

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: August 9, 2022

Our file #: 22 – 20516web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on August 8th, 2022 while the vessel was on a trailer at Affordable Marine Service, 1215 Beardsley St., San Diego, CA and XXX (client) and Kells Christian (surveyor, SAMS AMS # 301) 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.

Marine Claims Assistance - Vessel Inspections
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VESSEL DESCRIPTION

Builder:	Seaswirl	Reg. #:	Removed for privacy
Model/type:	Striper 210 / Dual I/O	HIN:	Removed for privacy
Year:	2006	Engine:	One Volvo Penta
Length:	24'	Weight:	4,034 lb. (research)
Draft:	2.5'		
Beam:	8' 6"		

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified v shape, two lifting strakes per side, black anti – fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, silver and gold vinyl boat stripes, black plastic rub rail and insert

Decks & superstructure: Molded fiberglass construction, unknown core, white, paint particle nonskid deck surface, shoe box type hull to deck joint with screws (visible) and adhesive (apparent) fastening

Deck hardware: Bimini top, radar arch, windshield (walk through), three sets of cleats, bow seating

Longitudinals/stringers: Fiberglass hull liner, fiberglass stringers (limited access)

Athwartships/bulkheads/frames: None seen

Layout/interior components: Bow rider, engine below lifting hatches aft, “dual console” model with helm to starboard and bow seating

Bilge: Dry, dirty

Comments: The vessel was inspected on a trailer. The hull bottom was visually inspected and randomly sounded as possible. The hull bottom is in satisfactory – good structural condition. The anti – fouling paint is failing and there is no visible primer. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory – good structural and satisfactory cosmetic condition. The hull sides are oxidized and the boot stripes are failing. The port registration year sticker is loose. There is a plastic drain plug currently installed in the transom drain hole. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. There are small cracks about the deck, mostly at fasteners' holes. There are holes in the deck where the cover snaps are missing. The deck hardware including safety rails, mooring devices and hatches was visually inspected and the hatches were opened and closed. Overall the deck hardware is in satisfactory condition. The insulation forward of the engine is failing. The “potti” cabin hatch will not stay up. The starboard window glass pieces are not well fit in the frame, there are gaps between the glass and the frame. There are cracks and

dark stains on the bottom of the fish box locker hatch. The structural reinforcements including the stringers and liner were visually inspected and randomly sounded. The structural reinforcements appear to be in “as-built” condition. The bilge is dry but dirty. The interior of the vessel is in satisfactory cosmetic condition. This survey is not a mould inspection. The condition of the coring in the hull, deck, transom, stringers and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engine: One Volvo Penta 5.0 GXi, 5.0GXl – F, 3869309 (apparent Volvo part number), 51 hours on hour meter

Engine application: Gasoline, 8 cylinders, inboard / outdrive, raw water cooled

Serial number: 4012182446

Outdrive: Volvo Penta SX outdrive, SX – M1 1.60, 3869338, 4202167188, transom assembly SX – M, 3869341, 4151119571 – numbers from tags

External/peripherals: Suitable application, suitable installation

Engine controls: Push / pull cables , single lever control, single station

Exhaust systems: Outdrive application, wet system

Propulsion gear: 14.8 x 17 three blade RH aluminum propeller

Steering system: Mechanical system, engine driven power assist, outdrive application, single station

Ventilation: One blower

Through hulls & components: Bronze through hull, bronze ball valve

Location of through hulls as visible: Port aft

Seawater systems: Reinforced hoses, single clamped connections

Bilge pumps: Rule Mate 110 gph forward of engine

Comments: The engine and outdrive were visually inspected and briefly tested on the trailer. The client reportedly took an extended sea trial prior to this survey, the surveyor did not attend the sea trial. The engine was started cold and started quickly. The engine was briefly test operated and seemed to function properly. This survey is not a mechanical survey, please consult with a qualified technician for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engine and outdrive appear satisfactory. There is a hose plugged to port forward near the power steering pump. The owner of the company where the vessel is located (Dennis Allen) stated that the power steering pump was replaced and this pump does not use that hose. There is no screen on the water intake on the outdrive. The outdrive has been externally painted, the paint job is poor. There was rotational play in the outdrive, Dennis Allen reports this is a normal function of the power steering assist system. The power steering assist system was tested and appeared to function normally at the steering wheel. The engine controls functioned normally. The client reports that the control lever was stiff during the sea trial; that condition was not repeated during our brief test. The exhaust system is properly arranged and installed. The age of the exhaust components is beyond the scope of this survey. The propeller was visually inspected and appears good. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blower was energized. The through hull was visually inspected and the valve was manipulated. The through hull is in satisfactory condition. The seawater systems were visually inspected but not tested as the vessel was on a trailer. Overall, the seawater systems appear satisfactory. The electric bilge pump was energized with the toggle switch and the client and Dennis Allen independently report previously testing the automatic function. The fluid levels in the drive trim and trim tab reservoirs are low.

