



Stephen J. Wedlock
MARINE SURVEYOR
Surveying the Bay area since 1998



Survey Report #Sample
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By request of:

Tel:

Email:

Date:

Vessel name:

Type: Auxiliary sail

Service area: Coastal

Official #:

Certificate aboard / Numbers attached: Yes / yes

Hull ID #:

Purpose of survey: Condition and valuation for purchase and insurance underwriting.

(Note: this survey is not to be used for a third party or use other than intended)

Where surveyed: In the water and in dry-dock at KKMI Richmond

Attending:

Broker/Agent:

Estimated fair market value: \$
(As she lays)

Tel: (415) 505-3494
E-mail: Stephen.wedlock@gmail.com
1001 bridgeway #137 Sausalito CA 94965

Vessel Particulars

Builder: BENETEAU
Designer: Beneteau design team
Year: 2008
Model: Beneteau 49
Length: 49' 03"
Beam: 14' 08"
Draft: 5' 10"
Displacement: 27,720 lbs.
Ballast type/amount: Lead / 9,480 lbs.
Hull type: Fin keel with spade rudder
Material: FRP
Color: White



Hull and Superstructure

Construction method: FRP
Deck: Non-skid FRP
Hatches and ports: Good condition
Cabin sole: Veneer plywood
Bulkheads: Veneer plywood
Rudder: Foam cored FRP
Keel bolts: Stainless steel
Layout: Aft cockpit with low trunk cabin and flush foredeck. Interior has large aft cabin with head and shower. There is a port side galley near companionway with nav station opposite. Forward of the galley is a dinette with settee opposite. The forward cabin has a double bunk and head with shower.
Condition:
Hull: Good
Topsides: Good
Interior: Good condition and clean



Propulsion

Type: Turbo diesel
Make/Model: YANMAR / 4JH4-TE
Serial #: 110990
Cylinders/HP: 4 / 66 continuous
Year: Believed original
Hours: 161 by meter
Engine beds and mounts: Good condition
Cooling system: Fresh water cooled (note)



Raw water strainers: Plastic
Exhaust/Silencer: Reinforced hose / water-lift type
Belts and hoses: Good condition
Gauges and alarms: Full at helm
Controls: Single lever
Reduction Gear: ZF-HURTH
 Ratio: 2.15:1
 Serial #: 25637
Engine room insulation: Foam
Shaft: 30mm stainless steel
Stuffing box: Dripless
Bearing: Cutlass - good
Propeller: 3 blade bronze

DC Electrical System

Batteries: (2) 12v gp27 lead-acid, (2) 12v 4D GEL, (1) 12v gp27 GEL (note)

Boxes: Yes

Straps: Yes

Condition of terminals: Good (note)

Wiring condition: Good

Vapor proof switch: Custom

Alternator: Estimated 75 amp

Battery charger: TRU-CHARGE 40 amp

Panel location: At nav station

Circuit protection: Breakers

Cabin lights: 12v - good

Nav lights: 12v- good

Anchor light: Not visible

Zincs/Bonding: Serviceable / yes



GEL and Lead-acid batteries

AC Electrical System:

Shorepower cable: (2) 30 amp

Plug condition: Good

Inverter: XANTREX 3000 watt

Wiring condition / GFCI: Good / yes

Generator

Make: WESTERBEKE

KW: 7.6

Fuel: Diesel

Hours: 24 by meter

Serial #: 53452



Location: Lazarette
Sound Shielding: Yes
Exhaust: Reinforced hose and water-lift muffler
Ventilation: Blower
Remote start: Yes
Panel location: At nav station
Circuit protection: Breakers

Galley:

Sink: Dual basin
Refrigerator: (2) VITRIFRIGO
Microwave: TAPPAN
Stove type: ENO propane (note)
Burners/Oven: 3 / yes
Tanks: (2) ~10 lbs. Aluminum
Location: Lazarette
Pressure gauge: Yes
Shut off valve: Yes (note)
Approved: Yes (note)
AC/Heat: (2) CRUISEAIR (note)



Tankage and plumbing:

Thru-hull fittings

Material: Bronze and plastic
Condition: Good
Clamps: Double stainless steel
Hose chafing: None observed



