

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for Privacy

Date of report: March 15, 2021

Our file #: 21-20012web

Location: West Coast Marine Service

Date of inspection: March 9, 2021

Scope of Services

The vessel was examined by the 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:	Parker	Doc. #:	Removed *
Model/type:	2520 / cuddy cabin	Engine/MFG:	Two Yamaha
Year:	2000	H.P. per:	150
Length:	30' (w/o engines)	Serial numbers:	Port: 64P X 1024476 Starboard: 63P X 1237598
Draft:	1' 4"	Type of instal. :	Gasoline, four-stroke, outboard
Beam:	9' 6"	Generator:	None
Name:	<i>“Removed”</i> *	Hailing port:	San Diego, CA
HIN:	Removed		

* Certificate of Documentation

HULL & STRUCTURE

The vessel was inspected while trailered. Hull construction material is molded fiberglass. The vessel's name is not displayed. Deck is constructed of molded fiberglass and above deck structures are constructed of molded fiberglass. Coring is unknown. Bulkheads are constructed of unknown material. Overall condition of the hull structure appears good. The vessel's weight is unknown. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears good externally and internally. Vessel's external colors are white gelcoat with black and gold vinyl accent stripes and black and gold vinyl stripes on the superstructure. Below waterline through hull fittings appear satisfactory. The vessel is equipped with one Rule 2000 and one Rule 360 electric / automatic bilge pump that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of natural ventilation and appears excellent. General housekeeping appears satisfactory. The documentation number is not displayed.

Summary: Satisfactory – Good

MACHINE SYSTEMS

Engines' external surfaces appear good and exhibit no rust, oil or coolant leaks. The cowlings were not removed. Engine hour meters were not energized. Motor mounts appear satisfactory - good. Cooling systems appear satisfactory. Fuel systems and components appear satisfactory. Exhaust systems and components appear satisfactory. Electrical systems and components appear satisfactory. Engine control system appears satisfactory. Steering control system appears satisfactory. Propulsion components were not present. The propellers are not installed on the lower units. Waste system and components appear satisfactory - good. General service seawater systems appear satisfactory.

Summary: Satisfactory – Good

FUEL SYSTEM

There is 200 gallon capacity in one aluminum 5052 (H32) tank located on centerline below the cockpit. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears good. The fuel fill, vent, feed lines and components

appear satisfactory. The fuel hoses connected to the fuel filters look rough, no dates were seen on the fuel fill, vent or feed hoses (the hoses connected to the bulb pumps are dated 2018). Fuel fill to tank bonding appears satisfactory. Fuel shut off valves were not seen.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore inlet appears satisfactory – marginal. There is heat damage on the shore power inlet. The shore power inlet is only connected to the battery charger. The AC connection is not protected with fuses or a circuit breaker. Battery arrangement appears satisfactory. The batteries are equipped with disconnect switches. The vessel had no DC power during the survey. DC wiring appears satisfactory. Circuit protection for the DC branch system appears satisfactory. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory. There is an unknown wire that has been cut in the lazarette. There is an unlabeled switch/circuit breaker in the starboard transom locker.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Vessel has two type B:C size I (2013, 2014) portable fire extinguishers. Vessel has no fixed fire suppression system. The safety components include: four adult type II PFDs and no throwable PFDs; no distress flares; marginal first aid kit; 10 kg claw anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory. The vessel includes no CO alarms. Other safety equipment includes: EPRIB with hydrostatic release (no registration, battery expired 02/2020 and no date on hydrostatic release).

Summary: Marginal

STORAGE

The vessel was inspected at its temporary storage location. Boarding hazards appear insignificant. All entry points were reportedly kept locked.

Summary: Excellent

ACCESSORIES

Swim step, boarding ladder, trim tabs, rod holders, cockpit floodlights, bait tank, outriggers, shore power inlet, transom live well, Shurflo raw water washdown pump, Jabsco model 50840-0012 bait pump, transom shower, raw water washdown, cockpit courtesy lights, West Marine speakers, StatPower True Charge battery charger, 10 gallon capacity plastic freshwater tank, plastic waste tank, Jensen stereo remote, Furunoradar antenna, adjustable helm chair, Simrad AP-11 autopilot, Ritchie compass, windshield wiper, Simrad multi-function device, Furuno radar, engine instrumentation includes two Yamaha digital instruments, Yamaha fuel level gauge, Yamaha fuel

management gauge, Icom IC-M506 vhf, Icom IC-M422 vhf, Jabsco manual head, fish spotting station (rail) on hardtop

