



MARINE SURVEY REPORT

REPORT NUMBER: 20170503-12

TYPE OF SURVEY: Pre-purchase report/ Condition & Valuation

DATE OF INSPECTION: May 3rd 2017

DATE OF REPORT: May 4th 2017

COMMISSIONED BY/CLIENT:

NAME: [REDACTED]

ADDRESS: [REDACTED]

E-MAIL: [REDACTED]

PHONE: [REDACTED]

SURVEY SITE

The vessel was inspected atop a trailer, in owner's yard.

Weather was warm at 90°F, skies were clear and air dry.

The client did not attend. Wife of owner represented the owner and performed all demonstration duties.





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VESSEL'S INFORMATION

GENERAL DESCRIPTION

The vessel is a standard production walk around style, open fisherman boat manufactured by Intrepid Powerboats of Florida. She is powered by outboard engines and features a cabin, galley, head compartment and sleeping quarters for four.

PUBLISHED SPECIFICATIONS

The surveyor has made neither weight calculations nor measurements. All dimensions and weights are from published specifications, either from manufacturer and/or industry resources.

MAKE & MODEL: Intrepid Walk-Around 339

MODEL YEAR: 2000

L.O.A.: 35' **BEAM:** 10'

DRAFT: 3' 10" **BALLAST:** N/A.

DISPLACEMENT: 6,500 lbs. (dry) **VESSEL TYPE:** Monohull

DOCUMENTATION

Vessel official documents, including state registration and/or certificate of ownership, were not available for perusal of the surveyor but have been shown to client commissioning the survey, as per client's indication.

IDENTIFICATION

NAME OF VESSEL: N/A

DATE OF MFG.: N/A

LICENSE NUMBER: N/A

HIN/MIC: [REDACTED]





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STATE REGISTRATION NUMBER: [REDACTED]



SCOPE OF SURVEY

The purpose of this survey report is to determine, within the limitations of visual and physical accessibility, and through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies against the standards quoted in the "comments" section of this report and to present the surveyors personal opinion as to the vessel's condition.

Certain parts of the structure, systems and equipment may be inaccessible without removing decks, tanks, bulkheads and headliners, or in the case of cored structure, drilling core samples. This would be prohibitively time consuming, potentially destructive, costly to restore and not within the scope of this survey. The vessel is surveyed as found. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect. Loose gear and accessories are neither inventoried nor inspected.

All Seacock are activated and tested by hand pressure only. Cosmetic or comfort issues may be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment is only tested by powering up, and only when power is already connected. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, transmissions, saildrives and or stern drives.

Normal wear and tear relative to the model and vintage will not generally be reported on. Fuel burning equipment or appliances will be visually inspected and not be started or ignited by the surveyor. Any reference to bronze, aluminum or stainless steel metals is a color reference for convenience only, as the actual metallurgy cannot be determined without laboratory testing.

The statements in this survey are the personal opinions and observations of the undersigned surveyor and are for the consideration of the party or persons retaining him, with no guarantees express or implied. The surveyor cannot predict how the vessel or its systems will perform over time and therefore this report is valid only at time of survey. No right of action against the surveyor for negligence, or breach of contract or otherwise, accrues to anyone other than the party retaining the surveyor and is both restricted and limited to the cost of the survey herein provided. All photographs remain the property of Rebirth Marine.

This report may be used as an example of the surveyors work with all vessel and personal identifiers redacted. Acceptance and or use of this report constitutes agreement to these and all other conditions and limitations contained herein. This report remains the exclusive property of Rebirth Marine, a division of Medusa Engines, LLC. until the accompanying invoice is paid in full.



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TESTING METHODOLOGY

MOISTURE CONTENT

Moisture Content refers to values of moisture penetration into structural surfaces such as decks, bulkheads, frames and bottoms. As these surfaces are constructed of materials, or combinations of materials such as wood, fiberglass, resins, etc, that are expected to remain dry to ensure the fulfillment of their function and longevity, it should therefore be inferred that moisture penetration, when found, is inversely proportional to the integrity of such surfaces, i.e.; the higher the moisture content, the more detrimental its effects on the area in question.

