

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: April 26, 2022

Our file #: 22 – 20430web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on April 25, 2022 while the vessel was on a trailer at removed for privacy and XXX (current owner, briefly attended), Danny Steevens (apprentice surveyor) and Kells Manthei (surveyor, SAMS SA) attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

VESSEL DESCRIPTION

Builder:	Parker Marine	Reg. #:	Removed for privacy
Model/type:	2120 DVSC	HIN:	Removed for privacy
Year:	2002 (model year)	Engines:	One Yamaha
Length:	23' (with outboard)	Name:	None
Draft:	2' 6"	Hailing Port:	None
Beam:	8' 8"	Weight:	Unknown
		Displacement:	Unknown

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, deep-V shape, single hard chine, two lifting strakes per side, white gelcoat (no bottom paint)

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, black and gold vinyl accent stripes, rubber rub rail

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat and paint (apparently), gold and black vinyl stripes, particle nonskid deck surface, foam camouflage cockpit overlay

Deck hardware: Rod holders, stainless steel bow rail, stainless steel grab rails, sets of cleats forward and amidships, set of cleats aft in the cockpit with hawse holes, sliding cabin windows, opening portlight, hinged pilothouse door

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Pilothouse / sport cabin, cockpit aft, hinged door center forward in the cockpit leads to the pilothouse, helm to starboard in the pilothouse, V-berth forward

Bilge: Holding minimal water in the forward bilge

Comments: The vessel was inspected while on a trailer. The hull bottom was visually inspected and randomly sounded. The hull bottom is in satisfactory – good condition. There is no anti-fouling paint. There is an area of thin gelcoat forward on the starboard lower lifting strake. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition, except where noted. The mushroom fitting on the starboard hull side forward is deteriorated and cracked on the inside. The registration decals are expired. The mussel tax stickers are not applied (they are aboard the vessel with the registration). The vinyl accent stripes are damaged. There is a small repair on the starboard hull side amidships approximately 2" below the accent stripes. The vinyl "2" registration numbers are damaged on the starboard side. There is rub transfer / material transfer on the starboard hull side forward. There are several color differences / aged gelcoat on the hull sides. There are filled fastener holes on the transom to starboard by the transducer. There is one unfilled fastener hole approximately 10" inboard of the transducer by the

transom edge. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition, except where noted. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches were opened and closed. Overall the deck hardware is in satisfactory condition, except where noted. The deck hatches are not secured. The exterior gaskets on the sliding windows are loose. The structural reinforcements including the fiberglass liner and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in “as-built” condition. The interior spaces are clean, neat and orderly. This survey is not a mould inspection. The forward bilge is holding water; the origin of the water is beyond the scope of this survey. The condition of coring material in the hull, deck, reinforcements and elsewhere as applicable, is beyond the scope of this survey.

Summary: Satisfactory

MACHINE SYSTEMS

Main engine: One 225 h.p. Yamaha model: F225TXRA

Engine application: Gasoline, four-stroke, outboard

Serial Number: 69J X 002841 R

Transmission: Outboard application

External/peripherals: Suitable application, satisfactory installation

Engine controls: Push – pull cables, single lever controls, single helm

Exhaust system: Outboard application

Propulsion gear/shaft logs: 14” diameter (measured) right hand 3-blade painted aluminum propeller (19-M markings)

Steering system/rudder ports: Sea Star hydraulic steering, single actuator, outboard application, single helm

Ventilation: Natural

Generator: None

Through hulls & components: Bronze through hull and ball valve, not bonded

Location of through hulls: Bait pump seawater intake in lazarette, transom drain plug

Seawater systems: Reinforced flexible hoses, single clamped connections

Bilge pumps: Rule 1500 submersible automatic in aft cockpit bilge, Rule 350 in the pilothouse bilge

Comments: The engine was visually inspected and tested while on a trailer only. The client intends on having the engine inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The engine hours were recorded as 725 hours per the hour meter. The cowling coatings are aged / damaged. The oil on the dipstick smelled of gasoline. The external surfaces and peripheral components of the engine appear satisfactory. The engine was tested while on the trailer only and the transmission was touched into gear. The engine controls functioned normally. The propeller was visually inspected and is in satisfactory condition. The paint is failing on the propeller and there are rust stains on the blades. The steering system was visually inspected and test operated. The steering system functioned normally. The through hulls were visually inspected and the valve was manipulated. The through hulls are in satisfactory condition, except where noted. The bait pump through hull valve is seized in the open position. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The trim tabs actuate quickly. The bait pump was tested while on the trailer only. The electric bilge pumps were energized with their float switches. The aft bilge pump did not energize. The aft bilge pump is cracked.

