



ADMIRALTY MARINE SERVICES

SMALL CRAFT & YACHT SURVEYS • NAVIGATION SOFTWARE TRAINING • MARINE CONSULTING

May 25, 2025

Ref: Appraisal of the 1954 Chris Craft Sportsman "Monkey Shine" (HIN) SS20179

Note: A 1954 Chris-Craft is a Chris-Craft Sportsman 17 (also known as a 20-foot Sportsman), a classic wooden boat model popular during that period. These boats are known for their mahogany construction and are sought after by collectors.

In accordance with your request for a marine survey appraisal of the above referenced vessel, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion, report to follow. The subject vessel was personally inspected on its trailer at the [REDACTED] Red Bluff, CA [REDACTED]. This 71-year-old powerboat was restored and maintained reflecting the period; it was designed as a runabout. The vessel is considered to be "Suitable For its Intended Use" as an antique runabout with period systems and appointments on protected waterways and lakes.

In the conduct of this appraisal, all parts of the vessel, which were accessible without removal of bulkheads, decks, etc., were carefully examined. Every effort was made to determine the vessel's condition and market value compared to similar vessels. The full survey report will provide detailed analyses for your inspection.

As a result of my investigation using BUC Research Guidelines (*however not their database*), and by virtue of my experience, my opinion is:

OVERALL VESSEL CONDITION:	RESTORABLE CONDITION *
VESSEL FAIR MARKET VALUE:	\$8,500.00
ESTIMATED REPLACEMENT COST:	\$75,000.00

* "Restorable condition, enough of the hull and engine exists to restore the boat to usable condition."

Respectfully Submitted,

Vince DiLeo, AMS



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I. INTRODUCTION

This appraisal for the 1954 Chris Craft 17' Sportsman "*Monkey Shine*" Hull Identification Number: SS20179 was conducted on May 23, 2025, at the [REDACTED] [REDACTED] Red Bluff, CA [REDACTED]. The vessel was surveyed without removal of any fixed partitions or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. This vessel, engine, and her systems were inspected in a static condition. This was a condition & value appraisal for donation to a non-profit.

No reference of information should be construed to indicate any of the following:

1. **Evaluating the internal condition of the engine, DC systems and accessories operating capability.**
2. **Any defects or corrosion in hull construction, which cannot be inspected without hull disassembly.**

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 & TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), & THE VOLUNTARY STANDARDS & RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT & YACHT COUNCIL (ABYC) & THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA), UNITED STATES COAST GUARD (USCG) NVIC 7-95 GUIDANCE ON INSPECTION, REPAIR & MAINTENANCE OF WOOD HULLS HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Partial list references & resources

<https://www.instagram.com/reel/DH5Y4fluL3t/>
<https://www.hagerty.com/marketplace/auction/1954-Chris-Craft-Sportsman-17/79589d1c-7aff-430a-a9c3-8ca420247ec5>
http://www.antiqueboatamerica.com/Boat/17_Feet_1954_Chris_Craft_Custom_Sportsman_40299 \$8,500 (USD) SOLD
<https://absoluteclassics.com/products/1952-chris-craft-17-special-runabout-2>
<https://absoluteclassics.com/products/1950-chris-craft-18-riviera-1>
<https://absoluteclassics.com/products/1951-chris-craft-18-riviera-2>
<http://www.antiqueboatamerica.com/Boat/29875>
<https://www.google.com/search?q=1954+Chris+Craft+antique+boat+america&client=firefox-b-l->
http://antiqueboatamerica.com/Boat/17_Feet_1959_Chris_Craft_Sportsman_39741
<https://hackerboat.com/boat/1959-chris-craft-17-sportsman/>
<https://snakemountainboatworks.com/vintage-boat-preserved/1959-17-foot-chris-craft-sportsman/>
<https://www.denisonyachtsales.com/yacht-listings/24-Chris-craft-Sportsman-1959-Clayton-New-York/7647046>
<https://howemarine.com/chris-craft-17-sportsman/>
<https://boats-from-usa.com/chris-craft/chris-craft-sportsman-106660>
<https://www.boatrader.com/boats/make-chris-craft/model-sportsman/>
<https://www.pinterest.com/pin/486318459745440395/>
<https://absoluteclassics.com/collections/vintage-chris-craft-boats/35>
<https://sierraboat.com/product/sold-boats/1959-chris-craft-18ft-continental-copy/>
<https://boats.waa2.com/for-sale/1959-chris-craft-sportsman>
<http://highlifeyachts.com/chris-craft/21683-vintage-one-owner-1959-chris-craft-sportsman-located-in-sacramento-california.html>
<https://www.freedomboatservice.com/p962302555>
<https://moreboats.com/boats-for-sale/chris-craft/24-sportsman/461055>

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II. DEFINITION OF TERMS

THE FOLLOWING TERMS AND WORDS HAVE THE FOLLOWING
MEANINGS AS USED IN THIS 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 by the naval architect and manufactured by the builder.
- FIT FOR INTENDED USE:
Use, which is intended by Survey Purchaser (present or prospective owner).
- SERVICEABLE:
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 BRISTOL CONDITION:
Maintained in mint or Bristol fashion, usually better than factory new, and loaded with extras.
- ABOVE AVERAGE CONDITION:
Vessel has had above average care and is equipped with extra electrical and electronic gear.
- GOOD CONDITION:
Nearly new condition requiring no additional work and normally equipped for her size.
- FAIR CONDITION:
Denotes that system, component or item is functional as is with minor repairs.
- POOR CONDITION:
Unusable as is. Requires repairs or replacement of system, component, or item to be considered functional.