Two methods are used in conjunction to determine Moisture Content when inspecting a vessel: Percussive Soundings and Moisture Meter Readings. Be advised, however, that neither method is absolutely reliable. Meter readings on composite structures are relative and moisture percentages are only useful insofar as to determine the sensitivity of a certain area as compared to its surroundings. Moisture levels are measured with a capacitance type digital meter, several of them actually, which, irrespective of model or type, can return false readings at times. The combination of moisture meter readings with percussive soundings performed over intervals of one square foot, or smaller when needed, over the whole surface area being tested provide the surveyor with a clear idea of moisture levels, but the conclusions arrived at by this surveyor could easily differ from those of someone else.

For the purpose of this survey, moisture levels are not extrapolated from Moisture Meter numbers, a common practice, because such numbers can be both, confusing to the untrained in such matters, and irrelevant as this surveyor uses several meters which yield readings in different scales. Rather, moisture content is expressed in Moisture Levels, which are as follows:

Very Dry : No discernible moisture detected.

Normal Dry : Faint moisture may be present, but does not pose a threat to the structure.

Moist: Moisture is present and may have weakened cores or FRP layup but general integrity is not compromised.

High : Moisture is present in the form of water droplets. Structures may be weakened at local level, FRP may appear cracked and cores may present gaps resulting in soft spots.

Saturation : Unsafe levels. Cores are no longer structurally sound and may have lost most of material to rot, FRP may be delaminated and separation may occur, decks may present risk of collapse. Water is present in the structure, possibly in very large amounts.



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STRUCTURAL COMPONENTS

GENERAL: Hull is fabricated from fiber reinforced resin and taken from a mold.

Decks, topsides and superstructure are cored and the bottom is of solid fiber reinforced resin construction. The hull and deck shells are supported by longitudinal and transverse encapsulated stringers, frames, floor members and bulkheads attached to the hull with FRP.

STRUCTURAL CHANGES: No structural modifications sighted.

TOPSIDES: Moisture levels between Very Dry and Normal Dry. Appearance is fair with mildly oxidized gelcoat. There are three hatches, one topside and one on either side of the deck. All show signs of wear and tear but are functional and do not leak.

TRANSOM: The transom shows varying degrees of moisture. At the junction points with either side of the hull, levels are in the Moist range although percussive soundings show structural solidity. Area around engine mounts shows moisture levels in the Moist range but no cracks. Several hull penetrations are either unbedded or not sealed at all, as shown with the engine hydraulic cables and the rudder angle indicator wire.

[SEE COMMENT \(1\).](#)



BULKHEADS/FRAMES: As far as could be inspected by surveyor, all bulkheads and frames are solid and well secured to the hull. Moisture levels are in the Normal Dry range.

BOTTOM: The bottom was inspected for moisture in 6" square sections, showing a great deal of moisture all across it, from bow to stern and from port to starboard side. Readings were all in the Moist range, with several spots around the sea cocks showing High levels. Readings may have been inaccurate given the fact a thick layer of paint has been recently applied. This paint, in the Surveyor's opinion, is not the recommended ablative anti-fouling type and its thickness may decrease its effectiveness.

[SEE COMMENT \(2\).](#)

COCKPIT: The floor deck in the cockpit is sound, with moisture levels in the Normal Dry range. All storage compartment hatches seal latch properly and show no structural cracks.

DECKS: The rode locker hatch and area around the windlass foot switches check sound, with moisture levels in the Normal Dry range.

HULL TO DECK JOINT: Standard shoe box type joint, covered by a rub rail. Rub rail, however, seems to be missing the middle insert, usually of decorative nature, which leaves the joint open to rain and water exposure.

[SEE COMMENT \(3\).](#)



COCKPIT EQUIPMENT

Molded FRP settee between cabin and command post. Detachable bench at the back was not secured to deck but holes for this purpose were visible. There are six rod holders embedded into the gunwale upper deck lips, none of which are properly bedded. This situation is repeated with the two fuel inlets located amidships, one on each side. Consequently, moisture readings are on the High level around all these hull penetrations.

[SEE COMMENT \(4\).](#)



LIGHTING: There are six cockpit LED lights likely used as courtesy lights, four of them mounted on the hard top and two below the gunwales, one of each side amidships. Of the four lights on the hard top, three exhibit signs of water ingress/flooding and one has stopped working. There are also two flood/spreader LED lights mounted on the hard top which work, although the port side one also shows signs of water ingress.



[SEE COMMENT \(5\).](#)

STERN EQUIPMENT

The stern is fitted with two attached swim/boarding platforms. Their attachment points are not properly bedded so moisture is penetrating into the hollowed stern/platform area. A pull-out re-boarding ladder under the port side also shows improperly bedded attachment.

