

# Christian & Company

MARINE SURVEYORS

## STANDARD SURVEY

Client: Removed for privacy

Date of report: September 28, 2022

Our file #: 22 – 20571web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on September 26, 2022 while the vessel was on a trailer at H & H Marine 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:	Defiance Boats, LLC	Reg #:	Removed for privacy
Model/type:	220 Admiral	HIN:	Removed for privacy
Year:	2021 (model year)	Engines:	One Mercury
Length:	25' (w/o engine)	Name:	Removed for privacy
Draft:	2'	Hailing port:	None
Beam:	8' 6"	Weight:	Unknown
* Soldboats.com data		Dry weight:	2,850 lb. *

### HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, deep-V shape, single hard chine, two lifting strakes per side, black anti-fouling paint

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

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, molded nonskid deck surface

Deck hardware: Aluminum swim platform, set of collapsible cleats (aft), set of cleats amidships, bow cleat with set of line chocks, fiberglass bow plank with anchor roller, opening windshield, foredeck hatch, bow eye, transom eyes

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Cockpit aft, hinged companionway door forward leads to the cabin, helm to starboard, V-berth forward

Bilge: Dry (aft), holding minimal water (in cabin)

**Comments:** The vessel was inspected while on a trailer. The hull bottom was visually inspected and randomly sounded. The hull bottom is in good condition. 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 rust stains about the transom eyes. One fastener is not fully secure to starboard aft on the rub rail. The paint has failed on the swim platform. There is "scuffing" / material transfer on both hull sides. The boot stripes are damaged on both hull sides. There is rust staining on the interior side of the transom at the port transom eye. There are rust stains about one fastener in the rub rail to port on the bow plank. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good structural and cosmetic condition. The deck is dirty. 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 – good condition, except where noted. The helm chair is currently not installed. The handle is not installed in the starboard sliding window (the window is in

the process of replacement). There is corrosion / paint failure on the seat frames. The structural reinforcements including the liner and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The interior cabin spaces are clean, neat and orderly. This survey is not a mould inspection. The bilge is holding minimal 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: Good**

**MACHINE SYSTEMS**

Main engine: One 200 h.p. Mercury 12000009A (200XL)

Engine application: Gasoline, four stroke, outboard

Serial Number: 2B780257

Transmission: Outboard application

External/peripherals: Suitable application, satisfactory installation

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

Exhaust system: Outboard application

Propulsion gear: Mercury Enertia 15.0 x 15P three blade stainless steel right hand propeller

Steering system: Sea Star outboard hydraulic steering, outboard application, single helm

Ventilation: Natural

Through hulls & components: Bronze through hulls, ball valve, bonded

Seawater systems: See chart

Bilge pumps: Sahara S750 in the lazarette, Rule 1100 in cabin bilge

**Comments:** The engine was visually inspected and tested while on a trailer only. This survey is not a mechanical inspection, please consult with a qualified technician for greater detail as to the condition of the machine systems. H & H Marine has provided engine diagnostic codes to the client. The engine hours were recorded as 1,777 per the digital hour meter. The external surfaces and peripheral components of the engine appear good. The engine functioned normally. The propeller was visually inspected and is in good condition. The steering system was visually inspected and test operated. The steering system functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory – good condition. The seawater systems were visually inspected and most components were energized.

Overall, the seawater systems are satisfactory, except where noted. The trim tab reservoir is not secure. The starboard trim tab is under maintenance and did not function when tested. The trim tab motor sounds “rough”. The electric bilge pumps were energized with their float and toggle switches.

**Summary: Good**

### TANKAGE

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

Fill & vent: Deck fill fitting located to starboard aft of amidships, marked with a “gas pump”, fill and vent hoses not seen

Feed: USCG type A1-15 feed hose (11/11/19), remote fuel filter inside lazarette locker

Water: None

Holding: None

**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 good condition. 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 gauges is beyond the scope of this inspection.

**Summary: Good**

### ELECTRICAL SYSTEMS

AC system: None

DC system: 12 volt system, two Interstate Batteries SRM-24 12 volt wet cell batteries located below the port seat in the cabin, battery switch located in locker above the batteries

Wiring: Suitable multi-strand wires

Circuit protection: Branch DC circuit breakers to port aft in the cabin. 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 good condition, except where noted. The ignition key was found in the “on” position, the battery switch was set to 1 + 2 and there was limited power. An employee of the boat shop tested the house battery with a volt meter which tested at 2 volts. The battery was replaced to test systems and the shop plans to charge and load test both batteries that were aboard. There was no response on the vhf when tested. The condition of the batteries is beyond the scope of this

inspection.

