

cs/171527

CONDITION & EVALUATION SURVEY

THIS IS TO CERTIFY THAT I, the undersigned Surveyor to this office at the request of the Owner, Mr. Mikael Borje Eliasson of Flat 9, "St Rocque", Triq Hugh Halliet, Sliema, Malta, have attended on board and surveyed the sail & motor yacht, particulars of which are as follows:

Name of Boat	:	NIGHTOWL
Port of Registry	:	Malmö, Sweden
Call Sign	:	SFC9428
Length Overall	:	11.28m
Beam	:	3.51m
Model	:	Endurance 37
Built	:	GRP Pleasure Yacht
Builders	:	Tyler Boats Co. Ltd., U.K.
Year Built	:	1983
Engine	:	Bukh inboard diesel of 36bhp,
Year of Manufacture	:	1983

GENERAL LAYOUT:

The yacht has the general layout of a cruising motor sailor, rigged as a ketch. Below deck forward the accommodation consists of a bedroom with "V" bunks. On the port side of the alleyway leading to the bedroom there is a toilet/shower and on the starboard side there is a twin bedroom. Steps lead up to the raised main saloon below which is situated the engine compartment. There is a helmsman position and a navigation console on the port side of the saloon while on the starboard there is a "U" shaped settee and table. A galley is situated at the after end of the saloon. The after end of the hull is used for storage with access hatches from the after deck.

Steps lead from the saloon up to the aft cockpit where there is a second helmsman position.

The accommodation is finished in varnished wooden furniture and panels, with leather upholstery, all of which appear to be well maintained and in good condition.

The accommodation is provided with an Arctic kerosene domestic heater.

The galley is provided with a 3-hob gas cooker and oven. The gas bottle is stored in a well ventilated storage locker on the afterdeck and is provided with an all-copper tube from the gas cylinder to the galley and the pipeline is fitted with a stop-cock for shutting off gas at the galley. The galley is also provided with a sink and tap water provided through a pressure pump. It is also provided with a built in chest freezer, and an Isotherm 70Ltr 12V/240V a/c fridge said to be newly fitted in 2016.

HULL & DECK EQUIPMENT:

The yacht was inspected afloat at Mgarr Marina, Gozo and as far as can be ascertained was found to be of sound construction and free of damage. Underwater valves were internal inspected and found efficient.

During last winter season the teak laid main deck was stripped bare and teak removed. The deck was polished and left in GRP finish which on inspection was found to be free of damage and in antislip finish. The cockpit teak was retained and was found to be in very good condition. Self-draining system for cockpit was found to be efficient.

The bilges and spaces below the floorboard were inspected and found to be clean and free of water.

The yacht is equipped with one 20kg bruce anchor and 50m of 10mm galvanised steel chain, served with a 12V anchor winch at the bow and a 20kg CQR anchor and 50m rope stored at the stern. There are sufficient number of warps and fenders necessary for the safe navigation, handling and mooring of the yacht.

The yacht carries full rigging as a ketch with aluminium alloy masts. The rigging attachment to hull was inspected and found efficient with no sign of corrosion. The rigging attachment to the mast was not inspected as no means of access. The yacht is provided with 1 x 55 Lewmar, 2 x 34 Lewmar sail handling winches and 1 x 30Lewmar winch at the main mast for hoisting main sail. All checked and were found free and efficient.

The sail inventory consists of

1. 1 full batten main sail
2. 1 semi-batten mizzen,
3. 1 furling full genoa sail
4. 1 Spinnaker with spinnaker boom
5. 1 Staysail

All sail are in use, but still in good condition.

The yacht is provided with a Magnus 200 tender rubber dinghy as tender which is powered by a Mariner 3.3bhp outboard engine.

ENGINE COMPARTMENT:

The vessel is fitted with a Bukh inboard diesel engine of 36bhp, year of manufacture 1983 and said to be in good running order. The engine compartment was found to be clean and free of water or exhaust leaks and free of fire hazards. The fuel system was found to be well contained and free of leaks. The drive gear is through conventional shaft and shaft lock arrangement.