III. GENERAL INFORMATION

NAME OF VESSEL-----	"Monkey Shine"
TYPE OF SURVEY-----	Condition & value appraisal survey
PLACE OF SURVEY -----	Red Bluff, California
DATE OF SURVEY -----	May 23, 2025
CHRIS CRAFT PRODUCTION HIN-----	Unknown
1953-1955 HULL NUMBER SERIES-----	CC-17-001 to CC-17-1031
1956- HULL NUMBER SERIES-----	CC-17-2001 to CC-17-2514
1957 – 1959 HULL NUMBER SERIES-----	CC-17-3001 to CC-17-4018
NUMBER OF HULLS BUILT-----	2563
OWNER NAME-----	██████████rgen
-----	██
-----	██
YEAR/MAKE/MODEL OF VESSEL-----	1954 Chris Craft 17 Sportsman
BUILDER-----	Chris Craft & Sons Boat Company
- -----	Pompano Beach, Florida
MATERIAL -----	Mahogany plank wetsurface, plywood bilge
HULL DECK / FREEBOARD COLOR- -----	Natural
BOTTOM COLOR-----	Copper / Bronze
HULL TYPE -----	Planing Hull
LOA (Length Over All)* -----	17'3"
BEAM*-----	6'5"
FREEBOARD*- -----	Forward: 28" aft: 24"
HEIGHT*- -----	4'7"
DRAFT*-----	17"
DISPLACEMENT*-----	1630 – 1800 lbs.
UPHOLSTERY- -----	Red tolex
PROPULSION SYSTEM-----	One Chris Craft MBL engine, serial# 84901
ENGINES OFFERED*-----	Chris Craft B, K, KL, KBL, KLC, KFI, 283
FUEL CAPACITY*-----	Gasoline 20-Gallons

* Per Chris Craft & Sons Boat Company archives Maritime Museum, Newport News, Virginia.

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IV. HULL, SYSTEMS, EQUIPMENT

A. HULL, DECK CONSTRUCTION

HULL CONSTRUCTION:	<p>Planning mahogany hull powerboat seam and batten mahogany construction. Seam & batten construction is planking laid edge to edge with a strip of wood covering each seam and is chaulked and compounded on the inboard side of the planks. <i>Note enclosed photos.</i></p> <p>Frames and freeboard planking were inspected and found overall serviceable; however, they will need attention.</p>
WET SURFACE:	<p>The fiberglass overlay is parting from the wet surface planking; the bow forefoot and plank seams are exposed. The entire bottom requires upgrading <i>Note enclosed photos.</i></p> <p>The hull was monitored with a non-invasive Protimeter Aquant meter which records moisture readings in relative terms of the moisture condition up to 19 mm / ¾" beneath the surface of the hull. It pinpoints areas of concern that may justify a more extensive investigation; the readings varied. <i>Note enclosed photos.</i></p>
STRINGERS:	<p>Main hull stiffness provided by wood stringers; complete inspection not provided due to limited access stringers is serviceable where observed.</p>
HULL / DECK JOINT:	<p>Clamp & shelf frame head construction. Chrome metal rubrail integral part of hull/deck joint. The quarters are equipped with a raised wood rubrail with a chrome metal cap. <i>Note enclosed photos.</i></p>
DECK MATERIAL:	<p>Foredeck consists of plywood with a moderate camber payed seam plank overlay. The coverboards and ceilings are varnished mahogany. The transom is varnished mahogany planks <i>Note enclosed photos.</i></p>
FASTENERS:	<p>Fastened with mechanical fasteners</p>
BILGE:	<p>Plywood bilge was dry and serviceable</p>

IV. HULL, SYSTEMS, EQUIPMENT

A. HULL, DECK CONSTRUCTION (CONT'D)

HATCHES / COVERS:	One large plywood doghouse engine cover with blue vinyl cover.
DECK HARDWARE:	Chrome metal deck hardware serviceable.
COCKPIT:	The helm is located on the starboard side of the cockpit. The cockpit has a two-part tempered-glass windscreen supported by a chrome metal frame. The cockpit is equipped with two white tangerine vinyl bench seats. – Serviceable
COCKPIT SOLE:	Plywood sole with a lino overlay
COCKPIT CEILINGS:	Mahogany planks cockpit ceilings
HELM CONSOLE:	The helm console appointments are period 1954 instrumentation.

