



Marine Survey Report for Vessel Donation  
of  
Tarkenton Heating Bros. Inc, a 1979 Chris Craft 310 Catalina

Length over all: 32'-10"    Hull Length: 30'-10"    Beam: 11'-9"    Dry Weight: 11,704 lbs



Hull Identification Number: CCHO9008M79F

Registration number: WS 6692 CX

Vessel built by: Chris Craft Inc.  
Pompano Beach, Florida  
Built in Holland Michigan

Date of Survey 6/7/2022

Survey Conducted For: [Redacted]

Surveyed At: [Redacted]  
Two Rivers, WI 54241

By: Donald W. Beeck, NA  
Shoreline Marine Services  
4609 Ashley Lane  
Sheboygan, WI 53083

This survey sets forth the condition of the vessel to the best of this surveyor's ability. Without the removal of bulkheads, paneling, ceilings or other portions of her structure, and without the opening up of her machinery and auxiliaries for further examinations. It represents the honest and unbiased opinion of the surveyor, but in submitting this survey it is understood by all parties concerned that such a survey is not to be considered a guarantee of its accuracy nor does it create any liability of the part of the surveyor arising out of the reliance on the information contained in this survey. Details of the vessel described in this document are noted as of the date the document had been written presents the vessel as it was found, surveyor is not responsible or held accountable for any items, losses, damage or occurrences prior to or after receipt of this report. The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code; 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 strict guidelines in the conduct of this survey.

Signed:

Donald W. Beeck, Naval Architect, Marine Surveyor

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## Survey definition

The purpose of this inspection and survey report is to determine as in depth as possible within the limitations of physical and visible accessibility, through non-destructive and non-invasive means, the vessels condition at the time of the physical survey by reporting deficiencies against the American Boat and Yacht Council, United States Coast Guard and Federal standards and to present the surveyors personal opinion as to the vessels condition as it was found on the day of the physical inspection. Areas of the vessels structure, systems and equipment may be inaccessible without removing decks, tanks, bulkheads and head liners etc or in the case of cored structures, drilling core samples. This could be prohibitively time consuming, dangerous to the surveyor, potentially destructive, costly to repair and are not within the scope of this survey. Coating build up, corrosion, marine growth, excessive gear on board, dirt, lack of battery power may have hampered the surveyors ability to inspect and evaluate. Loose gear, accessories and personal items were not inventoried nor inspected.

Cosmetic or comfort issues may be addressed where there is a significant effect on the value of the vessel. All seacocks and valves are activated and tested by hand pressure only. Electronics and electrical equipment may be tested by powering up only when power is available and connected. A complete inspection and analysis of the vessels electrical systems would require a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect the engines, generators, v-drives, transmissions, outdrives or saildrives. Normal wear and tear relative to the model and age will not generally be reported on. Fuel burning (LPG / CNG) equipment or appliances will be visually inspected and will not be started or ignited by the surveyor.

Any reference to bronze, stainless steel or aluminum metals is a color reference for convenience only as the actual metallurgy cannot be determined without full laboratory evaluation.

The statements in this survey are of the personal opinions and observations of the surveyor and are for the consideration of the party or persons retaining him, with no guarantees express or implied. The surveyor cannot predict how the vessel or it's systems will perform over time, or should the vessel have work or maintenance done, should the vessel be moved or operated after the physical marine survey has been performed and therefore this report is valid only on the date noted on this report. No right of action against the surveyor for negligence, or breach of contract or otherwise accrues to anyone other than the party retaining the surveyor as is both restricted and limited to the cost of the survey herein provided. All photographs remain the property of Shoreline Marine Services LLC. Acceptance and or use of this report constitutes agreement to these and all other conditions and limitations contained within this report.

In the survey conducted on the 7 of June 2022, the vessel was ashore on shoring stands and keel blocking at [REDACTED] in Two Rivers, Wisconsin the following is stated.

