



Sales inspection
Thermography
Valuation
Moisture inspection
Thickness measurement
Partial inspection

Boot-Check
Waterweegbree 217
4823 NE Breda
076-5320105
06-39506536
info@boot-check.nl
www.boot-check.nl

Appraisal report.

Runabout Typhoon replica.

Owner Mr. J.Hurley.



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Ship related identification and features

Name of the vessel	: Typhoon.
Brand, type	: Runabout replica.
Dimensions	: 30 ft.
Builder	: Mr. J. Hurley. (also the owner)
Built	: 2014-2022.
Material	: Mahogany.
CE mark	: Not present.
HIN code	: Not present.
Engine brand, model	: BMW V12.
Fuel	: Petrol.
Registration number fast going vessels	: 7 YF 720.

Previous information has been provided to us by third parties and therefore we cannot guarantee its accuracy. We do not perquisition as to the correctness of the information provided, Boot-Check cannot be held liable for this in any way.

The read engine hours may deviate from the actual engine hours. Since June 16 1998, all newly delivered ships need to comply with the requirements of the EU Recreational Craft Directive. Visible features of this include the CE builder's plate, CIN code, owner's manual and EC Declaration of Conformity. Since June 16 1998, all newly delivered ships need to comply with the requirements of the EU Recreational Craft Directive. Visible features of this include the CE builder's plate, CIN code, owner's manual and EC Declaration of Conformity.



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Appraisal location, conditions

Date appraisal : 10-12-2025.
Location : Oss, Netherlands.
Vessel setup during appraisal : The vessel was set up on a boatcar in a covered and closed garage.
Persons present : Owner Mr. J. Hurley, undersigned.
Comments :



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Introduction

The undersigned visited, assessed and valued the vessel on December 10, 2025. In the presence of the owner who is also the builder of this very special vessel.

The vessel was built in a garage over a period of approximately 10 years, the vessel is for 100% ready. The convertible top was also made by the owner himself. A cover that covers the entire vessel was also made by the owner himself. The vessel is ready to sail.

All parts have been selected very carefully by the builder and are all documented down to the last detail. See page 7 for the details.

More than 4200 hours have been worked on the vessel.

The vessel is finished down to the smallest details with the highest possible quality.

Note, the photos were taken in a garage where the lighting conditions for taking photos were not optimal. The colors may therefore differ from reality. The beauty of the vessel is not reflected in the photos.



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Text provided by owner

In 2007 I completed a Hankinson / Glen -L 1939 Chris Craft Barrel back replica named "Wander". My experience with the building of that project left me with a want for a better challenge and therefore I decided to build a replica of the famous runabout "Typhoon" which was designed by George Crouch. The problem I had was finding any drawings for this project and upon searching the internet I found a lines drawing of Teaser. Using a magnifying glass and a digital vernier caliper I was able to copy the small drawing into Auto Cad. Below is the drawing I found and a screen shot of the digital drawing.

After I completed the digital drawing I then made a drawing for CNC cutting of templates for the frames. To be clear I did not CNC the frames, these were made by hand using the templates as a guide for my router. The frames were made from solid mahogany and the battens are European Oak all glued together with epoxy. The finished frames were then set up on an aluminium Chassis. I use this to make sure that the structure is strong and that there is no chance of warping due to humidity. By using the tube frame I can hide cables and hoses inside in order to make a nice and clean installation. The hull is done with cold mould construction but instead of using a 45 degree offset on first layer I used a frame to frame layer of okuome marine plywood that had a mahogany veneer on one side. I used trucking straps to secure the panels to the frame.

This way when you look in the engine room or any area on the inside of the hull or deck you see a beautiful wood finish (it is not painted but instead 2 layers of epoxy and then varnished). For the bottom planking I used vacuum bag to pull the planks tight to previous layer. After the first layer I then used the 45 degree method for the next outside layers. For the first 2/3's of the boat I could use full size panels but the bow required 100mm strips. Even these were vacuum bagged. For the last layer I used a 2.5mm thick solid veneer. This was necessary because of the rounded shape. Any thicker veneer would not be flexible enough to match the rounded hull form. Again I used trucking straps and self made adjustable wood clamps to with long battens to press each plank onto the hull.

