

REPORT OF MARINE SURVEY

1964 CHRIS CRAFT 28' Sportsman Sea Skiff

Prepared exclusively for:
Bud Powers
June, 30th, 2021



Conducted by
John C. Mantyk, AMS®

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS®

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Bud Powers, the attending surveyor did attend onboard the 1964 Chris Craft 28' Sea Skiff beginning on 6/29/'21 at 9:00 a.m. where an out of water survey was conducted at Rivers Bend Marina; St. Clair, MI. The hull number SUB 28 0020 D was sighted on mounted plaque, normally found stampings were not sighted due to extensive restoration. The reason for the survey was to ascertain the physical condition and value of the vessel. Neither AC nor DC power was used to check operations of the electrical systems in this report. No reference or information should be construed to indicate evaluation of the internal condition of the engine or the propulsion system's operating capacity.

This vessel was surveyed without removals of any parts, including fittings, screwed or nailed boards, fixed partitions, instruments or other fixed or semi-fixed items. 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 conditions of the vessel on the above date and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

II. GENERAL INFORMATION

STANDARDS

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.

The terms and words used in this report have the following meanings as used in this *Report of Survey*:

S.S.: Stainless steel

APPEARS: Indicated 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 USE: Use which is intended by Survey Purchaser (present or prospective owner)

SERVICEABLE: ADEQUATE: Sufficient for a specific requirement.

POWER 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 OR AVERAGE CONDITION: Denotes that system, component or item is functional as is with minor repairs.

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

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

VESSEL DESCRIPTION



The Chris Craft Sportsman Sea Skiff is a classic designed general purpose vessel featuring a large cockpit with overnight accommodations for two. The unadorned cabin is appointed with V-berth and provision for a MSD. Visibility from helm is very good.



GENERAL INFORMATION

TYPE OF SURVEY	CONDITION AND VALUE
OVERALL VESSEL RATING:	Excellent Condition
YEAR BUILT	1963
MAKE OF VESSEL	Chris Craft
MODEL OF VESSEL	28' Sportsman Sea Skiff
HULL NUMBER	SUB 28 0020 D
STATE REGISTRATION NUMBER	
STATE VALIDATION STICKER	
OWNER	Robert Stackpoole
OWNER'S ADDRESS	5224 Riverside Clay Twp., MI 48001
HULL MATERIAL AND TYPE	Wood, semi-displacement
LENGTH OVER ALL (LOA)	28'0" per manufacturer
BEAM	10' 2" per manufacturer
FUEL CAPACITY	70 gal. per manufacturer
FRESH WATER CAPACITY	NA
HOLDING TANK CAPACITY	
INTENDED CRUISING AREA	Great Lakes
INTENDED USE	Recreational

III. SYSTEMS

HULL *B1

- TYPE AND MATERIAL: Modified V with flat bottom sections, round chines and flared bow. ½" marine plywood over-lapped planking with adhesive, fastened to bent oak ribs. Machine screw fasteners between ribs below waterline, screws above.
- EXTERIOR HULL TOPSIDES: Hull painted semi-gloss blue/grey with white shear and boot top. All surfaces showed good luster and in good condition. All planks were "fair" with no proud edges. All rang hard when percussively sounded with a phenolic hammer. Varnished transom showed good luster.
- EXTERIOR HULL WETTED SURFACES: Freshly painted without buildup. Hull lines were "fair" with no sagging or hogging. All rang hard when percussively sounded with a phenolic hammer.
- BILGE: Inner hull was finished with grey paint in good serviceable condition. Stringers, framing and bulkheads rang hard when percussively sounded with a phenolic hammer. Bilge areas were clean without debris. Ribs and keel fwd of engine were "weathered" as to be expected with this age and type of vessel. No evidence of structural weakness in these areas was detected.

DECK

- White with black stripes Nautilex covered plywood side and fore decks. Aft deck was varnished mahogany bonded to plywood. All were in good serviceable condition. White RV roof bladder on cabin top was in good serviceable condition with slight puckering at hand rail bases. All rang hard when percussively sounded with a phenolic hammer.

