condition of Bottom Paint: Good

NOTE: The bottom was completely removed in 2008, both chines were replaced, frames were replaced where needed, and new bottom installed of two layers of 1/4" plywood with fiberglass tape over the keel and chines. Plywood secured with bronze screws and 3M 5200.

3. Deck

Deck Construction

Material: mahogany

Hull to Deck Joint: Deck secured to deck beams.

Deck Fittings: Chrome original cleats flag staff, lifting eyes, vent scoops all in excellent condition.

4. Cockpit

Type: Dual cockpit.

Seats: total 6, 3 in each cockpit

Windshield: Fixed windshield

B. Interior

NA

C. Propulsion & Machinery

1. Main Engine



Engine

Type: Gasoline

Manufacturer: Chris Craft

Serial Numbers: 22764

Year: Estimate 1940

Horsepower: 131

Cylinders: 6

Indicated Hours: Unknown. Complete rebuild documented in 1996 by Wayne's Marine in Glasser, N.J.

Throttle Control: Cable pull knob at steering station.

Flame Arrestor: Flame arrestors on each of three carburetors.

Engine Mounts and Bed: Solid and secure

Engine Cooling: Raw water.

Engine Gauges: Temperature, RPM, Amps, Oil Pressure, on dashboard at steering station.

*Ventilation: There are two aft facing and two forward facing air scoops providing air exchange to the engine room.

The Code of Federal Regulations (CFR) exempts gasoline-powered vessels built before 1980 from the requirement for powered ventilation. However the American Boat and Yacht Council (ABYC) recommended standards do not make such an exception but also do not have the force of law. The addition of powered ventilation should be considered for safety reasons.

B.2. No powered ventilation in engine space.

Labels and Notices: NA, vessel less than 26'

Ignition Protection: As required

Prop Shafts: 1" stainless steel, excellent condition

Stuffing Box: Excellent condition

*Cooling System:

Type: Raw water.

Raw Water Strainers: Clean and open

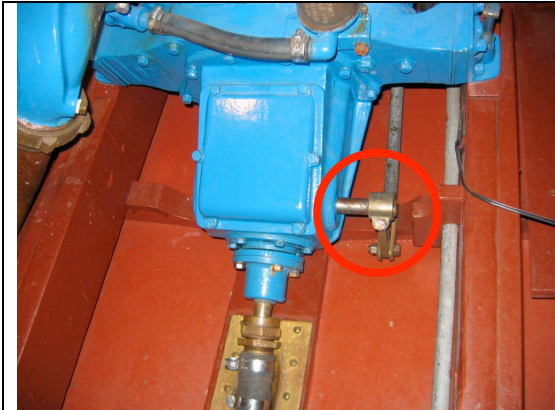
Hoses and Clamps: Double clamped at thru hull

Seacocks and Strainers: No seacock installed on the raw water intake. Prudent marine practice dictates that below waterline thru hulls be protected by a seacock. When the vessel is afloat and unattended, this seacock should be closed to prevent flooding in the event of hose failure. Reference, ABYC Chapter H27;

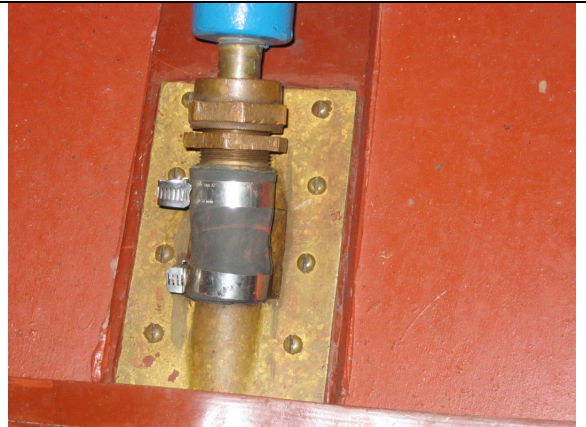
27.5.1 All piping, tubing, or hose lines penetrating the hull below the maximum heeled waterline, shall be equipped with a **seacock** to stop the admission of water in the event of failure of pipes, tubing, or hose.

B.3. No seacock on cooling water intake.

2. Transmission:



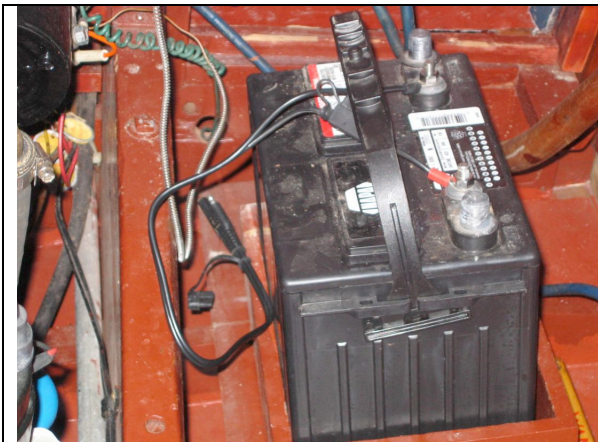
Transmission and shift control rod.



