

## VEHICLE IDENTIFICATION

File #: 56943566BT

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Claim #: N/A

Inspected For: NSPXN

VIN: CCBFT295E595

VIN Verification: VIN is clearly embossed and legible in Photo 5.

Vehicle: Chris-Craft Cabin Cruiser (appears to be mid-1990s, based on design cues and VIN structure)

Odometer: No odometer or hour meter reading is visible in the provided photos.

Primary Impact: Stern (missing both outdrive units, mounting area damage)

Secondary Impact: Hull (cosmetic scuffing and wear), minor interior soiling

Redaction Status: Redacted PII: Successful OK

## REPORT SUMMARY

| Photo # | View/Side | Key Panels/Parts Visible | Damage/Condition |

|---:|---|---|---|

| 1 | Front-side angle | Hull (bow to stern, one side), rail, deck | No obvious damage visible from this angle; hull shows typical wear and some scuffing near waterline. |

| 2 | Cabin interior | Forward berth, seating, galley | No obvious structural damage; some soiling and minor wear on soft surfaces. |

| 3 | Stern (transom, propulsion) | Twin outdrive mounting areas, trim tabs | Both outdrives missing; mounting areas show scraping, sealant residue, and possible impact or removal damage. |

| 4 | Helm close-up | Gauges, controls, steering | No obvious damage; some weathering and dirt on surfaces. |

| 5 | VIN area | Hull VIN embossment | VIN clearly visible, no damage. |

| 6 | Rear-side angle | Hull (stern to bow, one side), swim platform | Hull shows scuffs and scrapes along lower edge; swim platform appears undamaged. |

| 7 | Engine compartment | Twin engines, bilge | Both engines present; some oil/fluid residue in bilge, possible leak or prior maintenance. |

| 8 | Rear-side angle | Hull (stern to bow, opposite side), swim platform | Similar scuffing and wear as other side; no major hull breaches visible. |

| 9 | Front-side angle | Hull (bow to stern, opposite side), rail | No obvious damage visible from this angle; hull shows typical wear and some scuffing near waterline. |

| 10 | Cockpit | Seating, helm, deck | No obvious damage; some soiling and minor wear on upholstery and deck. |

- \*\*Side shown\*\*: Both sides of the hull are visible (Photos 1, 6, 8, 9).

- **\*\*Opposite side shown\*\***: Both sides are shown; no major damage differences noted between sides (Photos 1, 6, 8, 9).

The Chris-Craft cabin cruiser displays its VIN clearly in Photo 5, confirming the vessel's identity. The hull is shown from multiple angles (Photos 1, 6, 8, 9), revealing moderate scuffing and cosmetic wear along the lower blue and white gelcoat, especially near the waterline. No evidence of hull breaches, cracks, or structural compromise is visible in the provided images. The bow rail and deck hardware appear straight and undamaged (Photos 1, 9). The stern area (Photo 3) is missing both outdrive units, with exposed mounting areas showing scraping, sealant residue, and possible impact or forceful removal marks. Trim tabs and related hardware are present but show corrosion and wear. The swim platform and boarding ladder are intact (Photos 6, 8).

The engine compartment (Photo 7) contains both engines, with visible labeling indicating Volvo Penta 5.8L EFI units. There is evidence of oil or fluid residue in the bilge, suggesting a possible leak or recent maintenance, but no catastrophic engine damage is visible. The helm area (Photo 4) shows all gauges and controls in place, with some weathering and dirt but no broken components. The cockpit and interior (Photos 2, 10) show minor soiling and wear on upholstery and soft surfaces, but no signs of flooding, fire, or major interior damage. No hour meter or odometer reading is visible in the provided photos.

Overall, the most significant damage is the complete absence of both stern drive units, which will require full replacement and associated labor. The hull and deck show only cosmetic wear, and the interior is in serviceable condition with minor cleaning needed. No evidence of structural hull damage, major water intrusion, or fire is present in the photos. All observations are based solely on visible evidence; hidden or mechanical issues may exist but are not apparent from the images provided.

## APPROXIMATE REPAIR COST BREAKDOWN

- Body labor (hull/gelcoat repair, prep, and cosmetic touch-up): 12.0 hrs @ \$110/hr = \$1,320
- Paint labor (hull touch-up, blending): 8.0 hrs @ \$110/hr = \$880
- Paint & materials: 8.0 hrs x \$60/refinish hr = \$480
- Mechanical labor (outdrive install, engine inspection, bilge cleaning): 14.0 hrs @ \$140/hr = \$1,960
- OEM replacement parts:
- Twin stern drive units (Volvo Penta, OEM): \$16,000 (2 x \$8,000)
- Mounting hardware/seals: \$600
- Bilge cleaning supplies: \$100
- Tax (7.5% on parts + paint materials): 7.5% x (\$16,000 + \$600 + \$100 + \$480) = \$1,292

### Estimated Total Repair Cost:

- Labor: \$1,320 + \$880 + \$1,960 = \$4,160
- Parts & materials: \$16,000 + \$600 + \$100 + \$480 = \$17,180
- Tax: \$1,292
- Grand Total: \$22,632

### Severity Tier:

- ☐ Minor (< \$3,500)
- ☐ Moderate (\$3,500-\$10,000)
- ☒ Major (\$10,000+)
- ☐ Possible Total Loss Threshold Approaching

**Repair Cost Disclaimer:** This is a photos-only repair cost approximation. Actual costs may vary based on hidden damage, mechanical inspection, and parts pricing. This is not an official repair estimate.

## FRAUD & AUTHENTICITY CHECK

No material inconsistencies found. VIN in Photo 5 matches the file number and appears untampered. No evidence of photo manipulation or duplicated images. All photos are unique and consistent with the reported vessel.

## CONCLUSION

Based on the provided photos, the Chris-Craft cabin cruiser has major damage centered on the missing twin stern drive units and associated mounting areas. The hull and deck show only cosmetic wear, and the interior is in fair condition with minor soiling. The estimated repair cost is in the major severity tier, primarily due to the high cost of OEM stern drive replacement and associated labor. No evidence of structural hull damage or major interior compromise is visible. All findings are based solely on the photographic evidence supplied.

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### Disclaimer:

This report is based solely on photographic evidence and is intended as a preliminary visual damage assessment only. It does not constitute a formal appraisal, repair estimate, or safety certification. Hidden structural, mechanical, or electronic damage may exist beyond what is visible in the photographs. All findings should be verified by a qualified collision repair technician, appraiser, and/or insurance adjuster performing a physical inspection. This report was generated using artificial intelligence. AI systems may make errors or misinterpret visual information. All photos, damage descriptions, conclusions, and findings must be independently reviewed and verified by a qualified appraiser before preparing or finalizing any repair estimate. This repair cost is an approximation derived from the visible conditions in the provided photos only. Actual repair scope and cost may change after teardown, measurement, and confirmation of hidden damage, glass bonding requirements, and any sensor/trim replacement needs.

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Uploaded Photos