Electric power is provided through a 3 x 100AH Exide deep cycle 12V battery system supplemented by a shore supply system through a battery charger, and further supplemented through a newly fitted solar panel. There is also 1 x 90Ah battery for starting the engine. All batteries are suitably housed and secured. Overload circuit breaker systems are provided on all electrical circuits.

Bilge pumping system consists of two 12V electric pump of Ø30mm, one fixed and one portable, and by one manual pump. A new sewage holding tank has also been fitted (2017).

The yacht is also recently fitted with a BT100N BSC bow thruster.

A water calorifier is also provided for hot water.

NAVIGATION EQUIPMENT:

Navigation equipment consists of:

- 1 Redel magnetic compass
- Raytheon R10X raster scan radar
- Autopilot Simrad AP20
- Furuno GPS Navigator
- Garmin GPA Map 720 plotter
- Furuno Navtex NX-300
- Marine VHF radio ICOM IC-M411
- Portable VHF radio Icom
- Weatherman radio telex Navtex
- Speed log Stowe navigator 2
- Raymarine MN30 and Raymarine MN100 wind instruments

FIRE FIGHTING AND LIFE SAVING APPLIANCES:

Fire-fighting appliances consist of 1 x 1kg DP auto release for the engine compartment, and 2 x 1kg DP and 2 x 3kg portable dry powder fire extinguishers. The galley is also provided with a fire blanket.

LIFESAVING APPLIANCES

Life-saving appliances consist of one horseshoe lifebuoy with line and light, a quoit and line, and 6 lifejackets. The yacht is also provided with a 4-man Plastimo inflatable liferaft. A total of 3 parachute flares and 2 hand flares and 1 smoke signal distress pyrotechnic signals are also provided.

REMARKS:

The yacht was surveyed whilst lying afloat at Mgarr Marina and there inspection was limited to accessible parts above the waterline. The hull machinery and equipment appears well maintained with recent upgrades as described above. Its value is estimated to be approximately €50,000.

No machinery, equipment or systems were opened up or operated for our inspection, all comments are based on visual external inspection only. No compartment linings or insulation was removed for this survey.

No liability is accepted for any defects, latent or inherent problems with the integrity of machinery, equipment, pipework, wiring, structure, of associated components.

This report is prepared solely for the benefit of the client to whom it is addressed and by whom it is commissioned and no responsibility is accepted to any third party to whom the report may be passed.

