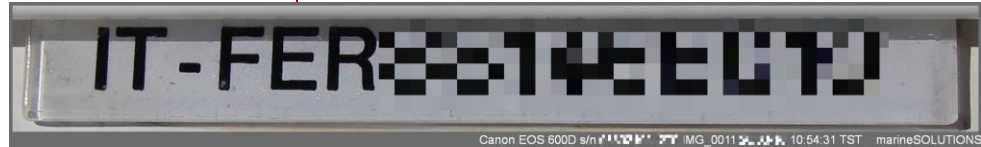

SHORT - REPORT

Pre-Purchase Condition Survey Short-Report**1 Particulars of the Vessel***Name Of the Vessel* M●●●●●*Port of Hail* London*HIN**Flag* United Kingdom*Documents To The Vessel* Certificate of British Registry,
See Attachment 13.2

Manufacturer Ferretti S.p.A.
Date of Manufacture 20●●
Length oA 27.03 m¹.
Displacement (fully laden) 91.50 t
Under propeller draft (fully laden) 2.18 m.
B_{max} 6.72 m.
Gross tonnage 170

Type F 881
Class Society RINA
Class Category 100 – A – 1.1; Y
Type Of Vessel Motor Yacht
Material hull, deck, superstructure GRP
Hull Number ●●
Net tonnage 110

2 Particulars of the Survey*Survey's Scope* Pre-purchase condition survey*Surveyor(s) on Site* Mr. Cem Baykent, BSc.

Date, Time and Place of Survey 26.●●.20●●, 09:00 – 18:00,
 27.●●.20●●, 09:30 – 14:00,
 28.●●.20●●, 09:00 – 17:30,
 All in O●●● M●●●● SA ●●●●, L●●●●/G●●●●

Met Conditions during the Survey Fair at all times*Those Present during Survey* Captain H●●●●● D●●●●●, Seaman J●●● P●●●●● and Mr. C●●●●● P●●●●*Afloat/ On Hard* Both*Instructor* Mr. S●●●●● T●●●●●

(For the Surveyors' Opinion please see Section 12 below.)

¹ All dimensional and tonnage figures are taken from the Vessel's manual seen on board. The class certificate and registry document figures are different.

3 Disclaimers, Conditions and Limitations affecting the Survey

All work undertaken is done so strictly in accordance with our Terms and Conditions, a copy of which is available at <http://marinesol.org/standard-terms-and-conditions/>. Copies are also available on request.

The scope of this report is limited by the scope stated in Section 2.

In the framework of the requested Consultancy service, a Survey is carried out and a Report is prepared to the best of knowledge and according to professional assessment of the Surveyor/ Consultant for the Instructor/Client.

It should be noted however, that the Report neither can be considered as complete nor as irrefutable fact. Thus, the Consultant explicitly disclaims any liability which may arise due to the Consultancy, further to the best of knowledge and professional assessment of the Consultant and the Report will reflect the Consultant's personal opinion only.

This Report with contents and implications is and remains only a recommendation to the Client. Whether the Client wishes to consider the Report or not is solely according to the Client's own assessment.

The Report is prepared for the sole use of the Client from whom the instructions were received. The Consultant remains free of any responsibilities against any other parties.

The Report and its contents remain at all times the intellectual property of the Consultant and cannot be reused, copied, referred to, published, disseminated, sold and no action compromising the confidentiality of the Report must be carried out.

No parts of the vessel were dismantled, no fastenings were removed, no woodwork or other parts of the structure, which are covered, unexposed or inaccessible, have been inspected unless stated otherwise in this Report.

The vessel and its equipment have not been checked for elements of design, suitability for any particular purpose, or compliance with any rules, regulation, law, standard or code.

This Report does not constitute any form of warranty.

Machinery installations, auxiliary and ancillary equipment and other service systems, electronic equipment, pumping and plumbing, sanitation systems, navigational aids and other sundry items were visually inspected only.

By using this Report the Client confirms the acceptance of the above mentioned conditions.

4 Table of Contents

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5 Introduction

On 24.00.2000 Mr. S..... T..... instructed our office to survey m/y M..... I attended her on 26.00.2000 and completed my inspections on 28.00.2000.

6 Images of the Vessel



7 The Seatrial

A seatrial was performed on 28.02.2011, between 12:45 – 15:30 with the Vessel mainly heading South – South West (about 150°). Hereby the performance and steering ability of the Vessel were primarily tested. For performance the two engines, after fully warming up, were operated with 200 rev increments from idle to full speed on a straight course. See table below. At full revs the Vessel was also tested on the reciprocal course. The engines and the Vessel were monitored with the on board monitoring equipment, as well as our own GPS speedlog. The wind was from North and light, up to 2 Beauforts only. The fresh water tank was nearly “full”. The fuel tank indicator showed “4/9”. Grey and black water tanks were nearly empty. There were 5 males on board during the seatrial. The underwater line and propulsion trains of the Vessel were newly cleaned. The condition of the submerged hull must be considered as "fresh" for performance purposes.

During the beginning of the sea trial, the port shaft seal started to leak when the shaft started to rotate. The leak increased with the turning rate of the shaft and the sea trial was halted. The captain reported that the shaft seals were replaced and it would require an alignment at the sea conditions, after the Vessel's launch. An engineer was invited on board by the captain who aligned the shaft seal within few minutes and were dry thereafter throughout the trial.

The engines turned up to 2446 revs (nominal value 2450 revs) and at that time the Vessel performed about 30.7 knots at best. I could not find any official information for the speed of the Vessel with the current set up; however, the reached speed of the Vessel was satisfactory according to my experience.

7.1 Steering System

During the seatrial the engines were synched at 2200 rpm, the speed was approx. 27 knots and two tight turns, first to starboard then to the port side were performed. The vessel performed the turns smoothly and without any additional vibrations. No seawater was noted around the rudder shafts after the seatrial. Some oil leaks noted under the starboard rudder arm. See also Section 10.7 for further information.