One detail important detail to mention about the hull planking is that this was not done by cutting each plank to a 4 inch width. Instead I glued one horizontal layer of 5" oversize planks and then used a router with a very long guide to cut the planks in one long straight line. Then I added the next layer to match the straight line. This was difficult because if you lay the next plank onto the straight line it will not match due to the rounded hull shape. I had to first pull the plank tight to the hull and then use a vernier caliper to measure the gap at 30 cm intervals. Then the plank was removed and the negative amount measured was removed with a router and guide. After the plank was routed it would have a football shape. When the plank was glued onto the hull there would be no gap. Again after the next layer was glued I used the same guide with the router to cut the plank in a straight line. This process is not easy to explain but if you want more detail on how I did that please let me know. The reason for this difficult process was to make sure that the planks all lined up with the water line and did not go off on their own direction. After finishing the hull planking I then added red stain and then coated everything with Epifanes PP and Varnish. The deck is made with 5mm strips of Mahogany 45mm wide. Between each plank is a 4mm wide strip of Maple. I first lay the center plank the full length of the boat. Once that is dry I then install a strip and a plank and use the already glued plank to pin the strip between the two planks. The Maple strip is about 1mm proud of the mahogany plank and that gets sanded back once the deck is compete. Again everything is glued with epoxy. It was a little tricky sanding the Maple strip that was adjacent to the already painted hull. I used a razor blade as a scrapper to make sure I did not cut into the varnish or the stain.

Once I competed the hull and deck I started the technical installations. The engine is a V12 BMW unit that I have marinated by using a Yanmar intercooler and self made water cooled exhaust manifolds. The original electronics system has been installed in a mahogany box with ventilation and the even the diagnosis plug is reused. The steering box is from a BMW and is linked to a custom made lever system. There is a push rod installed that runs the length of the chassis and this links to levers that in turn steer the rudder. The rudder is a balanced unit that was fabricated by myself as well. The stainless steel fuel tank is also custom made by myself and it has a Tee shape that fits under the aft cockpit seat. The two BMW electric pumps are installed inside the tank.



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Photo's



Overview appraised vessel.



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Photo's



Overview appraised vessel, photo provided by the owner.



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Inside of the vessel during construction, photo provided by the owner.



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Dashboard with steering position.



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Photo's



Convertible top which can be completely folded away and thus hidden from view.



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Lacquerwork finished with finesse.



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Photo's



Convertible top with (rolled up) back screen.



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Photo's



Dashboard with steering position, lever for gearbox and pedal for engine control.



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Photo's



Rich amount of details.



Rich amount of details.



Rich amount of details, engine compartment access hatch.



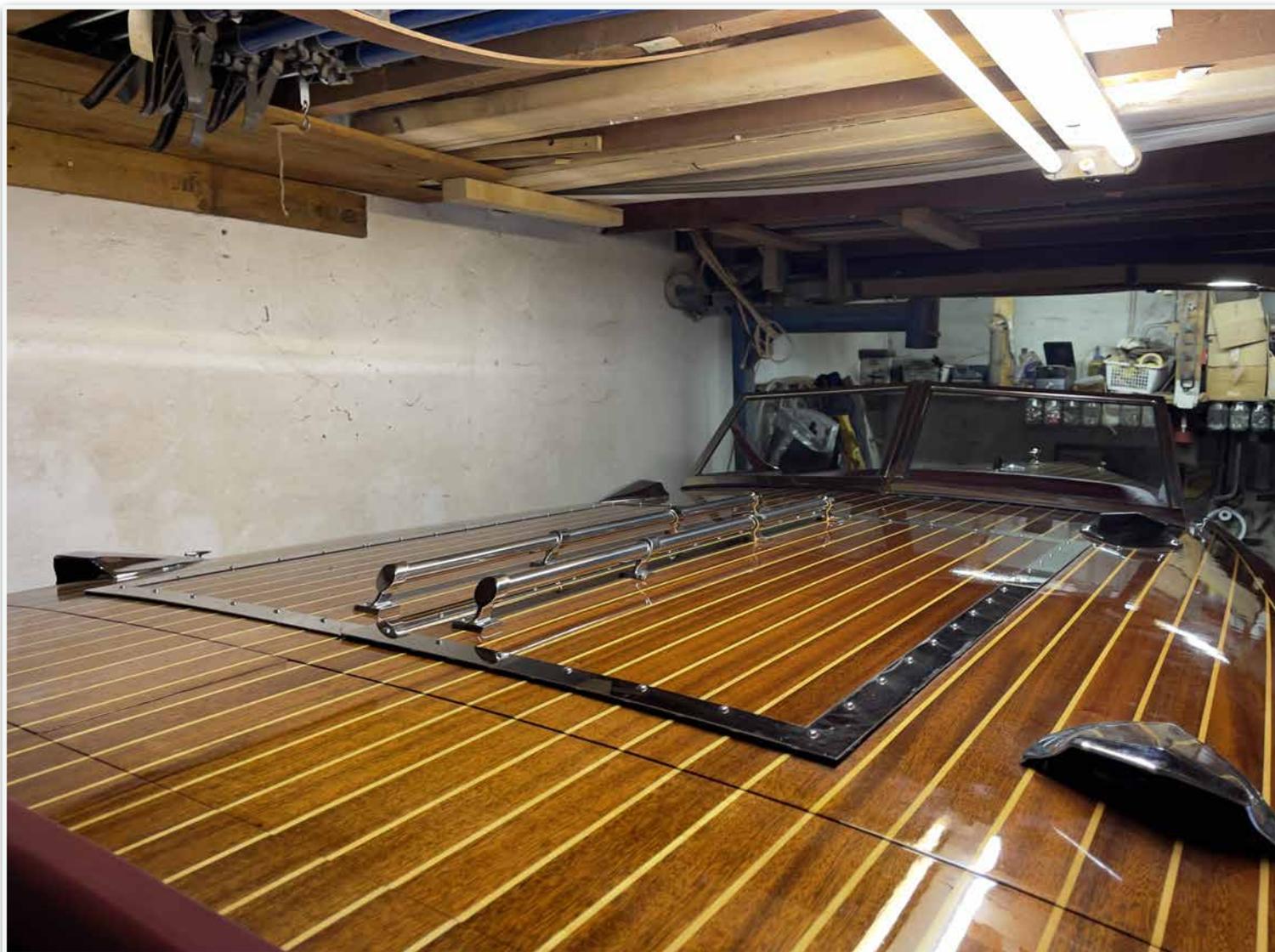
Rich amount of details.