Summary: Satisfactory

TANKAGE

Fuel: 100 gallon capacity in one aluminum tank located in the cockpit bilge

Fill & vent: Deck fill fitting located to port amidships, marked "gas", USCG type A2 fill hose (dated 2010), USCG type A1 vent hose (dated 08/28/01)

Feed: USCG type A1 hose to the filter (dated 08/21/01), unmarked hose from filter to engine, rubber fuel priming bulb located in the starboard aft cockpit bench seat

Water: None

Holding: Porta-Potti type head

Comments: The fuel system including the tank, fill, feed lines and components was visually inspected as installed. Where visible the fuel system components are in satisfactory condition, except where noted. The fuel fill hose is dated 2010. The vent and feed hoses are dated 2001. The fuel feed hose from the filter to the primer bulb and from the primer bulb to the engine are unmarked hoses. There is no hose clamp on one hose connection at the primer bulb. The condition and age of the fuel and the integrity of the tank (fuel) is beyond the scope of this survey. Please consider filling the tank for a simple, practical test of its integrity. The function of the tank level gauge is beyond the scope of this inspection.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: None

DC system: 12 volt system, one Duralast 24MS-DL 12 volt wet cell battery, battery not installed and sitting in cockpit, battery switch in starboard aft cockpit bench

Wiring: Original multi-strand wires (apparently)

Circuit protection: DC toggle switches with fuses at the helm

Comments: The electrical system including the battery, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition, except where noted. The battery was found disconnected and the current owner reported that he stores the vessel with the battery disconnected. There is only one battery aboard. He reported that to energize the bait pump, the wires are hard lined onto a battery and no switch is used (the pump energizes when connected to the battery). There is no terminal protection for the battery and nothing to secure it. The condition of the battery is beyond the scope of this inspection.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Two type B:C size I (2001 and 2012) located to port aft in the pilothouse, one type A size II, type B:C size I below the pilothouse bench (no date seen), gauges in green

Fixed fire system: None

Flotation devices: Three type IV throwable, two adult type III PFDs, four adult type II PFDs

Horn/distress flares: Electric horn, four pistol launch flares (expired 2020)

Navigational/anchor lights: Combination bow light, combination anchor / steaming light

Anchor & ground tackle: Hooker anchor (size not seen) with chain and line rode

Other equipment: Oar, portable boarding ladder, first aid kit, battery powered spotlight

Comments: Safety equipment for fire fighting protection appears satisfactory, however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. There are no current distress signal flares aboard. A suitable sound signaling device was seen. There is no CO alarm. There is no smoke alarm. No oil placard or garbage placard were seen. The navigational and anchor lights are properly arranged, installed and partially functional. The combination anchor / steaming light did not illuminate. The ground tackle including the anchor and rode was visually inspected as installed and appear satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Satisfactory – Marginal

ACCESSORIES

Trim tabs, Tsunami bait pump, bench cushions cockpit floodlight, Raymarine radar antenna, Todd helm chair, Garmin Echomap DV multifunction device with plotter / sounder, Raymarine Pathfinder RL70C radar, engine instruments include two Yamaha digital instruments, Icom IC-M45 vhf, V-berth, windshield wiper

Trailer information: Pacific Trailers two-axle galvanized steel trailer, four bunks, guide rails, jack stand, winch, California license plate 4AC7691

SUMMARY

The vessel is a production composite fiberglass sport cabin equipped with a single gasoline outboard engine. The vessel was built in Beaufort, North Carolina. The current owner reported that he purchased the vessel in Chula Vista, CA two years ago. He reported that the engine is original. He disclosed that the aft bilge pump is broken / cracked. He has no knowledge of any significant events in the vessel's history such as submersions, collisions, fires, etc. The vessel has no antifouling paint. The vessel was inspected while on a trailer only in sunny conditions. The engine was briefly test operated on the trailer only, the transmission was touched into gear and no sea trial was performed. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal cruising and fishing vessel.

