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20-XXXXX

Report of Survey
2016 Invincible 39
18 February 2020



SURVEY INFORMATION:

Name of Vessel: Good Times

Date of Survey Inspection: x xxxxxx, 2020

Vessel: 2016 Invincible 39' w/ triple Yamaha 350 outboards

Owner: xxxxxxxxxxx xxxxx

Address: xxxxx xxxxxx xx, North Palm Beach, FL

Purpose of survey: insurance

By Request of: owner

Survey prepared exclusively for: xxxxxxx xxxxx

In Attendance: surveyor, brokers xxxxxx and xxxxx of xxxxxxxx Yacht Sales and seatrial captain.

Scope of Survey Inspection:

This survey was conducted by means of visual and aural inspection and non-destructive testing, such as “tapping” a laminate and listening for acoustic anomalies. (a.k.a. “percussion testing.”) (It should be noted that given the nature of materials, the vessel may have undergone minor or significant fiberglass repair which is hidden at time of survey.) Electronic, electrical, mechanical and other equipment was tested for power-up only unless otherwise stated in this report. Thru-hull valves were exercised . Any damage, malfunctions or deficiencies are described in the “**RECOMMENDATIONS**” and “**NOTES**” sections of this report.

All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected. The undersigned does not attest to the absolute condition of wood concealed by paint fiberglass or other materials. Wiring is not fully accessible for inspection over its entire length; surveyor cannot speak as to its condition in inaccessible areas. Tanks are below deck and access compartments are sealed. Therefore tanks are not accessible for inspection, and surveyor cannot speak as to the condition of hidden surfaces. Liquid leakage above the tank level cannot be detected in slack tanks.

This report is not an engine survey; a brief cursory inspection of the machinery was conducted and no opinion of its overall condition has been formed. The engines were operated during survey. Engine zincs were not removed, fluid samples were not taken, and compression testing was not conducted.

No determination of vessel stability characteristics has been made and no opinion is expressed with respect thereto.

CITATIONS:

The following publications have been used as guidelines in conducting this survey:

- USCG Minimum Equipment Requirements for Recreational Vessels
- The mandatory standards of the Code of Federal Regulations (CFR) Title 33 and Title 46.
- The voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA). Note that new NFPA or ABYC standards may have gone into effect since this vessel was built. Some of these standards have significant impact on personal or vessel safety, and are cited herein.

Definition of conditions:

Excellent (Bristol) – As new or new condition. Repairs not required. Additional and/or custom equipment. Minimal or no wear.

Very Good –Exceeds average condition, with extra equipment and well maintained. Slight repairs may be required.

Good (average) – May require normal scheduled maintenance. Average condition and/or equipment. No major repairs are required.

Fair–One step below good or average and requires additional maintenance and repairs to bring into average condition.

Poor–System requires maintenance and significant repair in all areas in order to be put back into usable or serviceable condition

SURVEY CONDITIONS:

Weather: sunny 77°F-

Afloat: on xx xxxxx, 2020 at xxxxx xxxxxx, North Palm Beach, FL

Hauled: on xx xxxxx, 2020 at xxxxxxxx xxxxxxxx, North Palm Beach, FL

The vessel was seatrialed on for a period of approximately 30 minutes. At that time a maximum of 5800 RPM and 52 knots was maintained for approximately one minute, after which the vessel was operated at various rpms and performed as general usage would demand. Observed cruising speed is approx. 32 knots at 3500 RPM.

Invincible 39

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VESSEL INFORMATION:

This vessel is a 2016, triple gasoline outboard center console fisherman, of vee bottom, full keel, transom-ended design and fiberglass reinforced plastic construction, with cockpit helm steering and engine controls.

This vessel is considered of suitable type for Florida coastal and similar waters with respect to seasonal weather, conditions and fuel range.

Builder: Invincible Boat Co. At: Opa Locka, FL Year: 2016
Type/Model: Invincible 39
Hull No: IVBxxxxxxxxx (sighted) Color: Lt. blue Trim: white
Off. No.: xxxxxxxx (sighted) Hailing Port: North Palm Beach
The hull was properly labeled with the name and homeport on the transom.