Issued today the 5th August 2017

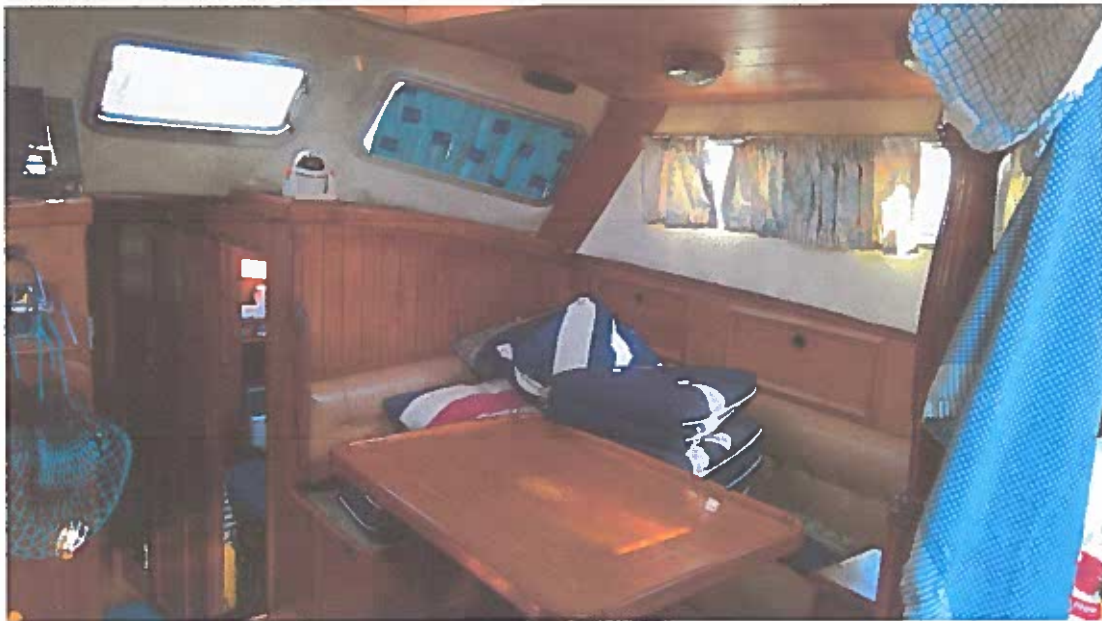
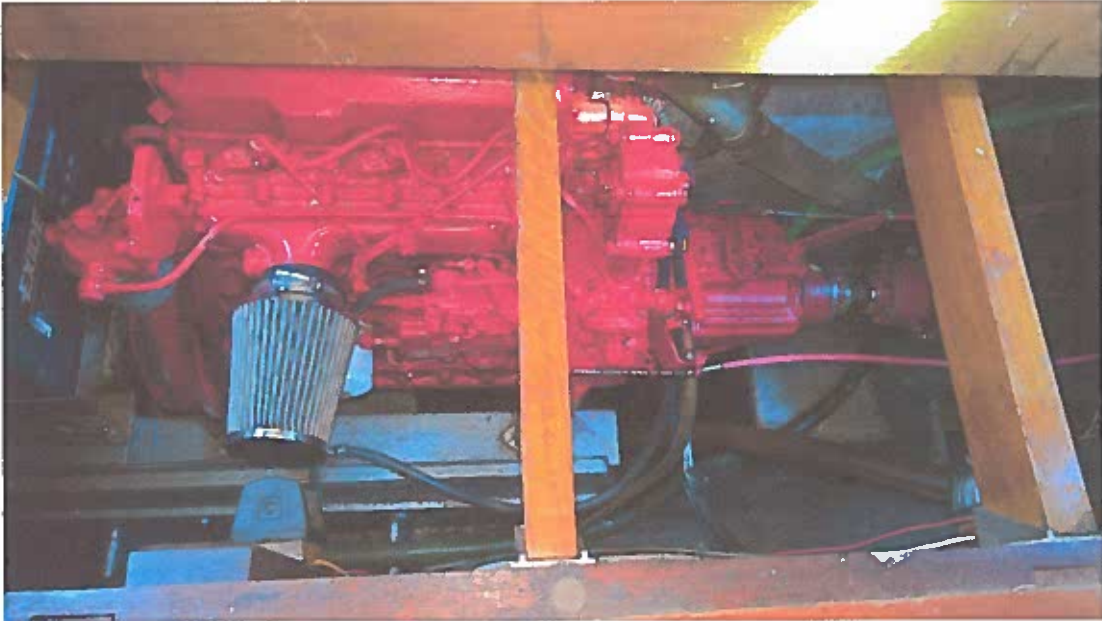