Stuffing box and shaft tube.

Manufacturer and Serial: Not found
 Drive Type: Direct
 Gear Ratio: Not found

D. Electrical System



Battery



Wiring bundle and routing

1. DC System

Voltage: 12

Batteries:

- Type: Group 27
- Condition: Good
- *Terminals Covered: No
- Ventilated: Yes
- *Acid Proof Tray: No
- *Secured: No

Battery should be secured against vertical as well as horizontal movement, in an acid proof tray inside the wooden box, and have terminals covered per ABYC, Chapter E-10 sections 10.7.1-10.7.10.

B.4. Battery not properly installed.

Banks:

Number: 1

Location: Engine space, starboard side.

Purpose: Starting and house.

Main Battery Switch: None

Panel: None. Only DC house use is power for the dashboard and navigation lights.

Routing: Serviceable, see photo.

Outlets: None

2. AC System

None

E. Fuel System

Main Engine Fuel System

Type: Gasoline

Number of Tanks: 1

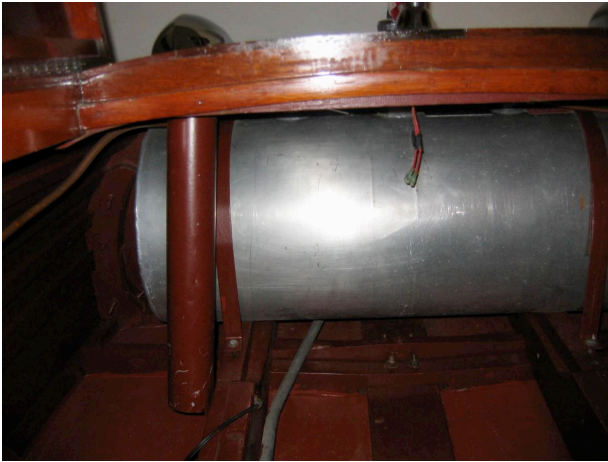
Tank Capacity: 33 gallons

Tank Construction: Welded steel

Location and Securing: Aft secured by straps.

Manufacturer: Unknown, tank not labeled.

Vent Location: Starboard side aft.



Fuel tank.

F. Steering System

Type: Wheel and rod

Manufacturer: Chris Craft

Number of Stations: 1

Locations: Forward cockpit, starboard.

Control rod condition: excellent



Shift rod (red), steering control rod (green).

G. Ground Tackle

No ground tackle found on board.

***H. Electronics and Navigation Equipment**

No electronics or navigation equipment on board. Recommend addition of VHF radio (could be handheld) and magnetic compass.

C.1. No radio or compass.

I. Thru Hulls

Above Water Line

Location	Use	Material	Comments
Starboard quarter	Bilge pump discharge	Bronze	Serviceable
Starboard quarter	Fuel tank vent	Bronze	Serviceable
Port transom	Engine exhaust	Metal	Serviceable

Below Water Line

Location	Use	Material	Comments
Starboard side midships	Cooling water intake	Bronze screen	See comments for B.3.

J. Bonding System

None

K. Safety Equipment

1. USCG Required

NOTE: USCG SAFETY EQUIPMENT REQUIREMENTS ARE THE MINIMUM REQUIRED FOR SAFETY.

Personal Flotation Devices Number and Type: 6 Type III

*Throwable PFD's, Number and Type: None found, 1 required.

*Fire Extinguishers: None found, 2 size B-1, ABC required vessels 16'+ per ABYC A-4 Table II.

*Visual Distress Signals: None found.

*Sound Devices: None found. Powered device required vessels 16'+ per ABYC A-23.5.1

*Capacity plate: None found, required by 33 CFR Sub.B, Sec. 183.25

Flame Arrestors (gas only): As required

Power Exhaust Blowers (gas only): See comments on page 7, B.2.

Navigational Lights: As required.

Anchor Lights: As required

A.1. USCG safety equipment not complete.

