

Pomaranski Marine Surveys

Power & Sail / Private & Commercial

Member of United States Surveyors Association & American Boat & Yacht Council

Captain John A. Pomaranski, M.M.S. 12902C

59 Oakridge Rd. Grand Island, N.Y. 14072

Phone: (716) 984-0272 * Fax: (716) 775-5520 * pomaranskisurveys@yahoo.com



1959 Chris Craft Silver Arrow

"Sidewinder"

HIN: SA-19-058

Prepared For: Bill Pappas

Prepared by:

Captain John A Pomaranski

USCG Licensed 100 ton Master Captain #USA000278101

Member of: United States Surveyors Association #12902C

American Boat and Yacht Council #16447

Buffalo Launch Club

59 Oak Ridge Rd.

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DISCLAIMER

In ordering this survey by person or persons named on the vessel information page, this report and the acceptance of this report does not hold said surveyor to errors or omissions, this also includes dismantling of machinery, operative or not, removing of fastened fixtures and also any repaired damage not visible or obvious in inaccessible areas. Acceptance of this report by person or persons requesting it shall be a complete agreement of foregoing waiver and acceptance of responsibility of payment.

Osmotic blisters are an unknown factor on all boats. If they are not currently present, there is no guarantee that they will not appear in the future. Blisters have a tendency to dry out over winter storage. Surveyor recommends full inspection for blisters immediately after haul out. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, repairs, or barrier coatings on this vessel.

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OVERVIEW

The attached survey was conducted using the standards of the Code of Federal Regulations, part 33 and 46, along with regulations from the Environmental Protection Agency, American Boat and Yacht Council, National Fire Protection Association of New York State. When surveying the vessel, different measures of testing are conducted using a moisture meter (Electrophysics Model GRP 33/Serial # 62845174730704215, 71223221778GRP33 & 71223223883GRP33), manufactured for J.R. Overseas Co., U.S.A., soft mallets, system meters, and observation. If moisture is detected before a declaration of structure damage is made, core samples will be taken by a qualified repair technician in order to determine the severity of damage to the structure. Should a vessel require a survey when the vessel is winterized and covered, the surveyor will conduct the survey to the best of his ability with regards to the limitations that climatic conditions present. The surveyor will return in the spring, or at the time of sea trial, to conclude the survey and system checks. The vessel value is determined by the national average selling price by BUC/Net Research and the opinion of the surveyor. The broker / seller, or buyer, is not consulted by the surveyor as to value. If a problem is detected upon the first visit, it will be conveyed to the owner / buyer. If a second visit is necessary, there will be no additional charges, unless a compression check is requested or the travel distance is over 100 miles total.

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VESSEL INFORMATION

Date of Report: 27 June 2023
Vessel Name: Sidewinder
Registration #: NY 9319 CD
Documentation #: N/A
Hull Identification #: SA-19-058
Survey Ordered By: Bill Pappas
Address: 3801 N Adams
City, State, Zip: Bloomfield Hills MI 48304
E-Mail: mcgroh@rochester.rr.com
Phone #: 586-945-8211
Date of Survey: greekpappy@comcast.net
Location of Survey: Anchor Marine in Grand Island N.Y.

STATUS OF VESSEL

The vessel was inspected while on its trailer at Anchor Marine in Grand Island N.Y.

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SPECIFICATIONS

Make:	Chris Craft
Year:	1959
Model:	Silver Arrow
L.O.A	19' (As published in BUC Valu Pro)
Beam:	6'6" (As published in BUC Valu Pro)
Draft:	2'8" (As published in BUC Valu Pro)
Displacement:	Approx 2,750 lbs.
Color:	Blue/silver and white acrylic enamel
Number of Engines:	Single Inboard Chris Craft 283 (Marinized Chevrolet) gasoline engine (Rated at 185HP) with direct drive

SERIAL NUMBERS

Engine Serial #: 804072 (Observed on the identification plate on the valve cover)