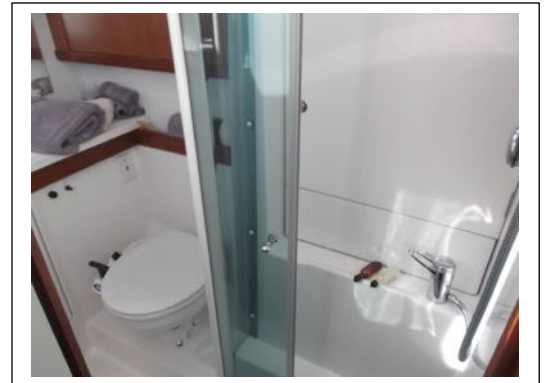
Vulnerable gas drain hose

Potable water

Electric pump: JOHNSON
Water heater: FORCE 10 11 gallon 110vac and engine

Water tanks

Capacity: 148 gallons in two tanks
Location: Under forward berth and under aft berth
Material: Plastic
How secured: Bolted to framing
Condition: Good
Filter: Yes
Valves/manifold: Under port side cabin sole below dinette

Heads**Make:** JABSCO electric, JABSCO manual**Shower:** In both heads and aft deck**Sump/pump:** (2) WHALE Gulper**Holding tank****Capacity:** 42 gallons in two tanks**Location:** Locker in heads**Material:** Plastic**How secured:** Strapping**Condition:** Good**Y-valve:** Yes**Macerator:** (2) JABSCO**Fuel tanks****Capacity:** 62 gallons in one tank**Location:** Under aft bunk**Material:** Plastic**How secured:** Bolted to framing**Condition:** Good**Filters:** (2) RACOR**Valves/Manifold:** At tank**Electronics and Navigation****Compass:** (2) PLASTIMO**Speed/depth:** (2) RAYMARINE**Wind:** (2) RAYMARINE**VHF:** ICOM with RAM**Plotter:** (2) RAYMARINE hybrid-touch**Radar:** RAYMARINE**Autopilot:** RAYMARINE (note)**Stereo:** SONY**Television:** LG-VIZIO**Barometer and Clock:** WEEMS & PLATH

Leaking auto pilot ram

Deck equipment**Steering****Wheel:** (2) stainless steel**Gear:** Cable to quadrant**Anchors:** Stainless steel DELTA**Windlass:** LEWMAR electric**Rode:** ~100 x 3/8" chain with ~150' of line**Bow roller:** Stainless steel

Pulpits/Stanchions/Lifelines: 1" stainless steel / 1x19 wire

Dockline condition: Good

Fenders: Pneumatic

Swim ladder: Stainless steel

Covers: Dodger, Bimini, winches, windlass

Bow-thruster: LEWMAR electric

Other: Stainless steel BBQ, Arch with Davits

Spars, rigging and sails

Type of rig: Sloop

Material: Aluminum

Where stepped: On deck

Step condition: Good

Standing rigging: 1x19 stainless steel wire (note)

Condition: Good

Terminals: Swaged

Chainplates: Stainless rod to pin glassed into hull

Running rigging: Misc. braid

Condition: Good

Winches: (2) LEWMAR 65ST electric, (1) LEWMAR 46ST, (1) LEWMAR 46ST electric

Sail inventory: Main, Jib

Vang: Spring loaded strut

Roller furling: PRO-FURL

Other: Lines are led aft using SPINLOCK rope clutches



Safety and required equipment

Throw-able flotation: LIFE-SLING and Horseshoe

PFDs: Type II

Flares: No

Horn: Hand held

Bell: No

Oil/Pollution placards: Yes / yes

Waste management plan: No

Copy of navigation rules: No

Fire extinguishers: ABC type

Fixed fire system: No

CO detector: No

Smoke detector: No

Radar reflector: NO

Emergency steering: Yes (note)

Bilge pumps

Manual: PLASTIMO in cockpit

Electric: JOHNSON and RULE 2000 with float

High bilge water alarm: No

NOTES, REMARKS AND RECOMMENDATIONS

This vessel has been well kept by its current owner and is in good condition. Mechanical systems have few hours and appear to have been well maintained.

(In as far as may be ascertained from a general inspection, without making extensive removals or opening up to expose ordinarily concealed areas, and without taking borings to determine thickness or soundness of structures and members, or testing for tightness of components.)