B. PROPULSION SYSTEM

ACCESSIBILITY:	Engine access is large plywood doghouse with a spark arrestor cutout
ENGINE:	One Chris Craft MBL engine, serial# 84901; the MBL engine was not an option in 1954; Engines offered B, K, KL, KBL, KLC, KFL, & 283
GEAR SHIFTER:	Cockpit sole mounted chrome metal lever offered full range of motion.
THROTTLE CONTROLS:	Throttle control installed on the console offered full range of motion.
ENGINE MOUNTS:	Engine mounts consist of four support pads on metal frames supported on wood logistical stringers secured by #22 ½” lag bolts.
VENTILATION:	Engine and freeboard ventilation passive port & starboard transom chrome; ventilation upgrade includes 12-volt ignition protected blower
DISTRUBTOR:	One automotive distributor <i>Note automotive equipment is no longer used in a marine environment.</i>

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[REDACTED]

[REDACTED]

IV. HULL, SYSTEMS, EQUIPMENT

B. PROPULSION SYSTEM (CON'T)

ALTENATOR:	One upgraded 12-volt Dell Remy alternator/generator. <i>The Society of Automotive Engineers (SAE) Guideline J1294 and American Boat & Yacht Council (ABYC) Guideline P4 4.6.14.7 and American Boat & Yacht Council (ABYC) Guideline E 8.9.1 Ignition Distributors should be marine grade ignition protected equipment. This antique engine cannot be modified for ignition protected marine components; be certain to vent engine spaces by lifting the doghouse prior to starting the engine to protect passengers and crew.</i>
CARBURATOR:	Period single barrel carburetor equipped with a serviceable spark arrestor. <i>The spark Arrestor complies with CFR 46 subpart 25.35 law (a) every gasoline engine in a motorboat after 1940 shall be equipped with backcontrol. Note enclosed photos.</i>
LUBE OIL:	Oil serviceable level adequate.
LUBE OIL FILTER:	One spin canister oil filter appears serviceable.
COOLING SYSTEM:	Raw water exhaust cooling inspected in a static condition.
EXHAUST SYSTEM:	Upgraded double and single clamped single exhaust 4" copper pipe vented through the transom.
RAW WATER INTAKE:	Clean, no noted obstructions
HOSES/CLAMPS:	Hoses were flexible, no excessive wear secured with stainless steel clamps.
PUMPS:	Pumps secure no indication of leaks

IV. HULL, SYSTEMS, EQUIPMENT

B. PROPULSION SYSTEM (CON'T)

PROPELLER SHAFT	One 1" diameter bronze prop shaft; transmission coupler equipped with safety wire.
STRUT / CUTLASS BEARING:	One <i>Chris Craft</i> bronze strut, cutlass bearing intact no indication of excessive or irregular wear. However, the prop shaft anode is obstructing cutlass bearing raw water cooling.
PROPELLER:	One 3-blade bronze propeller
RUDDER:	One bronze <i>Chris Craft</i> tear drop rudder <i>Note enclosed photos</i>

C. ELECTRICAL SYSTEM

BATTERY:	Upgraded 12-volt system; the vessel accommodates one 24D battery
BATTERY CONNECTORS:	Clean free of corrosion, however not connected to the battery.
BUNDLING:	All inspected bundled wires were secure.
COCKPIT GAUGES	Period helm gauges include Mph, Oil, Amperes – Intact and serviceable.

D. FUEL SYSTEMS

FUEL TANK:	One 20-gallon gasoline steel cylinder tank fill pipe located on top of transom. <i>Note enclosed photos.</i>
METALLIC FITTINGS:	Bronze and chrome metal.
EMERGENCY FUEL SHUT OFF:	Could not locate the emergency seacock valve usually installed fuel tank top.
VENT LOCATION:	Seamless copper starboard quarter vent.
FUEL LINE:	Seamless copper fuel line.
FUEL FILTER:	One glass sediment bowl secure appears serviceable.