**Summary: Good**

**SAFETY AND LIFE SAVING**

Portable fire extinguishers: One type B:C size I located to port aft in the cabin (2020)

Flotation devices: None

Horn/distress flares: Electric horn, no flares

Navigational/anchor lights: Separate side lights, all-around / anchor light

Anchor & ground tackle: West Marine traditional 8 lb. anchor with chain and line rode

Other equipment: Oar, dead man's switch

**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. There are no flotation devices aboard. There are no distress signal flares aboard. A suitable sound signaling device was seen. There is no carbon monoxide alarm. There is no smoke alarm. Garbage and oil placards were 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: Marginal – Faulty**

**ACCESSORIES**

Boarding ladder, trim tabs, cockpit fish holds, Shurflo bait pump, Whale Gulper Grouper fish box drain pump, raw water wash down, rod holders, cockpit flood lights, v-berth, 12 volt outlet, cockpit bench seat, Ritchie compass, Simrad multifunction device, engine instruments include tachometer with a digital display, Standard Horizon Explorer vhf, overhead lights, windshield wiper

Trailer Information: EZ Loader galvanized steel dual axle trailer model T96BT 19-22 5200 lb. GVWR 6,600 lb. two bunks, California license 4RJ 3989

## **SUMMARY**

The vessel is a production fiberglass pilothouse with a single gasoline outboard engine. The vessel was built in Port Orchard, Washington. The current ownership is a boat club and the vessel was purchased for the boat club in 2021. The engine is original. The anti-fouling paint was applied prior to the survey. The boat shop representative provided no disclosures and had no knowledge of any significant events in the vessel's history, such as collisions, fires, submersions, etc. The representative reported that they have provided engine diagnostics to the client, including any warranty information. The vessel was inspected while on a trailer. The vessel was briefly test operated while on a trailer. The engine was briefly tested 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: 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, Yachtworld.com and BoatTrader.com current listings below. The 2021 Defiance Admiral 220EX that sold for \$72,000 on September 23, 2022 in San Diego, CA is the surveyed vessel. The surveyed vessel was owned and operated by a boat club and has extensive use for a vessel its age. The vessel is actively maintained. There was limited data for similar vessels that have sold and are listed in California, so our research was expanded to include other states. The values of vessels have continued to be influenced due to the Covid-19 induced demand; the future of the value spike is unknown. The vessel is being sold with a 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
22	Defiance Admiral 220EX	2021	23-Sep- 22	72,000	75,000	San Diego, CA, USA
22	Defiance Admiral 220EX (MG)	2020	22-Jul-22	73,000	74,900	Stockton, CA, USA
22	Defiance 220 Admiral EX	2021	20-Jun- 22	70,641	72,097	Port Moody, BC, Canada
25	Defiance Admiral 250 EX	2021	30-Mar- 22	151,542	-	Yarmouth, ME, USA
22	Defiance	2021	27-Jan-22	72,000	72,500	San Diego,

	Admiral 220EX					CA, USA
22	Defiance Admiral 220EX	2020	16-Dec- 21	65,000	65,000	San Diego, CA, USA
24	Defiance San Juan 220	2020	4-Dec-21	83,500	88,400	Anacortes, WA, USA
22	Defiance Admiral 220 EX	2021	11-Nov- 21	83,585	-	Yarmouth, ME, USA
22	Defiance 220 Admiral EX	2020	7-Oct-21	57,532	57,532	Port Moody, BC, Canada

1.

Save [2019 Defiance Admiral 220 EX](#)

### **2019 Defiance Admiral 220 EX**

\$89,999

Tacoma, WA 98409

Freedom Marine Sales & Service

### *Parker 2120*

US\$76,900 \*

21 ft / 2019

Sayville, New York, United States

White Water Marine

#### **1. New Arrival**

Save

[2021 Parker 2120 Sport Cabin](#)



### **2021 Parker 2120 Sport Cabin**

\$79,996

Belford, NJ 07718

Cast Off Yacht Sales

1.

Save 2020 Parker 23 Special Edition

### **2020 Parker 23 Special Edition**

\$82,000

Wilmington, NC

Bluewater Yacht Sales, LLC- Wrightsville Beach

## 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.
2. Provide all federally required carriage items, including: approved and current distress flares, at least one PFD per person, at least one throwable type PFD, garbage oil placards.
3. Properly secure the trim tab reservoir.
4. The starboard trim tab is under maintenance and is currently not functional and the trim tab motor sounded "rough" when testing the tabs. Complete the maintenance on the starboard trim tab. Determine the cause and significance of the "rough sound" of the trim motor and address appropriately or as necessary.
5. The batteries had low voltage, address appropriately.
6. There was no response on the vhf when tested. Assure the vhf is properly functional or address appropriately.

### SECONDARY

1. Determine the cause of the rust staining about the transom eyes and to port on the interior side of the transom and address as necessary or desired.
2. One fastener is not fully secure to starboard aft on the rub rail and there is rust staining about one fastener on rub rail to port on the bow plank. Address as desired.
3. There is scuffing on both hull sides, address as desired.
4. Address the damaged boot stripes on both hull sides as desired.
5. Reinstall the helm chair.
6. Complete the installation of the starboard sliding window, including the handle.
7. There is corrosion / paint failure on the seat frames. Address as desired.
8. The paint has failed on the swim platform. Address as desired.
9. There is air in the compass. Address as desired.
10. The following components were not tested or inspected: bait pump (powered up), raw water wash down (powered up), wide open throttle, all functions of navigational electronics (powered 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 28, 2022

By: Mr. Kells Manthei, SAMS SA

Date