HULL-TO-DECK JOINT

- Type: Frame on shelf, capped with oak rub rail and S.S. in good serviceable condition.

DECK FITTINGS

- CHOCKS AND CLEATS: three (3) cleats and two (2) chocks all chromed brass/bronze were securely mounted.
- Deck plate properly marked.
- HATCH: Cast aluminum and glass rectangular aluminum was in good serviceable condition.
- GRAB RAILS: Were securely mounted on cabin tops.

COCKPIT

- DECK CONSTRUCTION: White with black stripes Nautilex covered plywood in good serviceable condition.
- HELM DESCRIPTION: Rotary cable steering operated smoothly and was 2 1/2 turns lock to lock. Morse mechanical lever/cable throttle control operated smoothly. Mechanical shift engaged properly. Chris Craft branded gauges (tach/oil/temp/amp) and a Teleflex fuel gauge appeared in serviceable condition. Compass was bubble free.
- ELECTRONICS: Ray Jeff 230 depth finder, Mariner 7800 VHF with 6' antennae and a Maxima Am/FM/cassette unit. All appeared in serviceable condition.
- WINDSHIELD: Aluminum framed with aluminum & glass opening sections and opening side vents in serviceable condition. Mounted atop cockpit coamings in good serviceable condition.
- SEATING: Helm, dinette and aft seats were varnished with blue Sunbrella type cushions/ upholstery in good serviceable condition.
- CEILINGS: White vinyl covered plywood with varnished trim in good serviceable condition.

CABIN

- COMPANION WAY DOOR: Varnished mahogany with matching hatch locked securely.
- CUSHIONS: None sighted.
- FLOORING: White with black stripes Nautilex covered plywood in good serviceable condition.
- HEAD: Provisions for portable MSD.

FRESH WATER SYSTEM

- N/A

SANITATION (BLACK WATER) SYSTEM

- N/A

ENGINE *C2

- Reported by owner to be a 350 cu/in G.M. V-8 with the 283 Chris Craft conversion, serial number 831906. 285 hp with approx. 250 hours as reported by owner. Raw water cooled without seacock. No evidence of cracks or leakages, oil was clean and at proper levels. All belts and hoses appeared in good serviceable condition. Exhaust was copper with wet exhaust hose properly clamped.

DRIVE SYSTEM *B2

- Paragon reverse gear, serial number 5B475. Ratio 1.5:1. Units appeared in serviceable condition with no visible cracks or leaks. 1 1/4" S.S. shaft. Brass/bronze packing gland, shaft log and strut were in serviceable condition. Strut bushings appeared serviceable. The three bladed brass/bronze propeller was serviceable with minor nicking.

FUEL SYSTEM *A1

- Cylindrical galvanized steel gas tank was securely mounted aft with shut off valve, copper line and flexible hose section. All were securely mounted and appeared serviceable. Primary filter was on stringer with an additional filter engine mounted.

ELECTRICAL SYSTEM (DC SYSTEM) *A2

- Dual size 24 lead acid batteries were properly mounted port and starboard of engine. Engine mounted alternator was marine grade. Main fuse panel was located in cabin. Wires and cables where sighted appeared to be of appropriate size, secured and routed as typical to the age of manufacture.

ELECTRICAL SYSTEM (110 VOLT SYSTEM)

- Marincor inlet and small breaker panel with polarity indicator mounted at helm. No shore power cord was sighted. A Newmar RM-15 battery charger was securely mounted behind helm. No evidence of GFCI protection was sighted. Wires and cables where sighted appeared to be of appropriate size, secured and routed as typical.