DIMENSIONS:

LOA: 39'2" Beam: 11' Draft: 5'3" Displacement: 12000 lbs.
(specs-BucValuPro.com)

USCG PSIX Search Results for Vessel: xxxxxx

Vessel Information	Vessel Particulars
Vessel Name: xxxxxx Primary Vessel Number: xxxxxx (Official Number (U.S.)) Hull Identification Number: IVBxxxxxxxxx Manufacturer Hull Number: N/A IMO Number: N/A Vessel Flag: UNITED STATES Vessel Call Sign: N/A	Service: Recreational Length: 39.20 ft Breadth: 11.00 ft Depth: 5.90 ft Build Year: 2015 Alternate VINs: N/A
Service Status: Active Out Of Service Date: N/A Last Removed From Service By: N/A	Cargo Authority: N/A Tonnage:

- 17 - Simplified, Net Ton
- 17 - Simplified, Gross Ton

CONSTRUCTION:

Fiberglass reinforced plastic Fastenings: fiberglass & resin
Structure: the vessel has FRP longitudinal stringers, and bulkheads, bonded to the hull with FRP tabbing. These were found to be sound, with no sign of rot or water damage.
Hull-to-deck joint: shoe-box hull-to-deck joint bonded with mechanical fasteners.
Condition: good
Decking: FRP with non-skid texturing. Condition: good
Built-in fiberglass transom step Condition: good

THROUGH HULL FITTINGS:

Valve type: Marelon and cast bronze ¼ -turn ball type,
Condition: Good, Operated and found in working order.
*Valves and adjacent hoses and hose clamps appear to be in good condition unless otherwise described in **recommendations** or **notes** towards the end of this report.*

NAVIGATION EQUIPMENT:

Compass: (1) spherical 4” Ritchie Condition: good
Colregs Nav. Lights: yes
VHF radio: ICOM IC-M506 Condition: good
Garmin GPSMap 8215 with dual 15” touch screens Condition: good
Multi function: Radar, GPS, Chart, Depth
Garmin autopilot Condition: good

MACHINERY:

The engines were operated during survey. From external examination, the engines appear to be in good condition.
Digital engine hour display shows 823.4 hours port, 816.6 hours center, 821.3 hours Stbd.



Engines: (3) Yamaha 350 NCB model outboards Year: 2015
 Displacement: 5.3 Liter Type: gasoline, 8-cylinder, 4-cycle HP: 350
 Serial #: Port: 1011490 Center: 1011489 Stbd: 1011535
 Transom mounting: appears good Hoses/cables/wiring: appear good
 Engine Controls: Yamaha single-lever Condition: good
 Propellers: (3) Mercury Revolution, stainless steel, 4-blade, 23P Condition: good
 Panel Instrumentation: Yamaha electronic combination engine status monitor
 Condition: good
 Steering: Mercury hydraulic assisted power steering **(see recs)**
 Pumps: Electric: (3) bilge, fresh water and salt water washdowns, (2) waste
*Pumps, and other auxiliary machinery were in operable condition, unless otherwise reported in the **recommendations** or **notes** towards the end of this report.*
 Quick bow thruster Condition: serviceable

HULL BOTTOM:

Trim tabs: Mercury Condition: good
 Bottom paint condition: appears to be in good condition overall, however a few spots are missing paint **(see notes)**

ELECTRICAL SYSTEM:

Circuits appear to have proper circuit protection with circuit breakers properly labeled.
The DC panel has an digital Blue Sea System 8248 DC multi meter in good condition-operational
The DC panel has (2) main power breakers and operational power indication lights.

*The batteries have 3 battery switches and 2 battery parallel switches Condition: good
(switches located under/in helm console compartment)*

Batteries are secured for sea conditions, ventilated, contained, and terminals are covered.

Batteries were not load-tested during survey; however, at the time of the survey 12VDC systems were operational as general usage would demand, unless noted in the recommendations.

Bonding wires and connections appear to be intact.

Wiring is non-metallic sheathed copper.

Breaker distribution panels: (1) 12VDC

Batteries: (4) 12V starting/house/thruster, (**internal condition unknown**) (**see recs**)

Dates: not sighted on batteries

Battery charger: Pro Mariner Pro Nautic 12-40P, 40 amp Condition: appears good

Auxiliary generation: (3) engine mounted alternators

TANKS AND HEADS:

Tank deck fill fittings are labeled. Fuel, water and holding tanks were not sighted due to sealed closed (caulked) deck access hatches-

Tankage material, mountings, precise location and tank integrity not determined. Fuel odor not detected.

Fuel tankage not believed to leak at this time.

Fuel tanks: (3) aluminum Capacity: 550 gallons total (yachtworld)

Located: under deck, port / starboard/centerline (reported)

Vented: to atmosphere Filling Lines: to deck

Fuel supply plumbing: not sighted

Water tanks: (1) plastic (reported) Capacity: 60 gallons total (yachtworld)

Located: under fwd.deck, centerline

Holding tank: plastic (reported) pump out location not sighted.