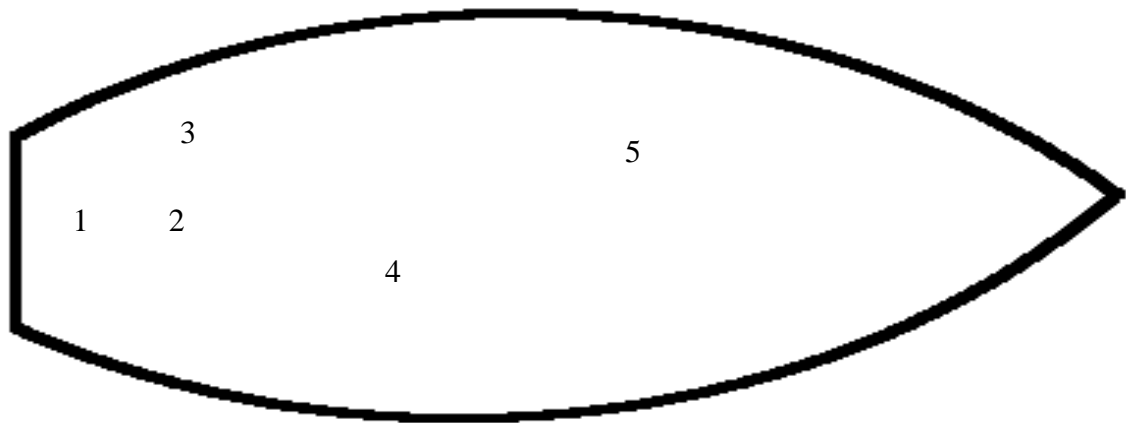
IV. HULL, SYSTEMS, EQUIPMENT

E STEERING SYSTEM

HELM: *Chris Craft* mechanical steering assembly. All fittings are secure; they offer full range of motion.

F. THRU-HULL FITTINGS

Location	Use	Type	Comments
1. Centerline quarters	Rudder	Bushing	Serviceable
2. Centerline quarters	Prop shaft	Stuffing box	Serviceable
3 Port quarter	Siphon bailer	Loop	Consider removal or capped
4. Stbd quarter	Engine intake	Pipe fitting	Secure, <i>Consider installing a valve</i>
5. Stbd amidships	Bilge drain	Brass Plug	Secure



F. SAFETY EQUIPMENT US COAST GUARD SYSTEMS REQUIRED

VENTILATION: Passive ventilation via cowls, however not equipped with an ignition-protected blower.

NAVIGATION LIGHTS: *International & Inland Rules of the Road Rule 23 (a) a power-driven vessel underway shall exhibit sidelines (port red), (green starboard) a 360-degree light (white)*

BACKFIRE FLAME ARRESTOR: Period spark arrestor. The *spark Arrestor complies with CFR 46 subpart 25.35 law (a) every gasoline engine in a motorboat after 1940 shall be equipped with back control.* Recommend frequent inspections to be certain arrestor is free of dirt and oil.

VI. SUMMARY & VALUATION

A. STATEMENT OF OVERALL VESSEL RATING OF CONDITION

It is the surveyor's experience that develops an opinion as to a vessel's OVERALL VESSEL RATING OF CONDITION immediately after a complete survey has been performed and the findings organized in a logical manner.

The grading system, as developed by BUC RESEARCH, and are accepted in the marine industry, for a vessel at time of survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE, for a similar vessel sold within a given period, add a consideration to determine the **Market Value**.

The following is the accepted marine grading system of condition:

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

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra safety 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 the hull and engine exist to restore the boat to usable condition.

As a result of my investigation, as stated in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL, VESSEL RATING: RESTORABLE CONDITION

V. SUMMARY & VALUATION

B. 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 assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale 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, 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 U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

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

\$8,500.00

Eight thousand five hundred dollars

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. **"ESTIMATED REPLACEMENT COST"** of the subject vessel is:

\$75,000.00

Seventy-five thousand dollars

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V. SUMMARY & VALUATION

C. SUMMARY

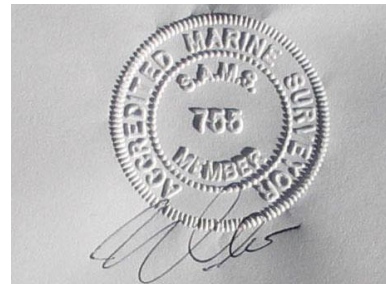
In accordance with the request for a survey appraisal of the 1954 *Chris Craft* Sportsman 17 "*Monkey Shine*" Hull Identification Number: SS20179 was conducted on May 23, 2025, at the [REDACTED] [REDACTED] Red Bluff, CA [REDACTED] This was condition and value appraisal survey. I herewith submit my conclusion based on the preceding report. This 71-year-old powerboat is designed as a runabout. Other than the discrepancies noted in the body of the report, the vessel is considered to be fit for its intended use.

D. SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:
The statements 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 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 submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:

VINCE DILEO, AMS



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[REDACTED]

[REDACTED]

PHOTOS



1955 Chris Craft 17' Sportsman (*Chris Craft 1955 file photo*)

Division	Chris-Craft	Deck color	Natural with blonde king plank (1957-59)
Hull no. series		Upholstery	Yellow naugahyde, red tolex, flame red (1955-56), turquoise (1957), tango red (1958), red & ivory (1959)
	CC-17-001 to CC-17-1031 (1953-1955) CC-17-2001 to CC-17-2514 (1956) CC-17-3001 to CC-17-4018 (1957-59)	Engines offered	Chris-Craft B, K, KL, KBL, KLC, KFL, 283
No. of hulls built	2563	Special notes	Originally called the Special Sportsman. The curved windshield appeared in 1956; the front seat is split in 1957-59 models. The 1959 model is shown.
Length	17' 3"		
Beam	6' 5"		
Draft	17"		
Freeboard	Forward 28" Aft 24"		
Height	4' 7"		
Weight	1630-1800 lbs.		
Fuel capacity	20 gals.		
Hull material	Mahogany		
Bottom color	Copper bronze		
Waterline color	None (1953-54), white		
Hull side color	Natural		