[SEE COMMENT \(6\).](#)





DECK / HOUSE/TRUNK EQUIPMENT

Aluminum bow and side rails are secure as are bow, mid ships and stern mooring cleats. An integral bow pulpit with single anchor roller and rode locker hatch are secure. Molded toe rails are fair and sound. An acrylic, frameless windshield shows no cracking or hazing, although it can be moved with little pressure.

RUNNING GEAR

STEERING: Hydraulic to single ram and tie rod to tiller arms are secure and responsive with no visible leakage.

PROPELLERS: Two 3-blade units are fair and secured, showing no signs of damage or corrosion. Port 48-13701 19P, Starboard 48-13700 19P

TRIM TABS: Hydraulic trim tabs are in place and were heard to power up. However, neither tab moved in either direction, and both the tabs and cylinders were, again, not properly bedded onto hull. See above photo over "See Comment (6)".

[SEE COMMENT \(7\).](#)

PROPULSION SYSTEM

Boat was originally fitted with 2-stroke Yamaha outboards, but was repowered with the current Mercury Verado 275 HP units. As representative of owner (wife) was unable to detach cowlings from engines, fluid levels could not be checked, but both engines were run for 10 minutes each and available information gathered.

ENGINE CONTROLS: Dual function levers to electronic shift/throttles are secure and free moving. Engine ignition panel includes the traditional oil pressure, water temperature, tachometers, hour meters, volt meters, fuel levels, fuel economy, speedometer and all other functions included with the Mercury Smart Craft System. All readings seem to have reflected accurate values. After 10 minutes of running, temperature values reflected by gauges were corroborated by thermal scan over engine blocks and exhaust water.

ENGINE MFG.: PORT/SINGLE: Mercury **STARBOARD:** Mercury

ENGINE MODEL: PORT/SINGLE: Verado **STARBOARD:** Verado

ENGINE TYPE: PORT/SINGLE: I-6 super charged **STARBOARD:** I-6 super charged

ENGINE SERIAL NO.: PORT/SINGLE: STARBOARD:

HORSE POWER: PORT/SINGLE: 275 **STARBOARD:** 275

ENGINE HOURS: PORT/SINGLE: 258 per meter **STARBOARD:** 1825.2 per meter

ISSUES

PORT: Tilt mechanism did not work, neither was it heard to actuate upon command. Reasons may vary from a blown solenoid valve to the whole tilt mechanism being defective.

[SEE COMMENT \(8\).](#)

STARBOARD: None



FUEL SYSTEM

FUEL LINES(S): Fuel lines from the two side inlets into the single tank are of approved type and are suitably double clamped, however, the clamps are rusted and lose and under risk of coming undone, and the lines are extremely grimy and covered in sludge, presenting an unsafe situation. Likewise, fuel lines from the tank to the fuel filters/water separators feeding the engines are in better condition but are clamped with non stainless parts.



[SEE COMMENT \(9\).](#)

TANKS: One 5052 grade aluminum tank is fitted dead center below decks as customary on this type of boat. Securing straps could not be seen.

GROUND: Grounds wires are attached to fuel fills and fuel level gauge seat as required, but these wires could not be followed and show a continuity of around 1 ohm, which is borderline on the required standard.

VENTILATION: Fuel tank is vented overboard through vent fitting with flame suppression screen as required.

FUEL FILTERS: Racor type primaries with clear plastic bowls without heat shields are both mounted near the transom. Fuel in both filters is cloudy, too dark in coloration and both bowls contain some bacterial growth.



[SEE COMMENT \(10\).](#)

ANTI-SIPHON: None sighted.

SHUT-OFF VALVES: At fuel filters., free moving and in good order.



GROUND TACKLE

WINDLASS: Maxwell style 12VDC vertical unit with chain gypsy. The unit powered up and worked, activated both from command post controls and foot switches.

[SEE COMMENT \(11\).](#)

ANCHORS: One approximately 15 lbs Bruce type. Anchor is too small and not likely to effectively hold this vessel in most situations

[SEE COMMENT \(12\).](#)

RODE: The existing chain not appear to be of an appropriate grade metal and both the length of chain and rode seem too short to be effective in any real world anchoring situations.