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Photo's



High level of finish varnish.



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Photo's



High level of finish varnish, rich amount of stainless steel details.



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Photo's



BMW V12.



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Windscreen passenger seat.



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Photo's



Passenger seat.



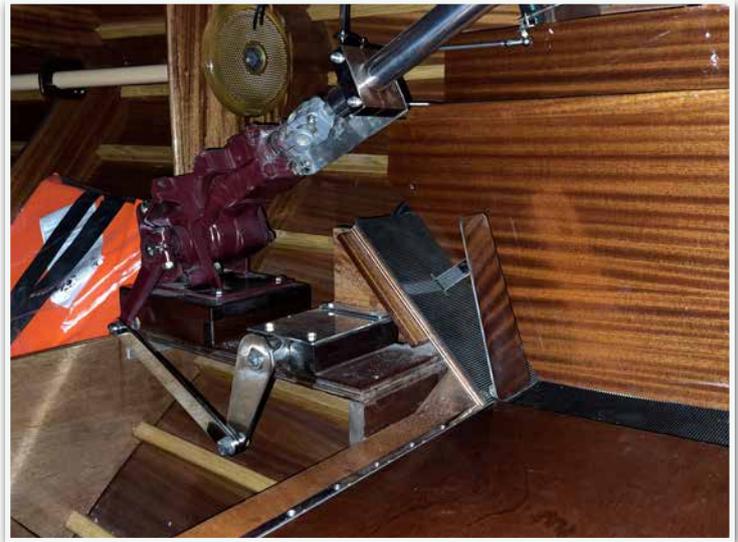
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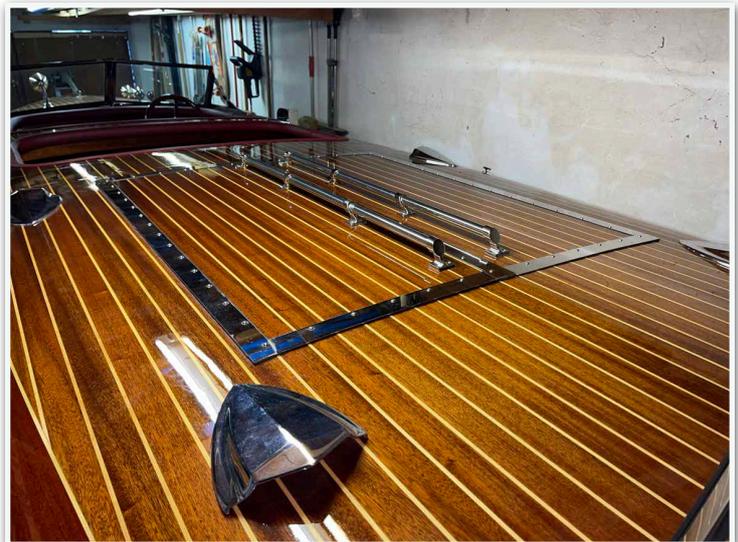
Rich amount of details, hatch hinges.



Rich amount of details, engine operation / steering.



Rich amount of details, dashboard.