Heads: (1) electric marine sanitation device and fresh water sink Condition: good

GROUND TACKLE:

None sighted (**see notes**)

CONSOLE RIGGING:

Frame work: Stainless-steel with hard top with observation tower Condition: good

Helm station: Condition good

Seating: leaning post bench seat: Condition: good

SAFETY & POLLUTION:

Portable Fire Extinguishers: (3) non-rechargeable Kiddie, BI

Test Date: 2015, gauges in green (**see reccs**)

Mounted: yes- (2) in console compartment (1) cabinet under helm bench seat (**see reccs**) on

The following pertains to the handheld dry chemical fire extinguishers onboard.

They must be conspicuously installed, and located as described in ABYC 4.6.3

They must be inspected monthly per ABYC A-4 Ap.5.4.1.

They must be serviced annually per ABYC A-4 Ap.5.4.2.

Nonrechargeable handheld dry chemical extinguishers as defined by NFPA 10/A.3.4.2. must be replaced after discharge, or every 12 years per NFPA 10/7.3.6.3.

Personal Flotation Devices:

Throwable: None sighted (**see reccs**)

Wearable: None sighted (**see reccs**)

EPIRB: none sighted (not required)

Distress Signal Kit: none sighted (**see reccs**)

Horn / Sound Signal: no (**see reccs**)

First Aid Kit: none sighted (carrying a first aid kit is suggested, but not required)

ENTERTAINMENT ELECTRONICS:

Fusion MS-VD750 marine stereo with 6 JL Audio speakers and 2 sub woofers

Condition: good

In addition to the above listed equipment, the vessel is also fitted with:

Overhead helm station lights

Fore and aft deck floodlights

Transom bait tank: Condition: good

In deck fish boxes Condition: good

In deck livewell Condition: good

Fresh and salt water wash downs Condition: good

Canvas and eisenglass console enclosure Condition: good

Canvas cover for console, helm bench and engines (not sighted- broker reported)

Rocket launcher and gunwale fishing rod holders: Condition: good

(2) Gemlux outriggers with Rupp radial bases Condition: new

Cockpit seat cushions Condition: good

OPERATIONAL TESTS:

No indicates that the item was not tested. Yes indicates the item was tested and operational, unless there is an associated recommendation or note. “Yes” items listed in this report were tested for proper operation at time of survey ONLY. Surveyor’s report of the operability of machinery, auxiliaries and subsystems is not a warranty of the continued operation or durability of the equipment tested. Operability testing does NOT include calibration, adjustment or repair of equipment. Only the items listed in this section of the report were tested for operation.

- | | |
|---------------------------------------|--------------------------------------|
| VHF – yes | Bow thruster – yes |
| Bilge pumps – yes (see recs) | Stereo– yes |
| Horn – no (see recs) | Head flush – yes |
| Navigation lights – yes | Accessible through-hull valves – yes |
| overhead lights – yes | Bait tank pump – yes |
| Deck floodlights – yes | Washdowns- yes |
| Garmin 8215 & monitors – yes | Electric fresh water pump – yes |
| Autopilot – yes | |
| Trim tabs – yes | |

CONCLUSIONS, NOTES, SUGGESTIONS AND RECOMMENDATIONS:

The vessel’s overall condition is **very good**, as described below:

Very Good –Exceeds average condition, with extra equipment and well maintained. Slight repairs may be required.

Housekeeping and general appearances are **very good**. The vessel is normally equipped for her size and type.

The topsides and deck appear to be in good structural condition. The deck was tested by percussion testing (as appropriate) with no soft deck noted.

The hull bottom was tested by percussion testing only, as appropriate; no notable anomalies were detected at that time

From examination afloat and hauled of accessible areas, This survey has found the vessel to be in sound structural condition insofar as sufficient structural strength remains. However, it should be appreciated that given the nature of materials, dismantling may reveal deterioration .

With recommendations complied with this vessel is **suitable** for its’ intended purpose of local costal Florida recreational cruising and fishing .

VALUES:

MARKET: **\$325,000.00 to \$350,000.00**

REPLACEMENT: **\$500,000.00**

VALUATIONS ARE THE OPINION OF THE SURVEYOR, AND ARE INTENDED TO BE USED FOR INSURANCE OR FINANCING PURPOSES ONLY; THEY ARE NOT INTENDED TO INFLUENCE THE PURCHASE OR PURCHASE PRICE OF THE SUBJECT VESSEL. The surveyor has no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term "Market Value" is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards.