1955 Chris Craft 17' Sportsman specs; Mariner's Museum, Newport, Virginia

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Photos



1954 Chris Craft Sportsman "Monkey Shine"
 Surveyed in a static condition on its trailer at the [REDACTED]
 [REDACTED]

STATE OF CALIFORNIA											
55810042911 CERTIFICATE OF OWNERSHIP											
VESSEL HULL NUMBER SS20179				YR 1954		BUILD CHRISCT		CF NUMBER CF 3736 AD			
VESSEL USE PLEASURE				FUEL G		FEES PAID \$128		REGISTRATION EXPIRATION DATE 12/31/2011			
VESSEL YR BUILT 1954		VESSEL LENGTH FT IN 020 00		TYPE HULL VSL TYPE R W N		DATE OF PURCHASE 04/19/2010		CLASS AH RS		ISSUE DATE 05/09/10	
UNDECLASSIFIED VESSEL											
[REDACTED]											

Vessel title & current registration
 Hull Identification Number (HIN) SS20179

VESSEL CERTIFICATE OF NUMBER												
BUILDER CHRISCT		VESSEL USE PLEASURE		REGISTRATION EXPIRES DEC/31/2023				CO. CODE 5200		TYPE V1		
HULL NUMBER SS20179		VESSEL NUMBER CF 3736 AD										
DATE ISSUED 01/03/2022		TOTAL FEES PAID \$20										
YEAR 1954	YEAR 1954	LENGTH FT 020	IN 00	TYPE 62	HULL TYPE R	HULL MATL W	PROP N	FUEL G				
[REDACTED]												
												
State of California DEPARTMENT OF MOTOR VEHICLES												

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Photos



1985 Custom trailer designed to support this specific hull.



Trailer title
VIN: ET791544

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Photos



Carvel planked hull; freeboard planking requires service.

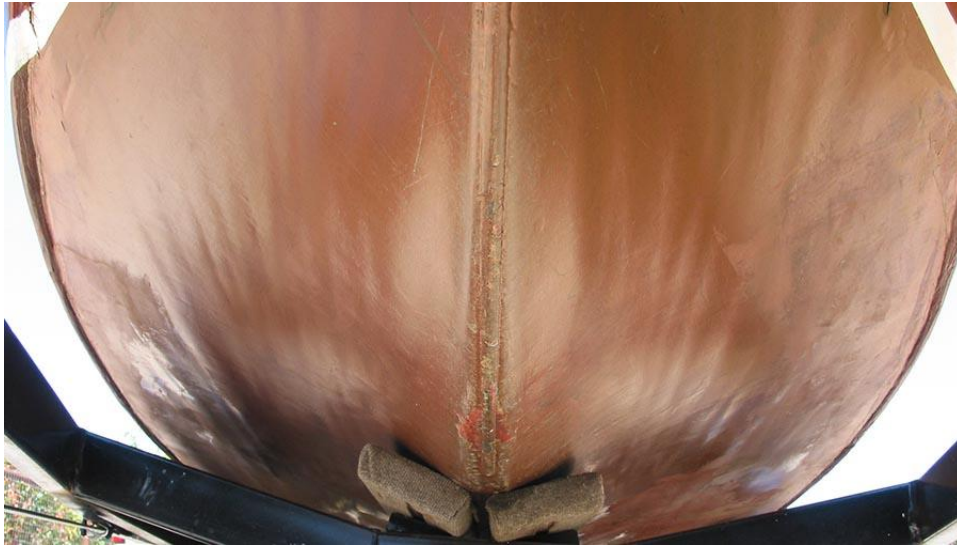


Bow batten & seam construction.

Seam & batten construction is planking laid edge to edge with a strip of wood covering each seam and is chalked and compounded on the inboard side of the planks.

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Photos



The wet surface has a fiberglass overlay which is parting from the hull planking.