[SEE COMMENT \(13\).](#)

NAVIGATION EQUIPMENT

NAVIGATION LIGHTS: Running lights and anchor light did power up but the anchor light located atop the hard top in close proximity to the radar dome may be blocked by said dome from certain angles, not meeting Collision Regulations.

[SEE COMMENT \(14\).](#)

COMPASS: Ritchie 4" fluid damped type is clear and responsive to magnetic influence.

RADAR: Furuno Open array unit powered up and displayed a return.

CHART PLOTTER/GPS: Garmin Map 5208 unit powered up and showed an accurate location fix.

DEPTH SOUNDER: Datamarine unit did not power up and transducer sensor has been painted over on the bottom. Garmin GPS unit is depth sounding capable but is not connected to a transducer.

SOUND SIGNAL: No 12 VDC horn found or manually operated alternative.

[SEE COMMENT \(15\).](#)

MARINE RADIOS: Icom VHF powered up and functioned properly.

AUTOPILOT: Robertson unit powered up and appeared ready to navigate, but connection to engine hydraulic steering could not be verified.

SPOTLIGHT: Go-Light unit powered up and rotated fully around and tilted up and down.

AC ELECTRICAL SYSTEM

SHORE POWER: 120VAC/30amp. Shore power receptacle is not USCG approved.

[SEE COMMENT \(16\).](#)

AC PANEL: none found.



CONDUCTORS: The two circuits found are stranded copper, type 2, marked as 600V as required.

G.F.C.I.: None found.

OTHER OUTLETS: None found.

BATTERY CHARGER: One Pro Mariner 30 AMP unit, could not be checked as there was no shore power connection available.

INVERTER: None fitted.

DC ELECTRICAL SYSTEM

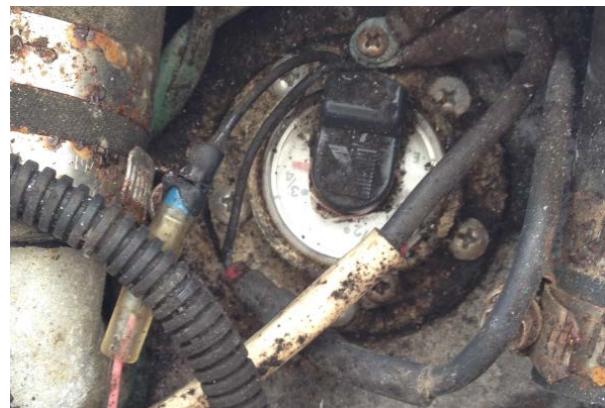
SHIPS POWER: 12VDC from three batteries, two starting and one house.

Batteries were secured with plastic clamp/harnesses, but they were not in trays to contain acid spillage.

[SEE COMMENT \(17\).](#)

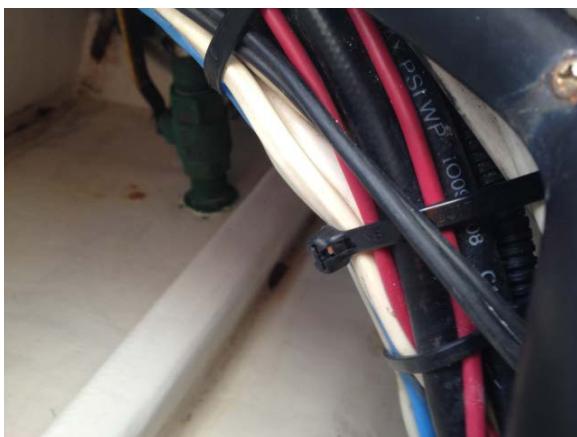
IGNITION PROTECTION: None required as fuel tank is contained away from motors BUT DC wires attached to the fuel level gauge are not properly insulated, so possibility of a spark igniting fuel vapors exists.

[SEE COMMENT \(18\).](#)



DC PANEL: No panel found. All DC circuits are run from the switch board at the helm's command post. All switches are fused and when turned on all showed normal temperature ranges so no overheating suspected but as board could not be opened, fuse sizes and wiring attachments could not be inspected.

CONDUCTORS: All conductors are wrapped in a single bundle, including DC conductors together with AC conductors and even battery to starting motor cables in the same bundle, all of which represents severe violations of several standards. Several wires are spliced together with non waterproof, electrician's tape.