1. Vessel is in good main structural condition for the age and service with indication of average use and poor general maintenance. It has been noted that the vessel has been stored indoors for a number of years. At time of survey the batteries were connected though discharged, no shore power available. The engines were not turned over or started. The vessel was inspected as it stands in the condition in which it was found.
2. The following items were noted during the survey for correction/upgrade.
  - A. Aft section of keel shows evidence of previous repair which has failed, current condition shows fracturing and weeping of the laminate. Area was percussion sounded and found to be delaminated.
  - B. Both port and starboard propellers show evidence of nicked and bent blades.
  - C. Forward hull at the stem shows evidence of a failing gel coat repair with flaking gel coat and poor color match.
  - D. Vessel exterior shows UV deterioration (chalking) of the gel coat.
  - E. Starboard hull side stainless steel intake vents show damaged vanes.
  - F. Vessel aluminum extruded rub rail shows abrasion, bent lengths and missing corner section to starboard.
  - G. Deck aft coaming and house aft sides show open holes from removed fishing equipment.
  - H. Vessel bilge shows grime build up and is quite dirty.
  - I. Vessel engine intake hoses removed at the sea cock for winterizing.
  - J. Port and starboard fuel tank fill hoses show evidence of considerable rubber dry cracking.
  - K. Starboard aft bilge deck support is loose and not supporting the deck.
  - L. Bilge air intake and discharge hoses are deteriorated and crushed.
  - M. Batteries are in need of replacement.
  - N. Helm area FRP hard top / flybridge sole is soft and noticeably deflects when weight is applied. Percussion sounding noted full delamination.

- O. Flybridge compass needs to be replaced.
- P. Steering system when helm wheel (s) are turned rudders don't move.
- Q. Vessel interior is dated, upholstery needs replacement as it's faded, soiled, ripped and stained. Interior needs a complete cleaning as it's dirty and soiled from sitting.
- R. Minimal safety gear aboard the vessel. The interior has been fairly cleaned out of personal belongings and equipment.

All above listed items are recommended for correction and left to the discretion of the company accepting the donation to repair / remedy as they see fit.

- 3. Basic vessel at present will meet all government requirements for class II vessels with all vessel items meeting minimum standards when items K and L are remedied.

Vessel at present does meet ABYC / NFPA requirements in applicable areas and systems at time of vessel manufacture.

Current fair market value:

"Current 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 part being under undue pressure to act in the matter.


This valuation opinion is intended for insurance, financing and legal purposes only and is not intended to influence the purchase or non-purchase of the subject vessel at any value. The attending surveyor has no interest in the vessel financial or otherwise.

At present (7 June, 2022) 1979 Chris Craft 310 Catalina cruisers are offered for sale on the used market ranging in the \$4,500 to \$21,000 with twin 250 hp gasoline engines. Asking prices are with actual condition and inventory of vessels not known. The Chris Craft 310 Catalina (sedan model) is a rare find on the current used boat market and current market prices are notably high for the age and type of vessel.

[REDACTED] a 1979 Chris Craft 310 Catalina cruiser, hull identification number: CCHO9008M79F, registration number: WS 6692 CX in the condition and equipment as surveyed is estimated to be worth \$10,000.00 which includes the vessel and all items listed.

Estimated values gained through internet broker and for sale by owner ads in the United States. Also NADA and BUC boat value guides. Percentage of 10-15% added for freshwater use.

The Chris Craft 310 Catalina was in production from 1979-1981.

Signed: 

Donald W. Beeck, Naval Architect, Marine Surveyor

Survey Report: [REDACTED] Inc, a 1979 Chris Craft 310 Catalina, hull identification number: CCHO9008M79F, registration number: WS 6692 CX as examined ashore at [REDACTED] in Two Rivers, Wisconsin on 7 June, 2022.

I Hull Exterior:

- A. Hull underbody in good condition with no evidence of grounding, contact, damage or pitting. Bottom is fair and smooth on initial lay up with a shallow molded keel on centerline and chines running the length of the hull. Visual examination and percussion sounding of underbody showed no indication of voids, osmotic blisters, delamination or dry resin areas. Noted the keel is delaminated on the aft 12" of the keel which shows a previous repair.
1. Antifouling paint is in serviceable condition.
  2. All sea water suction fittings and transducers are solidly installed and bedded.
  3. Propeller manganese bronze struts are tight, cutlass bearings are in good condition and show satisfactory radial clearance. Shafts are 1 1/4" Stainless steel showing true upon visual inspection.
  4. Propellers (2) are 3 blade Chris Craft 10" x 24". Both show evidence of nicked and bent blades.
  5. Rudders(2) are spade type manganese bronze. Secure and showing no sign of damage.
  6. Recessed trim tabs (2) 12" x 18" are solidly fastened and undamaged. No evidence of hydraulic fluid leaks on the cylinders, hydraulic lines or pump.
- B. Hull sides the waterline to the hull sheer are in average condition, showing no sign discontinuity or hard spots noted. The surface finish of the hull is smooth with minor UV chalking, scratches and failing repaired area forward on the stem. The extruded aluminum rub rail around the perimeter of the hull/deck joint shows signs of surface abrasion, damaged areas and missing aft sections to starboard..
1. The navy blue waterline stripe are faded and worn.
  2. All exterior faces of the plastic hull fittings on the hull sides are in satisfactory condition and are properly bedded.
  3. Hull side stainless steel engine intake finned vents to port are intact and starboard are damaged showing missing and bent vanes.