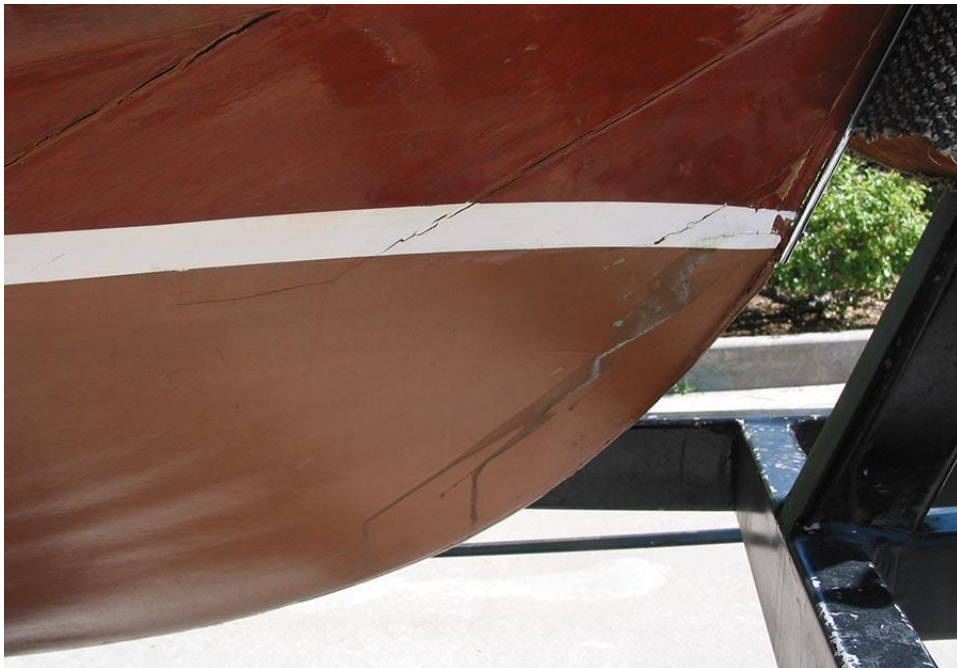


The sawn frames, floors and the bow forefoot scarf joint will require attention

Photos



Starboard (stbd) bow freeboard carvel planking, clamp /shelf hull deck joint is intact



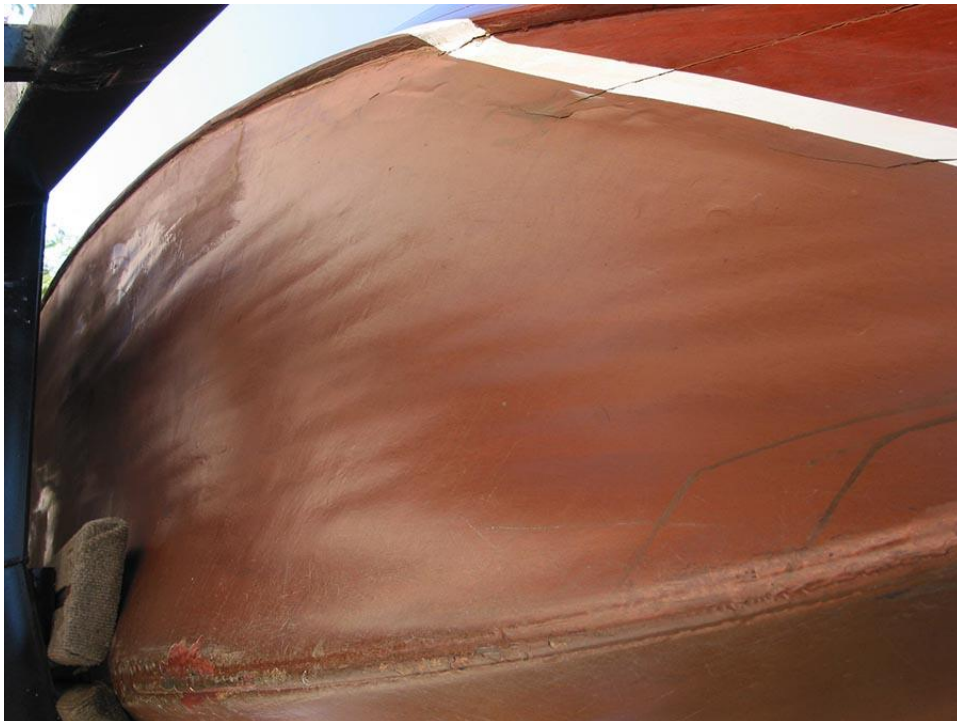
Stbd forefoot scarf joint & plank seams are exposed; the fiberglass overlay is parting from the hull planking.

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Photos



Stbd forefoot scarf joint & plank seams are exposed; the fiberglass overlay is parting from the hull planking.



The fiberglass overlay is parting from the hull planking.

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[REDACTED]

[REDACTED]

Photos



Stbd payed seam mahogany moderate camber foredeck



Stbd foredeck clamp shelf hull deck joint secure

Photos



Port payed seam mahogany moderate camber foredeck



Port foredeck clamp shelf hull deck joint secure

Photos



Port bow freeboard carvel planking, clamp/shelf hull deck joint is intact



Port forefoot scarf joint & plank seams are exposed; the fiberglass overlay is parting from the hull planking.

Photos



Stbd bow plank seams are exposed; the fiberglass overlay is parting from the hull planking.



The fiberglass overlay is parting from the hull planking.