[SEE COMMENT \(19\).](#)



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ALTERNATOR: As units are contained within engine cowling, function could not be verified but battery voltage surged when engines were started, which would indicate proper functioning.

BATTERY SWITCHES: Three. Two one way (on-off) units for starting engines and a three way (1, 2, all) unit for house battery although battery switching capability is not possible as no cables are connected and no relay is visible.

BATTERIES: There are three 12VDC batteries, all of them lead acid wet cells. They are adequately secured but the trays are not acid spill resistant. Also, there is corrosion on the connectors of several cables attached to the battery terminals and the insulation on some of the connectors reveals the stranded copper wire underneath, failing to protect it from possible shorting. All three batteries show a charge level in the 11.0 to 11.5 Volts, far below the 12.5 to 13 + Volt optimal range. This is likely due to the lack of regular charging as charger is not connected to AC source. In this surveyor's opinion, all three batteries are well past their mid life point and will likely start exhibiting failure signs within months.



[SEE COMMENT \(20\).](#)

CORROSION PROTECTION

ANODES: Anodes on the stern and on the engine lower units. All appear in good condition but their sufficiency cannot be determined as boat is kept out of water and proper cathodic measurements cannot be undertaken. The two anodes on the stern are painted over, rendering them useless.



[SEE COMMENT \(21\).](#)



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BONDING: The underwater metal components do not appear bonded and all metal through hull connections have also been painted over, decreasing their capacity to carry stray currents and their anti corrosive capabilities.



[SEE COMMENT \(22\).](#)

TRANSFORMER: No isolation transformer fitted.

GALVANIC ISOLATOR: No galvanic isolator fitted.

INTERIOR

CONDITION: The interior headliners, sole panels, and cabinetry are in clean condition. Vinyl upholstery on the circular settee is worn out but shows no cracks. There are two DC powered lights in the cabin, one of which does not work.

ENTERTAINMENT: Two speakers at the forward bulkhead are not connected to a cabin system, neither did they power up when the cockpit stereo was in use.

GALLEY

FIXTURES: sink and faucet show signs of oxidation.

REFRIGERATION: Norcold 2.7 cu. ft. 12VDC refrigerator /freezer powered up.

POTABLE WATER: Potable water tank is contained near the transom, encased by a bulkhead and frames, making estimation of size difficult, but appears in the 20-30 gallon range. Tank was empty verifying the system function was impossible. A fresh water pump was heard to prime when activated. However, all hoses used in the potable water system are in near-failure condition and they are run in the same compartment as the macerator pump and open electrical wiring connections.



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[SEE COMMENT \(23\).](#)

WATER HEATER: Not installed.

STOVE: Not installed.

OTHER: No microwave or other devices installed.

SANITATION

HEADS: One raw water toilet is installed but not connected and it is clear is not a functional unit. The hoses in place, even if not connected, are in near-failure condition as is a Y-valve located under the hand basin presumably aimed at directing waste either overboard or to a macerator pump.

[SEE COMMENT \(24\).](#)

SHOWER: in same compartment, a handheld shower head with elongated hose is present but cannot ascertain if functional given water tank is empty.

BLACK WATER: Polyethylene black water tank is fitted between starboard hullside and head module. Again, hoses are in near-failure condition and the tank, as well as the area around it and all the hoses, exhibit signs of waste permeation to the exterior, an unsanitary condition.

[SEE COMMENT \(25\).](#)

WASTE PUMP-OUT/OVERBOARD DISCHARGE: A macerator pump is installed near the transom bulkhead, the hose that presumably comes from the black water tank is at near-failure point and some waste permeation is apparent. Macerator pump also exhibits signs of rust that has eaten away at its case. The pump out end has been plumbed in an arrangement where it shares a sea cock with other dumps, an extremely unsanitary condition and standards violation.



[SEE COMMENT \(26\).](#)



SAFETY EQUIPMENT

Safety equipment that is not integral to the vessel or permanently installed has not been inventoried or inspected by the surveyor.

LIFE VESTS & THROWABLE LIFE SAVING DEVICE: Seven USCG approved life vests properly stowed and accessible, as well as a throwable device.

CARBON MONOXIDE DETECTOR: None sighted.

SMOKE DETECTOR: None sighted.

GASOLINE FUME DETECTOR: None sighted.

FIXED FIRE FIGHTING SYSTEM: Not installed.

RE-BOARDING LADDER: At stern.