C. Transom is in good condition with no indication of discontinuity, stress or surface damage. The waterline to the hull sheer are in average condition, showing no sign discontinuity or hard spots noted. The surface finish of the hull is smooth with minor UV chalking.

1. Transom stainless steel exhaust ports are solidly fastened and bedded to transom. No evidence of leaking or heat damage.
2. Teak swim platform is in good condition and supported by four tubular assemblies. Three step hinged boarding ladders (2) are located to port.
3. Stainless steel manual trolling plates are in good condition and nicely fabricated.

## II Deck:

Deck FRP part is a molded part with a overlap flange for integral mating with the hull. The deck is thru bolted to the hull mating flange. The deck overall is in good condition with small walk around side decks and fair size foredeck area.

A. Main deck is even and smooth with evidence of hairline gel coat cracking along the root radius in various areas. Gel coat condition is in satisfactory condition with evidence of UV chalking. No non-skid surface on side decks and foredeck.

1. Percussion soundings of the decks indicate no delamination or voids, minor early stages of delamination noted.
2. All safety handrails and stanchions are 7/8" diameter stainless steel tubing solidly mounted to the deck toe rail at the foredeck section.
3. Mooring cleats and chocks show to be solidly mounted and in serviceable condition.
4. Deck fill fittings located in the walk around surface are secure and properly labeled. Fuel (2) transom, waste to starboard with water fill to port.
5. Foredeck 20" x 20" acrylic hatch is in good condition, securely dogs tight and no evidence of fracture to the hatch or deck at the hinge points. No evidence of leaking present in the interior.
6. Spot light on the forward deck shows to be in serviceable condition.



- B. Deckhouse is integral with the deck, the foredeck trunk cabin is raised 24" above the main deck with two glass fixed windows forward and one large window to port and starboard with opening pane sections. Immediately aft is the helm aluminum framed window set with opening windows port and starboard with two fixed windows forward.
1. Deckhouse & helm windows are glass framed with aluminum. All window frames are properly installed and bedded. No indication of leaking present in the interior. All glass is installed properly with no evidence of fracture. It is noted considerable silicone sealant is present on forward house windows.
  2. Windshield wipers (1) port and (1) starboard are in satisfactory condition, no evidence of leaking at the motors.
  3. Flybridge access ladder to port aft is secure and in good condition.
  4. To port is the dockside fresh water connection fitting. No evidence of leaking present, fitting is in good condition.
  5. FRP hard top is securely fastened to the aluminum window frame. Evidence of leaking at the component fasteners noted. Note, high moisture content is present in the core material and significant delamination. deflection also noted when weight is applied.
- C. Integral cockpit deck is a molded secondary section of the main deck component is in good condition. Located aft on centerline a FRP hatch to the aft lazarette, to port and starboard with two large hatches directly over the engines forward. Forward to starboard is the lower helm console, on centerline is a teak and glass entry door with overhead sliding acrylic hatch. Aft are two fold away bench seats for helmsman and companion. To starboard is a wood constructed storage cabinet.
1. Deck sections were sounded and show to be free of any delamination, voids. Cockpit vertical faces show to be in satisfactory condition and show no evidence of deterioration.
  2. Forward on the helm console is one Hubbell 30 amp 125 volt shore power fitting properly installed.
  3. Aft cockpit port and starboard scupper drains are properly installed, secure and free of debris.
  4. Hatches are solid with no deflection present, oil canning or delamination.