Note: The N.F.P.A. National Fire Protection Association, and ABYC (American Boat and Yacht Council), do not represent legal requirements, only safety standards. Non-conformity can affect insurance. U.S.C.G Requirements are law by the Federal Boat Safety Act of 1971.

Repair and maintenance items:****Items needed now****Propulsion system:**

-A small amount of engine coolant was found in the bilge and the engine coolant reservoir was empty. Coolant system should be monitored to determine source of leak.

Electrical system:

****The plastic terminal cover on the bow-thruster battery is melted. Suggest inspection to determine reason for melting and possible a different cover.**

-Lead-acid and GEL batteries require different charging voltages. Assure the battery charger is set correctly.

-The inverter control panel is incorrectly labeled as "generator". Suggest new labels to prevent confusion.

Galley:

****The propane solenoid control is not labeled. It is also recommended to add a light to show when propane is on.**

****There is a small hole in the propane locker where the wires for the solenoid enter. This hole should be re-sealed to prevent leakage of gas into the boat.**

****The tabs to prevent the stove from coming loose need to be bent to secure the stove.**

-The propane tank drain hose is not well secured or protected. Suggest protection to prevent damage from gear in lazarette.

-The AC ducting is lead over the rudder stick and is chafing slightly. This duct is also in the way of the emergency tiller and will need to be crushed if the tiller is used. Suggest padding to prevent chafe.

Electronics and navigation:

-The auto-pilot ram is leaking. Suggest inspection and repair/replacement as needed.

Spars, rigging and sails:

-The backstay has two turnbuckles. This system appears strong but is unusual.

Safety and required equipment:

****Visual distress signals are needed.**

****A bell is needed.**

****A waste management plan is needed.**

****A copy of the navigation rules is needed.**

-CO detectors are highly recommended.

Surveyors notes:

-Fire extinguishers should be checked monthly to assure that pressure gauge readings are in the green area. Dry chemical extinguishers should be properly secured to their mounting bracket. ABYC A-4.5.4.1-2 and NFPA 302 E.3. recommend annual service/tagging.

-Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel, such as gasoline diesel, propane, charcoal or oil, burns. On board sources include gasoline and, to a lesser degree, diesel engines, generators, cooking ranges and space and water heater. Carbon monoxide is called the "silent killer" for good reason: exposure to low levels of the odorless, colorless gas can result in symptoms that mimic seasickness such as nausea, headache, dizziness and drowsiness. The installation of marine grade carbon monoxide detectors with audible alarm in all enclosed cabin areas is thus strongly recommended. And, ventilation of fresh air into cabins, even when air conditioners or heaters are running

SURVEY LIMITATIONS and SCOPE:

1. Parts of most vessels cannot be examined due to inaccessibility, some removal procedures add greatly to the time involved and, consequently to the cost. Therefore such procedures are not performed unless specifically requested or recommended.

Engine surveys and oil analysis are separate surveys and are recommended. Surveyors do not:

- Test the vessel, hull or tanks for tightness or leaks
- Unload cluttered holds or lockers
- Clean bottoms
- Operate the vessel.

It is pointed out that where wood decay is involved, it is not unusual for repairs to uncover previously hidden additional decay.

2. We recommend surveyor attendance underway to test gear under working conditions. The vessel was examined in the water and / or dry dock (see page one for details). The hull, deck, and house were sounded for structural integrity. Sole boards were lifted and accessible drawers and lockers were opened for inspection. Machinery, electrical and electronic equipment were operated except as noted.

- Attendance underway: SJW Declined Accepted

3. The report is confined to the surveyor's opinion as to the general physical condition and estimated value of the vessel. It does not include a determination as to the seaworthiness of the vessel, nor does it include stability tests necessary to determine such limitations, nor does it attempt to itemize waters unsuitable for the vessel's use.

4. This survey is prepared for the exclusive use of the client whose name and address appear on the front page. The intended users of this report and valuation are the client and those lenders and underwriters who may finance or insure this vessel for this client only. This report is not transferable to any other person or entity, therefore, other potential buyers are specifically excluded as third party users of this report.

Signed without prejudice,



Stephen J. Wedlock; formerly: Society of Naval Architects and Marine Engineers,
NAMS-CMS, Master, 3000 Gt. Oceans- motor, steam and sail,
and ABYC standards accredited, 350,000+ miles at sea