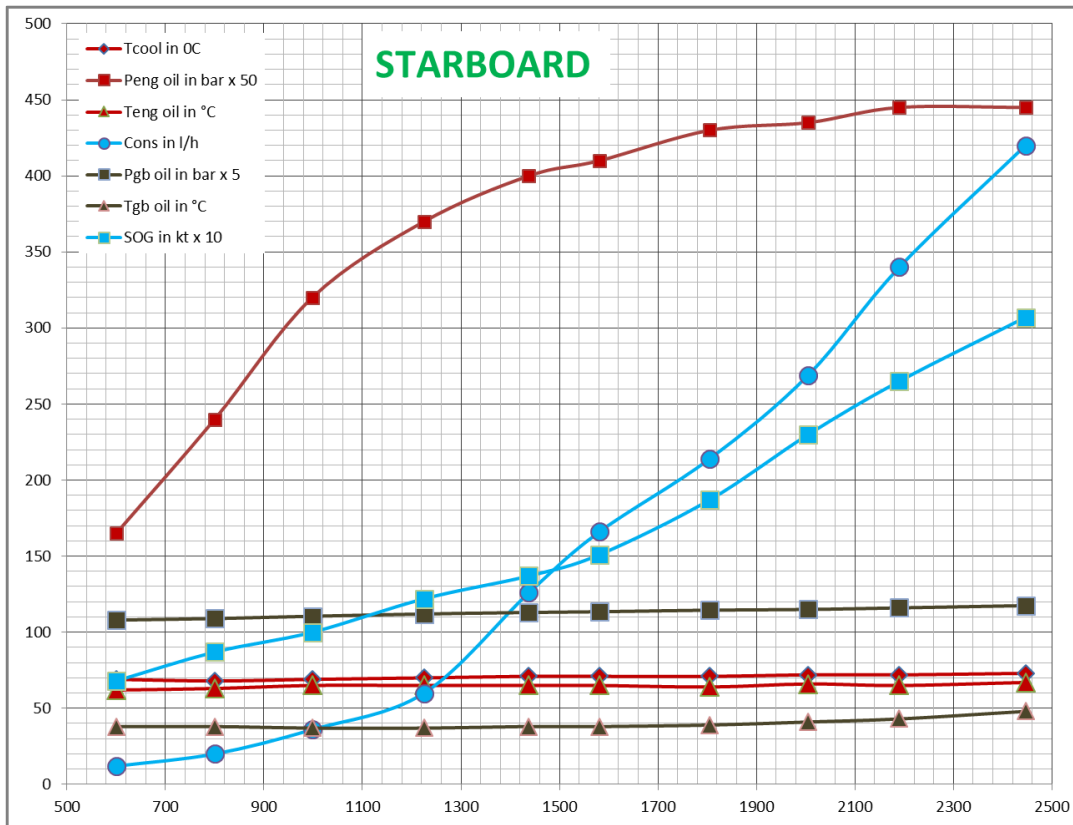
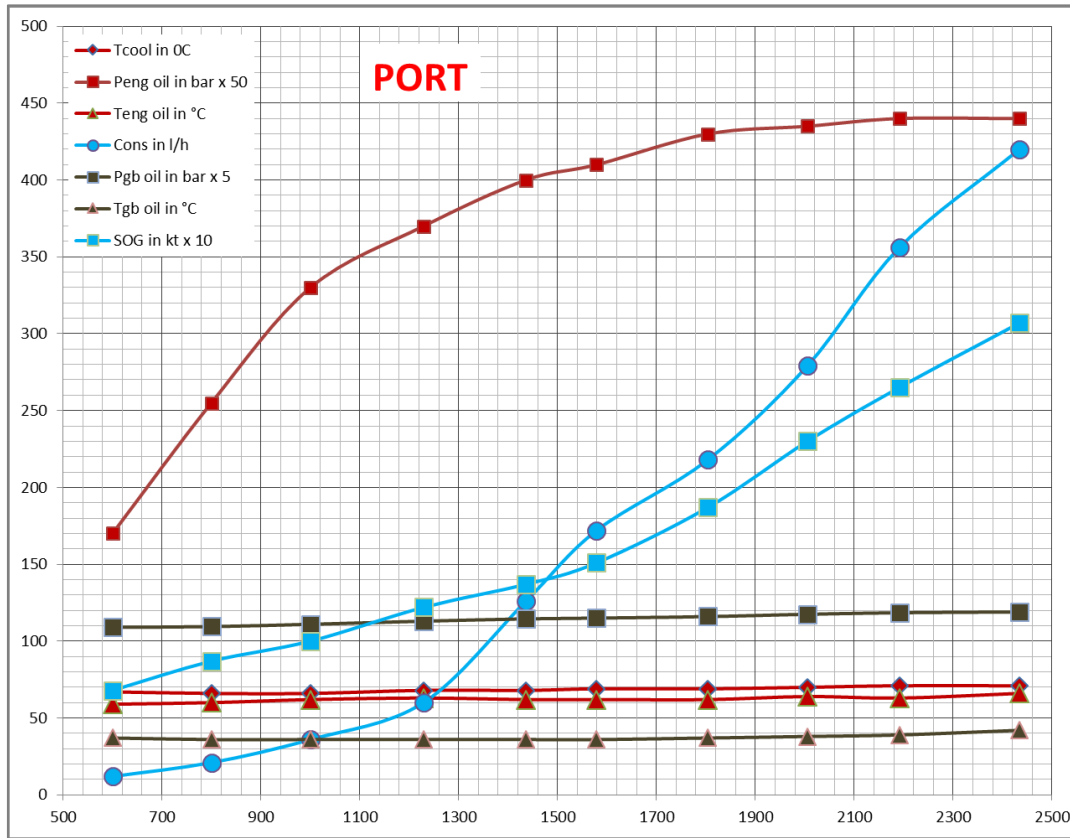
7.2 Trim Tabs

Trim tabs operated under load satisfactorily.

7.3 Sea Trial Engine Performance Data

	t _{camera}	14:44:18	14:44:54	14:45:36	14:46:32	14:47:26	14:48:00	14:48:48	14:49:44	14:50:28	14:53:32
	COG in ° True	160	153	155	153	151	146	144	146	151	347
	SOG in kt x 10	68,0	87,0	100,0	122,0	137,0	151,0	187,0	230,0	265,0	307,0
	SOG in kt	6,8	8,7	10,0	12,2	13,7	15,1	18,7	23,0	26,5	30,7
	RPM	600	800	1000	1229	1436	1579	1804	2005	2191	2434
port	T _{cool} in °C	67	66	66	68	68	69	69	70	71	71
	P _{eng oil} in bar	3,4	5,1	6,6	7,4	8	8,2	8,6	8,7	8,8	8,8
	T _{eng oil} in °C	59	60	62	63	62	62	62	64	63	66
	Cons in l/h	12	21	36	60	126	172	218	279	356	420
	Load in %	23	23	26	30	52	56	64	67	80	100
	P _{gh oil} in bar	21,8	21,9	22,2	22,6	22,9	23	23,2	23,5	23,7	23,8
	T _{gh oil} in °C	37	36	36	36	36	36	37	38	39	42
Starboard	RPM	600	800	998	1225	1438	1581	1805	2005	2190	2446
	T _{cool} in °C	69	68	69	70	71	71	71	72	72	73
	P _{eng oil} in bar	3,3	4,8	6,4	7,4	8	8,2	8,6	8,7	8,9	8,9
	T _{eng oil} in °C	62	63	65	65	65	65	64	66	65	67
	Cons in l/h	12	20	36	60	126	166	214	269	340	420
	Load in %	23	23	26	30	51	55	63	66	78	100
	P _{gh oil} in bar	21,6	21,8	22,1	22,4	22,6	22,7	22,9	23	23,2	23,5
	T _{gh oil} in °C	38	38	37	37	38	38	39	41	43	48

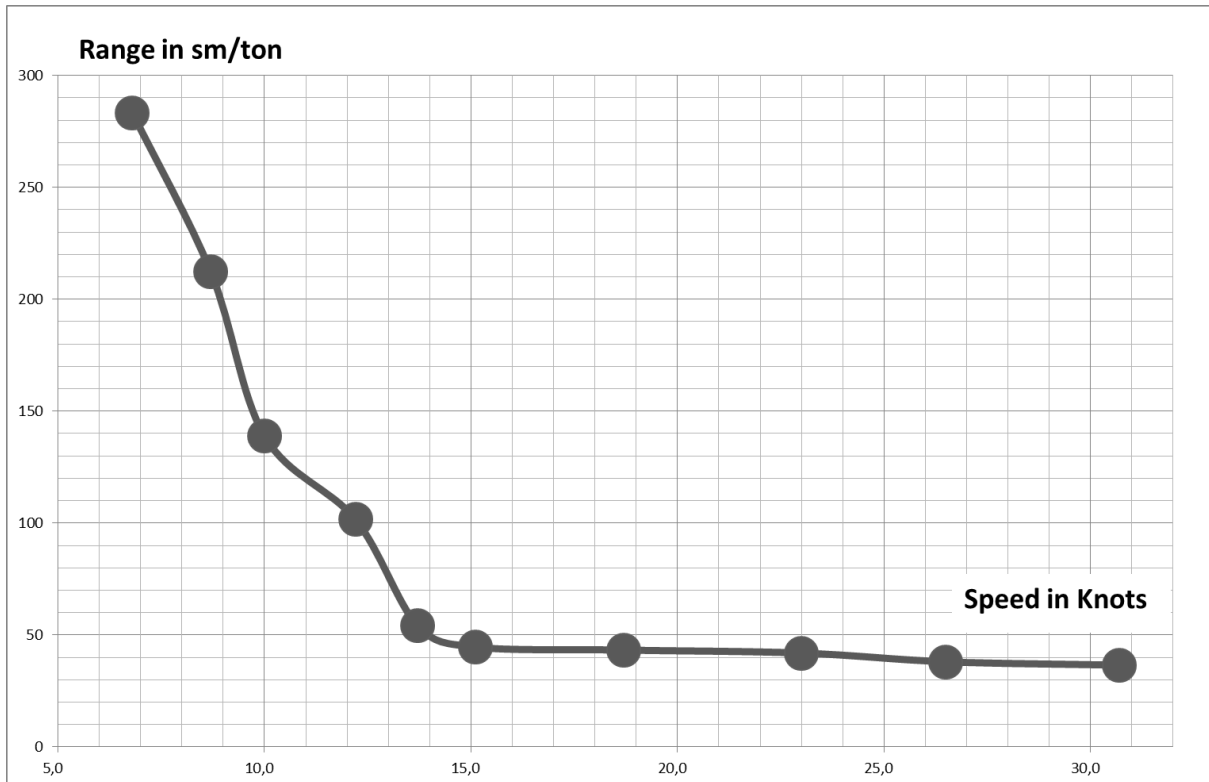
The Seatrial Data. All data is from 28.02.2011 and measured with on board instruments but the speed was verified with an independent GPS. Time laps between each increment/ decrement was at least



