

JA OUTBOARD SERVICE, INC.
INDEPENDENT MARINE SURVEYING

Walkaround
Intrepid 339



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

P.O. Box 565821 Miami, FL 33256
(786) 251-4002
info@jaoutboardservice.com

Report of Marine Survey

Of The Vessel

Intrepid 339

Walkaround

Conducted by
Jorge Alberto, SA.

MARINE SURVEYOR ASSOCIATE

PREPARED EXCLUSIVELY FOR:

Daniel Jordan

April 17, 2023

TABLE OF CONTENTS

SECTION	PAGE NO.
I. INTRODUCTION	1
II. GENERAL INFORMATION	2
III. SYSTEMS	4
HULL, DECK AND SUPERSTRUCTURE	4
PROPULSION	15
FUEL SYSTEM	17
ELECTRICAL SYSTEM(S)	19
FRESH WATER SYSTEM	21
SANITATION	21
AIR CONDITIONING AND HEAT	22
STEERING SYSTEM	23
GROUND TACKLE	24
ELECTRONICS AND NAVIGATION EQUIPMENT	24
THRU-HULLS	25
BONDING SYSTEM	26
SAFETY EQUIPMENT	27
OUT OF WATER INSPECTION	28
SEATRIAL REPORT	31
IV. FINDINGS AND RECOMMENDATIONS	32
V. SUMMARY AND VALUATION	35
VI. PHOTOGRAPHS	37

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Daniel Jordan, the attending surveyor did attend onboard the Intrepid 339, beginning on, April 13, 2022 AND 8:00 a.m where an "in-the-water-survey" WAS conducted at Homestead Bayfront Park Marina. The ship's papers were on board and appeared to be in order. The Hull Identification Number (**IBW33077D97**) WAS verified from the transom. A sea trial WAS performed. An out-of the water inspection underwater machinery and the exterior of the hulls wetted surface area WAS performed on April 11, 2023 AT 7:00 a.m at the owners residence. The reason for the survey, was to ascertain the physical condition and value of the vessel. DC and AC power WAS used to check operation of the electrical systems specified in this report only. The electronic equipment was checked for "power up" only.

The engine inspection was performed by a independent mechanic AS PER THE BUYERS REQUEST. A visual inspection was performed by JA Outboard Service, only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

The parties attending the sea trial was the owner of the vessel, the buyer and the attending surveyor.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

Note:

An engine surveyor was on board during the hull survey and performed a separate survey on the vessel's propulsion system. Questions about the condition of this system should be addressed to that survey.

VESSEL DESCRIPTION

Intrepid Boats are high-end center console luxury yachts. No two Intrepid are alike, each are built and customized to the customers needs. The hull construction is of the latest in technology with superior craftsmanship. Intrepid Boats deliver lightweight high performance boats with a superior fit and finish.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 00010
SURVEY PREPARED FOR: Daniel Jordan

DATE: April 13, 2023
NAME OF VESSEL: Intrepid 339
TYPE OF SURVEY: Pre-Purchase for Buyer
OVERALL VESSEL RATING: POOR CONDITION
ESTIMATED MARKET VALUE: \$101,448
ESTIMATED REPLACEMENT COST: \$344,500 (does not include outboards)
YEAR/MAKE/MODEL OF VESSEL: 1997/Intrepid/339 Walkaround
HULL IDENTIFICATION NUMBER (HIN): IBW33077D797
HOME PORT: Dade County, FL.
STATE REGISTRATION NUMBER: FL 5192 KJ
OWNER'S NAME: Darren Jones
OWNER'S ADDRESS: 22498 SW 250 ST
Homestead, FL 33031

PLACE OF SURVEY: Bayfront Park Marina
PLACE OF HAULOUT: Homestead Bayfront Park Marine, FL.
DATE/TIME OF SURVEY: April 11, 2023
DATE/TIME OF HAULOUT: April 13, 2023 / 7:00 a.m.
HULL MATERIAL: Reported to be FRP (Fiber Reinforced Plastic).
HULL TYPE: Deep Vee
LENGTH OVER ALL (L.O.A.): 33' 9"
BEAM: 10'
DRAFT: 2'
DISPLACEMENT (WEIGHT): 6000 lbs
PROPULSION SYSTEM: Twin Suzuki 300 HP, 2016
FUEL TYPE: Gasoline.
FUEL CAPACITY: 245 gallons
AC POWER: Yes, One (1) 125 volt, 30 amp. Inlets
DC POWER: Yes, 12 volt.
FRESH WATER CAPACITY: 22 gallons
HOLDING TANK: Yes, Approx. 20 gal.
INTENDED USE/BUYER: Recreational near coastal cruising.

II. GENERAL INFORMATION

GENERAL INFORMATION(*continued*)

INTENDED CRUISING AREA: Recreational near coastal Florida cruising and some Caribbean offshore cruising.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this *Report of survey*:

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

- * Per Manufacturer's Specifications
- **Refer to Summary and Valuation Section
- *** Per USCG Documentation
- **** Per Buc Book

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

HULL: Deep Vee

Gel-coat finish is well maintained.



Hull Port bow



Hull PORT pic 2



Hull STBD Bow



Hull STBD

STEM: Sharply raked stem of reinforced fiberglass.



Stem

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

TRANSOM: Reinforced FRP transom bracket.
No stress marks around engine bolts.

BULKHEADS/STRINGERS: No de-lamination sighted. Access only in the AFT and side saddle compartments of the boat.



