

NEW ENGLAND MARINE SURVEY, LLC.
302 Plains Road Haddam, CT 06438
860-554-5062

SURVEY REPORT

PURPOSE OF SURVEY: Evaluate Condition & Value for insurance underwriting
FOR: Concerned Underwriters
OWNER: Rosemary Hathaway
#40 Quarry Road
Bolton, CT 06043
DATE: May 16, 2009
LOCATION: Owner's home
VESSEL STATUS: Hauled, blocked, systems winterized
PARTIES PRESENT: Mr. & Mrs. Hathaway

VESSEL PARTICULARS

NAME: NIGHT WIND
STYLE: Diesel auxiliary ketch
MODEL YEAR: 1977
BUILDER: Ta Chiao Bros. Yacht Builders Taiwan
LOA: 34' 6" BEAM: 11' DRAFT: 5'
DISPLACEMENT: Approximately 18,000 lbs.
HULL ID#: TAC350320177
REGISTRATION: RI 584401 08
DOCUMENTATION: 584401
INTENDED USE: Near coastal cruising, recreational.

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HULL CONSTRUCTION

HULL / KEEL DESIGN:	Full keel with encapsulated ballast
HULL MATERIAL:	Molded fiber reinforced plastic (FRP)
FRAMES:	Longitudinal stringers, transverse plywood bulkheads
DECKS:	Teak planking over molded FRP. Cabin top has painted non-skid surface over FRP.
LIFELINE/STANCHIONS:	Stainless steel ***
DECK FITTINGS:	Stainless steel
SUPERSTRUCTURE:	Molded FRP

LAYOUT: Anchor locker, vee berth with head and lockers. Midships salon with settee and galley to port. There is a settee and nav station to starboard. There is an off-set companionway which leads up to the aft cockpit with lazarettes.

The bottom and topsides were visually inspected and sounded randomly. No evidence of damage, delamination or blistering. Gelcoat finishes are in average condition.

The decks were visually inspected and sounded randomly. No evidence of significant delamination; there is some typical gelcoat stress cracking found as would be expected. Deck fitting are intact although lifelines need to be tightened.

The interior is traditional varnished teak bright work with teak and holly sole. I noted some rain water leakage to the starboard side of the companionway, which leads down to the starboard cabin side. The apparent source of water leakage is the sliding track for the companionway. This condition requires further investigation and repair.

The interior and bilge is found in need of typical cosmetic cleaning throughout. Bulkheads, where accessible, were found intact.

No adverse comments concerning the structural integrity of the vessel; cosmetics are average and typical for this age and usage.

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MACHINERY

# ENGINES:	1	STYLE:	Straight inboard	
MAKE:	Westerbeke	FUEL:	Diesel	MODEL/HP: M46
SERIAL #:	158473-C908	HOURS:	1007	
COOLING:	Freshwater cooled with heat exchanger ***			
TRANSMISSION:	Hurth marine gear			
EXHAUST:	Raw-water cooled through cylindrical FRP muffler ***			
STEERING:	Traditional wheel on pedestal with cables to quadrant			
PROPELLERS:	3 blade bronze, no markings			
SHAFTS:	1 1/4" stainless steel			
RUDDER:	Molded FRP, keel hung			
GENERATOR:	None			
BILGE PUMPS:	(1) 12-volt DC, operational (1) Manual whale style pump			
BLOWERS:	(1) 12-volt DC ***			
HVAC:	1. Opening hatches and ports 2. Marine Air reverse cycle compressor			
THROUGH HULL FITTINGS:	Bronze seacocks ***			

REMARKS: Hoses, clamps and belts are serviceable. Engine mounts and oil pan are generally clean with some surface corrosion. Underwater hardware is intact with no significant corrosion.

Please note our recommendations regarding the raw-water strainer, muffler bracket, exhaust hose, heat exchanger and seacocks later in this report.

THE SCOPE OF THIS SURVEY IS A VISUAL INSPECTION ONLY. UNLESS OTHERWISE INDICATED, THE MACHINERY WAS NOT INSPECTED INTERNALLY OR OPERATED.