**Capt. M. Grech
Marine Surveyor**

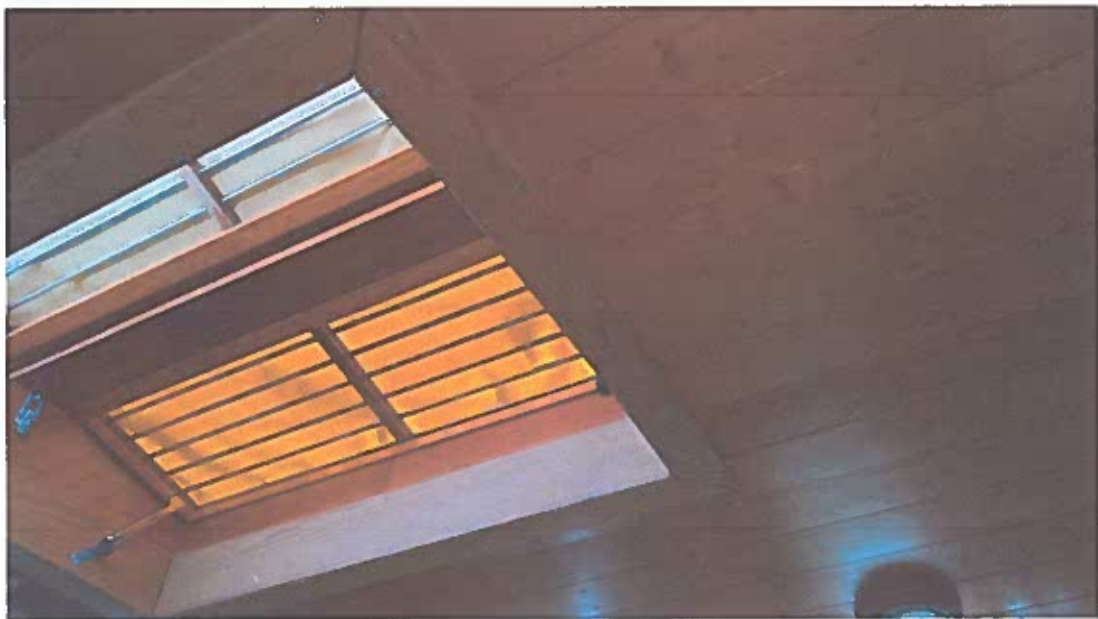
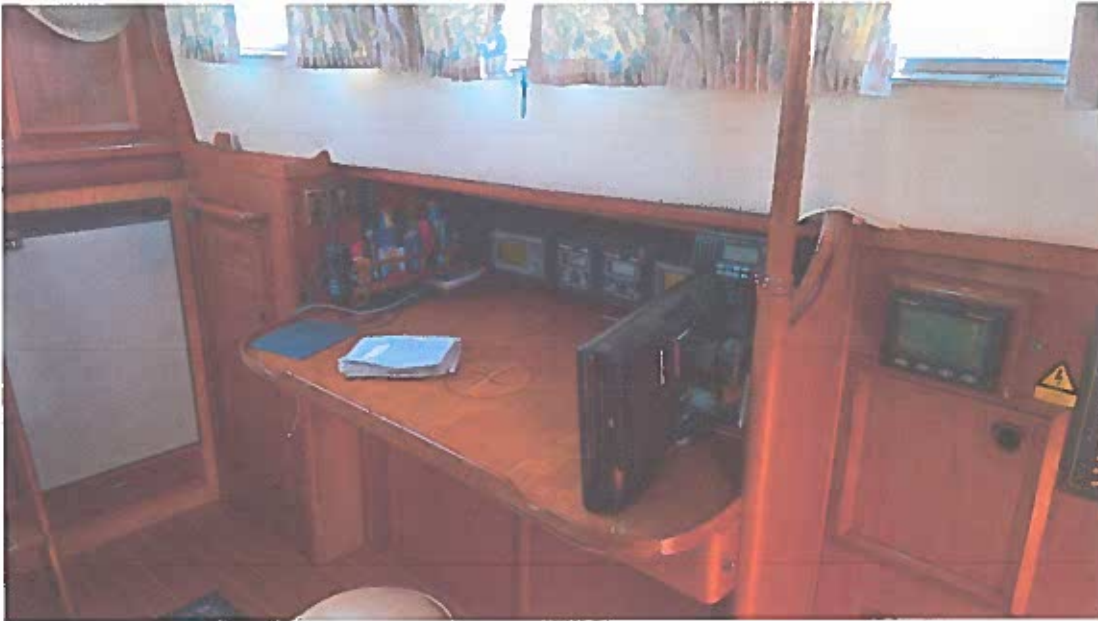




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