Hull Port Interior

HULL-TO-DECK JOINT: Chemically bonded, secured with S.S. screws and covered with fiberglass mat.



Hull to Deck Joint

CHAIN LOCKER (DRAINAGE): Not accessible.

* **KEEL: [A1]** Ground damage is noted. The ground damage is a approximate 36" in length. There is 4 to 5 inches of soft material. De lamination is noticeable in the center.

III. SYSTEMS

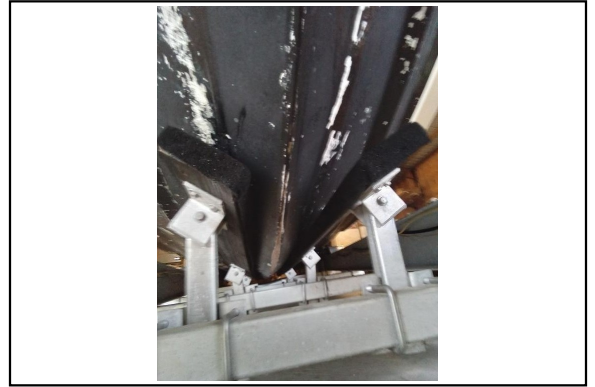
HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(continued)

* KEEL: (continued)



Keel Ground Damage



Keel pic 2



Keel pic 3



Keel pic 4

SUPERSTRUCTURE

DESCRIPTION: FRP (fiber reinforced plastic).



Superstructure Stern view



Superstructure pic 2

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE(continued)

DECKS: Non-skid deck-diamond surface.

DECK HATCHES/VENTILATION: One (1) Bomar aluminum and Lexan 20" X 20" in forward cabin deck area. Appears serviceable (sealed).

Two (2) opening hatches rectangular at forward cabin sides, both are Lexan clear plastic with aluminum frames. Appears serviceable (sealed).



Hatch-bow

JOINERY STRESS: None Sighted.

CANVAS AND SUPPORT STRUCTURE: The cockpit and flybridge enclosures were of white canvas material with clear plastic window material. The support structure is stainless steel tubing. Appears serviceable.



Canvas Top-Clear view protection

BRIDGE DECK: Good visibility.

COCKPIT: Center console is secured to the deck. The T-Top aluminum railing system connects the CC, gunwales and deck together-solid.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE(continued)

* COCKPIT: (continued)



Cockpit view

<User Define> Upholstery. Appear in good condition



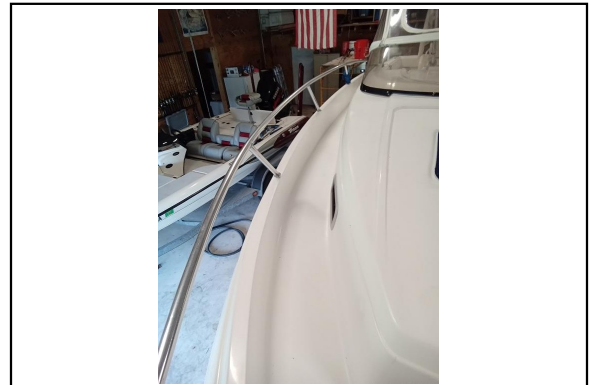
Cockpit Seat Area

DECK FITTINGS

* **BOW PULPIT (BOW RAIL):** [B1] Stainless steel stanchions and rail system. Appears serviceable.
STBD side rail system needs to be better secured.



Grab Rail Port



Grab Rail STBD

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

DECK FITTINGS(*continued*)

- * BOW PULPIT (BOW RAIL): (*continued*)



Bow Grab Rail-STBD Needs to be secured _085455

CHOCKS AND CLEATS: Chocks and cleats appeared to be stainless steel all sighted were thru-bolted and serviceable.

DECKBOX: Two (2) Large saddle type FRP storage area on either side of the center console.
One (1) large storage area in front of center console.

- * **ANCHOR PLATFORM:** [C1] Yes FRP platform with removable anchor bow roller assembly.
Appears serviceable. Winch is well secured.



Anchor platform



Puppit needs sealing

- * **<User Define> [B2] Rubrail:**
The rub-rail insert is damaged.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

DECK FITTINGS(*continued*)

* <User Define> (*continued*)



Rub Rail Insert Damage-STBD Side

ADDITIONAL EQUIPMENT AND ACCESSORIES

* **GENERAL EQUIPMENT: [B3]** One (1) refrigerators and one (1) cooler. The cabin refrigerator is by Isotherm and the cooler is made by Frigid-Rigid.
Refrigerators does NOT power-up.



Refrigerator DOES NOT POWER UP

* **ACCESSORIES: [B4]** One (1) SEARCH light facing the bow, one (1) spreader light facing the AFT of the boat and two (2) cockpit lights. POWER UP
The search light has one (1) bulb that does NOT POWER UP.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES(continued)

* ACCESSORIES: (continued)

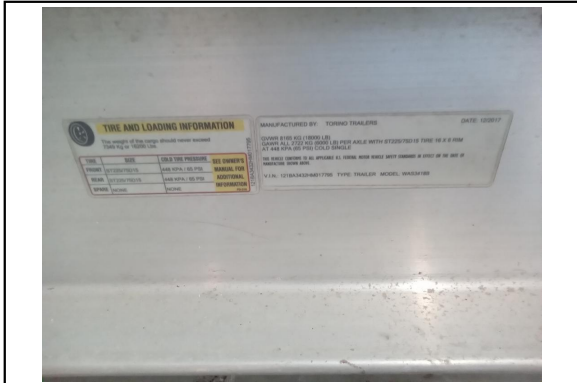


Search Light Powered Up and rotates-BUT ONE (1)

FENDERS: None sighted.