Seatrial data plotted the Port engine (above) and the Starboard engine (below) - in both instances as a function of the respective engine revs. For better visibility, the engine oil pressure, the gearbox oil pressure and the Speed over Ground have been displayed with x50, x5 and x 10 respectively. No inconsistencies or unexpected differences between engines noted.



The manufacturer's published engine parameters have not been studied in detail, however, the behaviour of the engine parameters are considered as predominantly symmetric between engines and as expected. Engine and propulsion performance deemed satisfactory.



Derived Range (per ton bunker) of Vessel. In the cruising operation range of Vessel about 40 sm/tons is performed.

Engines were noted as fluid tight. Engine and propulsion performance deemed satisfactory.

7.4 Sea Trial Conclusions

The sea trial did not indicate any faults with the engines, nor any other parts of the Vessel. All electronics operated normally. The Vessel performed well throughout the seatrial.

9 Oil Analysis Reports

I have taken oil samples from both engines gearboxes and generators and sent them to SOS/CAT labs for oil analysis. Below are the oil analysis reports of the lab.

Please note that although the oil analysis reports may be capable of showing several critical issues about the equipment, some of the comments of the lab are relied on declared information of the crew such as operation hours of the oil, oil brand etc. We advise constant monitoring of the oils and carrying out further oil analysis before each oil replacement and/or yearly.

9.1 Main Engines


	Manufacturer	Model	Rating	Serial Number	Operation Hours
SB	MTU	16V2000CR	1630 kW	5●●●●●●●	517
Port	MTU	16V2000CR	1630 kW	5●●●●●●●	505

Oil samples from both engines passed without any warnings.

MARINE SOLUTIONS
G.M.K BULVARI NO:43
TURGUTREIS/BODRUM/MUĞLA,
FAKS:
TELEFON:
NUMUNE TİPİ : Yağ

FİRMA ADI : MARINE SOLUTIONS
KAPI NUMARASI: MY_
KOMPARTMAN ADI: MOTOR SANCAK
SERİ NUMARASI: MY_
ÜRETİCİ: UNKNOWN
MODEL: UNKNOWN_UNKNOWN
ŞANTİYE: İZMİR
UZATILMIŞ GARANTİ :

ATÖLYE İSEMRİ NO:
KOMPONENT SERİ NO :
KOMPARTMAN MODEL :
KOMPONENT ÜRETİCİ :
NUMUNE FTREKET NO :
YAĞ MARKASI: POWERGUARD140
YAĞ TİPİ :
GARANTİ BİTİŞ TARİHİ :



GEBZE ORGANİZE SANAYİ BÖLGESİ 1500
1501 GEBZE, – Kocaeli
0 262 679 5656 / 0 262 679 5610
<http://www.borusanmakina.com/>


LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATİ	YAĞ SAATİ	YAĞ DEĞİŞTİ Mİ	İLAVE YAĞ	İLAVE YAĞ BİRİMİ	FİLTRE DEĞİŞTİ
M450-46102-0055	27-Mar-2016	11-Apr-2016	517 HR		Bilinmiyor			
Müdahale gerekli değil NORMAL AŞINMA METALLERİ DEĞERLERİDİR.								

Aşınma Metalleri (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
M450-46102-0055	0	0	0	0	0	0	0	0	0	139	0	4596	0	1724	1494

Yağın Durumu/Parçacık Sayımı (sayı/ml)	ST	OXI	NIT	SUL	W	A	F	TBN
M450-46102-0055	0	10	7	23	N	N	N	10.7

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Antifriz, F = Yakıt, W = Su, P = Pozitif (Bar), N = Negatif (NBA), T = Az, E = Ağır (Kiri), NIT = Nitrojen, OXI = Oksidasyon, ST = Kurum, SUL = Sülfür (Kükürt), ISO = ISO Kodu, PFC = Yakıt İyeme Yüzesi, PQI = Parçacık Miktar İndeksi, NaW = Deniz Suyu, FL Pt = Parlama Noktası, TAN = Toplam Asit No, TBN = Toplam Baz No, HZO = Karl Fisher - Su Tayini, V100 = Viskozite@100C, V40 = Viskozite@40C

Notice: Bu analizler mekanik aşınma tahmin etmeye yönelik bir destekler. Arac veya komponentin arıza hallerine karşı herhangi bir garanti ifadesi tasınamamaktadır.

MARINE SOLUTIONS		FİRMA ADI : MARINE SOLUTIONS	ATÖLYE İSİMİ NO :		
G.M.K BULVARI NO:43 TURGUTREİS/BODRUM/MUĞLA,		KAPİ NUMARASI : MY_	KOMPONENT SERİ NO :	GEBZE ORGANİZE SANAYİ BÖLGESİ 1500	
FAKS :		KOMPARTMAN ADI : MOTOR İSKELE	KOMPARTMAN MODEL :	1501 GEBZE, – Kocaeli	
TELEFON :		SERİ NUMARASI : MY_	KOMPONENT ÜRETİCİ :	0 262 679 5656 / 0 262 679 5610	
NUMUNE TİPİ : Yağ		ÜRETİCİ : UNKNOWN	NUMUNE FİTKET NO :	http://www.borusanmakina.com/	
		MODEL : UNKNOWN_UNKNOWN	YAG MARKASI : POWERGUARD40		
		ŞANTİYE : İZMİR	YAG TİPİ :		
		UZATILMIŞ GARANTİ :	GARANTİ BİTİŞ TARİHİ :		

LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATI	YAG SAATI	YAG DEĞİŞTİ Mİ	İLAVE YAG	İLAVE YAG BİRİMİ	FİLTRE DEĞİŞTİ
M450-46102-0056			504 HR		Bilinmiyor			
Müdahale gerekli değil	NORMAL AŞINMA METALLERİ DEĞERLERİDİR.							

Aşınma Metalleri (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
M450-46102-0056	0	0	0	0	0	0	0	0	0	147	0	4652	0	1756	1545

Yağın Durumu/Parçaları Sayımı (sayım)	ST	OXİ	NİT	SUL	W	A	F	TBN
M450-46102-0056	0	10	7	23	N	N	N	10.9

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Antifriz, F = Yağıt, W = Sü, P = Pozitif (Var), N = Negatif (Yok), T = Az, E = Aşırı (Var), NIT = Nitrojen, OXI = Oksidasyon, ST = Kurum, SUL = Süllür (Kükürt), ISO = ISO Kodu, PFC = Yalıtıçma yalıtıcısı, PDI = Parçacık Miktarı İndeksi, NAW = Deniz Suyu, FL P = Parlama Noktası, TAN = Toplam Asit No, TBN = Toplam Baz No, KOD = Karı Fırtına - Su Testi, V100 = Viskozite@100C, V40 = Viskozite@40C

Notice: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir deşektir. Asic veya komponentin arıza hallerine karşı herhanda bir garanti ifadesi tasimamaktadır.

9.2 Gearboxes

	Manufacturer	Model	Ratio	Serial Number
SB	ZF	3060 V	2.750 / 1	5.....0
Port	ZF	3060 V	2.750 / 1	5.....1

Oil samples from both gearboxes passed. The lab. commented that the particle count is high for port gearbox unit. I advise to replace the oil of both gearbox units and keep the oil monitored.