5. Steering station has a molded FRP console forward to starboard. Console hinges aft to allow access to wiring behind. Helm is satisfactory with the following:
  - a. Steering station installation and wiring are factory installation with control cables and wiring properly installed behind the control station.
  - b. Instrument panel has dial units consisting of tachometer, oil pressure, engine temperatures and volt gauges. Switch panel located on console. All are undamaged, properly marked and in good condition.
  - c. Destroyer stainless steel steering wheel turning without hesitation.
  - d. Engine throttle and gear controls are in good condition, free and clearly marked.
  - e. Lower helm electronics are as follows.
    1. VHF Radio: Uniden President MC722
    2. Autopilot: Cetrek Sea Star 770
    3. Sounder- Sitex CVS-103
    4. Audio- JVC cassette receiver
- D. Flybridge module is a FRP component securely fastened to the deck house hard top. The vessels secondary steering station is located on centerline with gauge cluster properly visible from helm seat. Helmsman pedestal seat is located on centerline with storage below the console. Companion bench seats are outboard to port and starboard.
  1. Flybridge components are of FRP construction and are reasonably well constructed and solidly fastened with no gel craze, stress fractures or deflection noted. Flybridge has a venturi windscreen shows no evidence of fracturing of the acrylic material.
    - a. Forward face of the bridge outer has navigation light forward on centerline (laying down) and dual trumpet horns to starboard. All in satisfactory condition, mounted securely with no evidence of fracture.
    - b. Bridge outer component has two stainless steel handrails for hand holds when going forward on the side walk around decks mounted securely to both port and starboard surfaces of the bridge. A full aft rail with intermediate is mounted aft. No evidence of fractures noted.

2. Steering station has a molded console forward. Helm is satisfactory with the following:
  - a. Steering station installation and wiring are factory installation with control cables and wiring properly installed behind the control station.
  - b. Compass is in direct uninhibited sight from the helm seat position forward on the control station - unit needs to be replaced.
  - c. Instrument panel has dial units consisting of tachometer, oil pressure, engine temperatures and volt gauges. Switch panel located on console. All are undamaged, properly marked and in good condition.
  - d. Engine throttle and gear controls are in good condition, free and clearly marked.
  - e. Wheel turns freely though rudders do not turn.

### III Vessel interior:

Entering through the hinged door and sliding hatch, descending down three stairs in to the lower accommodations. Immediately to starboard is the enclosed head compartment with AC/DC panel mounted in the inboard face. To port is the L shaped galley with pull man berth / couch forward. To starboard is a U shaped settee with storage outboard and below. Forward is the V berth with filler cushion. In the sole are three hatches on centerline to access the bilge below. The entire interior is in dated and poor condition.

- A. V-berth has a berth with storage below and aft in locker to starboard.
- B. Settee is arranged in a C shape with stowage located in the seat base and outboard.
- C. Pull man berth with storage below is in satisfactory condition, upper berth when deployed is secure.
- D. The L shaped Galley area to port aft outboard of centerline. The refrigerator is located in the lower cabinetry forward, Laminate counter top with stainless steel sink aft and 2 burner electric/alcohol stove. Stowage areas outboard and below.
  1. Refrigerator/Freezer unit is a 12v/110 volt model. Unit is solidly fastened though in poor condition.

2. Electric/alcohol 2 burner Kenyon 406 stove is securely mounted in the counter top. Burners are undamaged and shows to be in serviceable condition.
  3. Integral single stainless steel sink and hot/cold pressure water pressure system. No leaks noted in pressure water, drain systems or evidence on surrounding cabinetry.
- E. Main head is located to starboard aft. Head enclosure is a plywood / FRP paneled space with molded FRP shower pan. The vanity and sink outboard with a electric Monomatic 342 head unit aft. The sink and shower assembly are in satisfactory condition with no evidence of leakage.
1. Located on the head inboard partition is the vessels 110 volt AC panel/12 volt DC panel. Satisfactory installation and breaker switches on each circuit. Polarity indicator lights and volt meters present. Installation and wiring will meet ABYC / NFPA standards.
- IV Machinery compartment is located beneath the cockpit deck and extends aft to the transom. Engine inboard and outboard access is good. Access to mechanical, electrical and plumbing is satisfactory with the majority of the engine and systems to be laid out fairly well.
- A. Machinery compartment is partially gel coated and fairly clean.
1. Aft bilge pump is located in the aft lazarette and discharges overboard. Pump is securely installed, hoses clamped and clear. Equipment is in satisfactory condition.
  2. Forward cabin pump is located in the main cabin. Pump has an automatic float switch. Pump discharges overboard. Pump is securely installed, hoses clamped and clear. Equipment is in satisfactory condition.
- B. Longitudinal and transverse FRP hat stringer system is heavily glassed to the hull and shows no evidence of motion, delamination or stress fracture. Machinery compartment forward bulkhead is securely glassed to the stringers and the hull sides and shows no evidence of movement or stress fracture.
- C. Fuel tanks (2) barrel style galvanized steel construction are located outboard aft of the main engines to port and starboard carry a total of 75 gallons each. Both fuel tanks are securely fastened with no evidence of leaks or movement. Fuel fill hoses are in need of replacement as they are showing considerable shell dry cracking.
- D. Water tank (1) is located on centerline below the cabin sole. Tank is constructed of polypropylene which carries 35 US gallons of fresh water. No evidence of leaks or movement.