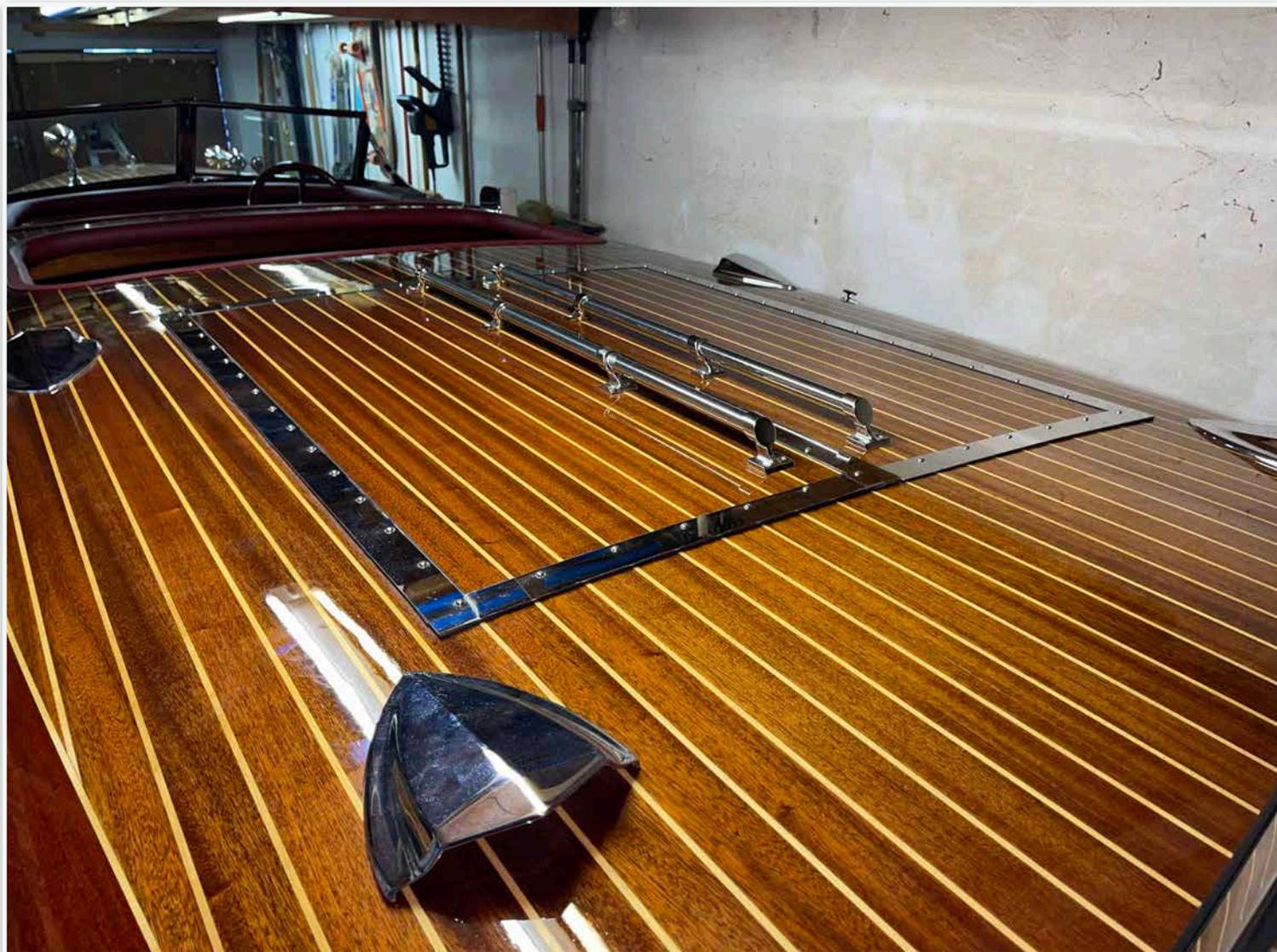
Rich amount of details.



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Rich amount of details on deck.



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Name of the boat.



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Surveyor's official statement

The vessel was built by the owner with passion that I have never seen as an expert, so much craftsmanship, love for building and the "drive" to build a vessel. The finish is very neat and carefully executed and of a very high quality. The finish is worthy of "Rolls Royce".

Undersigned declares to appraise the vessel described in this report at a current value of

€ 410.000,00 Euro's. (four hundred and ten thousand) Euro Including 21% VAT.

In determining this valuation it is assumed that the vessel is free of encumbrances and/or claims by third parties. Valuation according to Art. 7:960 of the Civil Code. An appraisal value is by definition not a sales value.

There are no comparable ships on the current market.



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Distribution and signature

Send to Mr. J. Hurley, owner and master builder of the Typhoon.

Established and drawn up,
In order to be used where and when this is requested,

J. Weijermans.

EMCI Yachtsurveyor.

Breda, 10-12-2025.





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End report.

This report contains in total 30 pages, 20 of which are filled with photos.