DOCK LINES: Two (2) braided dock lines 1/2 inch dia.

BOAT TRAILER: Torino Trailer-Web On, Aluminum 34' with trial axle-torsion (6000 lbs ea). GVWR 18,000 lbs, tire size ST 225 70 R15, Date 12/2017.



Trailer Decal

- * <User Define> [B5, C2] Corrosion is to a minimum.
Some corrosion on the trailer brakes.
Non marine connection at trailer lights.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES(continued)

* <User Define> (continued)



Trailer fenders, tires



Trailer tongue and winch



Trailer-corrosion to a minimum, tire thread good,



Non Marine Connection

FISHING EQUIPMENT

DOWN RIGGERS: None Sighted.

* **LIVE BAIT WELLS:** [B6] A live-well is located in the AFT of the boat. It is fully insulated to keep storage cool and drains out-side the boat.

A SHUFLO Blaster II Pump with 60 psi is servicing the live-well-POWERED UP.

Non Marine Connections are installed at the pump.

III. SYSTEMS

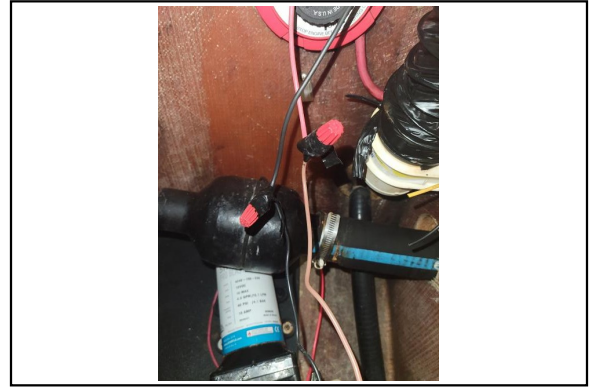
HULL, DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT(continued)

* LIVE BAIT WELLS: (continued)



Live-baitwell



NON Marine Connection at baitwell pump

WASH DOWN SYSTEM: The saltwater wash-down hose is located on the STBD side mid-ship.

ROD HOLDERS: Gunwale mounted Lee Rod Holders and T-Top mounted Rod Holders on the AFT Rail are secured.

FISH BOX: Two (2) saddle fish boxes at the aft of boat.

OUTRIGGERS: Two (2) Carbon Fiber Telescoping Poles located on the port and starboard T-Top.



Outriggers

INTERIOR

DESCRIPTION: The Intrepid 339 sleeps two in a forward V-berth mid-cabin. The galley includes microwave oven, refrigerator and a counter with freshwater sink. The stand-up (6.3") head compartment features a head and sink.

HEADS: One (1) Raritan electric /manual flush head in the cabin. The MSD (Marine Sanitation Device) is a type III by Lectra San. Also there is Y valve assemblies on the head plumbing and one holding tanks type III MSD" with associated pump outs on deck. ELECTRIC PUMP POWERED UP
Installation is below the waterline with one (1) vented loop above the heeled waterline.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

INTERIOR(continued)

* HEADS: (continued)



toilet

SHOWERS: None Sighted.

VENTILATION: Note: No Humidity noticed within cabin.

Two (2) rectangular hatches made out of lexan and aluminum frame. Plus, one (1) 20 x 20 deck hatch on the cabin deck roof.

ABYC H-2.5.3, Natural Ventilation-Each compartment not open to the atmosphere must be provided with a natural system.

GALLEY

* **SINKS:** [B7] A single stainless steel rectangle shaped sink in the galley and oval shaped stainless sinks in the heads. Condition good.

Water Pressure very low from both sinks in the galley.



Sink (at head)



Sink (in cabin)

* **REFRIGERATION:** [B8] Stand alone refrigerator unit built into galley wall made by Isotherm. DOES NOT POWER UP

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

GALLEY(continued)

* REFRIGERATION: (continued)



Refrigerator DOES NOT POWER UP

STOVE/OVEN: None sighted.

MICROWAVE: The microwave oven is by Whirlpool manufactured in 2008. POWERED UP



Microwave

NOTE:

PROPULSION

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION: Two (2) V-6 cylinder four stroke, Suzuki Outboards.

III. SYSTEMS

PROPULSION

MAIN ENGINES(continued)

* TYPE/MANUFACTURER/LOCATION: (continued)



STBD Engine



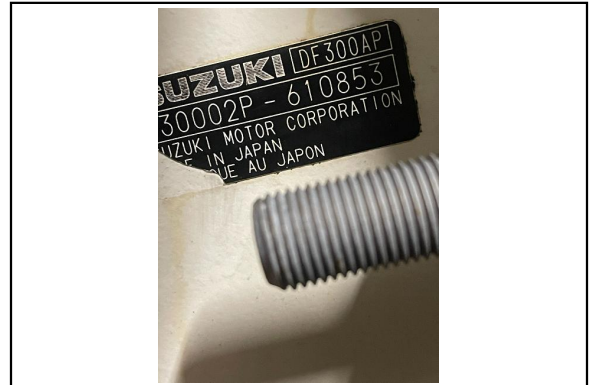
Port Engine

NUMBER OF CYLINDERS/HORSE POWER: Suzuki 300 HP, 2016

SERIAL NUMBER(S): 30002P-610844
30002P-610853



Eng. Serial #



Eng. Serial #

INDICATED HOURS: Both engines have 538 hours.