NOTES and DEFICIENCIES:

1. The condition of the dockside water pressure internal regulator/housing is not known; it could not be tested. In the event that shore water pressure is utilized on the vessel, it is suggested that the fresh water at the dock be turned off and the hose removed from the vessel when the vessel is not attended.
2. Hoses on all systems were of the required type and in good condition (some appear molded) where visible, unless noted in the recommendations.

SUGGESTED UPGRADES (at the owner's discretion, not required):

1. Surveyor suggests that the engines should be professionally surveyed by a qualified marine engine technician.
2. No ground tackle was on vessel. Consider placing an anchor and rode on board.
3. Restore bottom paint where missing.

4. A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.
5. Batteries should have circuit protection within a distance of seven inches of the battery per ABYC 11.10.1.1.1.
6. The vessel would benefit from a professional detail.

RECOMMENDATIONS:

- 1. Two of three bilge pumps were inoperative at time of survey. Diagnose and repair. In addition, the clamps on bilge pump hoses appear rusted and should be replaced.**
- 2. The power steering reservoir appeared to be low on fluid. (according to dipstick) Investigate why and replenish fluid. Repair if necessary.**
- 3. A fair amount of powered battery corrosion was sighted on top of forward 2 batteries. Cause not determined, (Possibility of overcharging?). Diagnose and remedy. Age of batteries not determined. Possible battery replacement may soon be needed.**
- 4. Surveyor recommends that the engines be professionally surveyed by a qualified marine engine technician.**
- 5. There must be a means of re-boarding a man overboard (such as a swim ladder) aboard per ABYC H-41 sec. 41.9.**
- 6. No distress signal kit (flare kit) was observed. Distress signals must be carried to comply with 33 CFR 175.110.**
- 7. No horn / sound signaling device was observed for testing. Provide to comply with COLREGS Annex III.**
- 8. One type I, type II or type III PFD must be onboard for each person on board in accordance with 33CFR175.15.**
- 9. A throwable floatation device (type IV PFD) must be onboard to comply with 33CFR175.15.**
- 10. The starboard forward under gunwale compartment door has a broken shock. Repair or replace as necessary.**
- 11. The aft deck passenger bench compartment will not remain in the open position without assistance. Repair or replace shocks as necessary.**

12.33 CFR 151.59 requires that all vessels 26 feet or greater in length have a MARPOL Annex V placard prominently displayed for the crew and passengers.

This survey report is issued without prejudice subject to the conditions that I, the individual surveyor, am under no circumstances to be held responsible for error, omission, negligence or misstatement. It constitutes a statement of my opinion based upon the conditions as I found them. It is **not a warranty** of the condition of the vessel or its hull or machinery.

A handwritten signature in black ink is written over a circular seal. The seal contains the text "SAMS MARINE SURVEYOR" around the top edge and "S.A.M.S." in the center. The signature is written in a cursive style and overlaps the seal.

Capt. Timothy W. Simms
USCG 100 Ton Master
SAMS Accredited Marine Surveyor #1288

tws x/xx/20

THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY

Invincible 39

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Invincible 39

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Invincible 39

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Port engine



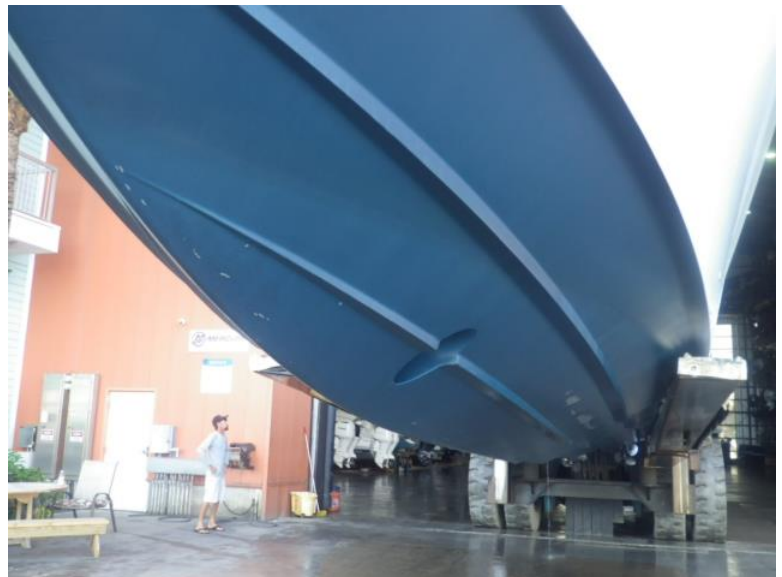
Center engine

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Starboard engine



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