FIRE EXTINGUISHERS: One fitted inside the cabin, without a valid inspection date tag. None present above decks on the cockpit area.

SEE COMMENT (27).

USCG RECALLS

A search of the "USCG Recall Notice" database revealed no issues with this model.

BOATUS® TECHNICAL EXCHANGE NOTICES

A search of the BoatUS® "Technical Exchange" database revealed no issues with this model

BOATUS® CONSUMER COMPLAINT DATABASE

A search of the BoatUS® "Consumer Protection" database revealed no issues with this model.

SEA CONNECTIONS

There were Four below the waterline through hull fittings located on this vessel.

1. Wash down pump intake. Located 20" forward of the transom, 8" from the flat keel section on the starboard side. Metal lever activated ball valve, double clamped and moving, although with difficulty, showing lack of regular exercise. This is the same sea cock that has been painted over, referenced to in "Comment 20".
2. Macerator discharge. Located on the transom, starboard side. Metal lever activated ball valve, double clamped and moving, although with difficulty, showing lack of regular exercise.
3. Live-well intake. Located on the transom, port side. Metal lever activated ball valve, double clamped and free moving. Connection to live-well has been closed off.
4. Raw water toilet pump intake. Located on starboard side, 14" from the keel, right under the head compartment. Metal lever activated ball valve, NOT clamped and free moving. **This device represents a GRAVE risk to the vessel.**



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Likely due to the lack of a backing plate, the through hull ring has embedded itself into the fiberglass hull and loosened the device to the point where it can be freely moved by hand. This has caused the fiberglass around to crack and possibly delaminate, and water oozes from the seal every time the sea cock is moved, evidence of water penetration and saturation in that area. Taking into account the fact this boat is dry and has been on land for a predictably long time, the presence of water in the hull speaks to the seriousness of this issue. Moisture readings on the hull side are all in the Saturation level as expected. This device is at risk of completely coming lose with the subsequent water ingress into the boat and likely sinking of the vessel. Surveyor STRONGLY advises the vessel not be put in the water until this issue has been dealt with.



[SEE COMMENT \(28\).](#)

BILGE PUMPS

No manual and two electric bilge pumps were located.

1. 12VDC Rule 800 GPH bilge pump. Mounted near the transom, in same compartment with macerator pump. Single clamped. Actuated by an automatic float switch which could not be put into action due to lack of water in bilge. The automatic float switch is mounted at an angle, which may render its activation impossible due to floater getting stuck. Pump activated with manual switch from command post at helm.
[SEE COMMENT \(29\).](#)
2. 12VDC Rule 800 GPH bilge pump. Mounted under companionway from head to cabin, close to keel on port side of vessel. Double clamped, but clamps show signs of corrosion. Actuated by an automatic float switch which could not be put into action due to lack of water in bilge. The automatic float switch is mounted at an angle, which may render its activation impossible due to floater getting stuck. Pump activated with manual switch from command post at helm.

[SEE COMMENT \(30\).](#)



HIGH WATER BILGE ALARM

None installed.

OTHER

TRAILER: an evaluation of the trailer where the vessel was inspected is outside the scope of this survey as surveyor is neither an expert on trailer construction nor was he hired to survey the trailer, as client indicated that trailer would not be part of a potential transaction, only the vessel.

However, it is the opinion of this surveyor that this type of trailer as it is configured right now is not suitable to hold this vessel. Although load capacities are assumed to match and trailer frames and wheels seem to be in good working order, the rafters are not positioned in a way that hold the weight of the vessel mostly at the keel, the area of heaviest load distribution. The keel of the vessel is in fact free floating as can be seen in the photo and all weight is supported under the running strakes. Also, this hull is of stepped construction which basically reduces the width of the strakes where the stepping occurs, and rafters are pushed against the wider portion of the hull at an uneven angle, leaving a large part suspended in the air and only supported by a contact area of approximately one square inch on each side. The above set up is not conducive to holding the vessel in a manner that prolongs its life, as it places undue stress on parts of the hull not ideally suited for such, and may damage the hull in the near future or have already done so.



STANDARDS USED

- **American Boat and Yacht Council®.** The ABYC issues all standards followed by the majority of American manufacturers, and though most of them are voluntary in nature (except E-10 and E-11) they are generally considered "the standard".
- **US Code of Federal Regulations.** For vessels to be USCG Documented or state registered, United States Code of Federal Regulations Title 33 and 46 requirements will be applied.
- **National Fire Protection Association.** NFPA302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" are generally a voluntary with some of its standards mandated by TP1332E.
- **United States Coast Guard.** The USCG sets standards governing systems integration on marine craft, based on the Code of Federal Regulations, as well as rules for navigation, etc.