Engine Guages @ WOT

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

THROTTLE CONTROLS: Suzuki Remote Dual Control / Fly-By-Wire at center console.

EMERGENCY SHUT DOWN: Engines shut down pull cable (Landyard) at helm station clearly marked beneath key switch. Operable.

ENGINE ALARMS: The Caution System is clearly visible and audible. Suzuki has four (4) lamps OIL, TEMP, CHECK ENGINE AND REV LIMIT displayed on the RPM gauge.

COOLING SYSTEM: Raw water cooled.

TRANSMISSION: Lower Units: STBD is a standard rotation 25" shaft and the Port is a counter rotation 25" shaft.

OVERALL CONDITION: THE ENGINES WERE INSPECTED BY A SUZUKI CERTIFIED MECHANIC AS PER THE BUYERS REQUEST.

GENERATORS AND INVERTERS

TYPE/MANUFACTURER: None Sighted.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Gasoline.

TANKS/CAPACITY/MATERIAL: One (1) 245 gallons tank-aluminum.

LOCATION/SECURED: Under leaning post foamed-in.

* **MANUFACTURING LABEL: [B9]** Label not accessible to visualize.

Note: Tank information taken from vessel documentation:
Serial number 17430, Sunshine Marine Tanks, Inc.
Date: 08/2015

FILL PIPE LOCATION(S): Port side deck marked for fuel.

FILL PIPE GROUNDED: Appears to be properly grounded.

ABYC 24.16.1, Each metallic fuel tank and metal or metallic plated component of the fuel fill system, which is in contact with the fuel, shall be grounded so that its resistant to the boat's ground is less than one ohm.

VENT LOCATION: Port top-side, flame screen sighted. No restriction.

FUEL LINES: Grade USCG type A1. Appears serviceable where sighted.

ABYC H 33.11.7, Hose used in the fuel tank fill system shall be serviced to pipes (smooth pipes acceptable), spuds or other fittings at each connection, by a least (2) two corrosion resistant band width of at least 1/2 inch (12 mm).

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM(continued)

* FUEL LINES: (continued)



Gas Tank grounded & doubled clamped

* SHUT-OFF VALVE: [B10] None Sighted.
Corrosion sighted around the gas tank fittings.



Gas Tank fittings-Corrision

FUEL FILTERS: Yes. Both remote mounted Racor filter/water separator type and engine mount in-line type.
Gas looks clean.



WTR Separator filter

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE/BATTERIES: Three (3) 12 volts / ODYSSEY AGM Batteries,. Grp 27, RC 182 min.

All tested with-in spec's.

Note: Batteries shall be selected to meet the Minimum Reserve Capacity and Cranking Amperage recommended by the engine manufacture.



Batteries tested

* **INSTALLATION/PROTECTION: [B11]** All batteries are secured to the deck.

The positive posts were **not** protected-Shielded.

More than four conductors **are** connected to one terminal.

Note: ABYC 10.8.4.1, A maximum of four (4) conductors terminals be permitted to be installed on a single battery stud.

Note: ABYC 10.7.4, Batteries as installed shall be restrained to not move more than one (1) inch in any direction.

Note: ABYC 10.7.8, To prevent accidental contact of an ungrounded battery connection to ground each battery shall be protected so that metallic objects cannot come in contact with ungrounded battery terminal and uninstalled cell straps.



Battery Terminals

* **MAIN BATTERY SWITCHES/LOCATION: [C3]** Type: Guest Rotary Selector Switch: One (1) for the house and (2) for the engines.

Location: Center Console.

Battery cables appear to be original-never replaced.

TYPE CONNECTORS: Round Lugs: Captive type, where sighted. Condition: Appears serviceable.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

CONNECTORS/ROUTING/SUPPORT: All wiring secured.

Note: ABYC 11.14.4.1.9.1, Conductors shall be supported throughout their length or shall be secured at least every 18 inches (455mm).



Electrical Switch Wiring, Charger

CHARGING SYSTEM: ProMariner, ProSport 20 Plus, 12V-50 AMP, Triple Bank. POWERED UP

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET/CORD: Number: One (1) Marincor 30 amp. Location Midship PORT topside. Weather protected: Yes.
The shore power cord is stored next to the house battery.

AC SOURCE SELECTOR SWITCH: Switch type: Manual plastic slide type. Located next to cabin AC electric panel.



Shore Power Switch

MAIN BREAKER: Yes in the AC electrical panel -cabin.

BRANCH BREAKERS: Number: Six (6) individually switched branch breakers. Location: Main AC panel, cabin / galley.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (A.C. SYSTEM)(continued)

* BRANCH BREAKERS: (continued)



AC Panel

OUTLETS: Two (2) AC outlets GFCI (ground fault circuit interrupter) in the cabin. Both tested ok for proper polarity.



Outlet Tested

GALVANIC ISOLATOR: None Sighted.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)

TANKS/MATERIAL /CAPACITY: One (1) plastic 22 gal. tank. Located at the stern.

LOCATION/ACCESS: In the transom-AFT of boat.

FILL/VENT PIPE LOCATION: Starboard side deck marked for water.