Overall Summary: Satisfactory

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent

VALUES

ACTUAL CASH VALUE

XXXX

**NEW REPLACEMENT
VALUE**

XXXX

INVESTMENT

XXXX

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel’s condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the Soldboats.com reported sales prices, Yachtworld.com and craigslist.com listing prices below. East Coast Parker Marine 2120 and 2320’s that sold between June 2019 and November 2021 had an average sale price of \$27,600. The average sale price of similar vessels that sold on the West Coast between June 2018 and December 2020 is \$28,375. Boats that sell on the West Coast typically hold a higher value; several of the reported sale prices are prior to the Covid-19 related spike. The Parker Marine 2320 listed for sale in San Diego, CA for \$50,000 on craigslist.com is slightly larger, but is a 2008 model and has upgraded navigational electronics, increasing its value. The Parker Marine 2520 listed for sale in Oceanside, CA for \$50,000 is a slightly newer (2004) model that has upgraded navigational electronics but has double the hours on the engine. The surveyed vessel is smaller and has less equipment than similarly priced larger models, and we have factored this into our valuation. The surveyed vessel is listed as a 2004 model but was determined to be a 2002 model based on its HIN. The market continues to have an upward value movement due to the extended Covid-19 induced spike. The vessel is being sold with a trailer. The value we have placed **is on the vessel only** and **does not** include the trailer; the value of the trailer is beyond the scope of this survey.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
21	Parker 21 Sport Cabin	2005	18-Dec-20	20,000	34,950	Edmonds, WA, USA
21	Parker 2120 Sport Cabin	2006	15-Oct-19	35,500	36,990	Everett, WA, USA
21	Parker 2120 Sport Cabin	2004	12-Feb-19	28,000	30,900	Anacortes, WA, USA

21	Parker 2120 Sport Cabin	2004	14-Jun-18	30,000	34,900	Anacortes, WA, USA
23	Parker 2320 Sport Cabin	1999	1-Nov-21	31,000	39,000	New Bedford, MA, USA
23	Parker 2320 Sport Cabin	2000	24-Mar-21	29,995	29,995	West Dennis, MA, USA
21	Parker 2120 Sport Cabin	2005	27-Feb-21	27,500	30,000	Point Pleasant, NJ, USA
21	Parker 2120 Sport Cabin	2005	30-Dec-20	30,000	34,400	Point Pleasant, NJ, USA
21	Parker 2120 Sport Cabin	2003	6-Aug-20	22,500	25,500	Port Clinton, OH, USA
21	Parker 2120 Sport Cabin	2003	26-May-20	22,000	24,900	Sayville, NY, USA
21	Parker 2120 Sport Cabin	2004	23-Apr-20	24,500	26,800	Lindenhurst, NY, USA
21	Parker 2120 Sport Cabin	2006	26-Mar-20	31,500	32,900	Manahawkin, NJ, USA
21	Parker 2120 Sport Cabin	2003	5-Aug-19	22,000	25,900	Yorktown, VA, USA
21	Parker 2120 Sport Cabin	2006	3-Jul-19	23,500	25,900	Niantic, CT, USA
23	Parker 2320 SL Sport Cabin	2005	18-Jun-19	39,000	39,900	Barrington, RI, USA

2004 Parker 2120 - \$50,000 (Chula Vista) – Surveyed vessel

engine hours (total): **700**

length overall (LOA): **21**

propulsion type: **power**

Really nice boat Parker 2120 225 Yamaha comes with radar fish finder radio and trailer!
Has hydraulic steering and trims tabs new ! 730 hours on motor and boat runs great no
issues and a service done last year ! No low baller don't waste my time

- do NOT contact me with unsolicited services or offers

Parker Boat 2004 - \$50,000 (Oceanside)

delivery available

length overall (LOA): **25**

propulsion type: **power**

2520 Parker pilot house.

2004 professionally maintained since new

225 Yamaha 4 stroke with 1,400 hours

Raymarine touch screen, auto pilot, trim tabs, windlass. Everything works perfect.

Triple axel aluminum trailer.

Make an offer

Parker boat radon Wilson skip jack pilot house fishing diving

Boat Parker 2320 - \$60,000 (SAN DIEGO)

condition: **excellent**

engine hours (total): **862**

length overall (LOA): **23**

make / manufacturer: **Parker**

model name / number: **2320**

propulsion type: **power**

year manufactured: **2008**

2008 Parker 2320

- Yamaha F250 with 862 hours and a new lower unit
- (2) Lowrance HDS 9
- 60 gallon bait tank
- Yeti 160 gallon cooler beach seat
- Lowrance Broadband 4G radar
- Auto Pilot
- Lewmar Pro-fish with 22LB Bruce Anchor with 500' of rode
- Fusion 750 stereo with 8 speakers
- Lifeline 4D house battery
- Airmar B175H-W Chirp Transducer
- Bennett hydraulic trim tabs 9x24
- Aluminum trailer
- Boat cover

\$60k firm

Ad will be removed once boat is sold so if the ad is up the boat is still available.