FEDERALLY REQUIRED EQUIPMENT *A3, A4, A5, A6

- USCG approved PFDs in serviceable condition
 - One (1) Type IV throwable ring.
- Sounding device – Dual electric air trumpets were not installed and a hand held air horn was serviceable.
- Flame arrestor – was USCG approved and clean.
- Ventilation and power blower requirements : 3" duct and a power blower
- Navigation and anchor lights were appropriate.
- Type ABC size 1 extinguisher located in cockpit, fixed auto extinguisher unit.

ADDITIONAL SAFETY EQUIPMENT * C3, C4

- Dual electric wipers appeared serviceable.
- Lovett 1200 auto bilge pump fwd and a small bilge pump aft appeared serviceable.

- Varnished swim platform with a three step S.S. folding ladder was not mounted.
- 15# navy anchor without line.

ADDITIONAL EQUIPMENT

- Blue Sunbrella type aft curtain and enclosures were in serviceable condition.
- Bennet trim tabs appeared serviceable with fluid at low limit.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under ‘A. SAFETY DEFICIENCIES’ should be addressed before vessel in next underway. These findings represent an endangerment to personnel and/or the vessel’s safe and proper operating condition and *may also be in violation of U.S.C.G. regulations.* Deficiencies noted under ‘B. OTHER DEFICIENCIES NEED ATTENTION’ should be corrected in the near future so as to maintain standards and to help the vessel to retain its value.

A. SAFETY DEFICIENCIES

A1. Short fill pipe hose section not USCG approved	<i>Replace to comply with 33CFR 183.558</i>
A2. Ungrounded battery posts uncovered	<i>Cover to comply with 33CFR 183.420</i>
A3. Oil Discharge Placard unsighted	<i>Mount to comply with 33CFR 155.45</i>
A4. Garbage Placard unsighted	<i>Mount to comply with 33CFR 151.59</i>
A5. Vent boxes and bilge ventilation hoses missing	<i>Install to comply with 33CFR 183.62</i>
A6. Portable and fixed extinguishers past certification	<i>Replace to comply with 33CFR 25.30</i>

B. OTHER DEFICIENCIES NEEDING ATTENTION

B1. Fwd seacock uncapped	<i>Cap or plug</i>
B2. Cotter pin missing from propeller nut	<i>Replace</i>

C. SURVEYORS NOTES AND OBSERVATIONS

C1. Vessel was viewed as a newer restoration with good maintenance. While not “factory original”, no changes/improvements made should devalue the vessel. Reconstruction methods and materials exceeded original manufacturer’s specifications. All finishes (paint&varnish) while in good serviceable condition are somewhat minimal and should be monitored.

C2. Recommend tapered plugs or valve for thru hull.

C3. Recommend carbon monoxide/smoke detector for cabin.

C4. Recommend equipping with appropriately sized ground tackle

C5. Recommend all systems and equipment be verified at sea trial

V. SUMMARY AND VALIDATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

As a result of my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY and by virtue of my experience, my opinion of overall vessel rating is *EXCELLENT CONDITION*.



SUMMARY

In accordance with the request for marine survey of the Chris Craft 28' Sportsman for 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 June 29th, 2021 and was found to be a well constructed and comfortable vessel. Subject to correction of deficiencies listed in IV A. (Safety) and outfitted with required safety equipment, the vessel is considered to be suitable for its intended use. Other deficiencies on list should be attended to in a timely fashion. Recommendations should be given due consideration.

Fair Market Value was derived by averaging retail high and low comparison values for a result of \$32,450.00; BUC at \$15,700.00 was deemed out of skew and not used. A positive adjustment of 40% for condition and low engine hours resulted in \$45,430.00 to be rounded up.

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

\$45,500.00

Forty Five Thousand Five Hundred Dollars and Zero cents

Indicating the retail cost of a new vessel of the same construction and configuration with similar equipment, the '**ESTIMATED REPLACEMENT COST**' of the subject vessel is:

\$225,000.00

Two Hundred Twenty Five Thousand Dollars and Zero Cents

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 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 of whom it may concern.

Attending Surveyor: _____



John C. Mantyk
Accredited Marine Surveyor