Summary: Satisfactory

TANKAGE

Fuel: 105 gallon plastic tank below aft deck

Fill & vent: Deck fill fitting to port aft labeled "gas", USCG type A2 flexible hoses

Feed: USCG type A1 flexible hoses, 2005 vintage

Water: Plastic tank below helm console, deck fill fitting to starboard forward labeled "water", unknown capacity

Holding: Porta - potti with deck pump out fitting

Comments: The fuel system including the tank, fill, vent and feed lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. The condition and age of the fuel, water and the integrity of the tanks (fuel, water and holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The fuel hoses are apparently original based on dates visible on the hoses. The water pressure system functioned normally at the switch and nozzle labeled seawater. This was apparently fresh water, though it was not tested. There was no noise heard when the fresh water washdown

switch was moved. Accuracy of tank level gauge is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: None

DC system: Two Interstate 24DC, Marine / RV, 550 CCA, 11/21 date, 12 volt wet cell batteries, one per side aft, battery switch to starboard of engine, 12 volt system

Wiring: Mostly original multi – stranded wires

Circuit protection: Fuse panel below helm console

Comments: The electrical system including the batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition. The condition of the batteries is beyond the scope of this inspection. There are wing nuts used on battery terminals and the batteries are not well secured. The stereo did not power up. We received transmissions on channel 16 on the vhf, but were not able to successfully test the transmit function.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I, 2004

Fixed fire system: None

Flotation devices: One type IV, three adult type II

Horn/distress flares: Electric horn, three hand held smoke signals (expiry 11/08)

Navigational/anchor lights: Pedestal all around light, pedestal side lights (combination fixture)

Anchor & ground tackle: 8 lb. anchor, chain and line rode

Comments: Safety equipment for fire fighting protection appears satisfactory, however the extinguisher has not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. No current distress signal flares are aboard. A suitable sound signaling device was seen. The navigational and anchor lights are properly arranged, installed and functional. 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. There is no secondary anchor or rode aboard.

Summary: Marginal

ACCESSORIES

Trim tabs, transom door, aft cockpit bench (engine hatch) and two pedestal seats, fresh and raw water washdown fixtures, bait tank, engine flushing fixture, Bait Sentry bait pump, Whale seawater pressure pump, Whale fresh water pressure pump, rod holders, bolster cushions, stern flood light, pedestal helm and passenger chairs, engine instrumentation includes tachometer, oil psi, volt, temperature and hours, fuel level gauge, speedometer, Ritchie compass, Raymarine AG5 multi – function device with plotter / sonar, Raymarine Ray 54 vhf, electric waste macerator discharge pump, Clarion CM04 stereo, porta – potti in small port side space, electric macerator fish box discharge pump, spare propeller, anchor roller.

Trailer: Trail – Rite, 3/16/06, VIN 1T?BS17D?G65155025 (difficult to read), galvanized steel tandem axels, jack, winch, bearing buddies, brakes, fenders, lights, CA license tag number 4HK2866

SUMMARY

The vessel is a production composite fiberglass bow rider equipped with a gasoline inboard / outdrive engine. The undersigned spoke briefly to the current owner, he reports purchasing the vessel in 2009 in Oceanside, CA. He stated that the engine and outdrive are original and he has not changed the exhaust components. He disclosed no knowledge of any problems with the vessel or any significant events in the vessel's history such as submersions, collisions, fires, etc. He stated that Affordable Marine just "went through" the engine; we did not review invoices. The vessel was inspected on its trailer, the engine and outdrive were briefly test operated. The vessel appears to be basically structurally and mechanically sound and suitable for its intended purpose as a protected waters and near coastal cruising 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

N/A

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 sale prices and the listings from Craig's List and Yachtworld.com below. The values vary depending on style of vessel and engine options, but most of the comparable vessels are valued close to the actual cash value listed above. The value includes the value of the trailer (approximately \$2,000).