SANITATION

SANITATION (BLACK/GREY WATER)

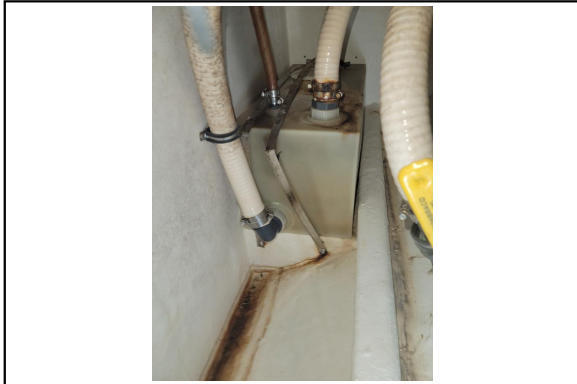
* **M.S.D TYPE USCG SYSTEM:** [B12] Certification Type: MSD U.S.C.G. Type III. (Holding tanks) and Y-Valve.

III. SYSTEMS

SANITATION

SANITATION (BLACK/GREY WATER)(*continued*)

* M.S.D TYPE USCG SYSTEM: (*continued*)



Sanitation Tank needs second strap to be secured

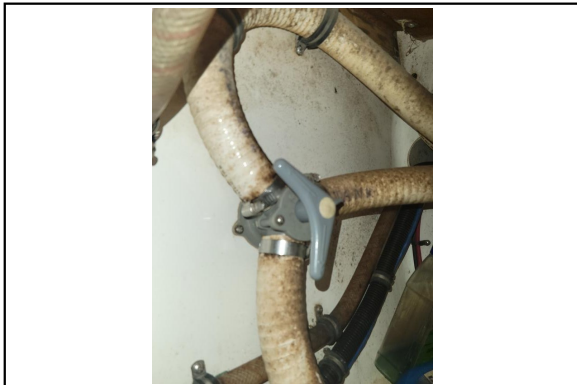
NUMBER OF HEADS LOCATION: One (1) Head.

* **RAW WATER SUPPLY AND CLAMPS:** [B13] The Thru-hull is double clamped, no sign of water markings, but it is FROZEN open.
Location STBD side mid-ship.

HOSES AND CLAMPS: Inlet hoses are marine grade and clamps are in good condition.

MACERATOR: None sighted.

* **"Y" VALVE(S):** [B14] Yes, located STBD side of head. The Y-Valve is FROZEN.



Y Valve-Sanitation FROZEN

VENT LOOP: Yes, right before the Y-Valve-above the heeled waterline.

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS

TYPE/MANUFACTURE: One MARINE AIR SYSTEMS contained unit (BTU 7000) with a digital controls. POWERED UP

III. SYSTEMS

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS(continued)

* TYPE/MANUFACTURE: (continued)



AC Unit Decal

NUMBER OF UNITS/LOCATION: One (1) self contained (1) digital controls. Located in galley.



AC Unit pic 2



AC Unit Control (68 degree)

BTU CAPACITY: 7000 K

RAW WATER COOLING PUMP: 110 volt electric pump system is equipped with a seacock and sea strainer assembly. Appears serviceable.

NOTE: Cabin temperature maintained at 68 degrees.

STEERING SYSTEM

STEERING SYSTEM

TYPE/MANUFACTURE: Hydraulic, by Sea Star, where sighted appeared serviceable. The stainless steel shaft appear polished. No leaks and corrosion to a minimum.

NUMBER OF STATIONS: One (1) main helm station at the center console.

LINES AND FITTINGS: Reinforced flexible hose, with metallic fittings. Appears serviceable.

PRESSURE/RESERVOIR TANK: None sighted.

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE

ANCHORS: West Marine Traditional Fluke Anchor.

LINE/RODE MATERIAL: 5/8" 3 braid marine grade nylon, approximately 200' feet located at the bow -chain locker. And, approx. 10' of chain windlass class type BBB.

WINDLASS: Lewmar Windlass Pro Fish



Windlassjpg

CONDITION AND DEFICIENCIES: Tested windlass when boat was on trailer. Operated well in both direction. Unit is secured structurally. No stress marks.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)

VHF: Icom IC-M330. POWERED UP

RADAR: None Sighted.

GPS: One (1) Gamin Map xs-POWERED UP



GPS Map

CHART PLOTTER: Gamin GPS Map xs

AUTOPILOT: None Sighted.

DEPTH SOUNDER: Data Marine CD 400

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)(*continued*)

FISH FINDER: Gamin GPS Map xs

COMPASSES: One (1) 4" Ritchie at the center console helm station. Appears serviceable.

ANTENNAS: All antennas sighted appear to be well mounted and serviceable.

ELECTRONICS (ENTERTAINMENT)

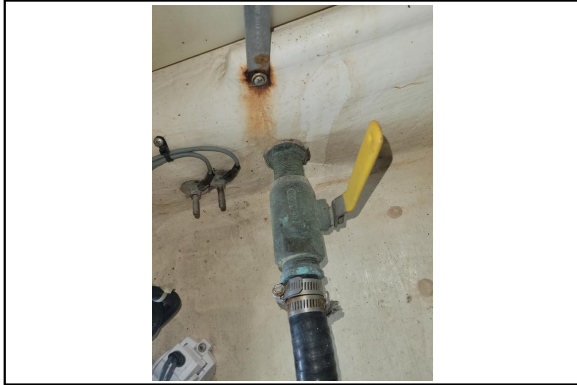
STEREO SYSTEM: Sony

* **SPEAKERS:** [B15] Two (2) Pioneer 10"

THRU-HULLS

THRU-HULLS

THRU-HULLS LIST: Three (3) Thru-hull valves



FROZEN thru-hull at Stern -Not in Use



Thru-hull Sanitation



Live Bait-Well Thru Hull Valve

LOCATION: STBD side mid-ship, in the stern and in the bilge compartment.