COMMENTS

Comments based on a specific authority are cited as such. Other comments are based on the opinion of the surveyor as being of "safe marine practice". Standards used are the latest editions and may not have been in place when this vessel was built. Rather than listing the specific standard, down to titles, parts and sections, we simply list the issuing authority for the sake of brevity and to ease the client's understanding of these issues, which is our primary concern. We can, upon request, issue a complete list of Comments paired with the specific standard, presented in unabridged form.

A: ISSUES IN NEED OF IMMEDIATE ATTENTION.

8. Repair tilt mechanism to make engine fully functional and enable twin engine maneuverability and dependability.
9. Properly clamp fuel lines with suitable stainless clamps to prevent possibility of line failure and fuel spillage.
15. As per USCG regulations, at least one sound signal device must be present and in usable condition at all times.
16. A suitable shore power receptacle, compliant with USCG regulation, must be installed. A panel for all AC loads, however few there are, must be installed and be in compliance with ABYC standards.
18. Properly insulate all electrical wires and connections near the fuel tank.
19. AC and DC wires may not be bundled together. Battery-to-starter cranking cables may not be bundled with any other wires. Wire runs must be bundled according to maximum ampacity allowances. All wires must be properly insulated with waterproof insulation. Electrician's tape does not meet this requirement.
25. Replace all hoses, clamps and fixtures plumbed to the black water tank. Clean and sanitize area if waste permeation has occurred.
26. Plumb macerator pump to a single overboard discharge.
27. Per USCG regulations, a suitable number of fire extinguishers must be onboard. In this case, for vessels 26' to 40', two type B-1 extinguishers are required or one type B-2. These extinguishers must have a valid tag of Fire Department inspection.
28. **IMMEDIATELY** remove this sea cock from hull and repair associated damage. This repair should only be undertaken by a professional. When, or if, installing a replacement sea cock, utilize a suitable backing plate and double clamp all hoses. It is strongly advised vessel not be put in the water until this issue has been solved.

B: ISSUES THAT MAY ENHANCE SAFETY AND OR VALUE OF VESSEL.

1. Re-bed hydraulic cables' penetration point, replace rusted washers/plates and seal any open holes.
5. Repair/replace water damaged light fixtures to increase safety at sea at night.
10. Replace fuel cartridges and recycle gasoline in tank if possible or use a cleaning additive/enhancer.
12. Use of a larger or different style of anchor will provide safer anchoring given the specific nature of bottoms found in South Florida.
13. A longer length of chain of suitable marine grade metal as well as longer rode will allow for safer anchoring, especially in challenging conditions.
17. Install closed battery trays designed to contain lead acid spills.



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- 20.** Clean all battery connectors from corrosion. Insulate batteries' positive terminals. Charge batteries regularly including maintenance cycles to keep charge at optimal levels.
- 23.** Replace all hoses and clamps in the potable water system. Alternatively, disconnect the fresh water pump and empty all lines until hoses can be replaced, but refrain from using potable water system in current condition.
- 24.** Replace all hoses and clamps servicing the toilet as well as fixtures such as y-valve used in the plumbing, or alternatively mark the toilet as "Not in Service".
- 26.** Replace all hoses, clamps and fixtures plumbed to the macerator pump, or alternatively, disconnect the pump and discontinue use of overboard discharge system.

29 & 30. Float switches for bilge pumps should be mounted in horizontal position, to prevent accidental sticking of the float.

C: OFFERED FOR INFORMATION OR SUGGESTED AS MAINTENANCE OR UPGRADES.

- 2.** Repaint bottom with suitable anti-fouling paint in appropriate thickness.
 - 4.** Re-bed all rod holders and other hull penetrations.
 - 6.** Re-bed platforms and re-boarding ladder attachment points.
 - 11.** Change windlass foot switches position to a horizontal surface so they can be accessed while standing up instead of seated.
 - 20.** Replace all batteries with new units.
 - 21.** Strip anodes of paint or replace with new units, make sure anode surface is clean and directly exposed to the water, without coatings.
 - 22.** All underwater connections and through hulls should be stripped of paint and present a clear, uncoated surface to the water.
- 29 & 30.** In the surveyor's opinion, existing bilge pumping capacity may prove inadequate for thus boat. Larger pumps should be used, of at least two to three times the volume of existing ones.