TRAILER

Year: 2002

Trailer Mfr: Load Rite model AB20T4200TB1

Trailer VIN: 5A4RTFR2332000091

Type: Tandem axle bunk I Beam trailer

GVWR: 5,320 per trailer MFR information tag

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HULL

Material: Hull is constructed of molded fiberglass reinforced plastic over Wood (Fir) plank hull sides, wood plank bottom with longitudinal stringe/rib system and painted fiberglass above the wetted surface

Type of Hull: Deep vee conventional monohull

Hull Sounding: Solid (Percussion testing with plastic mallett) above the waterline where accessible (Vessel on a trailer). No visible defect or deformation

Moisture Content of Hull: Moisture readings of the hull sides were dry with normal comparative meter readings. Moisture readings of the bottom/wetted surface were observed to be 15% - 22%

Rub Rail: S.S. rub bar in excellent condition

Bottom Paint: Bottom is painted with white Interlux gloss white paint

Through Hull Fittings: PVC discharge fittings installed above the waterline and a bronze water intake (No shut off valve) for water supply to the engine

Stringers: Wood Fir- solid and serviceable where observed (20% access) Moisture testing of stringers show relatively dry where accessible for inspection (Approx. 10% access)

Transom: FRP over wood plank wood - solid percussion testing with hammer
Moisture meter readings taken of the transom (Taken from outside) were 15% - 25%

Bilge: Relatively clean and free of petroleum residue

Comments: The fiberglass was reportedly painted with clear coat over epoxy in 1981 and is in great condition for age.

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DECKS

Material: FRP with painted surface on the bow and plywood floor in the cockpit

Through Deck Fittings: Solid and well fastened with no apparent moisture intrusion

Average Moisture Content: Moisture meter readings bow and surrounding fittings were relatively dry with normal comparative moisture meter readings

Horns: Concealed 12 volt horn

Soundings: Solid under foot with solid dead blow testing

Windshield: Curved Plexiglas windshield with S.S frame

Cleats: 4 X thru-bolted S.S. - Solid/well fastened

Hull to Deck Joint: Shoebox type - mechanically & chemically fastened - Solid where accessible for inspection

Cockpit upholstery: Factory designed seating with blue/white vinyl covered foam in excellent condition

Comments:

The bottom right corner of the Plexiglas windshield is cracked/broken.

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PROPULSION

Number of Engines: 1 X Electrically started gasoline inboard V8 cylinder Chris Craft 283 engine (Advertised at 185HP) with open/raw water cooling, compartmented midship

Flame Arresters: Installed IAW ABYC4.6.15.18

Belts: N/A - Gear driven water pump and generator

Hoses: Appear Serviceable

Oil Level: To be checked when afloat and after running

Wiring: Appears serviceable with no visible corrosion

Hour Meter: 500 hours on analog gauge integral to the tachometer

DRIVE TRAIN

Make: Chris Craft/paragon direct drive with 1:1 ratio

Rudders: Bronze blade driven by cable- Solid

Struts/Cutlass: Bronze strut with cutlass bearing - See Below*

Propellers/shafts: 3 blade bronze 13 X 13 propeller on a 1" bronze shaft secured with a crown nut and cotter pin with conventional shaft log

Anodes: None installed/observed

Comments:

There is play/slop in the cutlass bearing.

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FUEL SYSTEM/TANK

Fuel Tanks: 1 X steel tank installed aft with an approximate capacity of 30 gallons of gasoline. Tank appears to be in good, serviceable condition with no visible/apparent leaks

Spillage Drain: Exterior vent

Secure: Yes

Shut Off Value: Manual valve at the tank

Fuel Line Type: Copper and small section of USCG Approve Type A-1 flexible line

Bonded: Steel fill tube

Properly Labeled: Straps - solid

Fuel Pump: New Edelbrock 12 volt pump (38 GPH rating)

HOLDING TANKS

Water Size: N/A

Waste Size: N/A

Piping:

Piping:

Condition:

Condition:

Material:

Material:

Comments:

There are no fresh water or waste tanks installed on this vessel.