USE: Bait-Well Pump, Macerator Pump and Sanitation.

MATERIAL: Bronze.

TYPE: Gate Valve

III. SYSTEMS

THRU-HULLS

THRU-HULLS(continued)

BONDED: No bonding sighted.

CONDITION: All Valves are FROZEN.

The sanitation is FROZEN open, the macerator is FROZEN closed, the bait-well is FROZEN open.

* **HULL REINFORCEMENTS:** [A2] Sanitation and Macerator Thru Hull Valves: Yes core material was plugged with solid FRP.

Bait-Well Thru Hull Valve: NO, core material is NOT plugged with solid FRP.

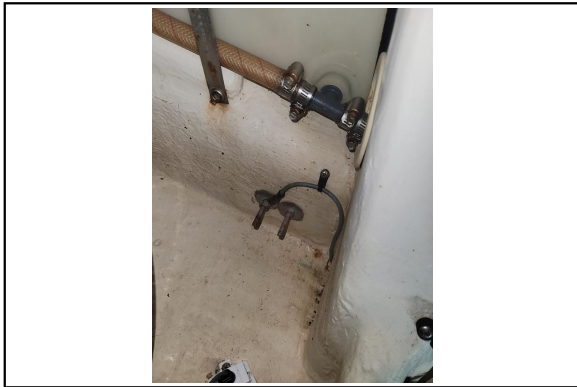
RAW WATER STRAINERS: None Sighted.

BONDING SYSTEM

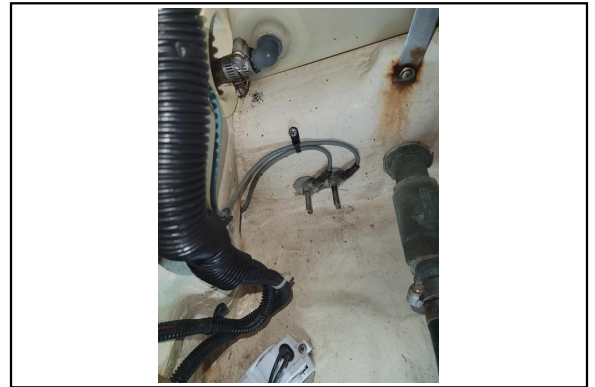
BONDING SYSTEM

MAIN BONDING CONDUCTOR:

Note: The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual green insulated wire and appeared to be serviceable were sighted. I also noted sacrificial anodes in the bottom of the hull. Monitor it frequently for condition and adequate protection.



Main Bonding conductor pic 2



Main Bonding Conductor

THRU-HULL FITTINGS: The Thru-Hull fittings are NOT grounded.

ENGINES AND GENERATORS: Both engines are bonded at the mid sections.

NOTE: Dissimilar metals and metal alloys have different electrode potentials when two or more metals exit in the same electrolyte (such as seawater). When this happens a galvanic couple can be created and depending upon the nobility of the metal, one metal will become the anode and another metal will become the cathode and can form electrolysis between the two electrodes (the anode and the cathode). Once the galvanic couple is formed between the two metals, the anode metal will dissolve into electrolyte. This electrochemical reaction is called galvanic corrosion and can occur on a vessel below the waterline between two metals that are different in nobility or charged at different levels. *Bonding underwater metals together causes the metals to remain at the same potential and help prevent or slow the galvanic corrosion process.*

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

* **NUMBER AND TYPE OF PFD'S:** [A3] None sighted onboard.

Note: No person may use a recreation vessel unless -At least one wearable PFD is on board for each person (175.15 USCG regulation for Recreational Boats).

* **NUMBER OF THROWABLE PFD'S:** [A4] None sighted.

Note: No person may use a recreational vessel 16 feet or more in length unless one throwable PFD is on board in addition to the total number of wearable PDF required onboard. 175.15 USCG Regulations for Recreational Boats.

FIRE EXTINGUISHERS: Two (2) Type 5-B (2lbs) dry chemical with gauges. Appear serviceable. Location: cabin.
Both fire extinguishers read FULL.

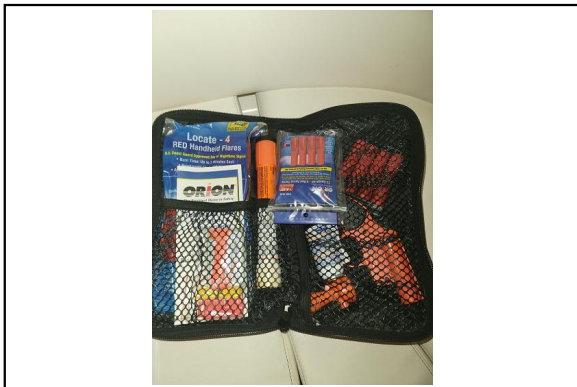


Fire Extinguishers

VISUAL DISTRESS SIGNALS (FLARE KITS): Day/night visual distress signals are hand held and arial flares.

Located in cabin drawer.