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TANKS

FUEL TANKS: 2 CAPACITY: approximately 50 gallons
MATERIAL: Painted steel
FILL / VENT LINES: USCG approved Type a, flexible non-metallic
SUPPLY / RETURN LINES: USCG approved Type a, flexible non-metallic
VALVES: Brass petcocks FILTERS: Spin-on style
WATER TANKS: 2 CAPACITY: approx 150 gallons
MATERIAL: Stainless steel
HOT WATER HEATER: Yes, 120-volt/heat exchange, 10 gallons
DOMESTIC GAS TANKS: 2 MATERIAL: Aluminum
FUEL/CAPACITY: 2 x 10 lbs. LINES: Flexible non-metallic
VENTING: Dedicated locker vented to atmosphere***
SHUT OFF VALVE: Electric solenoid valve ***

REMARKS: Check operation of propane shutoff valve. No evidence of leakage or corrosion of tanks. Water found in bottom of drain area.

MARINE SANITATION DEVICES

HEADS: 1 TYPE: Manual MSD TYPE: III
HOLDING TANK MATERIAL: Rubber bladder CAPACITY: Approx. 10 gal.
DISCHARGE: Overboard and pump out through deck fittings.
REMARKS: No foul odors or stains.

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GALLEY FURNISHINGS

STOVE/FUEL: LP gas/3 burners
REFRIGERATION: Icebox with 12-volt cold plate
WATER SYSTEM: Hot and cold pressure, galley and head
REMARKS: The galley has adequate light, storage and ventilation;
No adverse comments.

NAVIGATION / ELECTRONICS / OTHER GEAR

COMPASS: 6" magnetic
RADAR: None
GPS: Garmin hand held
AUTOPILOT: Autohelm 4000
VHF RADIOS: Apelco DXL9500
DEPTH FINDER: Datamarine LOG: Raymarine
WIND INSTRUMENTS: Raymarine Apparent Wind
REMARKS:

OTHER FIXTURES AND GEAR

CANVAS / ENCLOSURES: Bimini top for cockpit, sail covers
TENDERS: 10' Zodiac with 8 HP Yamaha outboard
REMARKS: Removed for storage, not inspected

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GROUND TACKLE

ANCHOR & RODE: 1. CQR/Delta 25 lb. with chain and nylon rode
2. Danforth 20H with chain and nylon rode

WINDLASS: Manual winch

REMARKS: Adequate for this vessel

SAFETY GEAR / REQUIRED EQUIPMENT

PORTABLE FIRE EXTINGUISHERS: Upgrade needed ***
CONDITION / MOUNTING:

FIXED FIRE EXTINGUISHER: None found
CONDITION / MOUNTING:

PERSONAL FLOTATION DEVICES: USCG Approved (4) Type I, (1) Type IV
CONDITION:

VISUAL DISTRESS SIGNALS: Upgrade needed ***
CONDITION / VALID DATE:

NAVIGATIONAL LIGHTS: 12-volt DC, check operation

HORN: Compressed air

OIL DISCHARGE PLAQUE: OK

MARPOL PLAQUE: None found ***

SMOKE DETECTOR: None found ***

CO MONITOR: None found ***

REMARKS: See recommendations for upgrade of safety gear.

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SPARS /SAILS/ RIGGING/EQUIPMENT

STYLE: Keel stepped ketch rig

MAST/BOOMS: None found *** Sitka Spruce

STANDING RIGGING: None found

RUNNING RIGGING: None found

CHAIN PLATES: Stainless steel, anchored to hull, good condition, no leakage

HARDWARE/FITTINGS: Outboard genoa tracks, traveler

SAIL INVENTORY: Mainsail, jib, mizzen ***

REMARKS: At the time of the survey, masts and booms were at another location. It is my understanding that they are being refurbished by a shipwright in Rhode Island and will be stepped upon launching. Sails were not inspected although reported to be repaired and washed this past season by a professional sail maker.

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PHOTOGRAPHS



Subject vessel as found at owner's home.

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SURVEYORS NOTES – FINDINGS - RECOMMENDATIONS

This will certify that the undersigned conducted a Condition & Value Survey of the subject vessel NIGHTWIND at Bolton, CT on May 16, 2009. At the time of the inspection, the vessel was hauled and blocked with systems winterized.