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ELECTRICAL

12 VOLT DC SYSTEM

Panels: Fuses behind the helm station

Batteries Secure: Installed in a wood tray

Battery Cables: Appear Serviceable

Battery Charger: N/A

Batteries: Single Interstate Group 24 marine battery

DC Wiring Secured Per ABYC, NFPA: Yes, in looms & ties

Bilge Pumps: Atwood 12 volt pump with switch at the helm (No auto float switch)

Comments:

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Port Running Lights: Installed IAW USCG & ABYC A-16.6

Starboard Running Lights: Installed IAW USCG & ABYC A-16.6

Anchor Light: Pole - Installed IAW USCG & ABYC A-16.6

Steering: Large Plymouth steering wheel with cable to the rudder

VHF Radio: N/A

Stereo Radio: N/A

Depth finder: N/A

Instrumentation: OEM analog instrumentation consisting of analog amp, oil pressure, temperature and fuel level and a large analog tachometer with integral analog hour meter

Not observed

Comments: For Type 3, the number of an individual's related exams

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SAFETY EQUIPMENT

PFD's: *

EPIRB: N/A

Boat Hook: *

Throwable Device: *

Automatic Fire Extinguishers: N/A

Hand Held Fire Extinguishers: 2 X Handheld BC

First Aid Kit: N/A

Visual Distress Signals (CFR 46.160.066)

Flares: *

Flag: *

Sounding Device (NAV RULE 33): *

GROUND TACKLE

Primary Anchor Type: Small fluke anchor with an undetermined length of nylon rode

Windlass Make: N/A

Comments: *-USCG safety equipment to be on board prior to launch. The electric horn did not work when tested.

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SUMMARY

This pre-purchase condition & value survey was performed at the request of Bill Pappas (Not present for the survey). This vessel is observed to be in excellent condition. Pride in ownership is evident.

Vessel was inspected while on a trailer. A sea trial was not performed. The engine was not run

The surveyor is not a gasoline engine surveyor. Recommend contracting with an experienced technician to perform a mechanical evaluation of the engines and outdrives if further verification is desired.

Findings/Recommendations:

*Battery terminals are not protected. Recommend protecting terminals IAW ABYC 10.7.7.

*ABYC E-10.7.4 STATES "EACH INSTALLED BATTERY SHALL NOT MOVE MORE THAN 1 INCH IN ANY DIRECTION WHEN A PULLING FORCE OF 90 POUNDS OR TWICE THE BATTERY WEIGHT, WHICHEVER IS LESS, IS APPLIED

*The electric horn did not work when tested.

*The bottom right corner of the plexiglass windshield is cracked/broken.

*There is play/slop in the cutlass bearing.

This vessel, as described herein, and subject to compliance with the following recommendations, was found to be in satisfactory condition for its intended service:

*USCG safety equipment to be on board prior to launch.

Capt. John A.
Pomaranski MMS
USSA

Digitally signed by Capt. John A. Pomaranski
MMS USSA

DN: cn=Capt. John A. Pomaranski, MMS USSA,

o=Pomaranski Marine Surveys, Inc.

email=pomaranskisurveys@yahoo.com, c=US

Date: 2014.07.15 16:14:34-0400

Digitally signed:

Captain John A. Pomaranski, (USCG Licensed 100 Ton Master)

Member United States Surveyors Association (Since 2002)

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VESSEL VALUE

Documentation #: N/A

Registration #: NY 9319 CD

Hull Identification #: SA-19-058

Vessel Name: Sidewinder

Was the information contained within this report discussed with the owner, or his / her representative? Yes, report e-mailed

With Whom: Bill Pappas

Intended Purpose: Boat Shows/cruising

Water Navigated Upon: Great Lakes / Inland waterways

It is the opinion that the above mentioned vessel is satisfactory for Marine Insurance and or Finance issuance and coverage.

VESSEL VALUE: \$38,000.00

VESSEL REPLACEMENT VALUE: \$329,000.00 (BUC Valu Professional)

TRAILER VALUE: \$2,000.00 (Estimate)

Capt. John A.
Pomaranski MMS
USSA

Digitally signed by Capt. John A. Pomaranski
MMS USSA
DN: cn=Capt. John A. Pomaranski MMS USSA,
o=Pomaranski Marine Surveys, ou,
email=pomaranskisurveys@yahoo.com, c=US
Date: 2023.06.27 15:16:14 -04'00'

Digitally Signed: _____

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Thank you for selecting Captain John A. Pomaranski to do your vessel survey. I hope that what I have included and suggested in my comments will help you to have a better understanding of your craft.