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
21	Seaswirl Striper 2101 Walk Around	2007	20-Jul-22	23,750	29,950	Everett, WA, USA
21	Seaswirl Striper 2101 Walkaround OB	2007	1-Jul-22	24,000	27,900	Saint Petersburg,
21	Seaswirl Striper 2101 Walkaround I/O	2004	4-Jun-22	27,400	27,500	Anaheim, CA, USA
21	Seaswirl Striper 2101 Walkaround OB	2004	11-Jun-22	18,500	19,900	Tiverton, RI, USA
24	Seaswirl Striper 2301 Walkaround I/O	2007	15-May-22	35,000	36,000	Anaheim, CA, USA
21	Seaswirl Striper 2101 Walkaround OB	2004	28-Mar-22	22,999	-	Stony Brook, NY,
21	Seaswirl Striper 2101	2004	28-Mar-22	23,000	24,995	Stony Brook, NY,

	Walkaround OB					
21	Seaswirl Striper 2101 DC	2004	16-Feb-22	11,000	14,500	Raymond, ME USA
21	Seaswirl 2101 Dual Console	2006	8-Nov-21	21,000	21,900	Waretown, NJ USA
21	Seaswirl 2100 Striper	2005	3-Sep-21	24,000	25,900	Port Orchard, WA,
21	Seaswirl Striper 2101 CC	2004	18-May-21	23,500	25,000	Stamford, CT, USA
21	Seaswirl Striper 21 Walk Around	2006	9-Feb-21	21,500	24,900	Warren, RI, U
21	Seaswirl Striper 2101 Walkaround OB	2004	15-Jan-21	21,900	21,900	Virginia Beach VA,
21	Seaswirl Striper 2101 Striper	2004	23-Sep-20	17,595	21,000	USA
21	Seaswirl Striper 2101 Walkaround OB	2004	13-Jul-20	22,000	22,995	Onokama, MI USA
21	Seaswirl Striper 2101 Center Console O/B	2005	3-Jun-20	18,000	18,800	Fort Lauderdale FL,
21	Seaswirl 2101 dual console striper	2005	27-Jan-20	24,900	24,900	Huron, OH, U

Seaswirl Striper 2301 Walkaround OB

US\$50,366 *

24 ft / 2005
Madeira Park, British Columbia, Canada
North Coast Custom Marine

Seaswirl 2301 Walkaround

US\$29,900 *

23 ft / 2005
Pensacola, Florida, United States
MarineMax Pensacola

Seaswirl Striper 2101 Walkaround I/O

US\$31,042 *

22 ft / 2006

Richmond, British Columbia, Canada

Yacht Master Inc

Seaswirl 2100 Striper

US\$37,995 *

21 ft / 2007

Waterford, Michigan, United States

SkipperBud's - Cass Lake Marina

Stiper Fishing Boat! Awesome Condition - \$25,000 (Coronado)

Main Street near Harbor

condition: **excellent**

length overall (LOA): **22**

make / manufacturer: **SeaSwirl**

model name / number: **Stripper**

propulsion type: **power**

year manufactured: **2006**

Beautiful Fishing Machine, Comes with All the Bells and Whistles....

Immaculate Volvo Penta 5.0 MPI Engine

Washroom for the Ladies and kids - its a MUST have

Keep Cool - Comes with a Bimini Top for the HOT days

TWO BRAND NEW Long Lasting Marine Batteries .

ALL New Fuel Filters

ALLNew Bellows , New gimbal Bearing

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New water pump impeller and seal kit
New Engine Oil and Filter as well as Gas Filter,
Water Separator and Lower Oil Unit and Filter Change.
Comes with a Galvanized Dual Axle Trailer -- All in good work order
Also it has Electronics : VHF and Antenna
Marine Stereo with Speakers
GPS ~ Fish Finder Included!
And a Ritchie Compass

I will take you for Sea Trial , show you around the boat so you are comfortable in your purchase

Just look at the pictures to see the Great Condition of this 2006 Seaswirl
6 one 9 3oo 49elevan