Note: No person may use a boat unless the vessel distress signal required by 175.110 USCG Regulations for Recreational Boats are readily accessible.



Visual distress signal

SOUND DEVICES: None Sighted.

NAVIGATIONAL LIGHTS: Sidelights are operable.

Anchor lights are operable.

III. SYSTEMS

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT

E.P.I.R.B.: None Sighted. But highly recommended.

BILGE WATER ALARM: No. This item is very highly recommended in boat with enclosed accommodation compartment.

SEARCH LIGHT: Yes, a remote control light located on the T-Top facing the bow of the vessel.

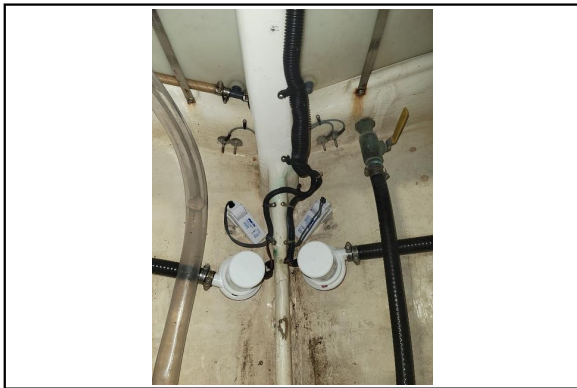
FIRST AID KIT: None Sighted.

* **CARBON MONOXIDE DETECTOR:** [A5] None sighted onboard (cabin).

Note: Carbon monoxide detectors shall be installed on all boats with an enclosed accommodation compartment(s). ABYC A-24.6.1 Installation of Carbon Monoxide Detectors and Alarms

BILGE PUMPS

* **LIST: [B16]** Yes, one (1) midships Rule 90 GPH with remote float switch. And, two (2) AFT inside bilge compartment Rule 1500 GPH with remote float switches. Appears to be operable and serviceable. The bilge pump at midship has non marine electrical connections.



Bilge Pumps AFT



Bilge pump midship

NOTE: Note: All three bilge pumps have remote auto float switches. Manual operating switches in the main DC panel are well marked and are operable.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S): Two (2) Stainless Steel, three bladed propellers. Both props appear serviceable with no visible damage. Both have locking nut and cotter pins.

SKEGS: No damage. Appears serviceable.

* **TRIM TABS: [B17]** Bennett Hydraulic Trim Tabs operate well. Barnacles need to be removed-Pressure Wash.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(continued)

* TRIM TABS: (continued)



Trim Tabs need barnicles to be removed and

STRAINERS/SCOOPS/SCREENS: Thru-Hull Strainers are external bronze alloy slotted type.



Scrapper for Remote Bait-Well

* **ZINCS:** [B18] Two (2) anode (zinc) sighted on hull at transom connected to bonding wire. And engine anodes (zinc) are connected to the bonding of the engine. The hull anodes need to be replaced.



Anodes (zinc) Hull

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

- * <User Define> [B19] Drain Plug:
The drain plug is frozen.

CONDITION OF HULL (UNDERWATER PORTION)

BLISTERS: Blister Comments: Blisters (de lamination) are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tenancy to dry out over winter or during dry storage unless severe or large.

- * **CONDITION OF BOTTOM PAINT: [B20]** The bottom paint needs to be removed.
Poor condition, (see photos)



Bottom STBD



Bottom Port



Bottom Paint

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS: The boat was operated up to a wide open throttle of 5600 rpm's. Both engines temperature were within specifications 140 degree. Hard turns to either side was performed to detect any vibration and test the performance of the steering. The vessel was later idled to listen to the transmission while it was being engaged. The motors were also throttled one at a time up 3500 rpm, in-order to isolate any issue one engine might have. Both engines performed well throughout the sea trial. And, no vibrations were noticed from the hull and superstructure.

NOTE: THE SAFETY DEFICIENCIES (A) NEED TO BE CORRECTED BEFORE THE VESSEL IS OPERATED AGAIN.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY FINDINGS (United States Coast Guard):

FINDINGS

RECOMMENDATIONS

A.1 (PAGE 5) KEEL:

There is approximate 32 inches of ground damage. In the center, there is 4 to 5 inches of soft material with delamination. Water was confirmed to be penetrating into the hull.

*Further investigate and repair with like kind materials in keeping with accepted marine repair practices.
The vessel should not be used until the repairs are made.*

A.2 (PAGE 26) HULL REINFORCEMENTS:

**Bait-Well Thru Hull Valve: NO, core material is NOT plugged with solid FRP.
Note: During the survey water was detected to be entering into the hull.**

*Further investigate and repair with like kind materials in keeping with accepted marine repair practices.
The vessel should not be used until the repairs are finished.*

A.3 (PAGE 27) NUMBER AND TYPE OF PFD'S:

No USCG approved PFD sighted onboard.

Comply with USCG Safety Regulations.

A.4 (PAGE 27) NUMBER OF THROWABLE PFD'S:

No Throwable Device sighted Type IV PFD.

Comply with USCG Safety Regulations.

A.5 (PAGE 28) CARBON MONOXIDE DETECTOR:

No Carbon Monoxide detector sighted.

Comply with ABYC A-24 Safety Regulations.

B. FINDINGS NEEDING ATTENTION:

FINDINGS

RECOMMENDATIONS

B.1 (PAGE 8) BOW PULPIT (BOW RAIL):

STBD side rail system needs to be better secured.

Further investigate and repair with like kind materials in keeping with accepted marine repair practices.