MARINE SOLUTIONS
G.M.K BULVARI NO:43
TURGUTREIS/BODRUM/MUĞLA,
FAKS:
TELEFON:
NUMUNE TİPİ : Yağ

FİRMA ADI : MARINE SOLUTIONS
KAPİ NUMARASI: MY_
KOMPARTMAN ADI ŞANZİMAN SANCAK
SERİ NUMARASI : MY_
ÜRETİCİ : UNKNOWN
MODEL : UNKOWN_UNKNOWN
ŞANTİYE : İZMİR
UZATILMIŞ GARANTİ :

ATÖLYE İSİMİ NO:
KOMPONENT SERİ NO :
KOMPARTMAN MODEL :
KOMPONENT ÜRETİCİ :
NUMUNE FİTKET NO :
YAĞ MARKASI : SHELL40
YAĞ TİPİ :
GARANTİ BİTİŞ TARİHİ :

BORUSAN **CAT**
GEBZE ORGANİZE SANAYİ BÖLGESİ 1500
1501 GEBZE, - Kocaeli
0 262 679 5656 / 0 262 679 5610
<http://www.borusanmakina.com/>


LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATİ	YAĞ SAATİ	YAĞ DEĞİŞTİ Mİ	İLAVE YAĞ	İLAVE YAĞ BİRİMİ	İLAVE FİLTRE DEĞİŞTİ	
M450-46102-0057			517 HR	517 HR	Bilinmiyor				
Müdahale gerekli değil		NORMAL AŞINMA METALLERİ DEĞERLERİDİR.							

Aşınma Metalleri (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
M450-46102-0057	4	0	0	0	0	0	0	0	0	92	0	3773	11	1417	1282

Yağın Durumu/Parçaları Sayımı (sayımı)	W	A	ISO
M450-46102-0057	N	N	19/13

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Antifriz, F = Yağ, W = Su, P = Pozitif (Var), N = Negatif (Yok), T = Az, E = Aşırı (Var), NIT = Nitratasyon, OXI = Oksidasyon, ST = Kurum, SİL = Sulfür (Kükürt), ISO = ISO Kodu, PFC = Yakıt İçerme yüzdesi, PQI = Parçacık Miktarı İndeksi, NAW = Deniz Suyu, FL = Parlama Noktası, TAN = Toplam Asit No, TBN = Toplam Baz No, HDD = Karı Fisher - Su Tazisi, VISO = Viskozite@100C, V40 = Viskozite@40C

Notice: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir dizi testtir. Arac veya komponentin atıza hallerine karşı herhangi bir garanti ifadesi tasimamaktadır.

MARINE SOLUTIONS		FİRMA ADI : MARINE SOLUTIONS	ATÖLYE İSMİ NO:	
G.M.K BULVARI NO:43 TURGUTREİS/BODRUM/MUĞLA,		KAPİ NUMARASI: MY_	KOMPONENT SERİ NO :	
FAKS:		KOMPARTMAN ADI :ŞANZİMAN İSKELE	KOMPARTMAN MODEL :	GEBZE ORGANİZE SANAYİ BÖLGESİ 1500
TELEFON:		SERİ NUMARASI : MY_	KOMPONENT ÜRETİCİ :	
NUMUNE TİPİ : Yg		ÜRETİCİ : UNKNOWN	NUMUNE FİTKETİ NO :	1501 GEBZE, – Kocaeli 0 262 679 5656 / 0 262 679 5610 http://www.borusanmakina.com/
		MODEL : UNKNOWN_UNKNOWN	YAG MARKASI : SHELL	
		ŞANTİYE : İZMİR	YAG TİPİ :	
		UZATILMIŞ GARANTİ :	GARANTİ BİTİŞ TARİHİ :	

LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATI	YAĞ SAATI	YAĞ DEĞİŞTİRME	İLAVE YAĞ	İLAVE YAĞ BİRİMİ	FİLTRE DEĞİŞTİRME
M450-46102-0058			504 HR	504 HR	Bilinmiyor			
Müdahale gerekli değil								
NORMAL AŞINMA METALLERİ DEĞERLERİDİR. PARÇACIK DEĞERİ SİSTEM İÇİN YÜKSEKTİR								

Aşınma Metalleri (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
M450-46102-0058	14	0	0	0	0	0	4	0	0	102	0	4124	26	1548	1394

Yağın Durumu/Parçacık Sayımı (sayılar)	W	A	ISO
M450-46102-0058	N	N	2112

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Anekliz, F = Yakıt, W = Sü, P = Pozitif (Var), N = Negatif (Yok), T = Az, E = Ağır (Var), NIT = Nitratyon, OXI = Oksidasyon, ST = Kurum, SUL = Sülfür (Kükürt), ISO = ISO Kodu, PFC = Yakıt İzeme Yüzdesi, PCI = Parçacık Miktar İndeksi, NaW = Deniz Suyu, FL PI = Parlama Noktası, TAN = Toplam Asit No, TBN = Toplam Baz No, H2O = Karlı Fisher - Su Tayini, V100 = Viskozite@100C, V40 = Viskozite@40C

Notice: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir dildir. Arac veya komponentin arıza haline karşı herhangi bir garanti ifadesi taslanmamaktadır.

9.3 Generators


	Manufacturer	Model	Rating	Serial Number	Operation Hours
SB	Kohler	28EFOZD	28 kW	2.....3	3691
Port	Kohler	28EFOZD	28 kW	2.....4	3649

Oil samples from both generators passed without any warnings.

MARINE SOLUTIONS
G.M.K BULVARI NO:43
TURGUTREİS/BODRUM/MUĞLA,
FAKS:
TELEFON:
NUMUNE TİPİ : Yağ

FİRMA ADI : MARINE SOLUTIONS
KAPİ NUMARASI: MY_
KOMPARTMAN ADI : DİG SANCAK
SERİ NUMARASI : MY_
ÜRETİCİ : UNKNOWN
MODEL : UNKNOWN_UNKNOWN
ŞANTİYE : İZMİR
UZATILMIŞ GARANTİ :

ATÖLYE İSEMİ NO:
KOMPONENT SERİ NO :
KOMPARTMAN MODEL :
KOMPONENT ÜRETİCİ :
NUMUNE FİTKET NO :
YAĞ MARKASI : UNKNOWN
YAĞ TİPİ :
GARANTİ BİTİŞ TARİHİ :




GEBZE ORGANİZE SANAYİ BÖLGESİ 1500
1501 GEBZE, – Kocaeli
0 262 679 5656 / 0 262 679 5610
<http://www.borusanmakina.com/>

LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATİ	YAĞ SAATİ	YAĞ DEĞİŞTİ Mİ	İLAVE YAĞ	İLAVE YAĞ BİRİMİ	FİLTRE DEĞİŞTİ	
M450-46102-0059			3691 HR	10 HR	Bilinmiyor				
Müdahale gerekli değil		NORMAL AŞINMA METALLERİ DEĞERLERİDİR.							

Aşınma Metalleri (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
M450-46102-0059	0	0	0	0	0	0	0	0	0	0	0	4881	0	1659	1429

Yığın Durumu/Parçacık Sayımı (sayım)	ST	OXI	NIT	SUL	W	A	F	TBN
M450-46102-0059	0	13	5	21	N	N	N	10.0

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Aşınmaz, F = Yağlı, W = Sü, P = Pozitif (Var), N = Negatif (Yok), T = Az, E = Aşırı (Var), NIT = Nitratyon, OXI = Oksidasyon, ST = Kurum, SUL = Süllür (Kükürt), ISO = ISO Kodu, PFC = Yakıt İçerme yüzdesi, PDI = Parçacık Miktarı İndeksi, NAVI = Deniz Suyu, FL Pİ = Parlama Noktası, TAN = Toplam Asit No, TBN = Toplam Baz No, KGD = Karı Fisher - Su Testi, V100 = Viskozite@100C, V40 = Viskozite@40C
 Notice: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir dizedir. Asic veya komponentin artiza hallerine karshi herhanda bir garanti ifadesi tasimamaktadir.