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[REDACTED]

[REDACTED]

Photos



Foredeck payed seam planking & hull carvel planking intact.

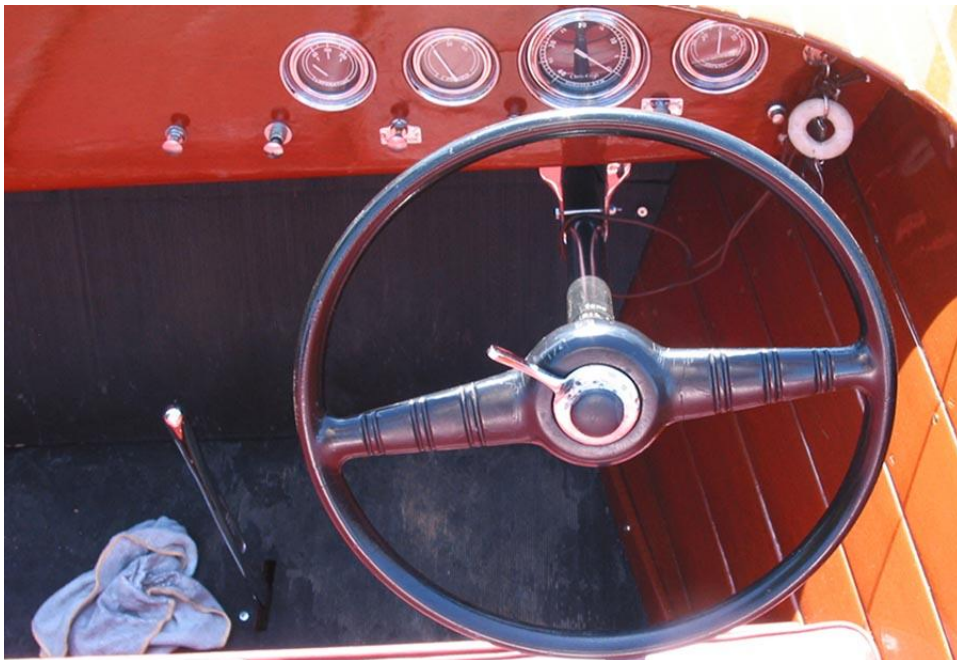


Foredeck transverse deck beams, support battens & plywood sub-deck appear intact.

Photos



The two part glass windscreen supported in a chrome metal frame was the original appointment until 1957 Chris Craft introduced a single piece curved plexi-glass windscreen.



Period gauges & mechanical steering assembly appears serviceable.

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Photos



Period helm/ console instrumentation



Upgraded helm / console wiring.

Photos



Starboard foredeck joinery intact & serviceable



Starboard quarter carvel freeboard planking overall serviceable.

Photos



Port foredeck joinery intact & serviceable



Port quarter carvel freeboard planking overall serviceable.

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Photos



Starboard coverboards are dried, cupping, and cracking.

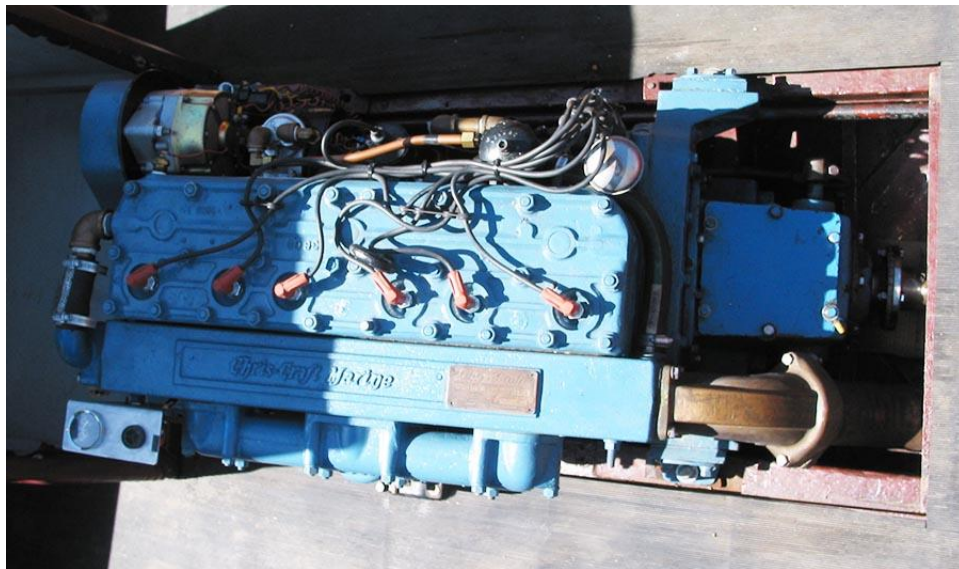


The hull was monitored with a non-invasive Protimeter Aquant meter which records moisture readings in relative terms of the moisture condition up to 19 mm / $\frac{3}{4}$ " beneath the surface of the hull. It pinpoints areas of concern that may justify a more extensive investigation. The meter moisture readings varied.