2000 SeaSwirl Striper - \$21,500 (ontario)

engine hours (total): 0

length overall (LOA): 21

make / manufacturer: sea swirl

propulsion type: power

Ready to Fish 2000 Jonhson 150 out drive strong reliable boat new custom aluminum Tank lots of upgrades to fish Two live well tanks 20gal each washdown cuddy cabin sleeps 4 max 8 people Great boat call anthony [show contact info](#)
comprison tested being of year 120 to 125 all cilliders ready to fish

2001 Seaswirl Striper 2301 - \$23,900

length overall (LOA): 23

propulsion type: power

2001 Walk around style fishing boat with hard top and rocket launcher rod holders
Built in bait tank and fish holds
Cabin sleeps up to 3
Motor just gone through with new starter, alternator, oil pan, exhaust manifolds and more
Runs great and shifts smooth
305 v-8 with Volvo duo prop drive 500 hours
Raymarine fish finder, dual radios

striper 2301 pride of ownership 80 hrs - \$34 (Lemon grove)

length overall (LOA): 24

propulsion type: power

2002 seaswirl striper 2301 80 hrs on engine and outdrive drive
Raymarine Autopilot
Raymarine c120 12 inch color monitor
Raymarine radar.
Vhf radio with new antenna
Farming color plotter
12 rod holders
New batteries
New shift cable & throttle cable
Raw water pump rebuild
New fuel pump
Rebuilt trim cylinders with new hoses.
Porta potty
Flag holder.
Turn key.

Just finished waxing . Motor has been gone thru with new exhaust manifold Volvo penta
gxi 305 fresh water cooled with power steering.
dou propeller sx drive new seal and new drive shaft stainless steel propellers new bellows
boots trim sender stainless steel props .
Hella electric down rigger plug
New thruhull scupper and drains. (stainless steel). With all new drain hoses. 2 bait tanks
wash down pump.
Built in battery charger. DouL Cabin heater and heater for cockpit. Full isenglass
enclosed. New stainless steel barbaque .
Galvanized trailer with bearing buddies and 4 new tires. \$35000.00 or best offer

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, the extinguisher is older than 12 years and should be replaced.
2. Assure the vessel has all legally required carriage items including approved and current distress signal flares and all applicable placards.
3. The starboard window glass is not well fit in the frame, modify appropriately, particularly to reduce potential for personal injury.
4. Determine if the drive is designed to have a screen over the water intake and install one as applicable.
5. The fuel hoses are original, life expectancy for fuel hoses is 10 years. Either replace the hoses or assure they are suitable for continued use.
6. Replace wing nuts used on battery terminals with steel nuts and lock washers. Comply with ABYC recommendations.
7. Assure the batteries are properly secure, they are in trays which are larger than the batteries and are able to move around in the trays. Comply with ABYC recommendations.

SECONDARY

1. The stereo did not power up, assure it is properly functional.
2. We did not test the vhf radio in the transmit mode, assure it is properly functional.
3. There was no noise heard when the fresh water washdown switch was moved and the seawater washdown is likely fresh water, address these issues as desired.
4. The engine control lever was reportedly stiff during the sea trial, but functioned normally during our brief test, monitor and address as necessary.
5. Return the fluid levels to full in the drive trim reservoir and the trim tab reservoir, eliminate any leaks of fluid.
6. The outdrive has a poor paint job, monitor and address as necessary.
7. The anti – fouling paint is failing and there is no primer. The client stated his intention to keep the vessel on a trailer, anti – fouling paint is irrelevant functionally and only a cosmetic issue on a trailered vessel. Address as desired.
8. The hull sides are oxidized, improve the cosmetics of the hull sides as desired, including repair or replacement of failing boot stripes.
9. Properly secure or replace the port registration year sticker, it is loose.

10. We encourage replacing the plastic drain plug with a bronze drain plug.
11. Insulation is failing on the hinged seat cover for the engine, replace the insulation.
12. The strut for the potti cabin hatch will not keep the hatch up, address as desired.
13. There are miscellaneous small anomalies about the deck including cracks and dark stains at the bottom of the fish box locker, small cracks about fasteners on the deck and holes where cover snaps are missing, address as desired.
14. The following components were not tested or inspected: sea trial, machine systems under load, speedometer, trailer (including breaks and lights), seawater systems, 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.



August 9, 2022

By: Mr. Kells Christian, Surveyor
S.A.M.S. – A.M.S. # 301

Date