

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: September 1, 2022

Our file #: 22 – 20538web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on August 31st, 2022 while the vessel was on a trailer at removed for privacy and XXX (owner) 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.

Marine Claims Assistance - Vessel Inspections
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VESSEL DESCRIPTION

Builder:	Commander Boats	Reg. #:	Removed for privacy
Model/type:	2100LX / bow rider	HIN:	Removed for privacy
Year:	2004 (model year)	Engines:	One Mercruiser
Length:	21' 8" (22' 10" to drive)	Name:	Removed for privacy
Draft:	2'	Hailing Port:	None
Beam:	7' 8"	Weight:	Unknown
* reported by owner		Displacement:	Unknown
** Arizona DOT registration			

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, single hard chine, single lifting strake per side, no bottom paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, blue and orange gelcoat "flame" pattern

Decks & superstructure: Unknown material with blue carpet overlay in the carpet, molded fiberglass cap rails and foredeck, white gelcoat, unknown core

Deck hardware: Stainless steel bow rail, wind screens, bimini top, bow eye, two transom eyes, swim step

Longitudinals/stringers: Fiberglass liner, metal engine bearers

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Bow rider layout with engine room aft, bench seating in the cockpit, helm to starboard amidships, bow seating

Bilge: Dry

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 are scratches on the hull bottom which appear to be from trailering damage (scratches are located in the same position as the trailer bunks). The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in good structural and cosmetic condition, except where noted. There are scratches on the starboard hull side forward. There is a chip in the gelcoat aft on the starboard hull side. The registration decals that are on the vessel are expired, the current owner has not applied them. The vessel has registration decals from California and Arizona. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory – good condition, except where noted. The upholstery on the engine room hatch is aged. The windscreens are aged. 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 bilge is dry. There is water in the center cockpit locker, the origin of the water is beyond the scope of this survey. The interior of the vessel is in satisfactory – good 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 – Good

MACHINE SYSTEMS

Main engine: One Mercruiser 350 MAG MPI, 300 h.p. * @ 4600 – 5000 rpm

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

Serial number: 0M672395

Transmissions: Outdrive application, Mercruiser Bravo One, ratio 1:50, serial number 0M186224

External/peripherals: Suitable application, satisfactory installation

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

Exhaust system: Wet system, outdrive application

Propulsion gear: Mercury Marine Bravo 1 four blade left hand stainless steel propeller, 48 – 831909 22P

Steering system: Outdrive application, hydraulic steering, single helm

Ventilation: One blower

Location of through hulls as visible: Transom drain plug

Bilge pump: Sahara S750 submersible automatic located below the engine

Comments: The engine and outdrive were visually inspected on the trailer only. The engine was started while on the trailer and the outdrive was touched into gear. The engine hours were recorded as 241.2 per the hour meter. The external surface and peripheral components of the engine and outdrive/transmission appear satisfactory – good. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propeller were visually inspected. The propeller was manipulated manually. Overall the propulsion components are in satisfactory condition. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blower was energized. The blower did not function and made a “loud noise” when energized. The electric bilge pump was energized with its toggle switch only.

Summary: Satisfactory – Good

TANKAGE

Fuel: 40 gallon total capacity in two tanks that are located on either side of the engine room (unknown material, limited access)

Fill & vent: Fill fittings are located on either side of the transom, marked “gas”, unknown type fill hoses (limited access), USCG type A1 vent hoses, dates not seen

Feed: USCG type A1 hoses, (date seen 2002), source selector valve located aft in engine room

Water: None

Holding: None

Comments: The fuel system including the tanks, fill, vent and feed lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. There is limited access to the fuel tanks. The only date seen on a fuel hose was the feed hose from the source selector valve aft in the engine room which was dated 2002. The condition and age of the fuel and the integrity of the tanks (fuel) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: None

DC system: 12 volt system, two Super Start 24 DCMJ 12 volt wet cell batteries secured to port in the engine room, rubber terminal covers on both batteries

Wiring: Original multi – strand wires

Circuit protection: DC toggle switches with fuses at the helm

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.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: One type B:C size I located at the helm (2003), gauge in green

Fixed fire system: None

Flotation devices: Five adult type III PFDs, one child type III PFD, no type IV PFDs

Horn/distress flares: no flares, no horn

Navigational/anchor lights: Pop – up combination bow light, stick 360 degree light

Anchor & ground tackle: Box type anchor (unknown size) with line rode

Other equipment: Oar

Comments: Safety equipment for fire fighting protection appears satisfactory per the required carriage amount, 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 and protected waters, except there is no type IV throwable PFD. There are no distress signal flares aboard. A suitable sound signaling device was seen. A garbage placard was not 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.