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.2 (PAGE 9) <User Define> The rub-rail insert is damaged.	<i>Investigate further and repair or renew as necessary.</i>
B.3 (PAGE 10) GENERAL EQUIPMENT: Refrigerators does NOT power-up.	<i>Investigate further and repair or renew as necessary.</i>
B.4 (PAGE 10) ACCESSORIES: The search light has one (1) bulb that does NOT POWER UP.	<i>Investigate further and repair or renew as necessary.</i>
B.5 (PAGE 11) <User Define> Non marine connection at trailer lights.	<i>Further investigate and repair with like kind materials in keeping with accepted marine repair practices.</i>
B.6 (PAGE 12) LIVE BAIT WELLS: Non Marine Connections are installed at the pump.	<i>Further investigate and repair with like kind materials in keeping with accepted marine repair practices.</i>
B.7 (PAGE 14) SINKS: Water Pressure very low from both sinks in the galley.	<i>Investigate further and repair or renew as necessary.</i>
B.8 (PAGE 14) REFRIGERATION: Stand alone refrigerator unit built into galley wall made by isotherm. DOES NOT POWER UP	<i>Investigate further and repair or renew as necessary.</i>
B.9 (PAGE 17) MANUFACTURING LABEL: The gas tank label is not visible.	<i>Comply with ABYC H-24.18.5.4 Safety Regulations. The tank label shall be readable as positioned on the installed tank.</i>
B.10 (PAGE 18) SHUT-OFF VALVE: Corrosion sighted around the gas tank fittings.	<i>Further investigate and repair with like kind materials in keeping with accepted marine repair practices. Check bonding wire (green) connections and anodes (zincs).</i>
B.11 (PAGE 19) INSTALLATION/PROTECTION: The positive battery studs are not protected from accidental contact. More than four conductors are connected to one terminal.	<i>Comply with ABYC Regulations for Recreational Boats.</i>
B.12 (PAGE 21) M.S.D TYPE USCG SYSTEM: One of the straps securing the tank needs to be secured.	<i>Investigate further and repair or renew as necessary.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.13 (PAGE 22) RAW WATER SUPPLY AND CLAMPS: Sanitation: No sign of water markings around thru-hull valve. It is FROZEN open.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.
B.14 (PAGE 22) "Y" VALVE(S): The Y-Valve is FROZEN.	Investigate further and repair or renew as necessary.
B.15 (PAGE 25) SPEAKERS: Both speakers do not sound good.	Investigate further and repair or renew as necessary.
B.16 (PAGE 28) LIST: The bilge pump at midship has non marine electrical connections.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.
B.17 (PAGE 28) TRIM TABS: Barnacles need to be removed-Pressure Wash.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.
B.18 (PAGE 29) ZINCS: The hull anodes need to be replaced.	Investigate further and repair or renew as necessary.
B.19 (PAGE 30) <User Define> The drain plug is frozen.	Investigate further and repair or renew as necessary.
B.20 (PAGE 30) CONDITION OF BOTTOM PAINT: The bottom paint needs to be removed condition is poor.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.

C. SURVEYORS NOTES AND OBSERVATIONS :

FINDINGS	RECOMMENDATIONS
C.1 (PAGE 9) ANCHOR PLATFORM: The anchor platform underneath appears to be missing sealant.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.
C.2 (PAGE 11) <User Define> Some corrosion on the trailer brakes.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.
C.3 (PAGE 19) MAIN BATTERY SWITCHES/LOCATION: Battery cables appear to be original-never replaced.	

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING: **POOR CONDITION**

STATEMENT OF VALUATION:

1. The **"FAIR MARKET VALUE"** is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the **"FAIR MARKET VALUE"** of the subject vessel is:

V. SUMMARY AND VALUATION

\$101,448

One Hundred One Thousand Four Hundred Forty Eight

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

\$344,500

Three Hundred Forty Four Thousand Five Hundred

SUMMARY:

In accordance with the request for a marine survey of the Intrepid 339, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on April 11 & 13, 2023 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my 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 personal, unbiased professional analyses, opinions, and conclusions.

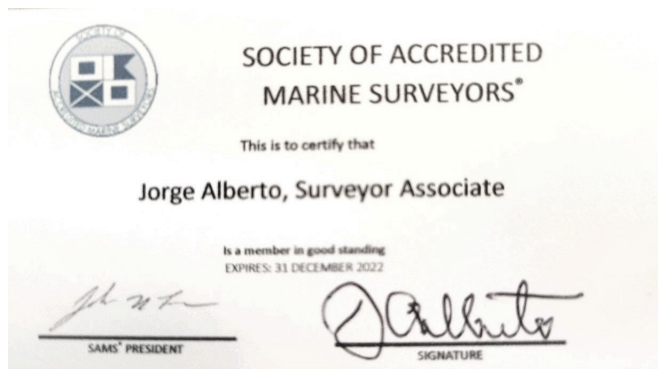
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



Date of this report submitted, [April 17, 2023]

VI. PHOTOGRAPHS



Boat View



Hull PORT pic 2



Hull Port bow



Hull STBD Bow

VI. PHOTOGRAPHS



Hull STBD



Stem



Superstructure Stern view



Superstructure pic 2

VI. PHOTOGRAPHS



Cockpit Seat Area



Cockpit view



Canvas Top-Clear view protection



STBD Engine

VI. PHOTOGRAPHS



Port Engine