Parker 2120 Sport Cabin

US\$60,000 *

21 ft / 2005

Kailua Kona, Hawaii, United States

Pacific Boats & Yachts, LLC

Parker 2320 SL Sport Cabin

US\$42,900 *

23 ft / 2006

Mamaroneck, New York, United States

Sale Pending

Westchester Yacht Sales

Parker 2320 SL Sport Cabin

US\$65,900 *

23 ft / 2008

Manahawkin, New Jersey, United States

Knot 10 Yacht Sales

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years. Consider mounting a fire extinguisher in the cockpit and one inside the cabin (as there are multiple extinguishers aboard).
2. Provide federally required, approved and current distress signal flares.
3. There is no fixed reboarding device for the accidental swimmer. We strongly recommend providing one.
4. The engine's oil dipstick smelled of gasoline. Determine the cause of the gasoline odor, eliminate the cause, service or replace components as necessary and change the oil as necessary. The client intends on having a mechanical survey performed. We recommend following the recommendations of the mechanical surveyor.
5. We strongly recommend the installation of a combination smoke and carbon monoxide alarm inside of the cabin.
6. The combination anchor / steaming light did not illuminate. Service or replace components as necessary and prove the lights properly functional.
7. Provide garbage and oil placards per federal regulations.
8. The fuel fill hose is dated 2010, the vent and feed hoses are dated 2001. The industry accepted standard "rule of thumb" for the life expectancy of fuel hoses is ten years. Either replace the hoses or assure they are suitable for continued use and replace as necessary.
9. There are two unmarked hoses in use between the fuel filter, primer bulb and engine. ABYC recommendations state that fuel hoses should be properly marked and that they are approved for use by the US Coast Guard (USCG Type). Assure these hoses are suitable for their application or replace them with suitable hose.
10. There is no hose clamp on one hose connection of the primer bulb. Install the hose clamp.
11. The battery was found disconnected and there is only one battery aboard. Properly connect the wiring on to the battery and assure that the connections comply with ABYC recommendations (stainless steel nuts and lock washers).
12. Provide terminal protection for the battery per ABYC recommendations and properly secure the battery.

13. The bait pump is hard lined to a battery connection (it energizes when connected to a power source and has no switch). Properly wire the bait pump to a switch with approved overcurrent protection per ABYC recommendations.
14. The registration decals are expired. Renew the registration and apply the new registration decals per federal regulations.
15. Apply the mussel tax stickers per federal regulations.
16. The registration document aboard the vessel is expired (and decals). Bring aboard the current registration and apply the current decals per federal regulations.
17. The cockpit deck hatches are not secured and present potential trip and fall hazards in their current installation. Properly secure them.

SECONDARY

1. There is a small unfilled fastener hole approximately 10" inboard from the transducer on the transom by the edge. Fill the fastener hole to eliminate potential liabilities.
2. The mushroom fitting forward on the starboard hull side is deteriorated and cracked on the inside. Replace the fitting to eliminate potential liabilities
3. The registration numbers are damaged on the starboard side. Address as desired.
4. The paint is failing on the propeller and there is rust staining on the blades. Address as necessary or desired.
5. There are color / age differences in the gelcoat on the hull sides. Address as desired.
6. The vessel is dirty. A dirty vessel can hide potential cosmetic deficiencies. Clean and address any deficiencies that may be found as necessary or desired.
7. Address the filled fastener holes / repairs to starboard on the transom by the transducer as desired.
8. The vinyl accent stripes and stripes on the cabin top are damaged. Address as desired.
9. There is a small repair on the starboard hull side amidships approximately 2" below the accent stripes. Address as desired.
10. The exterior gaskets on the sliding windows are loose. Address as desired.
11. There is an area of thin gelcoat forward on the starboard lower lifting strake. Determine the significance of the thin gelcoat and address as necessary or desired.
12. The vessel has no antifouling paint. We strongly recommend having a "saltwater conversion" performed if the vessel is intended to spend long periods in the water.
13. The trailer is rusted in several locations. The vessel is stored on the trailer. Determine the significance of the rust and address appropriately.
14. The trim tabs actuate quickly. We recommend not using them at wide open throttle or higher rpm if not familiar with their speed of movement.
15. The follow components were not tested or inspected: electric horn (after DC power was connected), all functions of navigational electronics (power up and basic functions were tested).

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our knowledge and belief:

The statements of fact 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 are my/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined 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/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



April 26, 2022

By: Mr. Kells Manthei, SAMS SA

Date