Summary: Satisfactory – Marginal

ACCESSORIES

Rockford Fosgate speakers, bow seating, back – to – back chairs, cockpit seating, Kicker speakers, engine instruments include water temperature gauge, volt meter, oil pressure gauge and tachometer with hour meter, two fuel level gauges, speedometer, drive trim level, courtesy lights, Kicker KMC4 stereo.

Trailer info: Competitive trailer, painted steel, dual axle, jack stand, winch, disc brakes, brake lights, fender covers, four bunks, California License Plate 4EP8099, VIN 13AA212084C772894 **

SUMMARY

The vessel is a production fiberglass bow rider equipped with a single gasoline inboard / outdrive engine. The vessel was built in Newport Beach, California. The current owner reported that he purchased the vessel in Wildomar, California in February 2020. He reported that the engine and outdrive are original. He reported that the engine and outdrive were serviced one week ago by BMS Marine in Perris, California. The vessel has no bottom paint. The current owner provided no disclosures and has no knowledge of any significant events in the vessel's history such as collisions, fires, etc. The vessel was inspected while on a trailer. The engine was briefly test operated while on the trailer only, the outdrive was touched into gear but 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 or protected waters cruising vessel.

Overall Summary: Satisfactory – Good

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 sales prices, smartmarineguide.com, powerboatlistings.com and boats.com listings below. Our valuation research yielded no exact matches so we expanded our research to include similar types of vessels. The vessels in the Soldboats.com data that sold over \$20,000 are equipped with 300 h.p. or greater gasoline engines. The surveyed vessel is in good condition for its age and exhibits active maintenance. We have excluded one 1995 Commander 2100LX listed for \$7,500 from our comparable data as it is on the East Coast; vessels that sell on the East Coast typically hold a different value than those that sell on the West Coast. The Commander Boats that are included in our comparable data are older vintage vessels, ranging from 1995 to 2001, with one 2006 2300LX listed for \$24,995. The largest factors in our valuation are the engine’s size, the condition of the vessel and its location. The values of vessels have continued to increase due to the Covid-19 induced demand; the future of the value spike is unknown. The vessel is being sold with a trailer; similar vessels are typically sold with their trailer. The value of the trailer is beyond the scope of this inspection.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
23	Centurion Concourse	2002	18-Aug-22	29,000	29,500	Perris, CA, USA
22	Cobalt 220 LS	2004	17-Aug-22	38,250	38,250	Perris, CA, USA
22	Larson LXi 228	2005	11-Aug-22	23,500	25,900	Anaheim, CA, USA
23	Reinell 230 LSE	2006	14-Jul-22	20,000	25,900	Salt Lake City, UT,

	bowrider					USA
20	Glastron SX 195	2004	13-Jul-22	19,000	19,500	Perris, CA, USA
22	Larson LXI228	2006	30-Jun-22	22,000	24,500	Portland, OR, USA
21	Chaparral 204 SSi	2007	10-Jun-22	29,000	29,500	Perris, CA, USA
22	Cobalt 220 Bowrider	2006	9-Jun-22	39,000	41,900	Salt Lake City, UT, USA
22	Cobalt 220	2006	19-May-22	38,000	39,995	Littleton, CO, USA
20	Chaparral 210 SSi	2004	18-May-22	23,500	23,500	Perris, CA, USA
21	Sea Ray 200 Sundeck	2006	31-Jan-22	28,500	28,500	Perris, CA, USA
23	Sea Ray 220 Sundeck	2005	6-Dec-21	24,000	24,500	Coronado, CA, USA
23	Sea Ray 220 Bow Rider	2002	4-Oct-21	21,000	21,950	Loomis, CA, USA
21	Chaparral 210 SSi	2004	4-Oct-21	24,000	24,900	Anaheim, CA, USA

21' Commander Boats LX 2100

24p SS prop dual battery's, Bennett trim tabs, swim ladder, alpine stereo with amp, Bimini top, stored indoors very reliable and runs great, interior and gel coat in good shape. Extreme trailer with new tires and brakes. Located in Lake Havasu City Arizona.

Year: 2001 Power: Single 375 hp Location: Arizona Contact Number: 760-685-7661 Asking: \$19,000 [Details & Photos »](#)

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21' Commander 2100LX

95 Commander 2100LX. GS Marine just rebuilt the Berkeley Jet drive and serviced the boat. Recently wet sand gel coat detail. Only 359 hours on the boat. 454BBC HO Ready to hit the water. \$12,000.00 OBO. Located in Lake Forest California.