MARINE SOLUTIONS		FİRMA ADI : MARINE SOLUTIONS	ATÖLYE İSİMİ NO :		
G.M.K BULVARI NO:43 TURGUTREİS/BODRUM/MUĞLA,		KAPİ NUMARASI : MY_	KOMPONENT SERİ NO :	GEBZE ORGANİZE SANAYİ BÖLGESİ 1500	
FAKS :		KOMPARTMAN ADI : DİG İSKELE	KOMPARTMAN MODEL :	1501 GEBZE, – Kocaeli	
TELEFON :		SERİ NUMARASI : MY_	KOMPONENT ÜRETİCİ :	0 262 679 5656 / 0 262 679 5610	
NUMUNE TİPİ : Yağ		ÜRETİCİ : UNKNOWN	NUMUNE FİTKET NO :	http://www.borusanmakina.com/	
		MODEL : UNKNOWN_UNKNOWN	YAG MARKASI : UNKNOWN		
		ŞANTİYE : İZMİR	YAG TİPİ :		
		UZATILMIŞ GARANTİ :	GARANTİ BİTİŞ TARİHİ :		

LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATI	YAG SAATI	YAG DEĞİŞTİ Mİ	İLAVE YAG	İLAVE YAG BİRİMİ	FİLTRE DEĞİŞTİ
M450-46102-0060			3649 HR	10 HR	Bilinmiyor			
Müdahale gerekli değil	NORMAL AŞINMA METALLERİ DEĞERLERİDİR.							

Aşınma Metalleri (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
M450-46102-0060	0	0	0	0	0	0	2	0	0	0	0	4568	0	1615	1378

Yağın Durumu/Parçaya K Sayımı (sayımlı)	ST	OXI	NIT	SUL	W	A	F	TBN
M450-46102-0060	0	13	5	21	N	N	N	12.0

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Antifriz, F = Yağıt, W = Sü, P = Pozitif (Var), N = Negatif (Yok), T = Az, E = Aşırı (Var), NIT = Nitrojen, OXI = Oksidasyon, ST = Kurum, SUL = Süllür (Kükürt), ISO = ISO Kodu, PFC = Yağıt İçerme Yüzdesi, PDI = Parçacık Miktarı İndeksi, NAVI = Deniz Suyu, FL P = Parlama Noktası, TAN = Toplam Asit No, TBN = Toplam Baz No, KOD = Karı Fırahı - Su Tazisi, V100 = Viskozite@100C, V40 = Viskozite@40C

Notice: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir deşektir. Asic veya komponentin atiza hallerine karalı herhandı bir garantı ifadesi tasimamaktadır.

10 Remarks to Major Issues

- 10.1 I noted that most of the portable fire extinguishers on the Vessel were empty, according to their pressure gauges, even though they were serviced on June 20●● and their service date had not expired. This is a safety issue and all the portable fire extinguishers should be serviced as soon as possible. The issue also makes one to question the reliability of the stationary fire extinguishers which were also serviced the same time by the same company. I recommend that all the fire extinguishing systems should be checked/serviced by a trustworthy company, in spite that their service date is not due yet.
- 10.2 The Vessel's fresh water tanks are located at the bilges of the master cabin. One of the fresh water tank's plastic cap is cracked. Fresh water leaks from this crack to the Vessel's bilges causing damage. The cracked cap has to be replaced as soon as possible.



Left: Living quarter bilges tidemarks due to the leaking fresh water tank.
Right: The crack on the cap of the fresh water tank.

- 10.3 The bimini at the flying bridge of the Vessel is equipped with electro-hydraulic operated, Besenzoni brand system. The unit was working erratically and needed a push from the crew members to continue its travel. Its electric motor also makes a cracking sounds during operation. I could not inspect the motor of the unit as it was located behind panels and out of reach. I noted that the bimini fabric was in fair condition. The unit needs a proper service and should be working smoothly thereafter.
- 10.4 The swimming ladder works erratically and makes high squeaking noises while operating. This also needs a physical aid to move in completely. The unit and its hydraulic motor needs to be properly serviced by a professional.
- 10.5 My findings to the cockpit teak deck are as follows:
- 10.5.1 I noted some dark stains on the teak deck of the cockpit, mainly concentrated at the mid-section. There were marks of attempted cleaning to remove the stains, which were not successful. These stains should be removed.



Dark coloured stains on the cockpit teak deck.

- 10.5.2 I noted a cracked single teak plank to the port side corner of the cockpit deck towards the superstructure corner. The area sounds hollow when tapped. It is highly likely that its underside was not filled properly. This plank needs to be replaced.
- 10.5.3 The underside of the teak frame on the cockpit deck, around the engine room access hatch misses proper adhesive and has a hollow sound when tapped. The plank to the port side of this frame has a longitudinal crack, possibly due to this issue. I recommend to replace the cracked plank and inject proper elastic adhesive to the underside of the remaining frame.



Detached teak plank around the engine room hatch at the cockpit.

- 10.6 It is reported by the crew that the port side shaft seal had a water leak in the recent past. Both shaft seals had been replaced after this issue. This past water leak caused the nearby components to corrode.
- 10.6.1 The shaft coupling showed surface corrosion. Proper cleaning should be carried out.
- 10.6.2 The bolts of the coupling showed corrosion. They need to be removed one by one, cleaned and reinstalled.
- 10.6.3 The mounts of the ARG (Anti-Rolling Gyro Stabilizers) units show moderate level corrosion. I also noted crystalized sea water salt under the ARG units. Both ARG units should be dismantled, their underside should be cleaned and their mounts should be replaced.



**Top: Corrosion products leaking from one ARG unit's mount.
Below: Salt crystals and a heavily corroded metal part located in between both ARG units.**

10.6.4 Some corroded nearby components should also be attended.



Surface corrosion of the port shaft coupling and its bolts.

10.7 I noted traces of oil leaks under the starboard rudder arm. The Captain cleaned the leaks prior to the sea trial. After the sea trial, I checked the area once more and noted oil residues again. The leak seems to be from the steering system. The leak should be traced and cured as soon as possible.



Oil leak traces at the starboard side rudder arm.

- 10.8 The Vessel's present Owner shows interest in art. There are a number paintings, art and religious figures around the Vessel, mostly located at highly visible areas. It is reported that they are not a part of the Vessel's inventory and will be taken away once the Vessel is sold.

Their removal brings up two issues. The wall panels/linings and furniture tops may be damaged during their removal. Also, the panels, so far having been covered by them are highly likely aged differently from their surroundings so this will make their place visible once removed. The remedy for this issue may be demanding. This issue needs to be sorted out between the parties in a fair way.



Sample of art figures from the Vessel at a high visible area.

11 Other Issues

11.1 The Vessel's hull was noted as in fair condition. I noted that some areas of the hull had a patchwork appearance. The irregularities are seen only under limited light conditions. Below are my findings on the subject:

11.1.1 Some of the irregularities appear to be due to different level of polishing between the easily and hardly accessed areas.

11.1.2 There are visible transition lines which look like separating gelcoat repairs. The captain reported that he was on board since the Vessel was launched and clearly declared that the Vessel had not been a part of an incident or whatsoever during her life.

I am in the opinion that according to their shapes, locations and surface condition these irregularities are highly likely due to the manufacturing process and will get visible due to the ageing of gelcoat.

Furthermore, as far as I could access, I did not note any irregularities to the corresponding interior of the hull. The transition lines can be minimized by frequent polishing.

The hull needs to be polished properly.



Transition marks around one of the portholes – photo not altered.



Transition mark around the port master cabin window – photo not altered.



Another sample of transition marks – photo not altered.

- 11.2 I noted non-structural stress cracks not longer than approx. 10 cm on the gelcoat at both corners of side window frames to the fore of side doors. These needs to be repaired properly.
- 11.3 The mastic on the lower section of the starboard side window had been detached , located ahead of the side door. The mastic should be renewed.