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VALUATION

Valuation is a subjective issue and no two surveyors are likely to value a vessel identically. When determining value, we first refer to available pricing sources such as Boat For Sale Value Guide, Computer Boat Value Guide and N.A.D.A. Marine Appraisal Guide. This gives us an empirical vessel value, a perfect figure that does not, as it cannot, take into account the real condition of a boat that has seen real use. As for a replacement value, or what it would cost to rebuild that very vessel in the present, we don't consider this figure to have any real world significance, so we omit it. Thus armed with this theoretical base, we then move on to obtaining real market values, which we do as follows:

We start by looking at the asking prices for identical models as advertised on all major sites, and we establish a baseline of Sellers' Expected Values. We then look at the actual prices identical models have recently sold for as published resources like www.soldboats.com and come up with a baseline of Buyers' Accepted Prices. Note that we carefully read the description of all vessels and only take those whose features closely match our subject vessel. If there are too few vessels of the exact model year up for sale or having been sold, we consider vessels 2 years older and newer than our subject, so long as it is the same model, so prices for 5 model years can be considered. When tabulating those baselines, we consider regional markets because it is a factor that greatly influences prices, and is the time of year, where boats sold in spring and summer sell quicker/higher than those in fall or winter. Note that most surveyors value vessels based mostly on published sale prices alone, but we feel these numbers are not completely accurate as they are the last published price, where usually seller and buyer settle on a lower, non disclosed amount. In fact, most buyers wait for prices to fall to a certain level before they even consider start negotiating. Final numbers contributed by brokers are factual, but still, as most brokers charge a standard fee in the 10% range, it must be realized that sellers are, in fact, willing to accept that much less for their vessels. This leads us to the belief that, more often than not, a vessel's true value tends to be lower than published sale numbers suggest, and we consider that variance to be in the minus 5-10% range. Of course, there are exceptions when rare, antique or sought after models are concerned, as well as vessels that have spent their lifetimes in fresh water. Taking into account all these factors and numbers, we come up with a vessel's true baseline value.

At this point, we use the results of the survey we have just performed pro-actively. We take into account what features or issues the particular vessel may have that appreciate or depreciate its value and compare that against the baseline. Obviously, costly upgrades such as new electronics or new engines will add a considerable premium to the vessel's value, and likewise, issues that compromise its safety or performance will result in dramatic decreases.

This careful process allows us to arrive at our own perception of the vessel's Fair Market Value, where "Current fair market value is the price a willing seller will accept for property from a willing buyer, neither part being under undue pressure to act in the matter." Despite our comprehensive analysis, our valuation is still just an estimation and must be taken as such.



Rebirth Marine

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AS TO THIS PARTICULAR MODEL, CURRENTLY:

- www.boattrader.com lists 15 similar models for sale in a 1000 mile radius of the selling zip code, from years 1998 to 2002, ranging in price from \$69,000. to \$120,000.

- www.yachtworld.com Currently lists 18 such models for sale in North America ranging from \$68,000 to \$116,000.

A baseline asking price of \$92,000 has been inferred, with all boats actually selling for +- 5% of that median boasting similar features as well as added value options to the subject of our survey.

- Several resources lists 9 similar models sold within the past 9 months over a radius of 2000 miles from the selling zip code. Over a span of 4 model years from 1999 to 2002, average model year was 2000 and average time on market before sale was 8 months. Lowest priced boat was sold for \$63,000 and highest priced boat sold for \$101,000. Baseline sale price was \$86,300 with an assumed 5% to 10% reduction accepted as final negotiated sale price yielding a more realistic \$82,000. to \$77,670 . range.

Based on the above information and the findings of this survey, it is the opinion of this surveyor that the Current Fair Market Value of this vessel is:

- US \$74,000.00

This valuation opinion is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel, financial or otherwise.

Prepared in good faith and without prejudice,

Rudi Herbert Castineyra

Certified Marine Surveyor, Small Craft & Yachts

Member, American Boat & Yacht Council

President, Rebirth Marine (a division of Medusa Engines LLC)

Certified Marine Technician

Master of the Seven Seas & Illegitimate child of the god Poseidon ☺