SUMMARY

The vessel is a molded fiberglass cuddy cabin equipped with two gasoline outboard engines. The vessel was built in Beaufort, NC. West Coast Marine reported purchasing the vessel three months ago and they recently sold it to the client. They reported the engines are brand new 2021. They reported a new coat of paint will be applied and the propellers will be installed prior to launching the vessel. The vessel had no power during the inspection. The vessel was inspected while trailered. The engines were not test operated and no sea trial was performed. The vessel is basically structurally sound and upon completion of the recommendations the vessel should be suited for its intended purpose as a coastal 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	NEW REPLACEMENT VALUE	INVESTMENT
\$70,000	\$200,000	\$75,000

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 average historical sale price of similar vessels on Soldboats.com is \$37,200 and the average current listing price of similar vessels on Yachtworld.com is \$57,175. The vessel has been repowered with new engines. The comparable vessels have older engines, lowering their value. The Parker 2510 that sold in Sarasota, FL was repowered with new engines in 2018. The Parker 2510 listed in Ft. Lauderdale has been repowered with larger engines. All comparable vessels are on the East Coast of the United States. The vessel’s condition and location have been factored into our valuation.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
25	Parker 2510 XL Walkaround	2001	30-Nov-20	58,000	69,995	Sarasota, FL, USA
25	Parker 2520 Sport Cabin	2002	29-Sep-20	26,000	34,900	Mamaroneck, NY,
25	Parker 2520 Modified Vee Sport Cabin	2002	7-Aug-20	44,000	49,900	Point Pleasant, NJ,
25	Parker 2510 Modified Vee Walkaround	2001	6-Jul-20	30,000	35,000	Irvington, VA, USA
25	Parker 2520 Sport Cabin	2000	24-Jun-20	28,000	29,500	Bailey Island, ME

Parker 2510 Walkaround

US\$69,900 *

25 ft / 2000

Fort Lauderdale, Florida, United States

Nautical Ventures-Fort Lauderdale

Parker 2501 Center Console

US\$49,900 *

25 ft / 1999

Scituate, Massachusetts, United States

South Shore Dry Dock Marine, Inc.

[Request Info](#)

Boston Whaler Outrage

US\$59,000 *

26 ft / 2001

Port Aransas, Texas, United States

Fox Yacht Sales-Four Gulf Coast Locations

[Request Info](#)

Parker 2501 Center Console

US\$49,900 *

25 ft / 1999

Scituate, Massachusetts, United States

South Shore Dry Dock Marine, Inc.

[Request Info](#)

This survey is for the express purpose of entering a marina. It is not meant as a buyer's survey.

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. Display the name on the vessel's transom (or above the hailing port on the vessel's cabin top) per federal regulations and assure the name and hailing port on the vessel match the document.
3. Display the documentation number per federal regulations.
4. The fuel hoses in the lazarette connected to the fuel filters and the fuel fill and vent hoses are rough and no dates were seen. The industry life expectancy "rule of thumb" for fuel hoses is 10 years. Assure the hoses are suitable for continued use or replace as necessary.
5. There is heat damage on the shore power inlet (used only for the battery charger). Replace it.
6. Provide all legally required carriage items including: at least one type IV throwable PFD, garbage and oil placards, a suitable sound signaling device and federally required, approved and current distress signal flares.
7. The EPIRB's battery is expired and no registration was seen. Replace the battery and update the registration.
8. Provide a secondary anchor and rode for emergencies and two anchor situations.
9. The propellers were not installed on the engines; install the propellers prior to launching the vessel.
10. Bring the current certificate of documentation aboard upon acquisition.

SECONDARY

1. A wire has been cut and is still present in the transom locker. We were unable to trace the wire out. Assure the wire is not energized or remove the wire to eliminate any liability.
2. There is an unknown switch / circuit breaker in the starboard transom locker. Determine the purpose of the switch and properly label it.
3. The vessel had no power during the survey. Charge the batteries and prove the DC system properly functional.

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. This survey report is not intended for use as a “buyer’s survey”.

Christian & Company, Marine Surveyors, Inc.



March 15, 2021

By: Mr. Kells Manthei, SAMS SA

Date



March 15, 2021

Reviewed by: Mr. Kells Christian, Surveyor
SAMS - AMS #301

Date