Detachment at the starboard side window mastic.

- 11.4 I noted a rather small gelcoat repair to the lower starboard aft end of the bathing platform. The cosmetic quality of this repair should be improved.
- 11.5 The stern garage door operates in a good manner. It is attached to the transom of the Vessel with large hinges at its lower end. One side of these hinges are slightly under a stainless steel strip. Early signs of corrosion are visible on the hinges which are under this strip. I recommend dismantling this strip, clean off the corrosion and re-installing the strip with the aid of a suitable elastic sealant.
- 11.6 The starboard side aft cockpit entrance door does not lock easily when closed. It needs to be re-aligned.
- 11.7 I noted signs of corrosion at the mid underside section of the pasarella unit's frame. It needs to be cleaned and painted properly.
- 11.8 The cap of the port side diesel fill was not connected to the fitting. The connection wire was present on the fitting part. The crew reported that they could not replace the screw as it was in imperial measures and could not be supplied with ease. I strongly recommend attaching the cap to the fitting at all times. Workarounds are easy.
- 11.9 The cap of the starboard side waste suction fitting was not connected to the fitting. I also could not see a wire on the fitting. I recommend connecting the cap to the fitting at all times.
- 11.10 The black colored mesh cover on the helm station windshield shows wear and tear and ageing. I recommend it to be renewed.
- 11.11 Side doors are operational. They may need re-alignment to better fit shape of the vessel.
- 11.12 The BBQ located at the flying bridge needs proper cleaning.
- 11.13 The audio located at the flying bridge shows wear and tear marks. Replacement to be considered.

- 11.14 Few of the ceiling and side lights were not operational. Their bulbs need to be replaced.
- 11.15 The crew could not manage to turn on and operate the Teuco brand electric bathtub located at the flying bridge. Captain reported that the unit was used only once during the lifetime of the Vessel. The issue may be related to lack of knowledge of the crew or the unit may be faulty. In any case, I recommend a specialist to service the unit as it was not used for a long time and instruct the ones who will operate it.
- 11.16 All the fancoil units of the air condition system need to be cleaned and sterilized with dedicated products.
- 11.17 The satellite TV misses a broadcasting platform receiver and membership. One should supply and bring the platform receiver of their preference on board. The antenna unit may need to be re-aligned according to the platform's satellite preference.
- 11.18 A few pushbuttons at the Vessel were not operational and need to be replaced.
- 11.19 There are wooden counters at both sides of the dinette area. I noted four marks on each counter top. It is reported that there were standing frames at those locations for a long time. Due to that, the varnish aged differently and caused the noted marks. I don't recommend taking any action on this issue but accept it as there is a risk of ruining the varnishes. The varnish color may come close to a match over time.



Four frame marks on the counter top at the side of the dinette area.

11.20 The lower side of the electric motor housing panel of the starboard side door needs to be re-sealed.



Gap needs to be resealed covering the starboard side door motor.

11.21 The mechanic barometer located at the helm station is not operational. This needs to be addressed.

11.22 I noted a small water leak mark to the forward side of the hinged window at the portside of helm station. This needs to be tracked down. If the window is leaking while closed properly, necessary action should be taken.

11.23 The Vessel is classed by the Italian class society RINA. Their annual class surveys for hull and machinery are due in ●●●●●. The related date range has been stated. Survey should be carried out by the class society within the stated range dates.

11.24 The Vessel's manual on board does not fully comply with the Vessel due to optional additions and alterations ordered by the Owner and carried out by the shipyard during manufacturing. This should be considered when following the manual guidelines and/or schematics.

11.25 The Furuno Navnet chart plotter misses updated charts for Turkish waters. The charts of the unit need to be updated or proper charts for the desired sailing region should be supplied.

11.26 The ceiling hatch's artificial glass had been glazed due to wear and tear over time. The glass should be replaced if desired.

11.27 Various hinges of the cabinet doors, mainly at the port and starboard side cabin toilets show signs of corrosion. They need to be replaced.

11.28 I noted surface corrosion at toilette solenoids and collector valves located under the port cabin bilge. Preventive action at this stage is recommended.

11.29 The helm station and the VIP cabin are equipped with a rather small sized TV unit. Both TV units repeat the broadcast shown at the saloon TV unit. However, DVD films may be watched in the VIP cabin. The VIP cabin may be equipped with a separate broadcasting platform receiver if desired. If so, the satellite TV system may need some additions such as additional distribution hubs, cabling etc.

11.30 I checked all the cabin bed mattresses. The bed mattress located to the corridor side of the starboard cabin had a stain of approx. 10 cm in diameter at its middle. The stain was limited to one side of the mattress. The remaining mattresses were free from any stains whatsoever.



Stain at the starboard side cabin bed mattress.

11.31 I checked all the crew mess bed mattresses. The bed mattress at the upped bed of the captain's cabin had a stain of approx. 10 cm in diameter at its middle. The stain was limited to one side of the mattress. The remaining mattresses were free from any stains whatsoever.

11.32 The code of the safe located at the master cabin should be supplied by the previous owner. Afterwards, this code should be changed to a new, different one.

11.33 The master cabin toilet is equipped with bidet units. The other toilets of the Vessel miss any bidet nozzles. Bidet nozzles may be added optionally if one desires.

11.34 The taint of the mirrors at the crew mess toilets started to chip away from their sides. They need to be replaced if desired.

11.35 The plastic rolling curtain at the crew cabin toilet which protects the entrance door during shower is hardly operational. This needs to be checked.

11.36 The shower drain container located at the bilge of the crew cabin does not operate properly. Its pump and float switch need to be checked.

11.37 The piston of the cover of the starboard side rope locker at the cockpit needs to be re-fixed.

11.38 I noted traces of oil leaks under the pasarella unit's plate, located at the engine room. I recommend dismantling the plates, tracing the source of the oil leak and taking action accordingly.

11.39 The bow and stern thruster oil reservoir located at the engine room should be topped up with suitable oil.

- 11.40 The flood switch under the lazarette bilge is not operational. It needs to be checked.
- 11.41 The crossbar which links the rudder arms shows wear and tear effects. Its paint has started to chip away. This needs to be repainted properly.
- 11.42 The eyebolt of the starboard steering piston shows signs of early corrosion. Needs to be cleaned away and treated properly.
- 11.43 I noted surface corrosion on various fittings located under the lazarette. They need to be treated properly.
- 11.44 There are some surface corrosion marks on the chains. These should be re-galvanized this season or the upcoming season.
- 11.45 Windlass units are operational. However, both windlass electric motors and gearbox units are in need of maintenance. Once the units are dismantled for maintenance, their connections and the Vessel's structure around their bases should be inspected.
- 11.46 The Vessel misses proper official paper charts and pilot books for Turkish coast. One should supply proper official charts and pilot books for the desired sailing area.
- 11.47 All the pyrotechnic materials (flares, smoke signals etc.) on board expired in 20●●. They should be replaced immediately.
- 11.48 The Vessel misses a proper first aid kit. A first aid kit adequate for the Vessel's crew and passenger capacity should be supplied immediately. It must be placed to a dedicated place which is easily reached by anyone on board. Its location should be labeled.
- 11.49 Liferaft service should be carried out not later than ●●●●.
- 11.50 The close circuit fluid system of the A/C unit is monitored by a gauge located at the top of the compressor group. The captain reported that it should be checked every few days by the crew and should be topped up by a valve to the right side of this gauge if required.
- 11.51 One of the hinges of the plastic cover at the flying bridge helm station is broken and needs to be replaced.

12 Surveyor's Conclusions

The Vessel is in a good condition. She is well designed, well manufactured and well-maintained. No structural damages or any other defects that may affect the operational integrity of the Vessel or her machinery or her systems or renders the Vessel unseaworthy were noted. No other defects other than the remarks above were noted.

In summary, this Vessel appears as "Recommendable" to the undersigning Surveyor.

With respect and without prejudice.