2. Other

Bilge Pumps:

Type: Automatic
 Model: Lovett 900 GPH
 Serial #: AM452188
 Location: Midship bilge
 Condition: Operable

V. SUMMARY AND VALUATION

A. Summary of Findings

* A. SAFETY DEFICIENCIES

A.1. USCG safety equipment not complete.	Provide required equipment.
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* B. DEFICIENCIES NEEDING ATTENTION

B.1. No zincs installed	Install zinc
B.2. No powered ventilation in engine space.	Install bilge blower
B.3. No seacock on cooling water intake.	Install seacock.
B.4. Battery not properly installed.	Install per ABYC E-10.7.1-10

* C. SURVEYOR'S NOTES AND OBSERVATIONS

C.1. No radio or compass	Add radio and magnetic compass, could be hand-held.
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B. Narrative Summary

██████ is an antique, 1941 17' Chris Craft Deluxe Barrel Back Runabout that has been meticulously restored. The vessel is a double cockpit design with seating for six and a single gasoline inboard engine that is original to the boat. A restoration was performed in 2008 that included a new bottom, several new frames, new chines, planking replacement on the hull and deck and several coats of varnish. This restoration was documented by invoices at \$35,747. The engine was completely rebuilt in 1996.

██████ is an excellent candidate for show in competition with other classic and antique vessels. As the vessel now presents, she is probably as close to the condition of her original delivery in 1941 as possible. The deficiencies noted above are minor and easily remedied. In its present condition, with addition of USCG safety equipment, Wannsee is suitable for recreational use in inland or protected waters.

C. Statement of Overall Vessel Rating of Condition

It is the surveyor's experience that develops an opinion as to vessel's overall rating of condition immediately after a complete survey has been performed and the findings organized in a logical manner.

The grading of condition as developed by BUC Research, and accepted in the marine industry, for a vessel at the time of survey, determined the adjustment to the range of base values in the BUC Used Boat Price Guide.

The following is the accepted marine grading system of condition;

CONCOURSE CONDITION: For antique and classic boats, a boat in completely original condition, or the subject of a total rebuild to the highest standards.

EXCELLENT, (Bristol) CONDITION, is a vessel that is maintained in mint or Bristol fashion, usually better than factory new, with numerous extras. A rarity.

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

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 is required and the vessel is devoid of extras.

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

As a result of my investigation, as stated in the Systems (III), and Findings and Recommendations (IV), sections of this Report of Survey, and by virtue of my experience, my opinion is;

OVERALL VESSEL RATING: CONCOURSE CONDITION

D. Statement of Valuation

1. The Fair Market Value is the price, in terms of currency or its equivalent, that a willing seller will accept for property from a willing buyer, neither party being under undue pressure to act in the matter, and both parties being reasonably informed of the facts pertinent to the transaction, with the property offered for sale in a competitive open market for a reasonable period of time. The valuations contained in this report represent the opinion of the undersigned surveyor only. Valuations are developed using some or all of the following resources; commercially published used boat price guides (Antique Boat America/Antique Boat Canada, Antique and Classic Boat Society, LaPointe's Antique Boats, and www.ladyben.com) commonly accepted marine depreciation schedules, and consultations with knowledgeable yacht brokers. A review of these sources produced approximately 10 1941 Chris Craft 17' runabouts for sale in varying degrees of condition. Values ranged from \$9,500 unrestored to \$60,000 for a fully restored award winner. These vessels covered the entire country from the West Coast to the East. Two vessels identical to the Wannsee are for sale in Pennsylvania and New Jersey for \$57,000 and \$59,000 respectively. [REDACTED] is in at least as good as either of these and includes a newly refurbished dual axle trailer.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and conditions of the vessel, it is this surveyor's opinion that the **FAIR MARKET VALUE OF THE SUBJECT VESSEL IS: \$60,000.00**

Valuations are provided for use by underwriters and lenders only and do not constitute any guarantee that these figures are attainable in actual current or future markets. Valuation opinions are subject to prevailing economic conditions, both general and those specifically relating to local patterns of competition, consumer intensity, payment terms, etc. Parties having a secured interest in the valuation of the boat should periodically review the currency of the valuation basis in order to protect their financial interests

2. 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, if possible. Estimating a replacement cost for an antique vessel such as [REDACTED] is unrealistic. Functionally a modern, production runabout, or even a wooden reproduction copy could replace it. However, the greatest element of the boat's value is its age and this cannot be meaningfully reproduced. Therefore, in my opinion, replacement cost is irrelevant.

E. 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 analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal unbiased and professional analysis, 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 that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate 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 submitted without prejudice and for the benefit solely of [REDACTED] and is the property of this client. Third parties who wish to obtain a copy of the original report should contact the person or persons for whom the survey was performed. JR Marine Survey will issue copies only on instruction from, and with the permission of, the original purchaser of the service. Fees for additional copies and transmittal expenses will be charged to the original purchaser.



Jerry Richter
Surveyor