Year: 1995 **Power:** Single 330 hp **Location:** California **Contact Number:** 949-887-7372 **Asking:** \$12,000 [Details & Photos »](#)

21' Commander 21 LX

21 Foot Commander Boat for sale!! Great Condition! Garaged Entire Life! Low Hours! Mercury Black Max 200 Outboard Engine! Custom Stereo System! Matching Bimini Cover! Matching Competitive Dual Axle Trailer! Stainless Steel Prop!. Located in Lake Havasu Arizona.

Year: 1995 **Power:** Single **Location:** Arizona **Contact Number:** 909-732-7178 **Asking:** \$20,000 [Details & Photos »](#)

advertisement

23' Commander 2300lx

2001 Commander 2300LX with 496 mag. Bravo one stern drive. Open bow, two in floor coolers, ski locker, custom Bimini, custom stereo, custom swim step. Never in salt water, always kept inside and all services done Boat is kept in Havasu. Located in Lake Havasu Arizona.

Year: 2001 Power: Single 275 hp Location: Arizona Contact
Number: Asking: \$25,000 [Details & Photos »](#)

21' Commander 2100 LX

SOLD Marine Power 454 with Jet drive The popular 2100 LX with generous freeboard has proven itself as "Boat of the Decade." It's sleek appearance, abundant roominess, and smooth ride are responsible for unanimous owner adulation. There's not a better family, deep-sided entry-level bowrider in the industry. One owner boat in "Pristine Condition". Only 289 hours! Always stored indoors. Featuring: Marine Power 454 with Jet drive, full instrumentation, Alpine AM - FM CD Ipod stereo w - sub, carpet, cup holders, bimini top, tons of storage, dual batteries w - switch, 2 fuel tanks, swim platforms, electric Jet-A-Vator, and a matching tandem axle trailer. For more information please call Boulder Boats at 702-293-1122 or view our complete inventory of new and used boats including Eliminator, Donzi, Essex, Laser, Sleekcraft, Magic, Challenger, Howard, Baja, Lavey, Nordic and more at www.BoulderBoats.com. If you are interested in selling your boat, please call today for information or our consignment program.

GENERAL INFORMATION Manufacturer
Commander Model Year 2000 Model 2100 LX
Price \$15,995.00 Color Green - Purple Hours 289
MEASUREMENTS Length (feet) 21 Beam 8 ft.
Weight 2,800 lbs. BODY Hull Type Modified Vee

Hull Material Fiberglass ENGINE & DRIVETRAIN
Engine Make Marine Power Engine Model 454
Fuel Type Gas Drive Type Jet Drive Battery Dual
w - switch OTHER Trailer Tandem axle. Located
in Henderson Nevada.

Year: 2000 Power: Single Location: Nevada Contact Number: 702-293-
1122 Asking: \$15,995 [Details & Photos »](#)

23' Commander LX2300

2006 Commander LX2300, 23 feet, Open bow,
seats 9 comfortably. Includes all vests etc. Gets
kept in covered garage at my home in Lake
Havasu, Az. Call 714-981-0508.. Located in Lake
Havasu Arizona.

Year: 2006 Power: Single 375 hp Location: Arizona Contact Number: 714-
981-0508 Asking: \$24,995 [Details & Photos »](#)

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 extinguisher per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Provide at least one type IV PFD per federal regulations.
3. Consider carriage of a visual distress signal device for emergencies. All vessels operating between sunset to sunrise are required to have visual distress signal devices, per CFR title 33 § 175.101. Assure the vessel has proper carriage items per federal regulations.
4. Apply the current registration decals and remove the decals for the state that it is not registered in.
5. The blower energized but did not function. Service or replace components and prove the blower properly functional.
6. Secure the blower's vent duct as it is not secure.
7. The only date seen on a fuel hose 2002 (the hose from the fuel selector valve aft in the engine room to the engine). The industry accepted standard for the life expectancy of fuel hoses is 10 years. Either replace the hoses or assure the hoses are suitable for continued use and replace as necessary.

SECONDARY

1. There is limited access to the fuel tanks and no inspection port was seen. Gain access, inspect and address deficiencies.
2. There are scratches on the starboard hull side forward and on the hull bottom near the location of the trailer's bunks. Address as desired.
3. Address the aged upholstery on the engine room hatch as desired.
4. There is a chip in the gelcoat aft on the starboard hull side. Address as desired.
5. There is limited access to the bilge pump. We were unable to test the bilge pump in its automatic mode. Assure that the bilge pump functions in its automatic mode or service / replace components as necessary.
6. The following components were not tested or inspected: all functions of entertainment devices (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.



September 1, 2022

By: Mr. Kells Manthei, SAMS SA

Date