Inspected and edited by
Cem Baykent, BSc.
Surveyor, IAMI

Reviewed by
Dr. Yusuf Civelekoğlu
Sr. Surveyor, CMI




(Attachments)



13 Attachments

13.1 11.00.2000, Short Term Certificate of Class

**SHORT TERM
CERTIFICATE OF CLASS
FOR PLEASURE YACHTS**


RINA No. [REDACTED]

N. [REDACTED]

Name of ship [REDACTED]
Former names [REDACTED]
Hull Material Composite
Owner B [REDACTED] P [REDACTED] C [REDACTED] IR Flag United Kingdom
Port of registry LONDON Distinctive number or letters [REDACTED]
Shipyard - place of build FERRETTI S.P.A. - CATTOLICA
Date of build 15 [REDACTED] 20 [REDACTED] Date of commissioning 15 [REDACTED] 20 [REDACTED]
Overall Length 26.96 m **Gross Tonnage** 93.17 tons **Net Tonnage** 93.17 tons
Length Between Perpendiculars 22.15 m Moulded Breadth 6.72 m Depth 3.30 m
Number of main engines 2 Total power 3260 kW

THIS IS TO CERTIFY that the above ship has been surveyed in accordance with the Classification Rules and, on the basis of the survey report submitted, has been assigned the class (*)



100 - A - 1.1 ; Y

based on the maximum draught as per approved Stability Booklet

with additional Class notations:

This certificate is valid until: 11 [REDACTED] 20 [REDACTED]

This certificate will be invalidated whenever the requirements of the Rules are not complied with.


Issued at: Piraeus
on: [REDACTED]  
RINA SERVICES S.p.A.

This certificate is only valid provided it also contains the pages with the endorsements.
*Service and navigation are described at page 2

Form DIPPCLAC - 06/2011 - LS This certificate consists of 3 pages

Canon EOS 600D s/n [REDACTED] #4:17:13 TST marineSOLUTIONS

13.2 29.00.2000, Certificate of British Registry

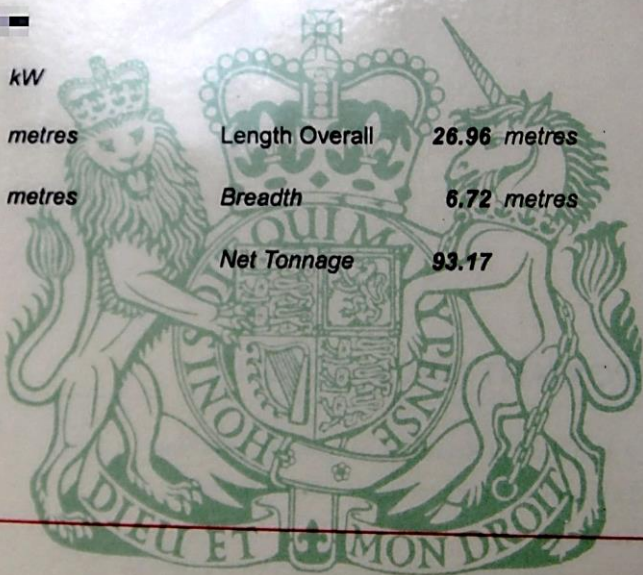


CERTIFICATE OF BRITISH REGISTRY

The Merchant Shipping Act 1995
The Merchant Shipping (Registration of Ships) Regulations 1993, as amended

PARTICULARS OF SHIP

Name Of Ship	[REDACTED]	Radio Call Sign	[REDACTED]
Official Number	[REDACTED]	Port	LONDON
IMO Number / HIN	IT-FER[REDACTED]		
Type Of Ship	PLEASURE YACHT		
Method Of Propulsion	MOTOR		
Engine Make & Model	MTU [REDACTED]		
Total Engine Power	3580.00	kw	
Length	23.68	metres	Length Overall 26.96 metres
Depth	2.83	metres	Breadth 6.72 metres
Gross Tonnage	93.17		Net Tonnage 93.17
Registered Tonnage	0.00		
Year of Build	20[REDACTED]		
Name of Builder	FERRETTI SPA		
Country of Build	ITALY		



This Certificate was issued on 29 [REDACTED] at 12:58:13

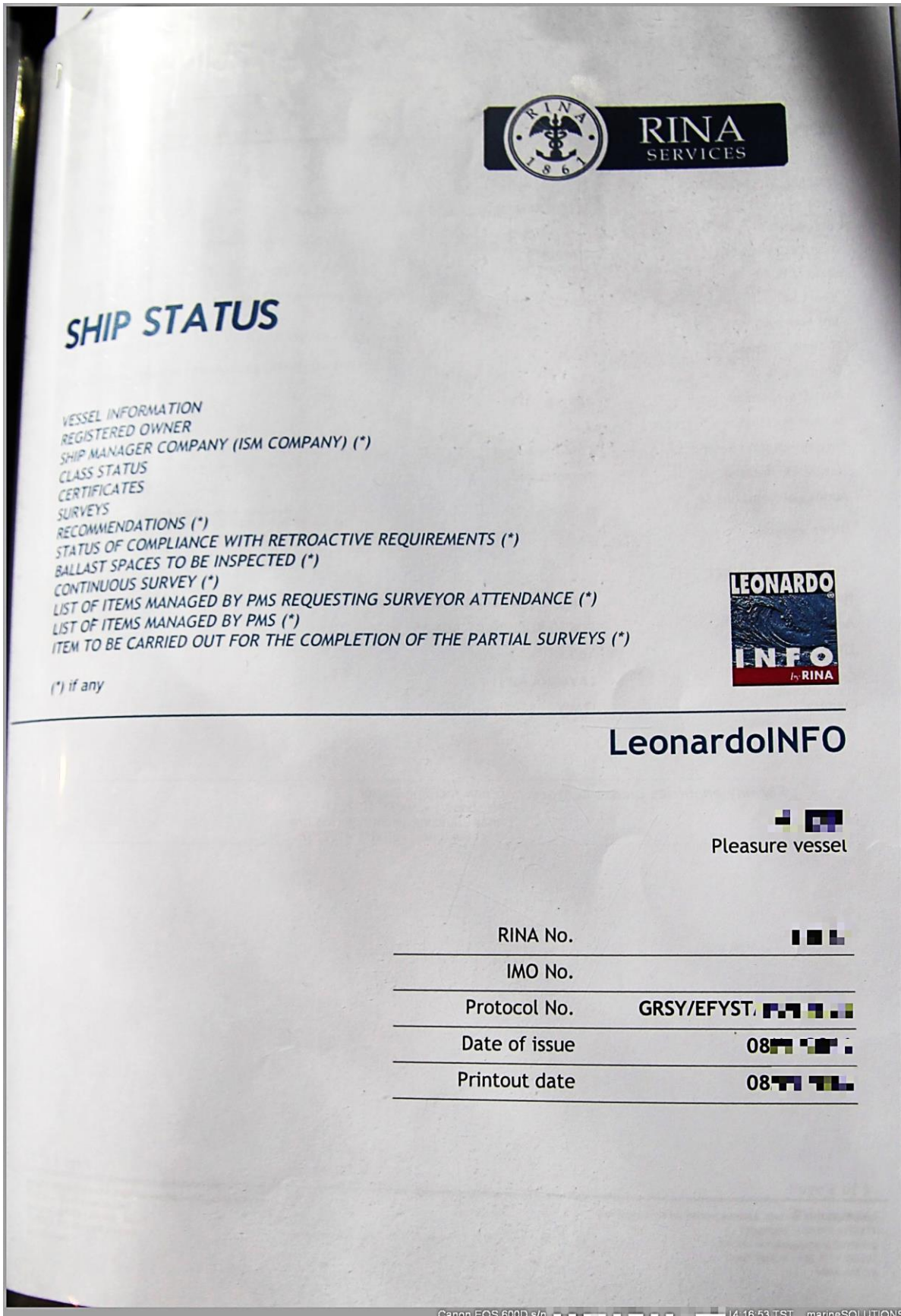
This Certificate expires on 14 [REDACTED]

Signed [REDACTED]