During the course of the survey I noted the following equipment deficiencies with recommendations as follows:

1. Provide through cleaning of the engine compartment and bilge.
2. Lifelines are in good condition, however loose; tighten all stanchions prior to launching.
3. Replace engine exhaust hose and muffler bracket.
4. Secure raw-water strainer.
5. Heat exchanger shows evidence of leakage and overheating. Investigate and service heat exchanger as necessary.
6. Service and lubricate all through hull seacocks.
7. Although the 12-volt mechanical blower is not required, the hoses are crimped and ineffective; if desired they should be renewed to provide better ventilation in the engine compartment.
8. Install a ground fault circuit interrupter in the shore power duplex outlets circuits.
9. Investigate and repair propane shutoff valve.
10. Secure propane locker. Also note that water is collecting in the base and not draining; this should be corrected.

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11. Provide a minimum of (3) USCG approved portable fire extinguishers.
12. Provide a better compliment of Personal Floatation Devices.
13. Provide current and updated Visual Distress Signals.
14. Check operation of navigation lights prior to launching.
15. Provide MARPOL plaque.
16. Provide a UL listed smoke detector in the sleeping area.
17. Provide a UL listed CO monitor in the sleeping area.

Pending compliance with the above recommendations, the vessel can be considered suitable for its intended use.

SCOPE OF SURVEY

This report is based upon a visual inspection of the subject vessel's hull and systems on the date so noted. The vessel is inspected "as is, where is". The bottom and topsides are inspected as access is available. The decks, superstructure and interior are visually inspected. Any substantial or material adverse conditions are noted. The machinery is visually inspected where accessible... Any substantial or material adverse conditions are noted. Machinery is not operated and unless stated otherwise, is presumed to be in operating condition. Electrical appliances and wiring are visually inspected where accessible. Safety related appliances such as bilge pumps, blowers and lights are operated when power is available. Fuel tanks, lines and filters are inspected where accessible. Any substantial or material adverse conditions are noted. Ground tackle and rigging are visually inspected from deck level, where accessible. Any substantial or material adverse conditions are noted. Safety equipment is visually inspected and reviewed for its condition and suitability. Navigation and communication equipment are visually inspected. For the purpose of the survey, unless stated otherwise, it is presumed to be in operating condition.

The inspection will be conducted in accordance with generally accepted marine survey practices and standards in the local area. Locked compartments or otherwise inaccessible areas cannot be inspected. No destructive testing or removals are conducted. We cannot make observations of conditions hidden by machinery, tanks, bulkheads, insulation or other items prohibiting access. While every reasonable effort is made to conduct a thorough survey, we cannot provide a guarantee or warrantee, express or implied, as to the condition of the vessel. There is no guarantee or prediction of the vessel's condition in the future. The findings, opinions and conclusions are based on the best professional judgment of the surveyor.

This report complies materially with the "Recommended Survey Report Content" for Yacht and Small Craft" published by the Society of Accredited Marine Surveyors ®.

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PURPOSE AND INTENDED USE OF REPORT

This inspection and report is intended for marine insurance underwriting purposes only; it is prepared for the exclusive use of the client who commissioned the survey. The intended users of the report are the client and those concerned underwriters insuring the vessel for this client only. This is not a Pre- Purchase Survey and all other parties are specifically excluded as end users of this report

The undersigned surveyor has no past, present or prospective interest in the subject vessel. There is no bias or interest toward the parties involved. Compensation for this service is not contingent on any action or event resulting from the findings, opinions or conclusions in this report.

VALUATION

FAIR MARKET VALUE: \$25,000.00

REPLACEMENT VALUE: \$250,000.00 (Comparable vessel, new)

REMARKS: Valuation of this vessel is based upon the market approach, using comparable vessels.

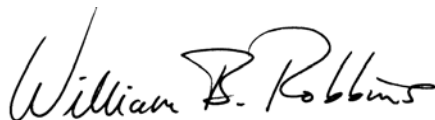
SURVEY/APPRaisal PRACTICE STATEMENT

The undersigned surveyor has no present or prospective interest in the subject vessel. There is no bias or interest toward the parties involved. Compensation for this service is not contingent on any action or event resulting from the findings, opinions or conclusions in this report.

PLEASE NOTE WELL THAT THE ULTIMATE RESPONSIBILITY FOR THE SAFE OPERATION AND MAINTENANCE OF THE SUBJECT VESSEL LIES WITH THE OWNER AND MASTER.

Please feel free to call if you have any questions regarding this report. Thank you for your patronage and confidence.

RESPECTFULLY SUBMITTED WITHOUT PREJUDICE,



William B. Robbins, Accredited Marine Surveyor ®
NEW ENGLAND MARINE SURVEY, LLC.