Photos



Red Tolex upholstery was a option in 1954.



Chris Craft MBL engine, serial# 84901

Reported engine rebuilt with twenty-five service hours

Photos



Reported engine rebuilt with 25 service hours.



Chris Craft MBL engine, serial# 84901

The MBL engine was not an option in 1954.

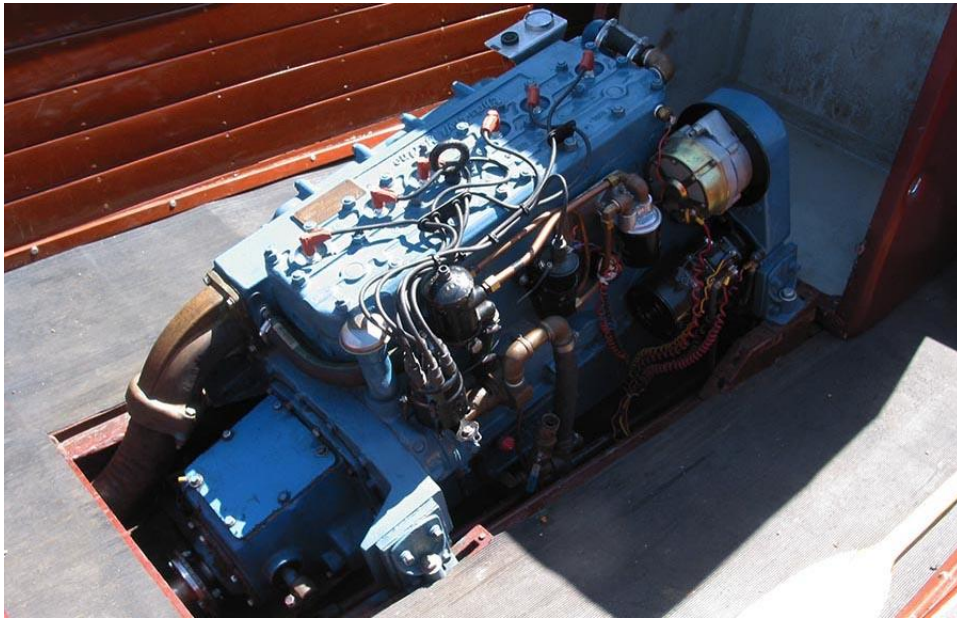
Engines offered B, K, KL, KBL, KLC, KFL, & 283



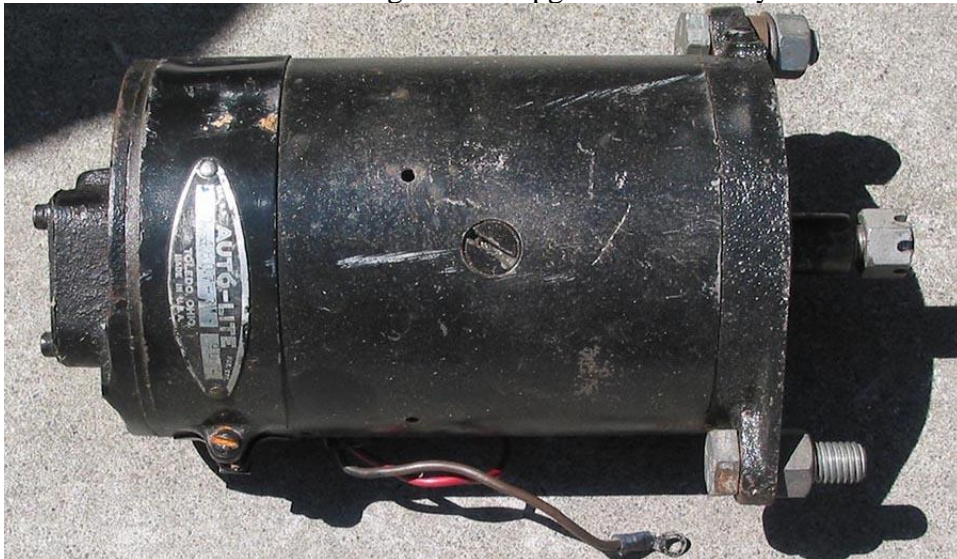
Period carburetors & spark arrestors

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Photos



Chris Craft MBL engine with upgraded 12-volt system.



Original 6-volt alternator



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Photos



Cockpit equipped with varnished mahogany ceilings & Torex red upholstery.



Circa 1954 tern plate steel cylinder fuel tank



Centerline fuel fill 3' copper pipe

ADMIRALTY MARINE SERVICES, LLC

Photos



Wet surface planking requires upgrading.

Note: Propeller blade pitch must be researched for operating area; a incorrect pitched prop may cause engine damage



Aft rudder post mechanical steering assembly intact

Photos



ADMIRALTY MARINE SERVICES, LLC

[REDACTED]

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