For and on behalf of the Registrar General of Shipping and Seamen

by the Maritime and Coastguard Agency, an Executive Agency of the Government of the United Kingdom

Canon EOS 600D s/n [REDACTED] 14:20:09 TST marineSOLUTIONS



SHIP STATUS

VESSEL INFORMATION
 REGISTERED OWNER
 SHIP MANAGER COMPANY (ISM COMPANY) (*)
 CLASS STATUS
 CERTIFICATES
 SURVEYS
 RECOMMENDATIONS (*)
 STATUS OF COMPLIANCE WITH RETROACTIVE REQUIREMENTS (*)
 BALLAST SPACES TO BE INSPECTED (*)
 CONTINUOUS SURVEY (*)
 LIST OF ITEMS MANAGED BY PMS REQUESTING SURVEYOR ATTENDANCE (*)
 LIST OF ITEMS MANAGED BY PMS (*)
 ITEM TO BE CARRIED OUT FOR THE COMPLETION OF THE PARTIAL SURVEYS (*)



(*) if any

LeonardoINFO

Pleasure vessel

RINA No.	
IMO No.	
Protocol No.	GRSY/EFYST
Date of issue	08
Printout date	08

SHIP STATUS



Printout date 08/20

Date of issue 08/20 14:49 UTC+1

Ship's Name [REDACTED]
RINA No. [REDACTED]

VESSEL INFORMATION

Flag	United Kingdom
Call Sign	LONDON
Port of Registry-No.	[REDACTED]
Date of build	08/20
Keel Laid	
Intl Tonnage	93,17
National Tonnage	
Deadweight	100 - A - 1.1
Main Class Symbol	Y
Service Notation	Pleasure vessel
Service Notation description	unrestricted
Navigation Notation	
Additional Notations	
Other Societies	

REGISTERED OWNER

Name	B [REDACTED] P [REDACTED] C [REDACTED]
Address	P [REDACTED] T [REDACTED] I - B [REDACTED]
ZIP	[REDACTED]
City	L [REDACTED]
Country	[REDACTED]

For any enquiries please contact: A Y S [REDACTED]
Telephone : [REDACTED]
E-mail : a [REDACTED]
Direct fax line : [REDACTED]



Printout date 08.12.2017

Date of issue 08.12.2017 14:49 UTC+1

SHIP STATUS

Ship's Name [REDACTED]

RINA No. [REDACTED]

SURVEYS

Outstanding recommendations: No

CLASS SURVEYS

SURVEYS TYPE	REMARKS	LAST DATE	DUE DATE	RANGE DATES	STATUS
Hull	Hull Renewal	11.12.2017	15.12.2017	16.12.2017 - 15.01.2018	
	Hull Intermediate		15.12.2017	16.12.2017 - 15.01.2018	
	Hull Annual		15.12.2017	16.12.2017 - 15.01.2018	
	Bottom - in Water at Renewal	11.12.2017			
	Bottom - Dry Condition at Renewal	15.12.2017			
	Bottom - Dry Condition	11.12.2017	11.12.2017	- 11.12.2017	
	Bottom - In Water	15.12.2017			
Machinery	Mach. Renewal	11.12.2017	15.12.2017	16.12.2017 - 15.01.2018	
	Mach. Annual		15.12.2017	16.12.2017 - 15.01.2018	
	631a.03 Tailshaft - complete (withdr (Aft,port)	11.12.2017	11.12.2017	- 11.12.2017	
	631b.03 Tailshaft - complete (withdr (Aft,stbd)	11.12.2017	11.12.2017	- 11.12.2017	

STATUTORY SURVEYS

SURVEYS TYPE	REMARKS	LAST DATE	DUE DATE	RANGE DATES	STATUS
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LeonardoINFO

Page 3 of 3

For any enquiries please contact: [REDACTED]
Tele: [REDACTED]
E-mail: [REDACTED]
Direct fax: [REDACTED]

Canon EOS 600D s/n [REDACTED]


14:19:18 TST marinesOLUTIONS



marine SOLUTIONS
GMK Bulvarı 43, 48960 Turgutreis, Türkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
E-mail: surveyors@marinesol.org

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13.4 08.00.2000, Private Pleasure Maritime Traffic Document


 ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
 HELLENIC REPUBLIC
 ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ
 ΑΙΓΑΙΟΥ ΚΑΙ ΝΗΣΙΩΤΙΚΗΣ ΠΟΛΙΤΙΚΗΣ
 MINISTRY OF MERCANTILE MARINE,
 THE AEGEAN AND ISLAND POLICY
 ΛΙΜΕΝΙΚΗ ΑΡΧΗ ΓΑΛΑΞΕΙΔΙΟΥ
 GALAXIDI PORT AUTHORITY

ΑΡΙΘ. ΔΕΛΤΙΟΥ /20
 DOCUMENT NUMBER

ΔΕΛΤΙΟ ΚΙΝΗΣΗΣ ΠΛΟΙΟΥ ΑΝΑΨΥΧΗΣ
PRIVATE PLEASURE MARITIME TRAFFIC DOCUMENT

ΟΝΟΜΑ ΠΛΟΙΟΥ:
 NAME OF CRAFT: **LONDON**

ΛΙΜΗΝ & ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ:
 PORT AND NUMBER OF REGISTRY:

ΔΔΣ: Κ.Ο.Χ.: **91,00/9,00** ΟΛΙΚΟ ΜΗΚΟΣ: **27,07 Μ**
 CALL SIGN: G.R.T.: G.T.:

ΤΥΠΟΣ ΠΛΟΙΟΥ: **ΜΟΤΟΡ ΥΑΧΤ**
 TYPE OF CRAFT:

ΑΡΙΘΜΟΣ, ΤΥΠΟΣ ΚΑΙ ΙΠΠΟΔΥΝΑΜΗ ΜΗΧΑΝΩΝ: **2 * MTU 16V 2000 M92 / 1630 Kw**
 ENGINE, NUMBER, TYPE AND H.P.:

ΠΛΟΙΟΚΤΗΤΗΣ: ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ:
 NAME OF OWNER: HOME ADDRESS: ITALY

ΤΗΛΕΦΩΝΟ: FAX: E-MAIL:
 TELEPHONE:

ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟΥ:
 TAX NUMBER: TAX OFFICE: I.D. or PASSPORT NUMBER:

ΠΛΟΙΑΡΧΟΣ/ΚΥΒΕΡΝΗΤΗΣ: ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ:
 CAPTAIN/SKIPPER: HOME ADDRESS:

ΑΦΜ: ΔΟΥ: **Λαυρίου** ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟΥ:
 TAX NUMBER: TAX OFFICE: I.D. or PASSPORT NUMBER:

ΧΡΗΣΤΗΣ: ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ:
 USER: HOME ADDRESS:

ΤΗΛΕΦΩΝΟ: FAX: E-MAIL:
 TELEPHONE:


ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟΥ:
 TAX NUMBER: TAX OFFICE: I.D. or PASSPORT NUMBER:

ΕΚΠΡΟΣΩΠΟΣ ΠΛΟΙΟΚΤΗΤΗΣ: ΔΙΕΥΘΥΝΣΗ ΚΑΤΟΙΚΙΑΣ:
 OWNER'S REPRESENTATIVE: HOME ADDRESS:

ΤΗΛΕΦΩΝΟ: FAX: E-MAIL:
 TELEPHONE:

ΑΦΜ: ΔΟΥ: ΑΔΤ ή ΔΙΑΒΑΤΗΡΙΟΥ:
 TAX NUMBER: TAX OFFICE: I.D. or PASSPORT NUMBER:

ΤΟΠΟΣ: **ΓΑΛΑΞΕΙΔΙ** ΗΜΕΡΟΜΗΝΙΑ: **08-11-20**
 PLACE: DATE:


 Ο ΠΡΟΣΤΑΜΕΝΟΣ ΤΗΣ ΛΙΜΕΝΙΚΗΣ ΑΡΧΗΣ
 THE HARBOUR MASTER

Γ.Σ.Τ.

Canon EOS 600D s/n 14:22:46 TST marineSOLUTIONS