It is recommended if you have never taken a marine safety course to do so. The U.S. Power Squadron and the U.S. Coast Guard Auxiliary are both certified and sanctioned by the United States Coast Guard to provide safe boating courses. Both organizations have excellent courses at minimal cost.

If you, your lender, or your insurance company has any questions, please feel free to contact me.

Thank you:

Capt. John A.
Pomaranski
MMS USSA

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DN: cn=Capt. John A. Pomaranski
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o.com, c=US
Date: 2023.06.27 15:16:33 -04'00'

Capt. John A. Pomaranski

Phone #: 716-984-0272

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ABBREVIATIONS

Alc.	Alcohol	Exc.	Excellent
VG	Very Good	LPG	Liquified Petroleum Gas
FRP	Fiber-Reinforced Plastic	NAP	No Apparent Problem
RPM	Revolutions per Minute	WOT	Wide Open Throttle
In.	Inches	MM	Millimeters
I/B	Inboard	O/B	Outboard
I/O	Inboard/Outdrive	N/A	Not Applicable
O/D	Outdrive	GA.	Gauge
SS	Stainless Steel	Alum.	Aluminum
Stbd.	Starboard Side	Port	Port Side
MSD	Marine Sanitation Device		

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The following hull identification number picture/rubbing was taken on this date by Captain John A. Pomaranski, Master Marine Surveyor, United States Surveyors Association.

Date Taken: 27 June 2023

Year: 1959

Make: Chris Craft

Model: Silver Arrow

Hull Identification #: SA-19-058

Registration #: NY 9319 CD

Vessel Name: Sidewinder

Documentation #: N/A

Client: Bill Pappas



If further verification is needed, please contact Capt. John A. Pomaranski @ 716-984-0272,
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PROFILE



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HULL BOTTOM



POWERTRAIN

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UNDERWATER MACHINERY



HELM

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BATTERY/BILGE PUMP



COCKPIT

Pomaranski Marine Surveys

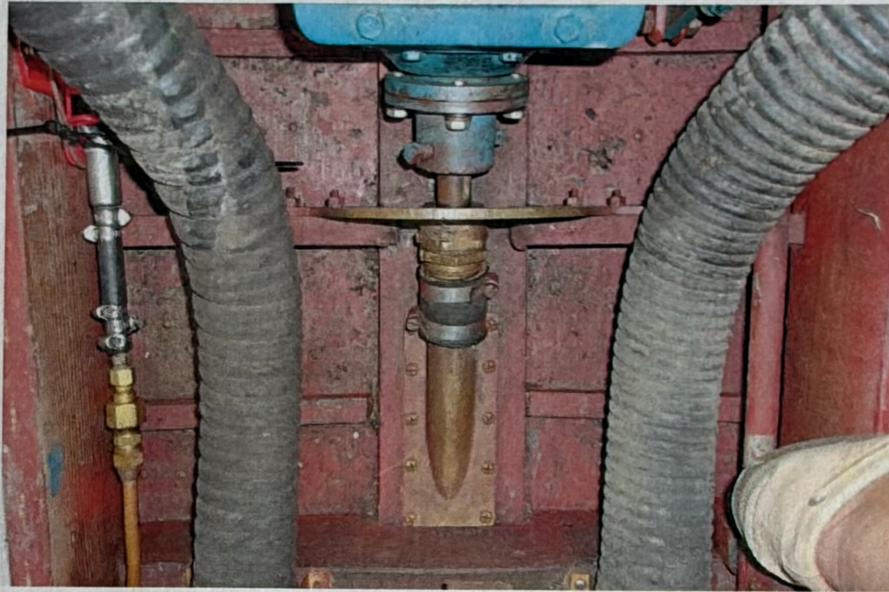
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STUFFING BOX/BILGE



BOW

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FUEL TANK



FWD BILGE/STRUCTURE

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MOTOR COVER



CORNER OF WINDSHIELD BROKEN