1. 11 gallon water heater is located forward to starboard in the machinery compartment. Unit is securely fastened and shows no evidence of leaking though there is rust some shell deterioration. All 110 volt electrical wiring and interlocks are of satisfactory gauge with no deterioration or corrosion noted. 12 volt pressure demand pump undamaged with no leaks. All hose connections are tight.
- E. Double service battery stock installation located on platform on centerline between the main engines securely fastened and show no evidence of leakage. All batteries in discharged condition with no corrosion on terminals. Installation will meet standards with shut off switches on primary circuits.
1. Electrical system has a Guest Pro Charge 2610, 110 volt AC to 12 volt DC charger. Unit and wiring are in good condition no indication of deterioration or corrosion noted.
- F. Both shaft logs have raw water cooled style stuffing boxes. Both shaft logs are in solidly reinforced hull locations and are securely installed.
- G. All factory installed sea cocks and hull overboards are properly installed and will meet ABYC standards. All hoses are tight and no evidence of chafe or cracking noted from what could be examined. All sea cocks and valves are operational, hose clamps are tight and show no sign of corrosion.
- H. Steering gear is solid and well fastened with no evidence of wear or lost motion. Tiller arms and cross bar are solid. Hydraulic steering shows no evidence of tight joints, leaking or binding though system did not operate properly when wheel (s) were turned..
- I. Trim tab hydraulic pump and relays are mounted in aft lazarette. No evidence of hydraulic leaks on pump, fittings, lines leading to rams or rams. No evidence of rust on relays, system is in satisfactory condition.
- J. Both propeller struts are solid and well fastened with adequately sized bolts. No evidence of leakage or motion from what could be examined.
- K. Machinery compartment is properly vented with both static and forced ventilation to port and starboard.

V Main engines (2) are Marine Power 350 CID model 350KL15 V8 gasoline raw water cooled engines rated at 250 HP each at 4200 RPM. Coupled to Paragon P32AL marine reduction gears driving main shafts.

Engine serial numbers:                      Port: 18341                      Starboard: 183135

Reduction gear serial number:      Port 6E-9654                      Starboard 6E-9633

Engine hours:                                      Port 1685.0                      Starboard 1352.1

- A. Main engines appear in satisfactory condition with no evidence of oil, water or fuel leaks. No indication noted of abnormal maintenance. Engine exterior is in satisfactory condition. Engine is solidly mounted on hull stringers with no evidence of stress or motion on the mounts.
- B. Exhaust system from each engine manifold runs from engine to a FRP manifold muffler outboard and out through ports in the transom. No evidence of water or exhaust leaking throughout the system. No evidence of deterioration or chafe in exhaust system. Hose is of approved type for exhaust/steam systems and double clamped.
- C. All fuel lines, pumps, filters and fittings show no evidence of leakage. System will meet ABYC / NFPA standards. Fuel / water separators are located aft.

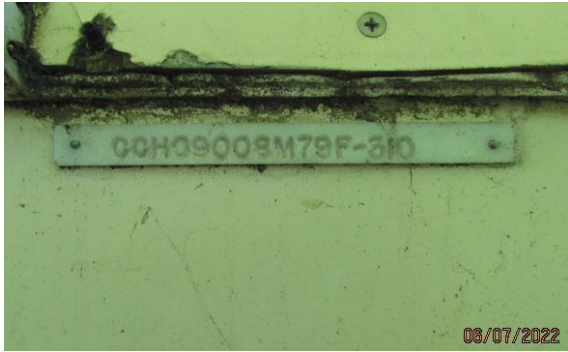
VI Safety:

- 1. Personal flotation devices sighted aboard.
- 2. No visual distress signals sighted aboard.
- 3. Two old discharged fire extinguishers sighted aboard.

VII Docking / anchoring:

- 1. No fenders or dock lines sighted aboard.
- 2. No boat hook sighted aboard.
- 3. No anchor sighted aboard, rode present.

VIII Hull Identification Number: Photograph of actual imprinted number placard on the starboard transom of the vessel. No evidence of tampering or alteration noted. Number matches the imprinted placard on the underside of the port engine hatch cover.



IX Photographs:





