

CONDITION SURVEY REPORT



MOTOR YACHT:
"KOUKLES"

DATE:
September 30, 2026

REPORT NUMBER:
CS09Q04

1.0.0. INTRODUCTION

1.1.0. SCOPE OF SURVEY

Acting at the request of the Owners, the attending surveyor did attend on the 8th of September 2026, at Floisvos marina, Greece, for in-water survey as well as on the 21st of September 2026 for sea trials and out-of-water inspection on the m/y "KOUKLES".

Limitations:

- No destructive inspection or dismantling of the yacht or any of her equipment were carried out.
- Only readily accessible areas were inspected.
- No internal inspection was carried out in the tanks or any other enclosed space or equipment.
- The main engines were inspected by authorized engineers appointed independently. For more details on the main engines' condition, please refer to the engineers' report.

1.2.0. DEFINITION OF TERMS

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

SERVICEABLE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Operational with only minor cosmetic or structural discrepancies noted.

SATISFACTORY CONDITION:

Operational with cosmetic or structural discrepancies of small extent.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs (monitor often).

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USE OF ASTERISK:

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

2.0.0. YACHT INFORMATION

Port of Registry	: Valetta, Malta	
Official No.	: 19673	
Call Sign	: 9HB7097	:
Registered Length	: 25.74 meters	
Registered Breadth	: 6.85 meters	
Gross Tonnage	: 162	
Builder	: AZIMUT – BENETTI S.P.A.	
Model	: Azimut 95 (Yard No. 014)	
Year of Build	: 2008	
Construction	: Glass reinforced plastic	
Type	: Commercial yacht	

Propulsion System

The yacht is propelled by means of twin diesel engines by CATERPILLAR, model C32 DITA, developing 1332 kW each.

The main engines' serial numbers are:

Starboard: RNC02843

Port: RNC02844

Main engines' operating hours are:

Starboard: 3267 hours

Port: 3265 hours

3.0.0. CONDITION OF THE YACHT

3.1.0. HULL AND UNDERWATER PARTS

Hull Bottom:

The accessible hull bottom was generally found in good condition, without visible, cracks, fractures, blistering or other damages, except as otherwise mentioned below.

- * A fracture was noted in the GRP of the starboard exhaust outlet below waterline. It is recommended that the fracture be grinded, laminated and recoated.

The accessible hull areas were examined using a FLIR infrared thermographic camera, with no anomalous indications noted during the examination.

Percussion testing was carried out over the accessible hull areas, with no indications of delamination noted.

Measurement of the hull moisture was not possible, since the hull was wet from the recent hauling out the same day of the inspection. However no visible signs of osmosis were noted.

The yacht was reportedly last dry-docked and antifouling applied in March 2026.

Hull Topsides:

The hull topsides were visually inspected and their coating was found in satisfactory overall condition for the yacht's age, with the localized defects detailed below.

- * The hull topsides' coating showed reduced gloss and exhibited some small abrasions and minor impact marks, although not extensive. It is recommended that the coating be lightly polished and considered for recoating in the future.

Through-hull Fittings:

The accessible through-hull fittings were visually inspected externally and they were found to be in satisfactory condition without noted corrosion or damages.

Propeller Shafts:

The propeller shafts were found to be in good condition without visible cracks or corrosion as possible to be observed due to accumulated sea growth.

The propeller shafts were reportedly removed, inspected and aligned in 2024 with new Orkot bearings installed.

- * Slightly increased clearance was noted at the aft cutlass bearing of the port propeller shaft. However, the cutlass bearing was found in good condition. It is recommended to be monitored.

Propellers:

The propellers were visually inspected and no bent blades, dents, visible cavitation damage or other damage was noted.

Bow/Stern Thrusters:

The bow and stern thrusters were tested and they were found properly operating.

- * The bow-thruster OFF control at the flybridge was found inoperative. It is recommended that the control be repaired and the thruster's deactivation function be verified.
- * Corrosion was noted on the stern-thruster hydraulic hose assemblies. It is recommended that the hoses and end fittings be renewed.

Stabilizers:

The stabilizers were tested both in underway and zero speed modes and they were found properly operating without any abnormal indications or alarms presented.

New zero-speed stabilizer fins were reportedly installed in 2025.

- * No recent maintenance was reported stabilizers' power take-off unit and the hydraulic hoses were noted deteriorated. It is recommended that the power take-off unit be serviced and the hydraulic hoses be renewed.
- * Maintenance of the stabilizer cooling unit was reported to be due. It is recommended that the cooler and associated cooling circuit be serviced in accordance with the manufacturer's instructions and satisfactory cooling verified during stabilizer operation.

Zinc Anodes:

The zinc anodes were found in satisfactory condition.

Underwater lights:

- * The starboard underwater light was found inoperative. It is recommended that the light and wiring be inspected and defective components renewed.

3.2.0. DECK AND FITTINGS

Deck:

The teak deck was found in good condition without damages or abnormal wear.

The teak decking was reportedly replaced in 2023.

Superstructure:

The superstructure coating is considered to be in a satisfactory overall condition considering the yacht's age.

- * The superstructure's coating showed reduced gloss and local deterioration mainly at the fore areas although not extensive. It is recommended that the coating be lightly polished and considered for recoating in the future.

Ground Tackle:

The anchors and chains were visually inspected and the windlasses tested in operation during the sea trials. They were found to be in good condition and properly operating.

- * The windlass controller was found worn, although it was confirmed to be operational. It is recommended that the controller and cable be inspected and the worn components renewed to maintain reliable operation.

The windlasses were reportedly removed and serviced in 2023.

The anchor chains were reportedly galvanized in 2025.

Mooring Cleats and Fairleads:

The mooring fittings were visually inspected and found in good condition. The starboard cleat requires further attention as detailed below.

- * The starboard mooring cleat appeared to have moved slightly. It is recommended that the fitting, fastenings and deck reinforcement be inspected, with secure mounting and watertightness restored as required.

Gangway:

The electrohydraulic gangway was tested in all directions and found properly operating.

Swimming Platform:

The electrohydraulic swimming platform was tested in operation and it was also visually inspected. It was found properly operating. A localized GRP fracture was noted at its aft starboard section, as detailed below.

- * A fracture of approximately 50 cm long was noted in the GRP at the aft starboard section of the swimming platform. It is recommended that the fracture be grinded, laminated and recoated.

The hydraulic hoses serving the swimming platform were reportedly replaced in 2023.

Handrails:

The stainless-steel handrails were visually inspected, with some corrosion noted at their bases as detailed below.

- * Corrosion of small extent was noted at the bases of the stainless-steel handrails. It is recommended that the corrosion at the bases and fastenings be treated as found necessary.

Hatches, Windows, Doors and Portholes:

The accessible hatches, windows, doors and portholes were visually inspected and, where applicable, operated. Localized defects were noted as detailed below.

- * Minor gelcoat cracks were noted at the starboard embarkation door. It is recommended that the cracks be grinded and recoated.
- * The bridge windscreen and the forward guest and master cabins' glazing were noted with film delamination at the edges. In addition the bridge windscreen seals were found detached. It is recommended that the glazing delamination be monitored and considered for replacement, as well as the detached seals be replaced.

Capstans:

The electric cockpit capstans were tested and found properly operating.

Windshield Wipers:

The windscreen wipers were tested and the associated washer hose was visually inspected, with the following defects noted.

- * The starboard windscreen wiper was found inoperative. It is recommended that the motor, linkage, controls and electrical circuit be checked and repaired or replaced as found necessary.
- * The water hose serving the starboard windscreen wiper was found cut. It is recommended that the damaged hose be renewed.

Helm Station Equipment:

The main helm station equipment was inspected and tested where practicable. The following operational defects were noted.

- * The depth sounder was found inoperative, with the transducer reported as the suspected cause. It is recommended that the transducer and its cabling be tested and defective components renewed.
- * The electric port helm-seat adjustment mechanism was found inoperative. It is recommended that the mechanism and its controls be repaired.
- * The PLC display at the main bridge was found inoperative. It is recommended that the display, power supply and communications be investigated by a marine automation specialist and the monitoring and control functions restored.
- * The intercom was found inoperative. It is recommended that its power supply, stations and wiring be checked and defective components repaired or replaced, followed by testing between the relevant locations.

Shore Power:

The shore power cable and plugs were found in good condition.

Tender:

The rib tender and its 60hp outboard engine were visually inspected and also tested during sea trials. The tender was found to be in a general satisfactory condition, without damages and properly operating.

- * The Yamaha display of the tender was not operating. It is recommended to be replaced.
- * The cushions of the tender chocks were noted torn. It is recommended that the torn cushions be renewed.

Exterior Lights:

The exterior lights were tested, with the following fault noted.

- * The main-deck lower step lights from amidships towards the bow were found inoperative. It is recommended that the affected lights and circuits be repaired or renewed as found necessary.

Navigation Lights:

The navigation lights were tested and they were found properly operating.

Deck Shower:

The cockpit deck shower was tested and was found properly operating.

Furniture:

The main-deck furniture was generally in satisfactory condition, with the localized finish and upholstery defects detailed below.

- * The timber finishes of the cockpit table and foredeck tables require revarnishing. It is recommended that the affected surfaces be prepared and refinished with a suitable exterior marine coating.
- * The foredeck sunbeds were found to be fitted with temporary covers. It is recommended that the affected upholstery fabrics be replaced.

CCTV:

- * The CCTV cameras were found inoperative. It is recommended that the cameras, power supplies and cabling be inspected and the surveillance system restored to satisfactory operation.

3.3.0. FLYBRIDGE

Flybridge Deck:

The flybridge teak decking was generally found in good condition, without abnormal deterioration.

- * The polycarbonate panels at the aft flybridge area were noted with cracks and crazing by sun exposure.

Flybridge Shower:

- * The flybridge shower was noted as damaged. It is recommended that the shower be renewed.

Flybridge Helm Station:

The flybridge helm station equipment was inspected and tested, with the following noted defective, as detailed below.

- * The flybridge autopilot display was found malfunctioning, the autopilot was noted as requiring adjustment and the control buttons did not respond reliably. It is recommended that the display and controls be repaired and the system configured, calibrated and tested.
- * The flybridge helm station buttons for the windlass, main steering pump and lights were found inoperative. It is recommended that the affected control circuits be repaired and correct operation of each connected system verified from the flybridge.
- * The nickel-plated metal finish of the flybridge controls was found worn. It is recommended that the affected components be replaced as appropriate.

Jacuzzi:

The Jacuzzi was tested and found operating, with defects noted in its fittings and circulation system as detailed below.

- * One switch and one drain fitting of the Jacuzzi were found broken. It is recommended that the damaged components be renewed.
- * The Jacuzzi discharged black residues, with deterioration of the pipework being a possible cause. It is recommended that the circulation system and hoses be inspected, deteriorated components renewed and the system cleaned.

Jet Ski:

The SEADOO Spark jet ski with 168 operating hours was visually inspected and also tested during sea trials. The jet ski was found to be in a general satisfactory condition, without damages and properly operating.

Crane:

The crane was visually inspected and also operated in all directions and it was found in good condition and properly operating.

Sunroof:

The electrically operating sunroof was tested in operation and it was found properly operating.

Radar Arch:

The radar arch and installed equipment were visually found in good condition.

Searchlight:

- * The searchlight was found inoperative. It is recommended that the light, control system and electrical supply be inspected and repaired or replaced as found necessary.

Barbeque:

The barbeque could not be tested. Its proper operation to be confirmed.

3.4.0. ACCOMMODATION

Interior:

The accessible accommodation finishes and fittings were generally found in satisfactory condition without abnormal deterioration, with the following findings.

- * One electric curtain at the aft port aft side of the main salon was found inoperative. It is recommended that its operating mechanism, controls and electrical supply be inspected and rectified.
- * All the electric blinds in the main salon were found inoperative. It is recommended that the common power supply and control system, together with the individual blind mechanisms, be inspected and rectified.
- * The refrigerator cabinetry in the main salon was found misaligned. It is recommended that the cabinet and door mountings be adjusted and secured.
- * Water marks were noted at the port-side ceiling of the master cabin above the window. It is recommended that the source of water ingress be traced and rectified.
- * Water marks were noted at the ceiling of the starboard twin guest cabin. It is recommended that the source of water ingress be traced and rectified.

Galley:

The galley equipment was inspected and tested where practicable and found properly operating, with the following defects noted.

- * The port freezer was noted as having loss of cold. It is recommended that a refrigeration specialist clarify the defect, service the unit and verify satisfactory cooling and temperature control after repairs.
- * The microwave oven was found deteriorated, with a detached cover. It is recommended that the appliance be repaired or replaced.

- * The ice maker was noted to produce poor-quality ice. It is recommended to be serviced.

The oven was reportedly replaced in 2025.

Entertainment Equipment:

The entertainment equipment was inspected and tested, with the following defects noted.

- * The satellite television antenna was found inoperative. It is recommended that the satellite system be diagnosed and repaired or replaced.
- * Two speakers at the main salon were found inoperative. It is recommended that the speakers, amplifier outputs and associated wiring be tested and defective components repaired or replaced.
- * The Fusion entertainment unit at the flybridge was found inoperative, although an operational Sonos system is also fitted. It is recommended that the Fusion unit and its connections be checked and repaired or replaced if it is to remain in service.

Sonos speakers were noted in the exterior areas.

The entertainment system was noted to be dated. To be considered for future upgrade.

WC:

The marine heads, taps and showers were operated. The following defects were noted.

- * An unpleasant odour was noted in the toilet compartment of the port guest cabin. It is recommended that the toilet, sanitation hoses, connections and ventilation be inspected and the source of the odour rectified.
- * Cracking was noted in the lining around the window in the main-deck day toilet. It is recommended that the affected lining be renewed.

- * The WC head in the starboard twin guest cabin did not retain water in the bowl during the "Before" function. It is recommended that the bowl-filling and water-retention functions, valves and control settings be inspected and repaired as found necessary.
- * The cold-water control of the tap in the port double guest cabin was found inoperative. It is recommended that the control be repaired or replaced and proper cold water operation verified.

Lights:

The interior lights were tested and found operating, with the following fault noted in the bridge area.

- * Two lights in the bridge area were found inoperative. It is recommended that the lights be renewed.

3.5.0. INTERNAL STRUCTURE INSPECTION

Sections of floorboards were removed, where readily removable, and the internal structure, bilges, tanks, piping and valves were inspected where access was available. Access was limited below guest accommodation.

The accessible stringers, frames, bulkheads and other internal structural members were visually inspected and no cracks, fractures or other visible structural damage was noted.

- * A small quantity of water was found in the bow-thruster bilge. It is recommended that the bilge be dried and the source of possible leak, if any, be identified and rectified.
- * The engine-room bilges were found with dirt accumulation. It is recommended that the bilges be cleaned.
- * The bilge alarm for the forward guest accommodation remained continuously activated. It is recommended that the relevant alarm sensor be rectified.

- * Rusts were noted on some of the engine-room pipework, including the pipework associated with the stabilizer hydraulic pump. It is recommended that the affected pipes and fittings be removed, inspected and serviced or renewed if found necessary.

The tanks were visually externally surveyed where access was possible and they appeared to be in satisfactory condition as possible to be seen, although access was limited. No recent cleaning of the tanks was reported. The tanks are recommended to be opened and cleaned.

- * The main fuel-tank level sensor provided incorrect readings. It is recommended that the sensor and indication circuit be checked and calibrated or renewed, and the displayed level verified against an independently established fuel quantity.

The accessible valves were visually inspected and operated where practicable, with the following findings.

- * Some valves were noted with rusts. It is recommended that the valves be removed, dismantled, inspected and serviced or replaced as found necessary.
- * The fuel quick-closing valve was noted as requiring replacement. It is recommended that the valve be renewed.

All the valves should be checked and serviced regularly.

3.6.0. MAIN ENGINES

Authorized Caterpillar engineers (ELTRAK) were appointed independently to inspect and assess the main engines, including monitoring their operation during sea trials.

For the condition and performance of the main engines, reference should be made to the authorized engineers' separate report, which is included below.

The engineers' comments are displayed below for ease of reference:

Comments:

Sea-trial comparison

Parameter	RNC02844	RNC02843	Comment
Highest recorded speed	2235 rpm	2273 rpm	Both below 2300 rated rpm
Load at highest speed	100%	98%	02844 reaches full load earlier
Boost	220 kPa	236 kPa	Logical with respective rpm/load
Coolant temp.	86°C	88°C	Normal/stable
Inlet manifold temp.	55°C	54°C	Similar
Oil pressure	340 kPa	316 kPa	Both stable; 02843 consistently somewhat lower
Fuel pressure	598 kPa	640 kPa	02843 higher throughout
Gear oil temp.	63°C	51°C	02844 warmer
Gear oil pressure	2100 kPa	2110 kPa	Essentially identical

The trends during acceleration are good. Boost rises progressively with speed/load, coolant temperature remains controlled, fuel pressure is stable, and there is no sudden deterioration in oil pressure. During the captures, no active event codes were recorded. The ECM configuration confirms 2300 rpm rated speed and 2410 rpm high idle/top-engine-speed setting.

RNC02844

This is the engine I would pay more attention to from the sea-trial results. At 2235 rpm it had already reached 100% load, with approximately 350 L/h fuel consumption and 220 kPa boost. Increasing vessel demand therefore does not appear capable of bringing it to rated 2300 rpm; instead, the engine is essentially reaching its available fueling/load limit first.

This is consistent with a propulsion-load / inability-to-reach-rated-rpm condition, rather than an obvious cooling or lubrication problem. The engine then recorded 2143 rpm at 90% load, 196 kPa boost and 315 L/h, which is internally consistent.

Coolant reached only 86°C, compared with the ECM high-coolant warning threshold of 103°C, so there is considerable thermal margin.

One separate issue should be addressed: RNC02844 has an active 91-8 Throttle Position Sensor abnormal frequency/pulse-width/period diagnostic, with 52 logged occurrences.

RNC02843

RNC02843 performed slightly better at the upper end. It achieved 2273 rpm at 98% load, with 236 kPa boost. It therefore came much closer to rated speed, although it still did not achieve 2300 rpm.

Its coolant temperature reached 88°C and inlet manifold temperature 54°C, which do not suggest a cooling/aftercooling problem.

Its oil pressure is consistently somewhat lower than RNC02844—for example around 316 kPa vs 340 kPa at the highest-load captures—but the trend is smooth rather than collapsing with load. I would therefore note the difference and continue monitoring it rather than interpret it by itself as a fault.

RNC02844: 2235 rpm / 100% load

RNC02843: 2273 rpm / 98% load

Since the rating is 1342 kW @ 2300 rpm, neither engine demonstrated rated rpm during this sea trial.

Both engines show the same general behaviour and their boost, fuel, coolant and lubrication parameters progress normally, I would first investigate the vessel/propulsion load: vessel displacement and loading condition, hull/propeller condition, propeller pitch/diameter, gearbox ratio, shaft-line condition and whether the engines can actually reach 2300 rpm under the present propeller curve.

The fact that 02844 reaches 100% load at only 2235 rpm is particularly relevant.

Continued operation at this condition would mean operating at maximum available engine load below rated speed, which is not a condition I would recommend treating as normal continuous operation until the cause of the rpm deficiency is established.

Main Engine Operational Assessment

During the sea trial, both main engines demonstrated generally stable operation throughout the tested speed and load range. Engine coolant temperatures, engine oil pressures, fuel pressures, intake manifold temperatures and boost pressures showed progressive and generally consistent trends with increasing engine speed and load. No abnormal thermal behaviour was observed during the test.

At the upper operating range, however, neither engine achieved the rated engine speed of 2300 rpm.

M/E RNC02844 reached a maximum recorded speed of approximately 2235 rpm at 100% ECM load, while M/E RNC02843 reached approximately 2273 rpm at 98% ECM load. RNC02843 therefore operated closer to the rated operating point, whereas RNC02844 reached maximum engine load at a lower engine speed.

The above condition should be further evaluated with respect to the vessel's propulsion load and operating condition. Hull and propeller condition, vessel displacement, propeller characteristics, gearbox/shaft-line condition and other factors affecting the propeller demand should be considered before attributing the inability to reach rated speed to engine performance.

No indication of abnormal cooling-system performance was observed during the sea trial. Lubricating oil pressure remained stable on both engines, although RNC02843 operated with moderately lower oil pressure compared with RNC02844 and this difference should continue to be monitored.

Additionally, M/E RNC02844 has an active diagnostic code 91-8 related to the throttle position signal (abnormal frequency, pulse width or period), which should be investigated separately.

Overall, both engines showed stable operating parameters during the sea trial; however, the inability to achieve the rated 2300 rpm, particularly the 100% load condition of RNC02844 at approximately 2235 rpm, should be investigated before confirming satisfactory full-load propulsion performance.

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During our inspection the following findings were noted that concern the main engines, their associated controls and connections.

- * The electronic control box of the starboard main engine was noted secured with cable ties. It is recommended that the intended mounting arrangement be reinstated using suitable brackets and fastenings.
- * The port main-engine alternator was found to charge inadequately and require replacement.
- * Part of the electronic control arrangement associated with the battery connection to the main engines for starting/stopping the main engines was noted to have been bypassed and external switches have been installed in the engine room next to the main engines for starting the batteries.
- * No recent maintenance was reported on the cardan shafts connecting the main engines to the gearboxes. It is recommended that the cardan shafts be removed, inspected for wear and alignment and serviced as found necessary.

Lub oil Analysis results:

Lub oil samples were taken after the sea trials by authorized CATERPILLAR engineers and sent for analysis. The results are presented below along with past records:

Port Main Engine:

COMPANY NAME: FLE MARINE HELLAS
CUSTOMER EQUIP NO: PNC0284
COMPARIMENT NAME: ENGINE ROOM
SERIAL NUMBER: PNC0284
MANUFACTURER: CATERPILLAR
MODEL: C32
JOB SITE:
EXT. WATER NUMBER:

SHOP JOB NO: COMP SERIAL NO: COMPARIMENT MODEL: COMPARIMENT MANUFACTURER:
SAMPLE LABEL NO: 2549802
FLUID BRAND/WEIGHT: CAT15W40
FLUID TYPE: OEO (34)
EXT. WATER EXPIRE DATE:

eltrak **CAT**
15, Thivaidon & Koriolion Str.
Kalyttaki New Kifissia
GR-14564, Athens -
(210) 8196800
eltrak.cat.com

RAC: SAMPLE TYPE: OIL
SAMPLE ID: 252 TIME (min): 4
EXT. WATER NUMBER: 4

LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
M030-06268-0003	21-Sep-2028	25-Sep-2028	3264 HR	191 HR	No			No
No Action Required NORMAL WEAR METAL READINGS. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.								
M030-06100-0001	06-Apr-2026	10-Apr-2026	3073 HR	3073 HR	Yes			Yes
No Action Required NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.								
M030-06143-1006	19-May-2025	23-May-2025	2807 HR	280 HR	No			Unknown
No Action Required NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.								
M030-04141-0002	15-May-2024	20-May-2024	2860 HR	70 HR	No			Unknown
No Action Required NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.								

Wear Metals (ppm)

	Co	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mn	Ni	Ag	Ti	Zr	Mo	Cu	Cd	Mg	Zn	P	Sr
M030-06268-0003	84	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	1287	1870	1191	0	0
M030-06100-0001	48	18	0	0	1	2	4	0	7	1	0	0	0	0	0	0	973	970	1208	1090	0	0
M030-06143-1006	37	14	1	0	1	0	4	1	8	12	4	1	0	0	0	0	1088	962	1144	962	0	0
M030-04141-0002	12	4	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3601	141	1233	1038	0	0

Oil Condition / Particle Count (1/min)

	BT	OXI	NET	SUL	W	P	PPC	VISO
M030-06268-0003	12	8	0	18	N	N		13.18
M030-06100-0001	16	12	0	18	N	N	2.6	12.89
M030-06143-1006	14	10	0	17	N	N		12.82
M030-04141-0002	0	8	0	18	N	N		14.82

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mn = Manganese, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sr = Strontium, Zn = Zinc, A = Antimony, F = Fluorine, V = Vanadium, T = Tantalum, E = Emission, NET = Nitrogen, OXI = Oxidation, BT = Base Total, SUL = Sulfur, ISO = ISO Rating, PPC = Present Fuel Content, PFI = Particle Quantifying Index, NAPI = Salt Water, FFI = Flash Point, TBN = Total Acid Number, TDS = Total Base Number, HQD = Karl Fisher result, VISO = Viscosity @ 100C, V40 = Viscosity @ 40C

Note: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of the piece of equipment or a component thereof.

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Starboard Main Engine:

CONTRACT NAME: FLE MARINE JELLAS CUSTOMER EQUIPMENT: FNO02943 COMPARTMENT NAME: ENGINE MARINE SERIAL NUMBER: RNO02643 MANUFACTURER: CATERPILLAR MODEL: C32 JOB SITE: EXT. WARR. EXPIRE DATE:		SHIP JOB NUM: COMP SERIAL NUM: COMPARTMENT MODEL: COMP MANUFACTURER: SAMPLE LABEL NUM: Z5480623 FLUID BRAND/WEIGHT: CAT15W-40 FLUID TYPE: DEO (C4) EXT. WARR. EXPIRE DATE:		 15, Thivaidos & Korniliou Str. Kalythaki-New Kifissia GR-14564, Athens (210) 8196800 eltrak.cat.com																																																																																																																				
LAB CONTROL NUMBER: M030-06100-0004 SAMPLE DATE: 21-Sep-2025 PROCESS DATE: 25-Sep-2025 EQUIPMENT METER: 3057 HR METER ON FLUID: 194 HR FLUID CHANGED: No MAKE UP FLUID: MAKE UP FLUID UNITS: FILTER CHANGED: No																																																																																																																								
NO ACTION REQUIRED NORMAL WEAR METAL READINGS. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.																																																																																																																								
LAB CONTROL NUMBER: M030-06100-0003 SAMPLE DATE: 05-Apr-2025 PROCESS DATE: 10-Apr-2025 EQUIPMENT METER: 3073 HR METER ON FLUID: 3073 HR FLUID CHANGED: Yes MAKE UP FLUID: MAKE UP FLUID UNITS: FILTER CHANGED: Yes																																																																																																																								
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LAB CONTROL NUMBER: M030-06143-1009 SAMPLE DATE: 18-May-2028 PROCESS DATE: 23-May-2028 EQUIPMENT METER: 2809 HR METER ON FLUID: 280 HR FLUID CHANGED: No MAKE UP FLUID: MAKE UP FLUID UNITS: FILTER CHANGED: Unknown																																																																																																																								
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LAB CONTROL NUMBER: M030-06141-0004 SAMPLE DATE: 16-May-2024 PROCESS DATE: 20-May-2024 EQUIPMENT METER: 2553 HR METER ON FLUID: 70 HR FLUID CHANGED: No MAKE UP FLUID: MAKE UP FLUID UNITS: FILTER CHANGED: Unknown																																																																																																																								
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Port Gearbox:

CONTRACT NAME: FLE MARINE JELLAS CUSTOMER EQUIPMENT: FNO02944 COMPARTMENT NAME: MARINE GEAR MAIN SERIAL NUMBER: RNO02644 MANUFACTURER: CATERPILLAR MODEL: C32 JOB SITE: EXT. WARR. EXPIRE DATE:		SHIP JOB NUM: COMP SERIAL NUM: COMPARTMENT MODEL: COMP MANUFACTURER: SAMPLE LABEL NUM: Z5480703 FLUID BRAND/WEIGHT: CATNAE FLUID TYPE: EXT. WARR. EXPIRE DATE:		 15, Thivaidos & Korniliou Str. Kalythaki-New Kifissia GR-14564, Athens (210) 8196800 eltrak.cat.com																																																																						
LAB CONTROL NUMBER: M030-06268-0042 SAMPLE DATE: 20-Sep-2025 PROCESS DATE: 25-Sep-2025 EQUIPMENT METER: 3204 HR METER ON FLUID: 3204 HR FLUID CHANGED: No MAKE UP FLUID: MAKE UP FLUID UNITS: FILTER CHANGED: No																																																																										
NO ACTION REQUIRED NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.																																																																										
LAB CONTROL NUMBER: M030-03181-0011 SAMPLE DATE: 26-May-2023 PROCESS DATE: 31-May-2023 EQUIPMENT METER: 2330 HR METER ON FLUID: 307 HR FLUID CHANGED: Unknown MAKE UP FLUID: MAKE UP FLUID UNITS: FILTER CHANGED: Unknown																																																																										
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Note: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of the piece of equipment or a component thereof.

Starboard Gearbox:

Eltrak Greece Mr. Evangelos Katsionis		COMPANY NAME: FLE MARINE HELLAS CUSTOMER EQUIP NUM: RNC02843 COMPARTMENT NAME: MARINE GEAR MAIN SERIAL NUMBER: RNC02843 MANUFACTURER: CATERPILLAR MODEL: C32 JOB SITE: EXT WARR NUMBER:		SBOP JOB NUM: COMP SERIAL NUM: COMPARTMENT MODEL: COMP MANUFACTURER: SAMPLE LABEL NUM: 25448784 FLUID BRAND/WEIGHT: CAT/NULL FLUID TYPE: EXT WARR EXPIRE DATE:		  15, Thivaidos & Korniliou Str. Kalythaki-New Kifissia GR-14564, Athens - (210) 8196800 eltrak.cat.com		
FAX: PHONE: SAMPLE TYPE: OIL SAMPLE SEIP TIME (days): 3								
LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
M030-86268-0043	22-Sep-2026	25-Sep-2026	3267 HR	194 HR	No			No
Monitor Compartment VISIBLE DEBRIS IDENTIFIED IN SAMPLE. WEAR METALS DO NOT INDICATE ANY CONTAMINATION OR INCREASED WEAR. OTHER ANALYSIS READINGS ARE ACCEPTABLE. CHECK SAMPLING TECHNIQUE. CHECK SEALS FOR ANY LEAKS IN THE EVENT THAT THE DEBRIS IS GASKET/ SEAL MATERIAL. SAMPLE IN 250 HOURS TO MONITOR.								
M030-83151-0012	26-May-2023	31-May-2023	2230 HR	307 HR	Unknown			Unknown
No Action Required NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.								

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	V	Mn	Cd	Ce	Mg	Zn	P	Ba
M030-86268-0043	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3320	8	1386	1119	0
M030-83151-0012	3	4	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	3187	3	1311	1079	0

Oil Condition / Particle Count (ct/ml)	ST	OX	NT	SUL	W	V100	ISO
M030-86268-0043	0	3	0	16	N	10.76	DEBRIS
M030-83151-0012	0	4	0	17	N	10.76	

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NT = Nitration, OXI = Oxidation, CT = Cool, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PFC = Particle Counting Index, NAPI = Salt Water, PFC = Fuel Point, TAN = Total Acid Number, TBN = Total Base Number, HFO = Karl Fisher Read, V100 = Viscosity@100C, V40 = Viscosity@40C

Notes: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or a component thereof.

* According to the starboard gearbox lub oil analysis report:

“Visible debris identified in sample. Wear metals do not indicate any contamination or increased wear. Other analysis readings are acceptable. Check sampling technique. Check seals for any leaks in the event that the debris is gasket/ seal material. Sample in 250 hours to monitor.”

3.7.0. SEA TRIALS

The parameters and results obtained during the sea trials are presented below:

Air Temp.	Sea Condition	Number of Passengers	Fuel Level	Fresh Water Level
25°C	2Bf	10	2800	1300

RPM Port/Stbd	Speed (Knots)
1022/1009	9.4
1314/1334	11.9
1414/1418	12.7

1510/1508	13.4
1700/1695	15.5
1805/1818	16.8
1905/1901	18.6
1980/2015	20.1
2123/2120	21.9
2180/2194	22.5
2325/2258	23.9

During the sea trials all the usual tests were carried out, such as the full ahead, hard astern, '8' turning maneuvers, autopilot's operation, bow/stern thrusters' operation, electronics' operation and windlasses' operation, which were proved satisfactory apart from faults and limitations identified during these checks as described under the relevant headings in this chapter.

3.8.0. ANCILLARY EQUIPMENT

Generators:

The two KOHLER generators of 4623 hours (Stbd) and 4868 hours (Port) were visually inspected and tested in operation under applied electrical loads, which were sustained.

The starboard generator reportedly underwent overhauling in 2026 involving replacement of pistons, cylinder liners and injectors. The port generator reportedly received routine servicing and future overhauling has to be considered.

- * The generators' insulation was found deteriorated. It is recommended that the affected insulation be renewed.
- * The starboard generator exhaust-outlet pipe was noted as having been temporarily repaired. It is recommended that the exhaust-outlet pipe be replaced.
- * The PLC displayed zero values for the starboard generator while the generator was operating. It is recommended that the generator's sensors, communication interface and PLC configuration be checked and the displayed parameters verified after repair.

Blowers/Extractors:

The engine-room blowers/extractors were tested and were found properly operating.

- * The ventilation fan motors were reported not shutting down automatically upon activation of the FM-200 system. It is recommended that a fire-protection technician rectify the shutdown interface and verify all intended machinery, ventilation and damper interlocks.

Pumps:

All onboard pumps were tested and found operating.

No recent maintenance was reported on the onboard pumps. It is recommended that the onboard pumps be removed and serviced as found necessary.

Air Conditioning System:

The air-conditioning system was visually inspected and also tested in all spaces and it was found properly operating, with the following cooling deficiency noted.

- * The air-conditioning system was noted to provide inadequate cooling in the crew cabins, despite maintenance reportedly carried out in 2026. It is recommended that an air-conditioning specialist investigate the affected units and rectify the cause of the reduced cooling performance.

Batteries:

The batteries maintained their voltage during a limited check with the battery chargers switched off. No recent battery replacement was reported.

Battery Chargers:

The battery chargers were tested and found properly operating.

Electric Switchboards:

The electrical switchboards were visually inspected and operated. They were found properly operating. The following indication fault was noted.

- * The battery voltmeters and discharge indications on the main electrical panel were found inoperative. It is recommended that the instruments and their sensing circuits be inspected and repaired or replaced, and their readings verified.

Boiler:

The boiler was found in good operating condition.

Watermaker:

The watermakers were tested in operation and they were found properly operating producing fresh water without alarms or abnormal indications.

One membrane of the watermakers was reportedly replaced in 2025.

- * The pressure gauge on the lower watermaker was found inoperative. It is recommended that the gauge and its connection be inspected and rectified.

Steering System:

The steering system was visually inspected and also tested during the sea trials and it was found in satisfactory condition and properly operating.

The steering pump was reportedly serviced and the steering system checked in March 2026.

- * The slave steering-pump indicator light at the main bridge switchboard was found inoperative. It is recommended that the indication circuit be repaired. The actual operation of the associated steering pump was verified to be proper.

3.9.0. LIFE SAVING AND FIRE FIGHTING EQUIPMENT

Liferafts:

Two liferafts were found on board with up-to-date inspection certificates.

Fire Extinguishers:

The portable fire extinguishers and the fixed FM200 system were found on board with up-to-date inspection certificates.

Lifejackets:

Lifejackets were found on board with up-to-date inspection certificates.

Immersion Suits:

Immersion suits were found on board with up-to-date inspection certificates.

EPIRB:

EPIRB was found on board with up-to-date inspection certificates.

Distress Signals:

Distress signals were found on board, not expired.

Man-overboard Device:

- * The man-overboard device was noted as having expired in August 2026. It is recommended to be inspected and serviced.

4.0.0. LIST OF FINDINGS AND RECOMMENDATIONS

1. The air-conditioning system was noted to provide inadequate cooling in the crew cabins, despite maintenance reportedly carried out in 2026. It is recommended that an air-conditioning specialist investigate the affected units and rectify the cause of the reduced cooling performance.
2. The bow-thruster OFF control at the flybridge was found inoperative. It is recommended that the control be repaired and the thruster's deactivation function be verified.
3. The flybridge autopilot display was found malfunctioning, the autopilot was noted as requiring adjustment and the control buttons did not respond reliably. It is recommended that the display and controls be repaired and the system configured, calibrated and tested.
4. The depth sounder was found inoperative, with the transducer reported as the suspected cause. It is recommended that the transducer and its cabling be tested and defective components renewed.
5. The bilge alarm for the forward guest accommodation remained continuously activated. It is recommended that the relevant alarm sensor be rectified.
6. The main-deck lower step lights from amidships towards the bow were found inoperative. It is recommended that the affected lights and circuits be repaired or renewed as found necessary.
7. The electric port helm-seat adjustment mechanism was found inoperative. It is recommended that the mechanism and its controls be repaired.
8. No recent maintenance was reported stabilizers' power take-off unit and the hydraulic hoses were noted deteriorated. It is recommended that the power take-off unit be serviced and the hydraulic hoses be renewed.
9. An unpleasant odour was noted in the toilet compartment of the port guest cabin. It is recommended that the toilet, sanitation hoses, connections and ventilation be inspected and the source of the odour rectified.
10. The satellite television antenna was found inoperative. It is recommended that the satellite system be diagnosed and repaired or replaced.

11. The port freezer was noted as having loss of cold. It is recommended that a refrigeration specialist clarify the defect, service the unit and verify satisfactory cooling and temperature control after repairs.
12. The ventilation fan motors were reported not shutting down automatically upon activation of the FM-200 system. It is recommended that a fire-protection technician rectify the shutdown interface and verify all intended machinery, ventilation and damper interlocks.
13. The main fuel-tank level sensor provided incorrect readings. It is recommended that the sensor and indication circuit be checked and calibrated or renewed, and the displayed level verified against an independently established fuel quantity.
14. The searchlight was found inoperative. It is recommended that the light, control system and electrical supply be inspected and repaired or replaced as found necessary.
15. The PLC display at the main bridge was found inoperative. It is recommended that the display, power supply and communications be investigated by a marine automation specialist and the monitoring and control functions restored.
16. The ice maker was noted to produce poor-quality ice. It is recommended to be serviced.
17. Two speakers at the main salon were found inoperative. It is recommended that the speakers, amplifier outputs and associated wiring be tested and defective components repaired or replaced.
18. The starboard mooring cleat appeared to have moved slightly. It is recommended that the fitting, fastenings and deck reinforcement be inspected, with secure mounting and watertightness restored as required.
19. The timber finishes of the cockpit table and foredeck tables require revarnishing. It is recommended that the affected surfaces be prepared and refinished with a suitable exterior marine coating.
20. The CCTV cameras were found inoperative. It is recommended that the cameras, power supplies and cabling be inspected and the surveillance system restored to satisfactory operation.

21. Corrosion of small extent was noted at the bases of the stainless-steel handrails. It is recommended that the corrosion at the bases and fastenings be treated as found necessary.
22. Minor gelcoat cracks were noted at the starboard embarkation door. It is recommended that the cracks be grinded and recoated.
23. The starboard windscreen wiper was found inoperative. It is recommended that the motor, linkage, controls and electrical circuit be checked and repaired or replaced as found necessary.
24. The water hose serving the starboard windscreen wiper was found cut. It is recommended that the damaged hose be renewed.
25. The foredeck sunbeds were found to be fitted with temporary covers. It is recommended that the affected upholstery fabrics be replaced.
26. The windlass controller was found worn, although it was confirmed to be operational. It is recommended that the controller and cable be inspected and the worn components renewed to maintain reliable operation.
27. One switch and one drain fitting of the Jacuzzi were found broken. It is recommended that the damaged components be renewed.
28. The Jacuzzi discharged black residues, with deterioration of the pipework being a possible cause. It is recommended that the circulation system and hoses be inspected, deteriorated components renewed and the system cleaned.
29. The polycarbonate panels at the aft flybridge area were noted with cracks and crazing by sun exposure.
30. The flybridge shower was noted as damaged. It is recommended that the shower be renewed.
31. The man-overboard device was noted as having expired in August 2026. It is recommended to be inspected and serviced.
32. The Fusion entertainment unit at the flybridge was found inoperative, although an operational Sonos system is also fitted. It is recommended that

the Fusion unit and its connections be checked and repaired or replaced if it is to remain in service.

33. The flybridge helm station buttons for the windlass, main steering pump and lights were found inoperative. It is recommended that the affected control circuits be repaired and correct operation of each connected system verified from the flybridge.
34. The intercom was found inoperative. It is recommended that its power supply, stations and wiring be checked and defective components repaired or replaced, followed by testing between the relevant locations.
35. The nickel-plated metal finish of the flybridge controls was found worn. It is recommended that the affected components be replaced as appropriate.
36. The slave steering-pump indicator light at the main bridge switchboard was found inoperative. It is recommended that the indication circuit be repaired. The actual operation of the associated steering pump was verified to be proper.
37. Two lights in the bridge area were found inoperative. It is recommended that the lights be renewed.
38. Cracking was noted in the lining around the window in the main-deck day toilet. It is recommended that the affected lining be renewed.
39. The bridge windscreen and the forward guest and master cabins' glazing were noted with film delamination at the edges. In addition the bridge windscreen seals were found detached. It is recommended that the glazing delamination be monitored and considered for replacement, as well as the detached seals be replaced.
40. The WC head in the starboard twin guest cabin did not retain water in the bowl during the "Before" function. It is recommended that the bowl-filling and water-retention functions, valves and control settings be inspected and repaired as found necessary.
41. The cold-water control of the tap in the port double guest cabin was found inoperative. It is recommended that the control be repaired or replaced and proper cold water operation verified.

42. A small quantity of water was found in the bow-thruster bilge. It is recommended that the bilge be dried and the source of possible leak, if any, be identified and rectified.
43. One electric curtain at the aft port aft side of the main salon was found inoperative. It is recommended that its operating mechanism, controls and electrical supply be inspected and rectified.
44. All the electric blinds in the main salon were found inoperative. It is recommended that the common power supply and control system, together with the individual blind mechanisms, be inspected and rectified.
45. The refrigerator cabinetry in the main salon was found misaligned. It is recommended that the cabinet and door mountings be adjusted and secured.
46. Maintenance of the stabiliser cooling unit was reported to be due. It is recommended that the cooler and associated cooling circuit be serviced in accordance with the manufacturer's instructions and satisfactory cooling verified during stabiliser operation.
47. The microwave oven was found deteriorated, with a detached cover. It is recommended that the appliance be repaired or replaced.
48. Corrosion was noted on the stern-thruster hydraulic hose assemblies. It is recommended that the hoses and end fittings be renewed.
49. The PLC displayed zero values for the starboard generator while the generator was operating. It is recommended that the generator's sensors, communication interface and PLC configuration be checked and the displayed parameters verified after repair.
50. Rusts were noted on some of the engine-room pipework, including the pipework associated with the stabiliser hydraulic pump. It is recommended that the affected pipes and fittings be removed, inspected and serviced or renewed if found necessary.
51. The electronic control box of the starboard main engine was noted secured with cable ties. It is recommended that the intended mounting arrangement be reinstated using suitable brackets and fastenings.

52. The battery voltmeters and discharge indications on the main electrical panel were found inoperative. It is recommended that the instruments and their sensing circuits be inspected and repaired or replaced, and their readings verified.
53. The generators' insulation was found deteriorated. It is recommended that the affected insulation be renewed.
54. No recent maintenance was reported on the cardan shafts connecting the main engines to the gearboxes. It is recommended that the cardan shafts be removed, inspected for wear and alignment and serviced as found necessary.
55. The engine-room bilges were found with dirt accumulation. It is recommended that the bilges be cleaned.
56. The starboard generator exhaust-outlet pipe was noted as having been temporarily repaired. It is recommended that the exhaust-outlet pipe be replaced.
57. The port main-engine alternator was found to charge inadequately and require replacement.
58. Part of the electronic control arrangement associated with the battery connection to the main engines for starting/stopping the main engines was noted to have been bypassed and external switches have been installed in the engine room next to the main engines for starting the batteries.
59. Some valves were noted with rusts. It is recommended that the valves be removed, dismantled, inspected and serviced or replaced as found necessary.
60. The fuel quick-closing valve was noted as requiring replacement. It is recommended that the valve be renewed.
61. Water marks were noted at the port-side ceiling of the master cabin above the window. It is recommended that the source of water ingress be traced and rectified.
62. Water marks were noted at the ceiling of the starboard twin guest cabin. It is recommended that the source of water ingress be traced and rectified.

63. The pressure gauge on the lower watermaker was found inoperative. It is recommended that the gauge and its connection be inspected and rectified.
64. The Yamaha display of the tender was not operating. It is recommended to be replaced.
65. The cushions of the tender chocks were noted torn. It is recommended that the torn cushions be renewed.
66. The hull topsides' coating showed reduced gloss and exhibited some small abrasions and minor impact marks, although not extensive. The hull topsides coating is considered to be in a satisfactory overall condition considering the yacht's age. It is recommended that the coating be lightly polished and considered for recoating in the future.
67. The superstructure's coating showed reduced gloss and local deterioration mainly at the fore areas although not extensive. The superstructure coating is considered to be in a satisfactory overall condition considering the yacht's age. It is recommended that the coating be lightly polished and considered for recoating in the future.
68. A fracture of approximately 50 cm long was noted in the GRP at the aft starboard section of the swimming platform. It is recommended that the fracture be grinded, laminated and recoated.
69. Slightly increased clearance was noted at the aft cutlass bearing of the port propeller shaft. The cutlass bearing was found in good condition. It is recommended to be monitored.
70. The starboard underwater light was found inoperative. It is recommended that the light and wiring be inspected and defective components renewed.
71. A fracture was noted in the GRP of the starboard exhaust outlet below waterline. It is recommended that the fracture be grinded, laminated and recoated.
72. According to the starboard gearbox lub oil analysis report:
"Visible debris identified in sample. Wear metals do not indicate any contamination or increased wear. Other analysis readings are acceptable. Check sampling technique. Check seals for any leaks in the event that the debris is gasket/ seal material. Sample in 250 hours to monitor."

73. Regarding the main engines, reference should be made to the authorized Caterpillar engineers' report mentioned in chapter 3.6.0. and also attached herewith.

5.0.0. STATEMENTS

This survey has been carried out to assess the general condition of the vessel on the date of inspection only. It is based upon a visual, non-destructive and non-invasive examination of areas and components that were reasonably accessible and observable without dismantling or removing panels, machinery, linings, tanks, insulation or coverings. Concealed, obstructed or inaccessible areas were not inspected and are expressly excluded. No destructive testing, pressure testing, specialist diagnostics or laboratory analysis was performed unless explicitly stated.

All statements, observations, and opinions expressed herein represent the Surveyors' professional judgment based solely on the conditions observed at the time of inspection. They shall not be construed as guarantees, warranties, assurances, predictions of future performance, seaworthiness, compliance with any standard or life expectancy of any component—whether expressed or implied.

This survey is not a certification of structural integrity, nor does it provide assurance of compliance with the EU Recreational Craft Directive (RCD), CE-marking requirements, classification society rules, or statutory regulations. This survey does not investigate title, ownership, encumbrances, liens, mortgages, debts, taxes, EU VAT status, registration issues or compliance with any regulations. Verification of documentation, registration, CE conformity and other compliances remains the responsibility of the client.

Information regarding specifications, ownership, dimensions, capacities, historical data, hours, maintenance records, certification and other vessel particulars may have been provided by the owner, broker, agent, yard or external sources. Such information is assumed to be accurate but is not independently verified and cannot be guaranteed. Unless specifically noted, no independent measurements, structural calculations or engineering analyses were carried out by the Surveyors.

Items may appear functional during limited testing yet fail under load, prolonged operation, sea conditions, heat, vibration or stress. The internal condition of engines, gearboxes, pumps, electrical equipment, hydraulic systems and other machinery cannot be determined without dismantling, which lies outside the scope of this survey. The Surveyors are not responsible for latent, hidden, intermittent, developing or future defects that were not visible or detectable at the time of inspection.

This report is prepared exclusively for the commissioning client for the specific purpose agreed prior to the survey. No other party, whether buyer, seller, broker, insurer, lender, yard or third party, is authorized to rely upon this report without the Surveyors' prior written consent. Any unauthorized use or reliance is strictly prohibited. The Surveyors accept no liability for use of this report by third parties.

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m/y "KOUKLES"

Condition terms such as "good," "fair," or "serviceable" are relative to the vessel's age, design, materials and the typical wear expected for similar vessels of similar age. Such terms do not imply new condition or freedom from defect. Minor, cosmetic or non-critical issues may not be individually listed. The Surveyors' comments primarily on matters which, in the Surveyors' reasonable professional opinion, could have significant cost, structural, safety or operational implications.

The Surveyors are not responsible for defects or conditions concealed by the owner, agents, contractors, recent repairs, fouling, cargo, personal items or vessel presentation; nor for conditions arising after the date of survey; nor for defects that require dismantling, sea conditions, load or extended operation to become apparent. The condition of the vessel may change at any time following the inspection, including during haul-out, launching, transport, storage or operation.

The Surveyors have no personal or financial interest in the vessel, nor any conflict of interest with any party. The Surveyors inspected the vessel and all factual statements contained herein are accurate to the best of their knowledge and belief at the time of inspection.

This report is submitted without prejudice and with all rights reserved.

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RMCI Registered Marine Coatings Inspector
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KARAMALIS & ASSOCIATES

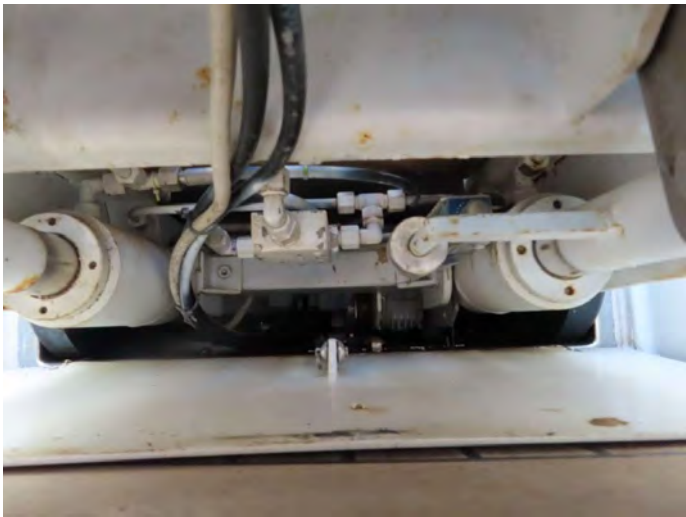
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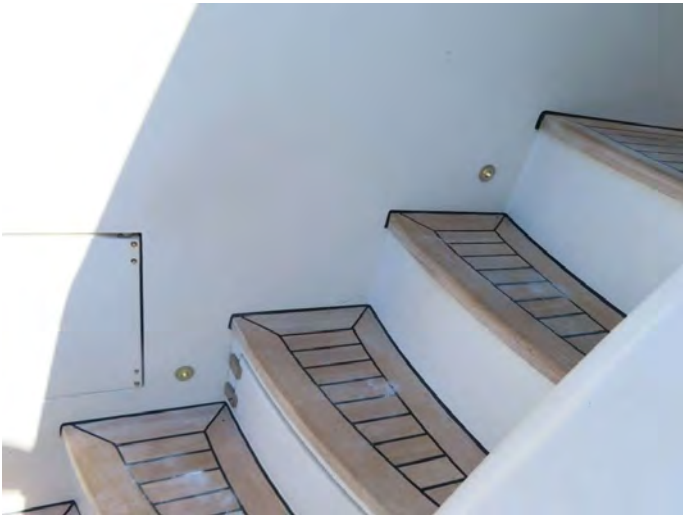
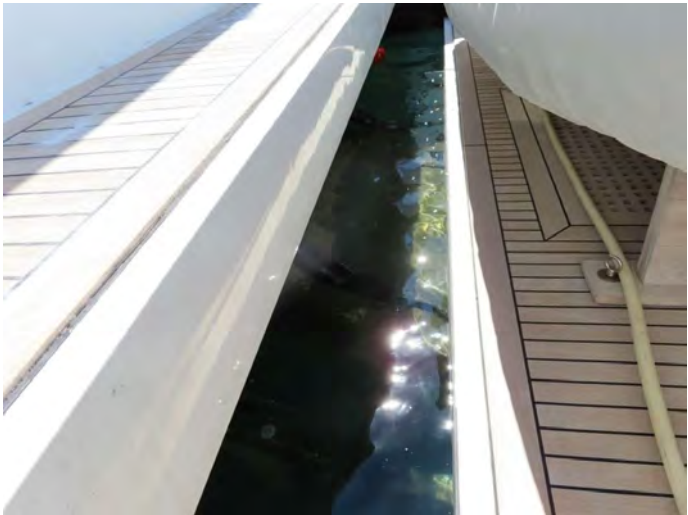




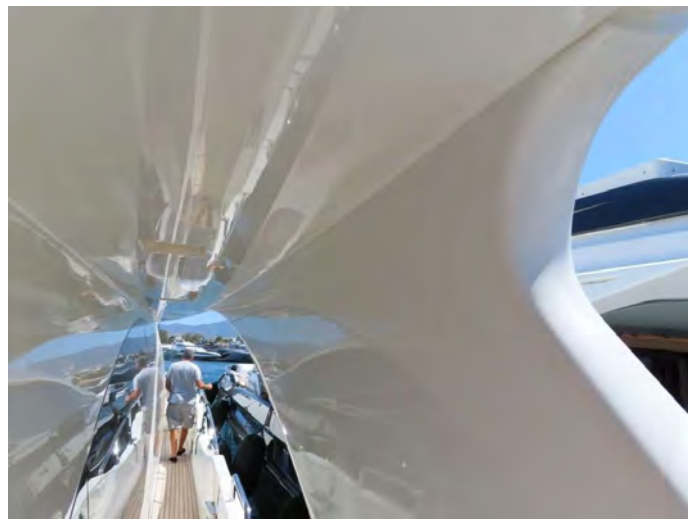
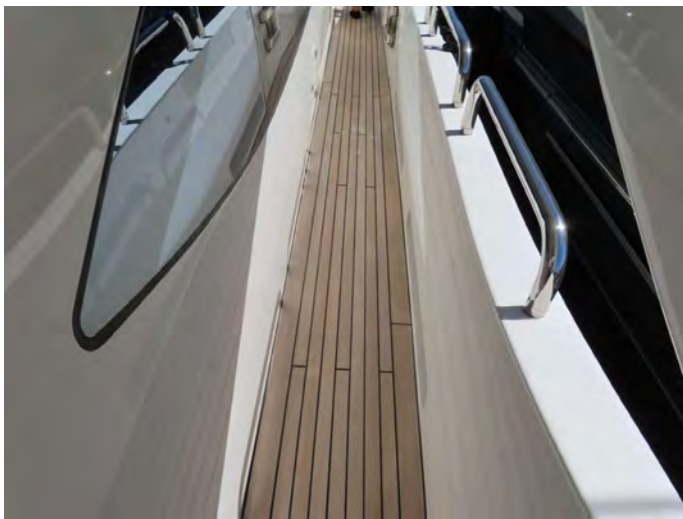
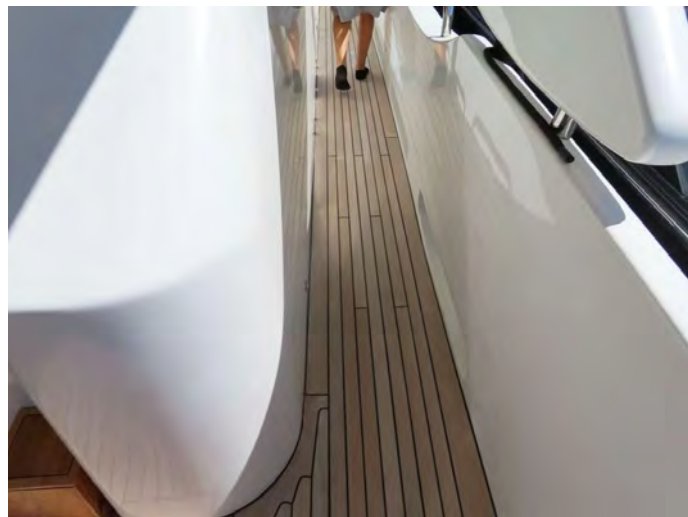
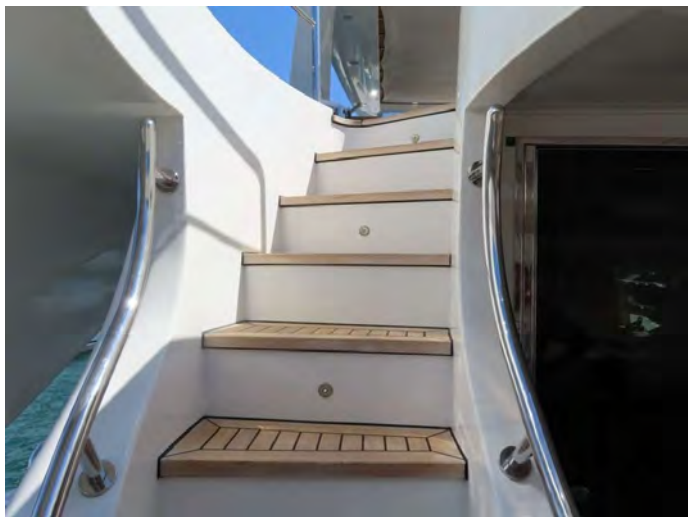


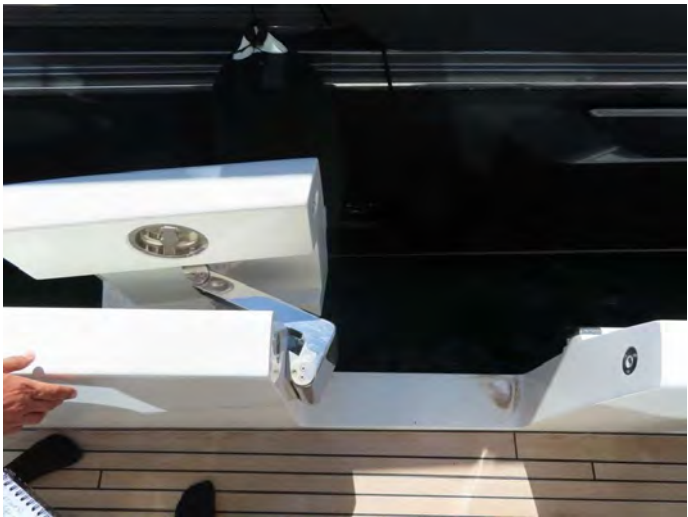


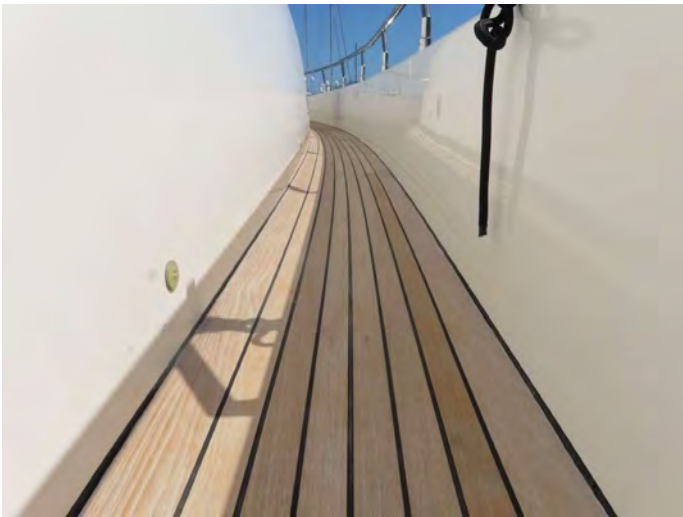
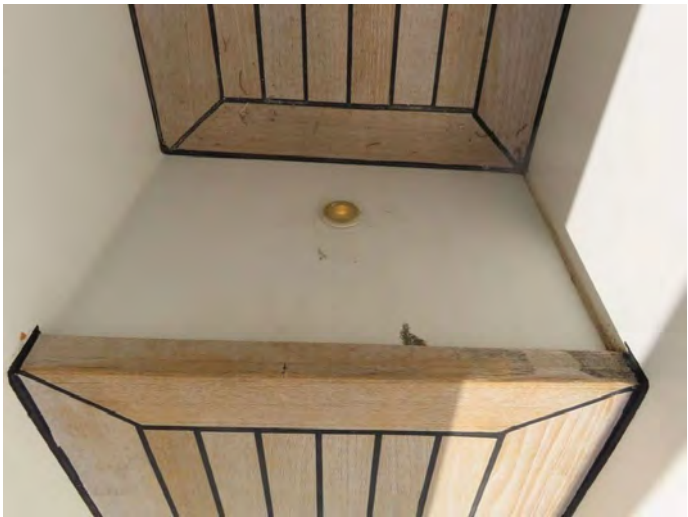


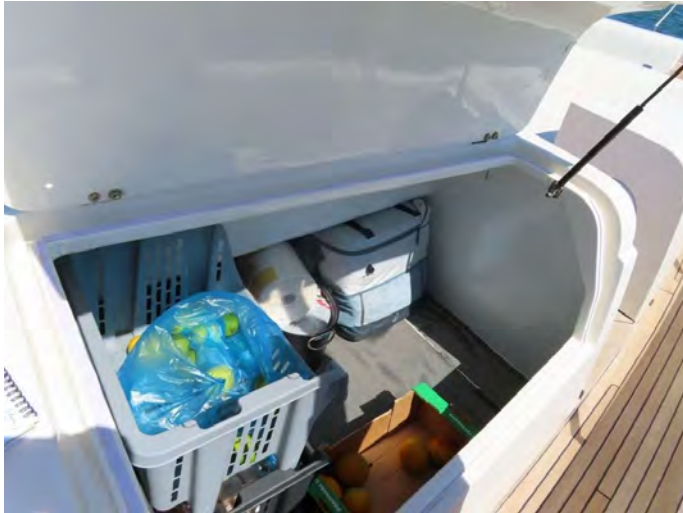


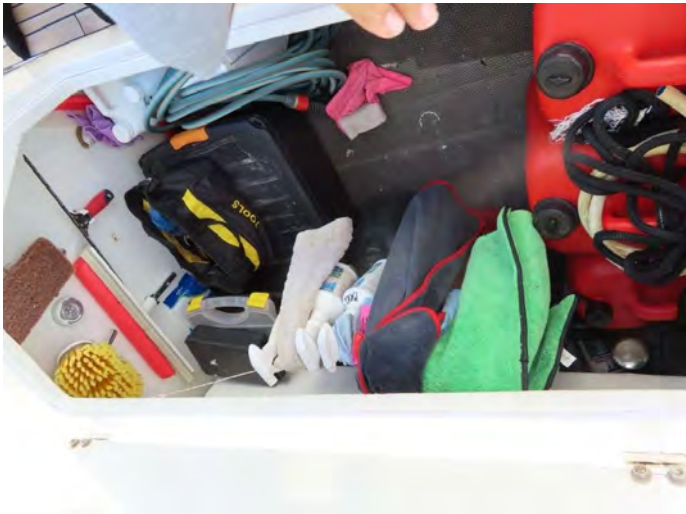






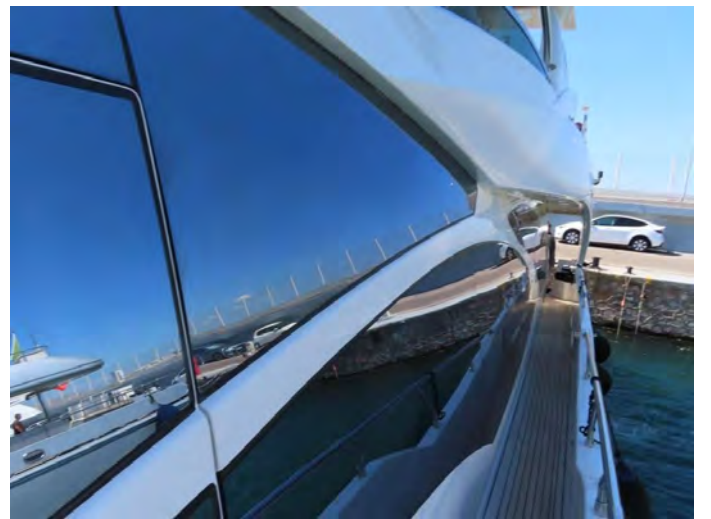


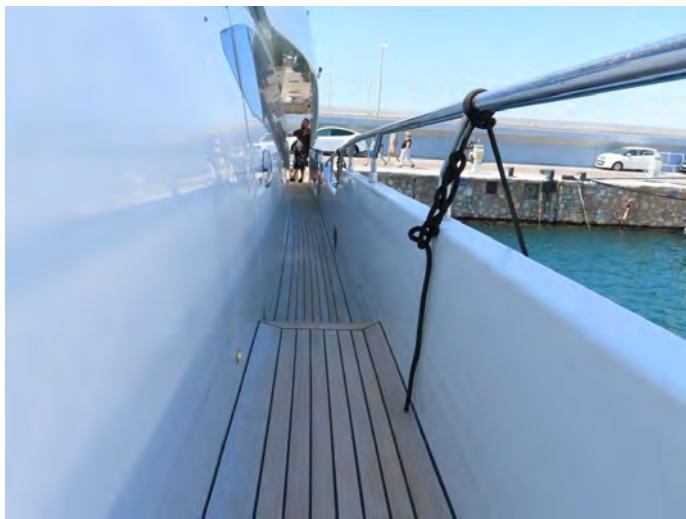


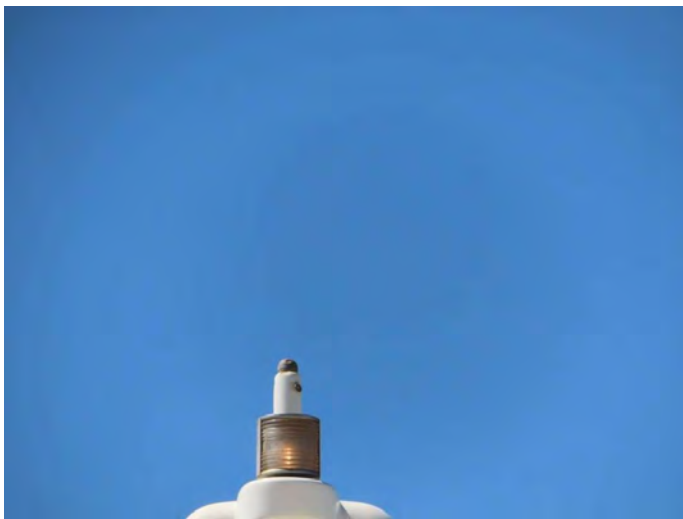
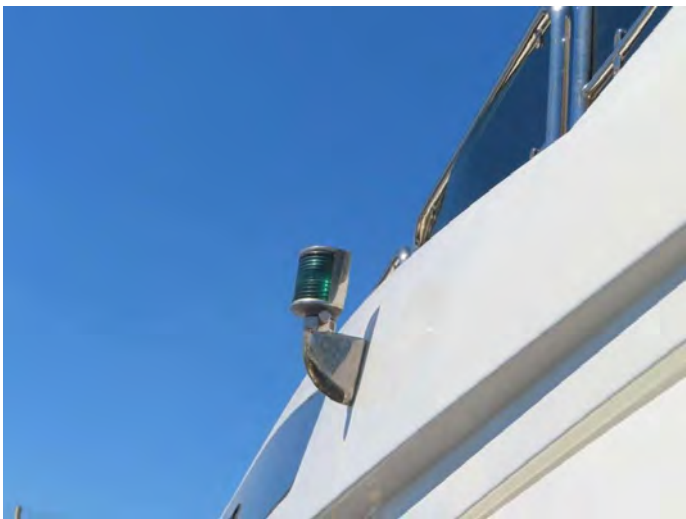




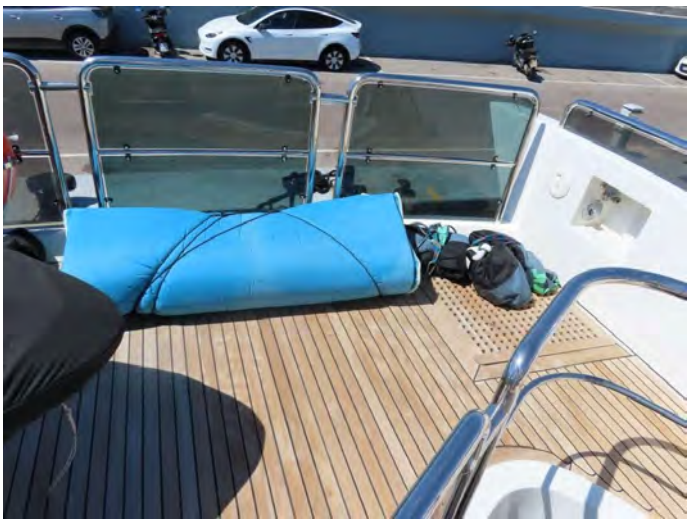
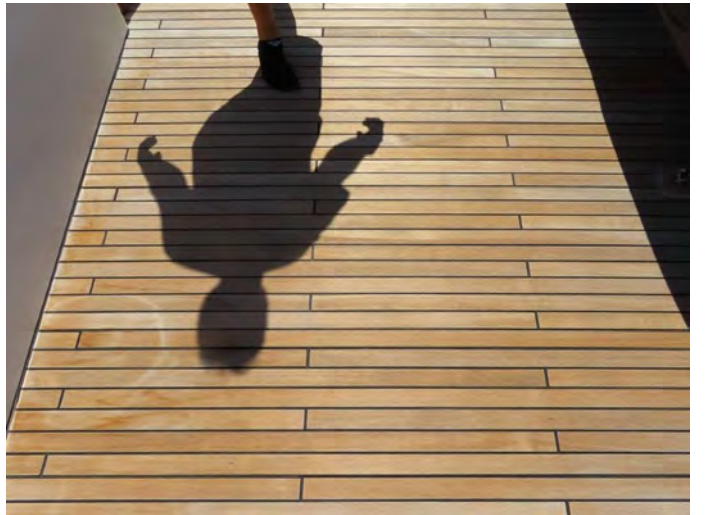




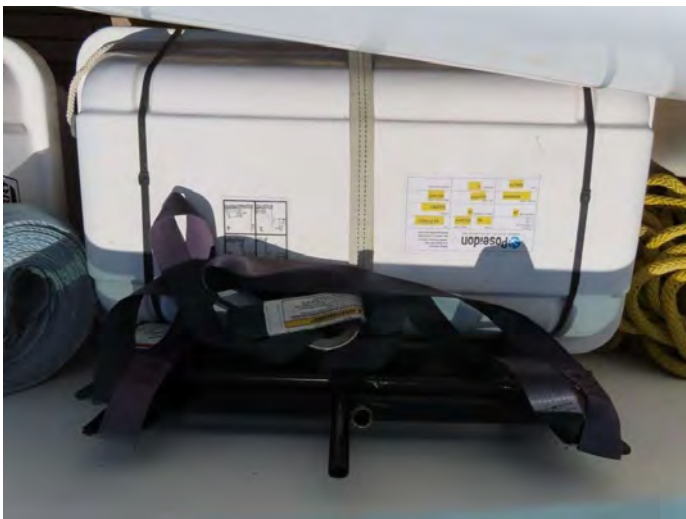










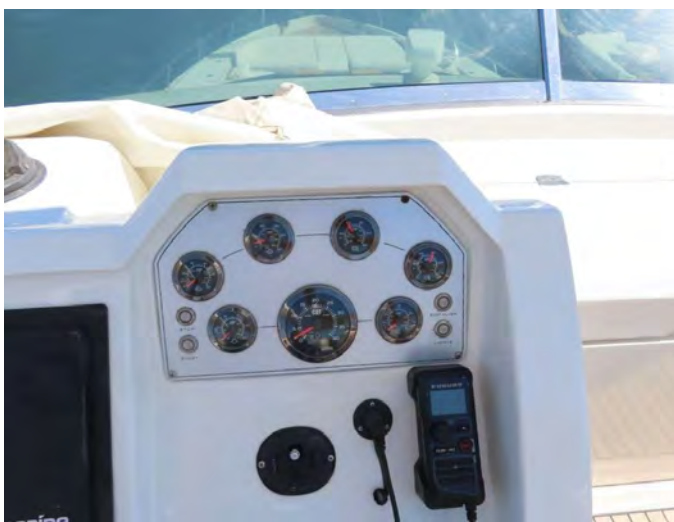
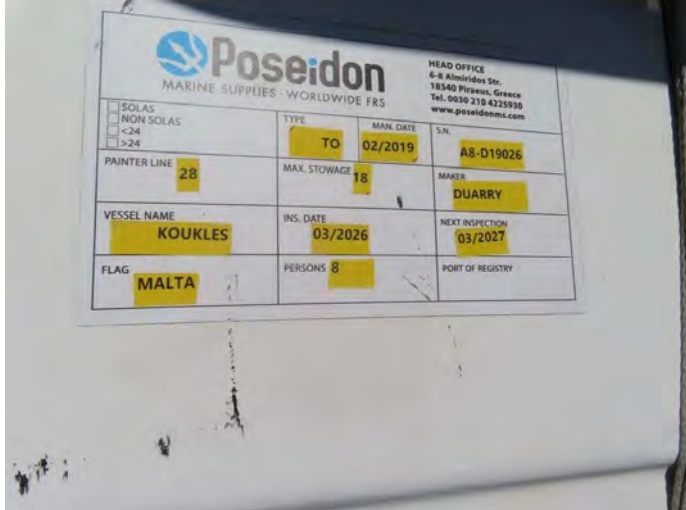


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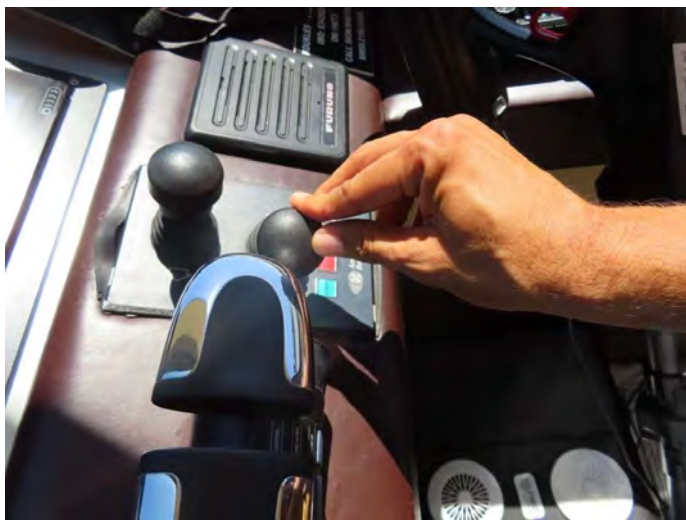






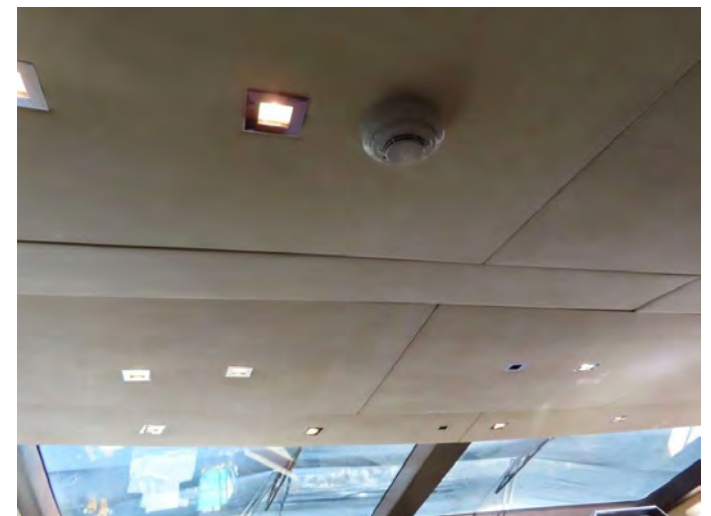


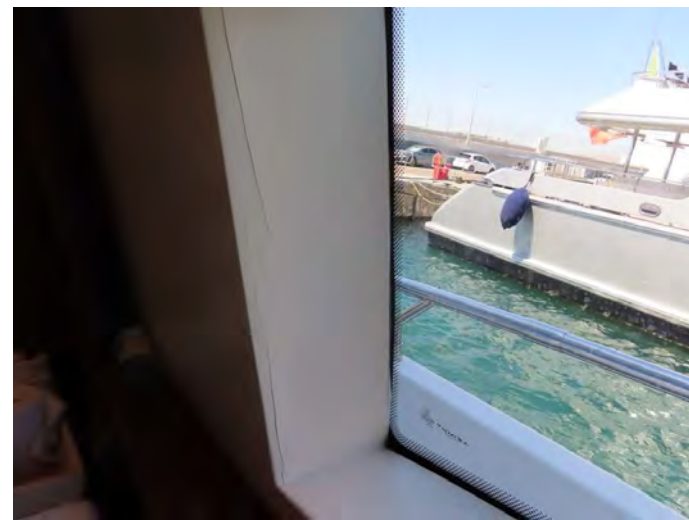


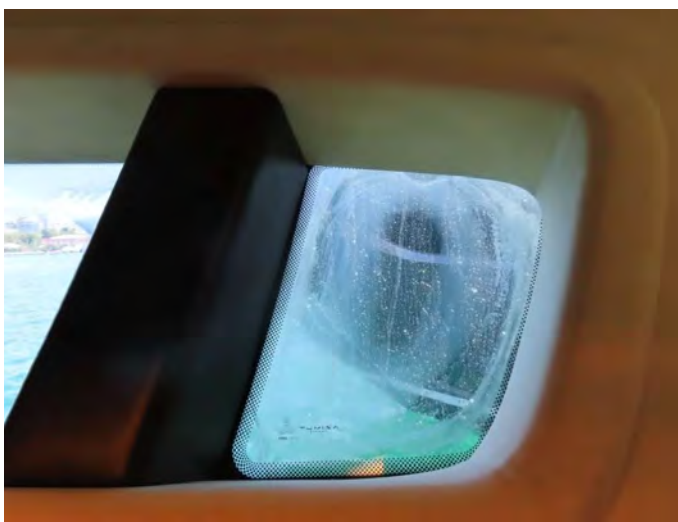
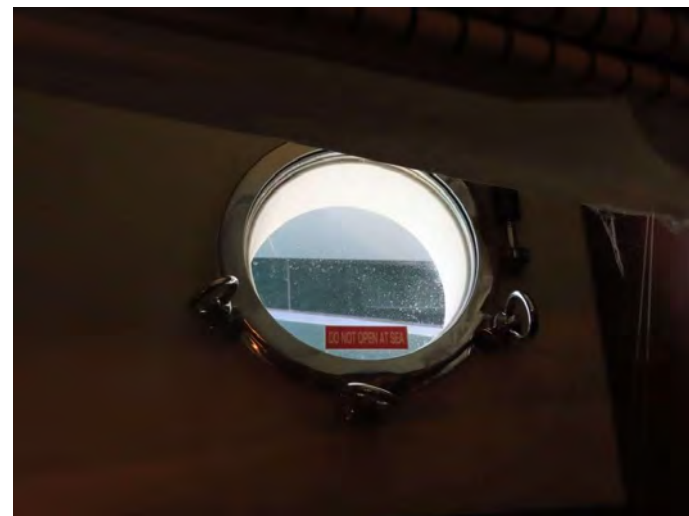


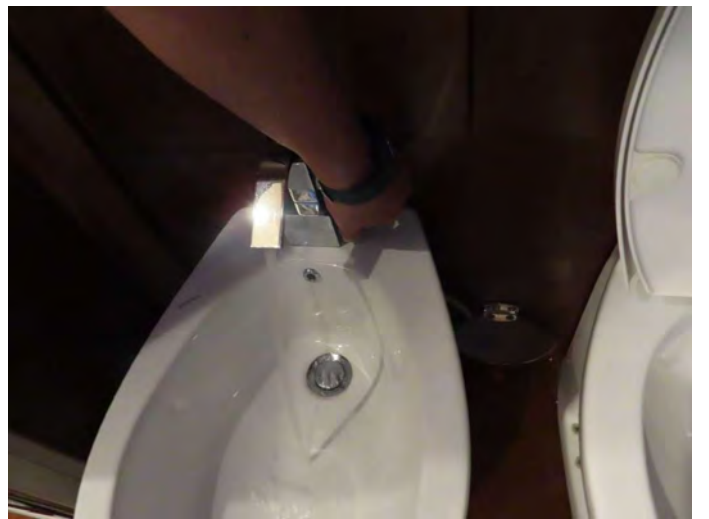
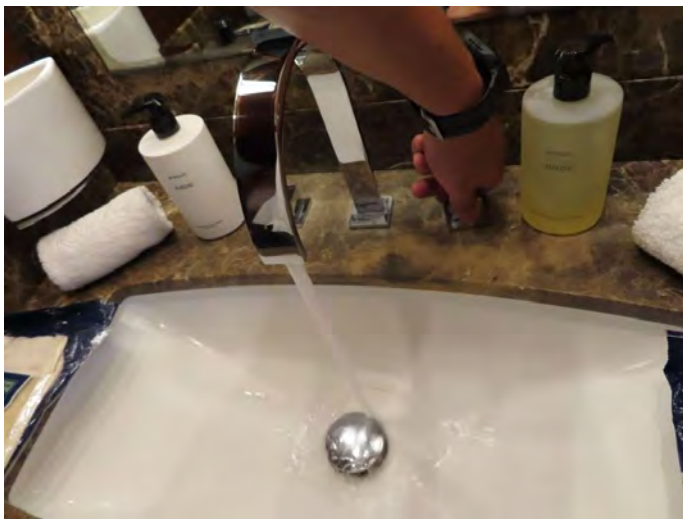


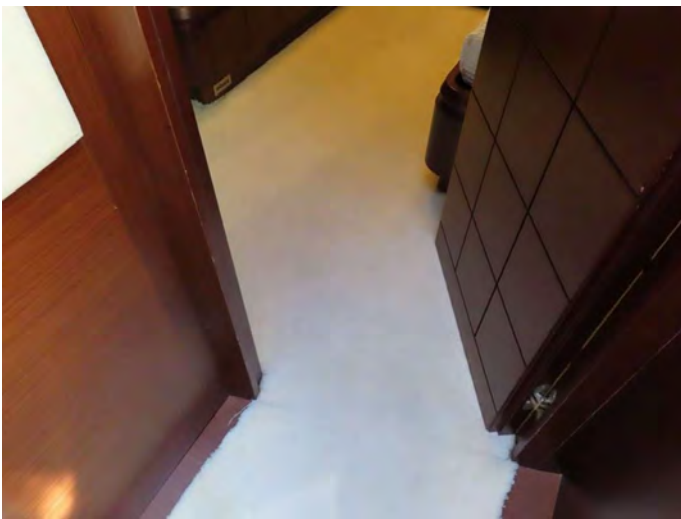
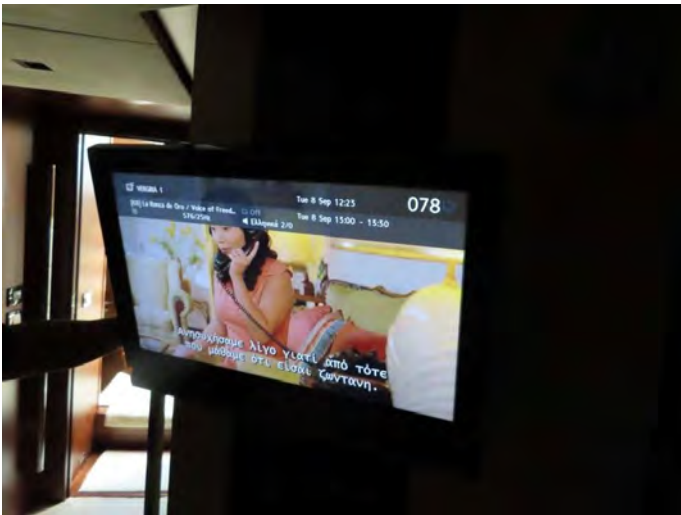






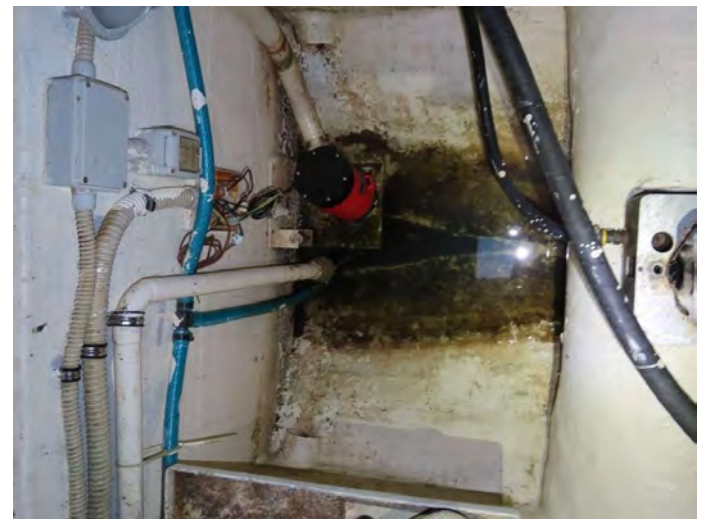
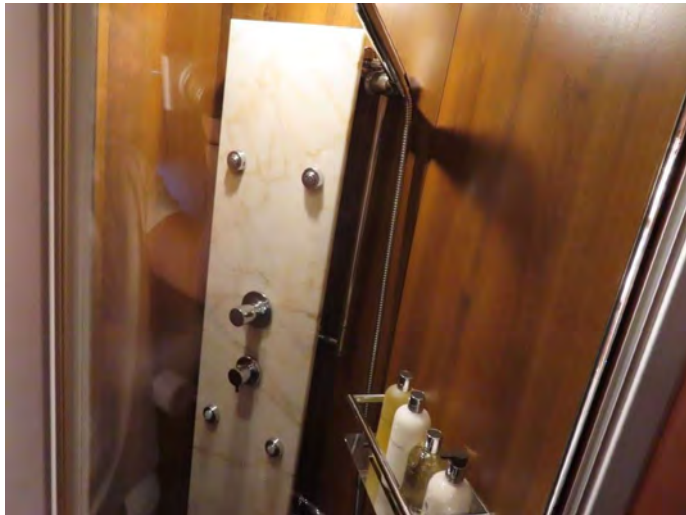






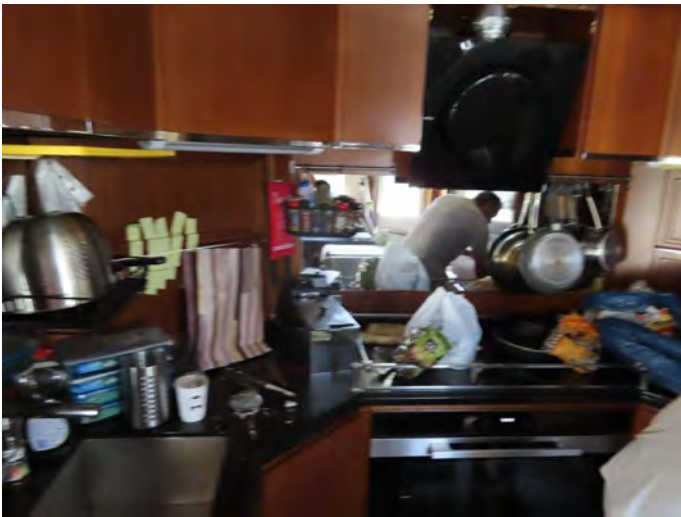
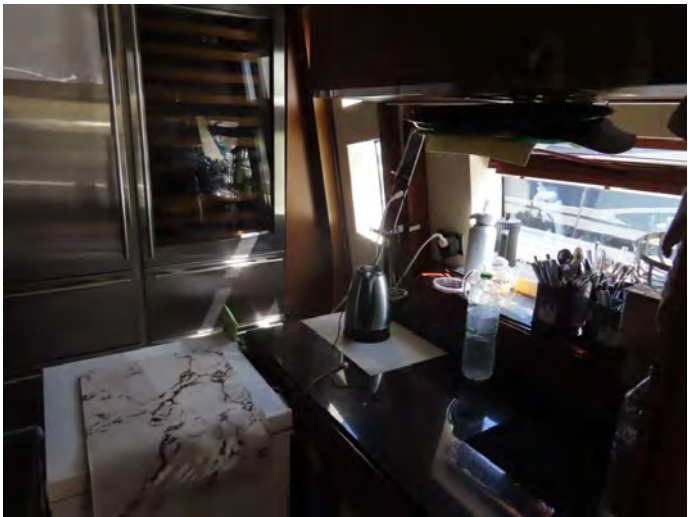


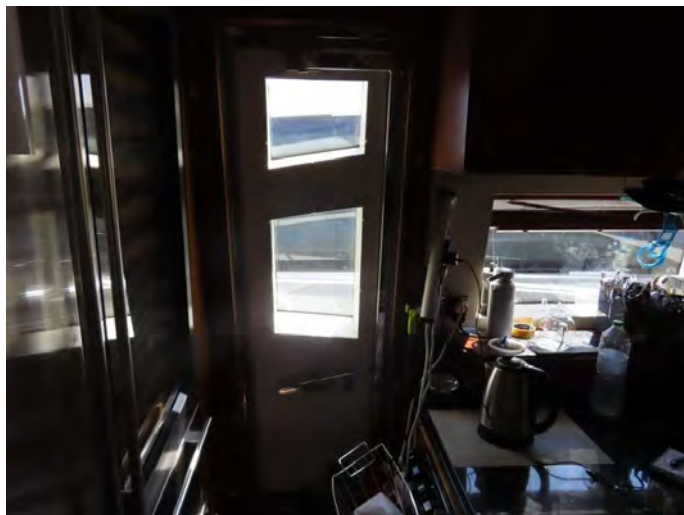






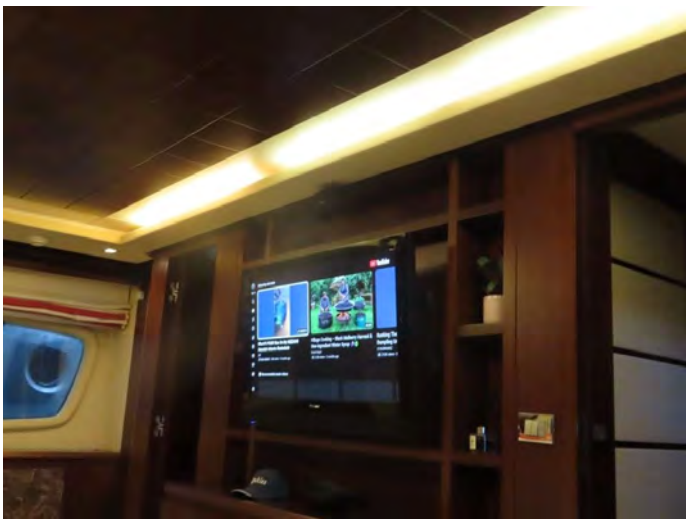
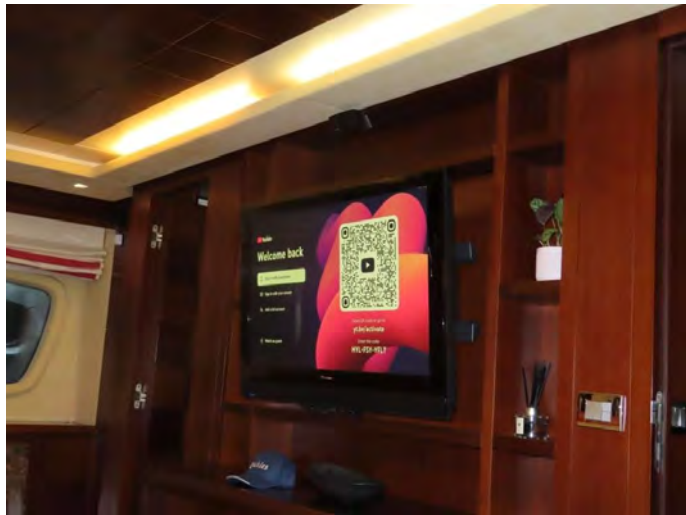


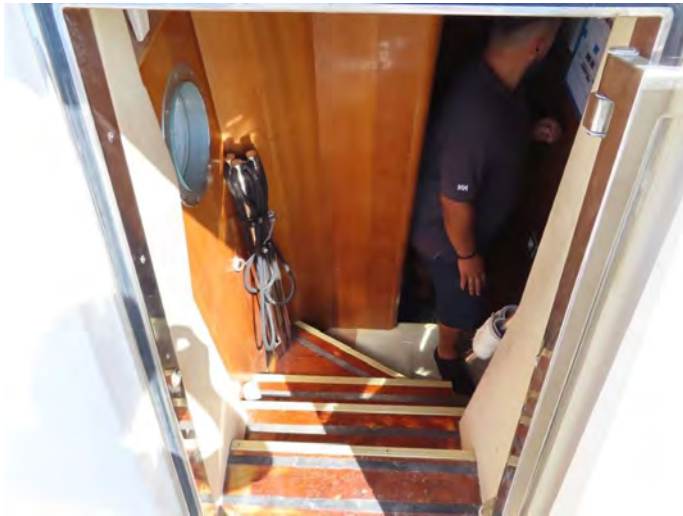


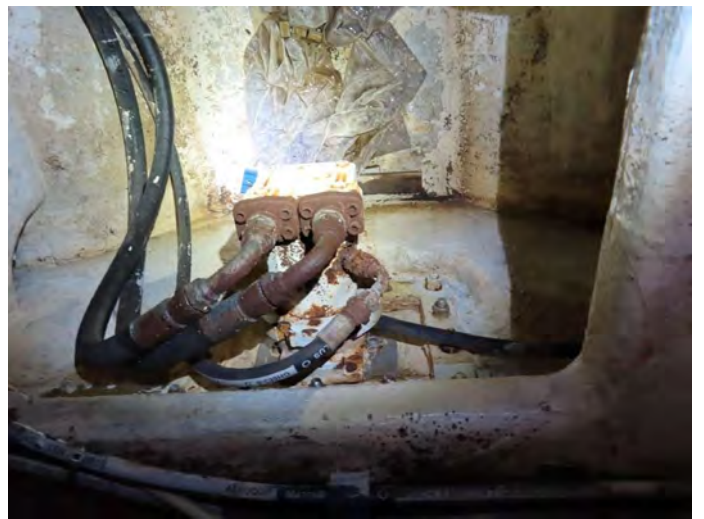
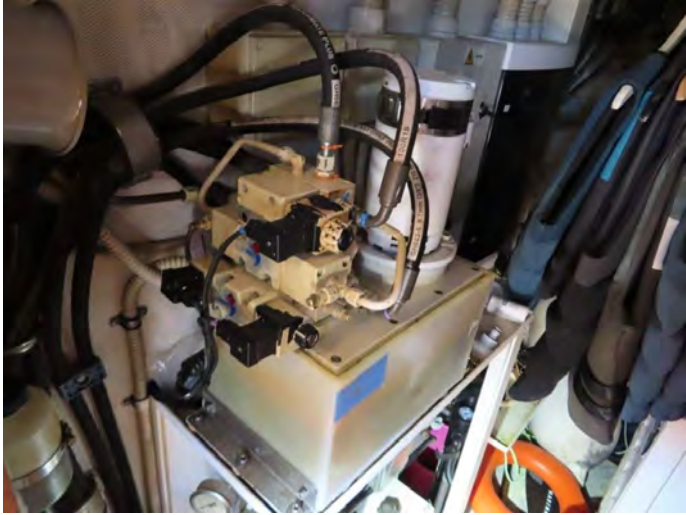




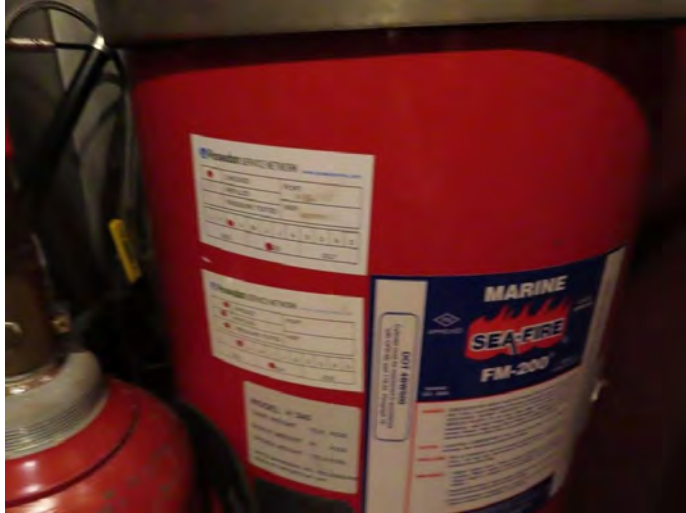






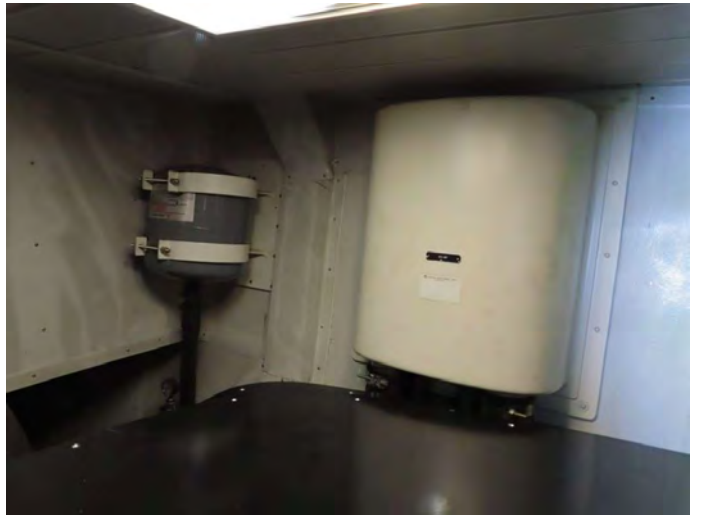




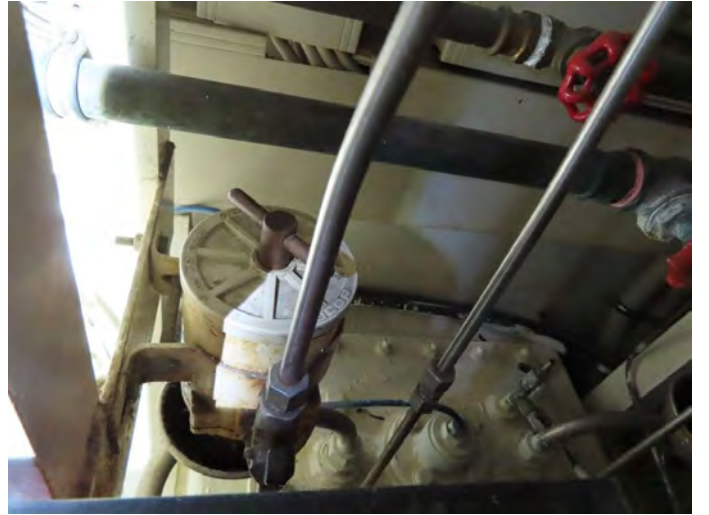












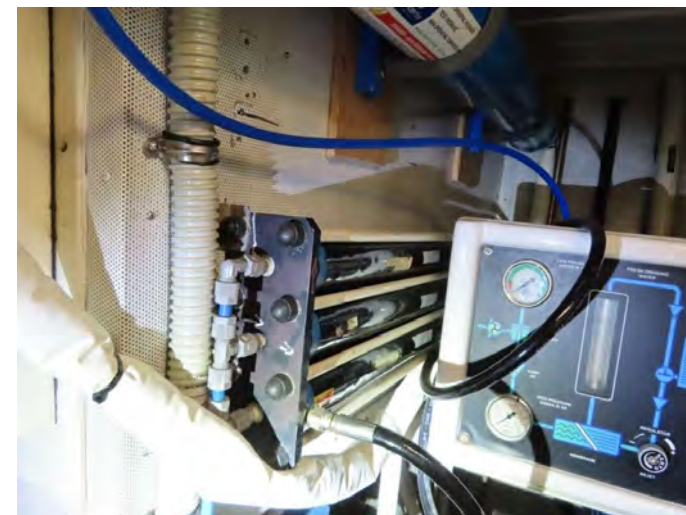


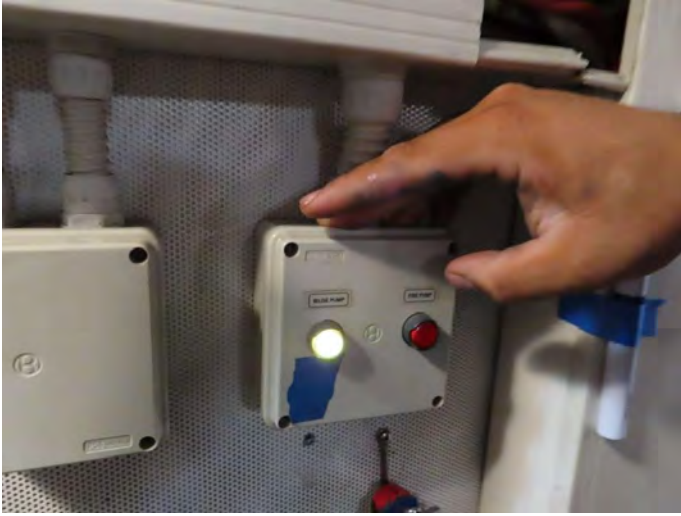








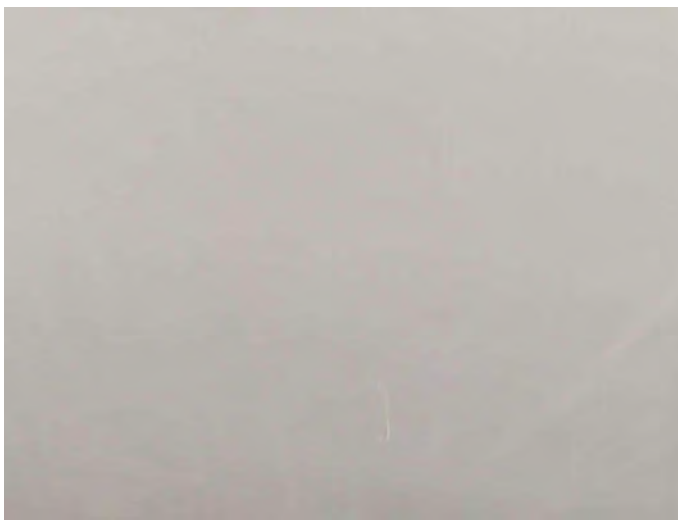






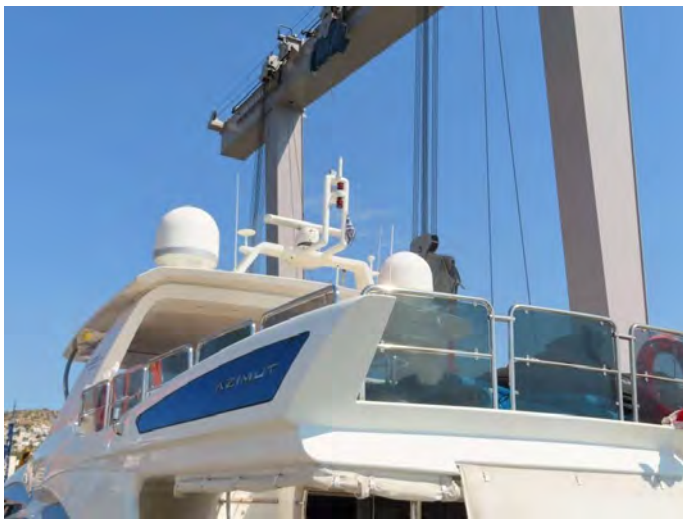
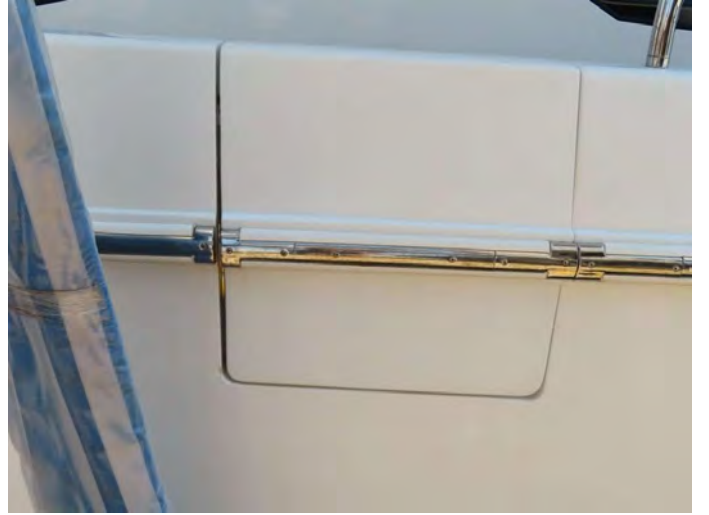


























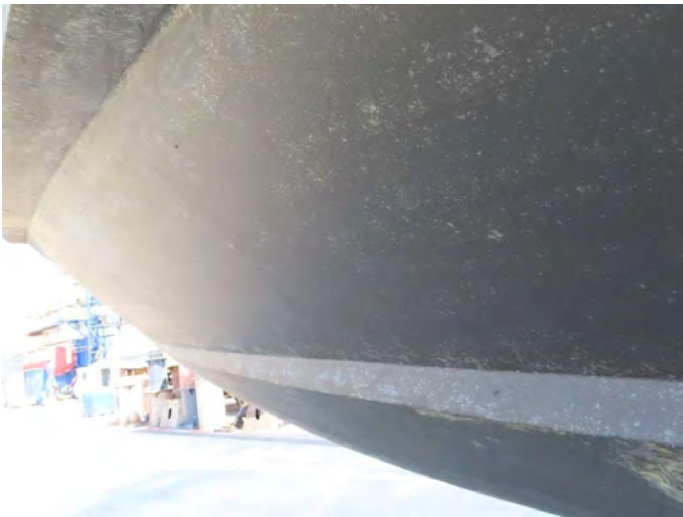








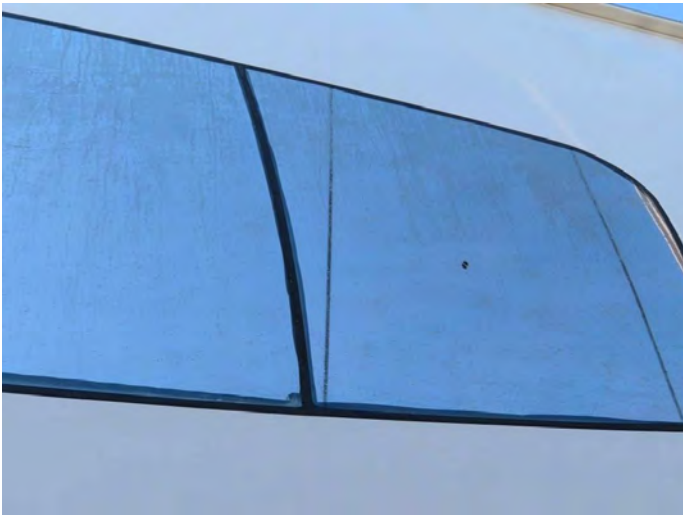
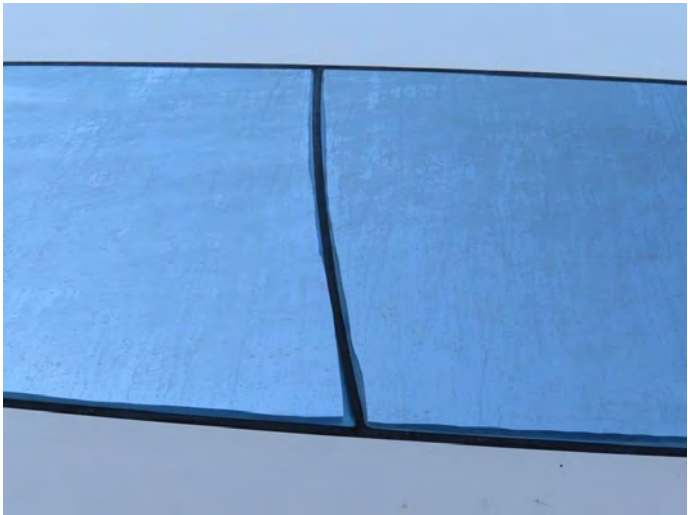


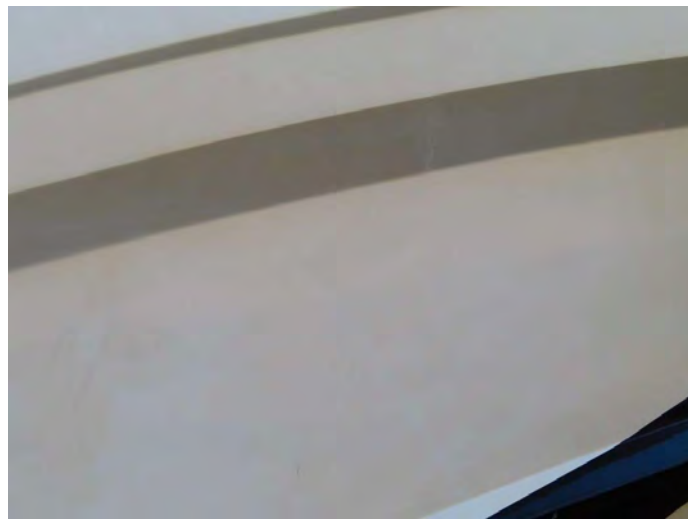












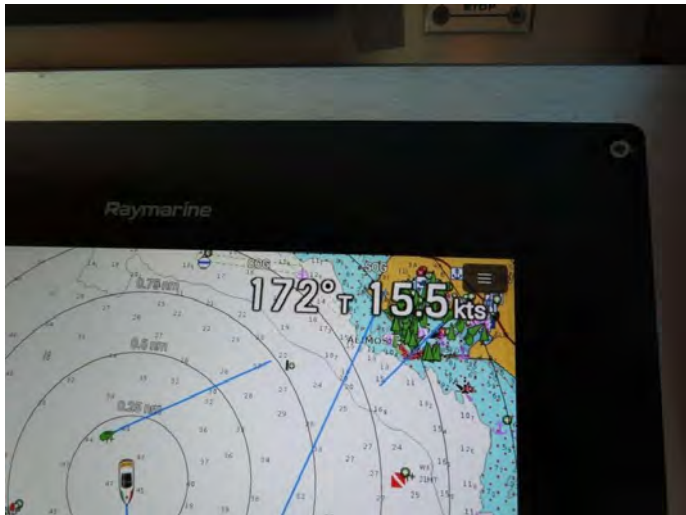






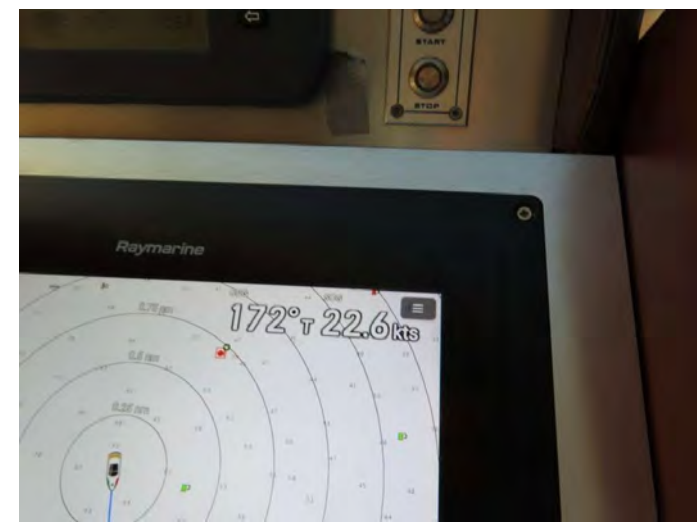
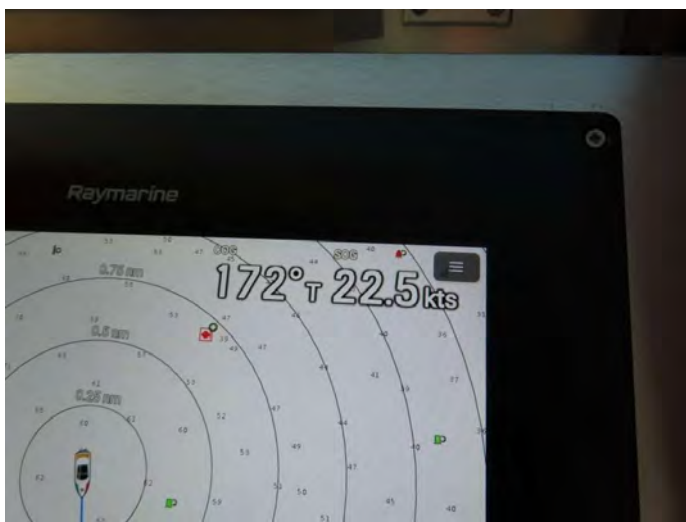
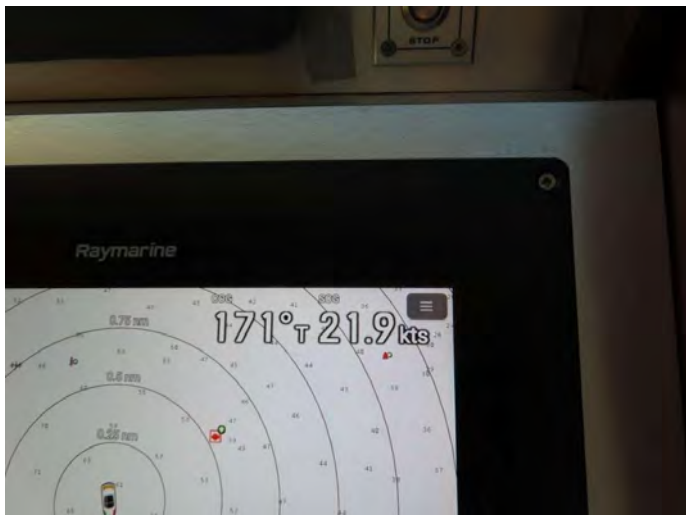


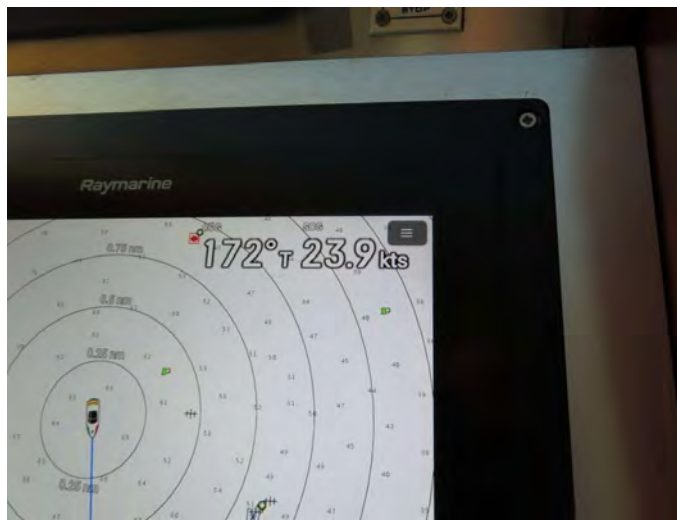
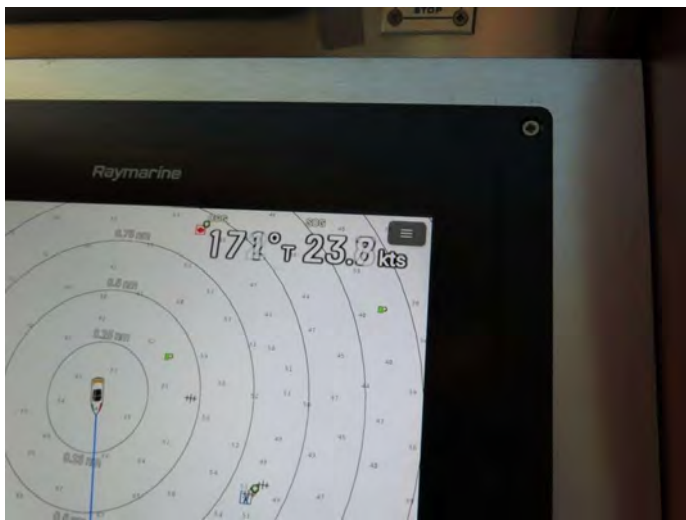




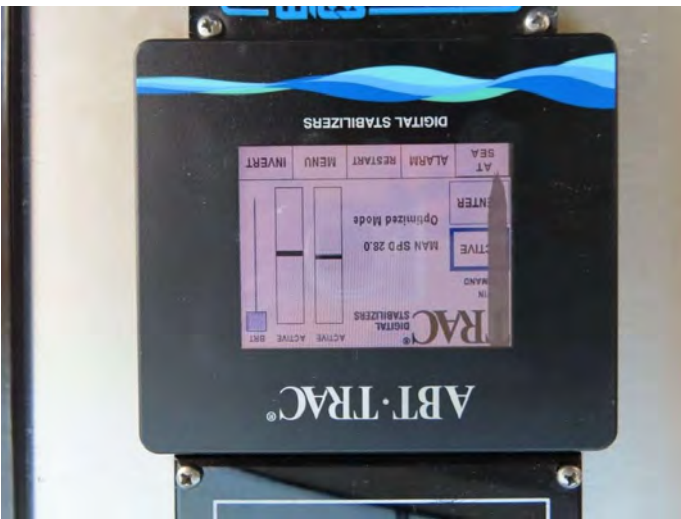
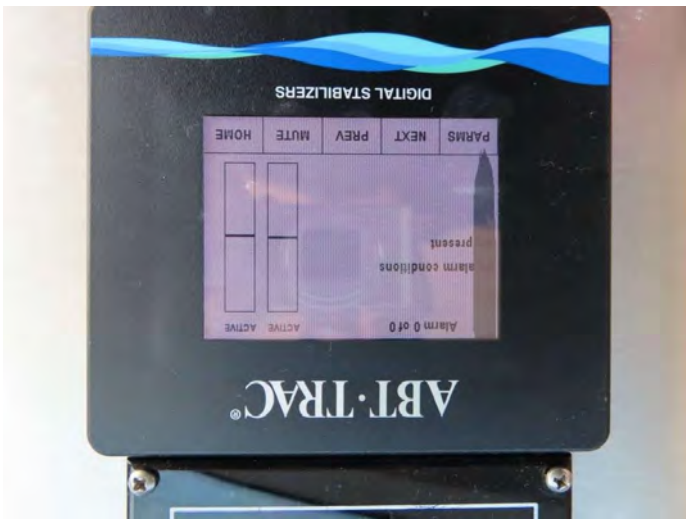


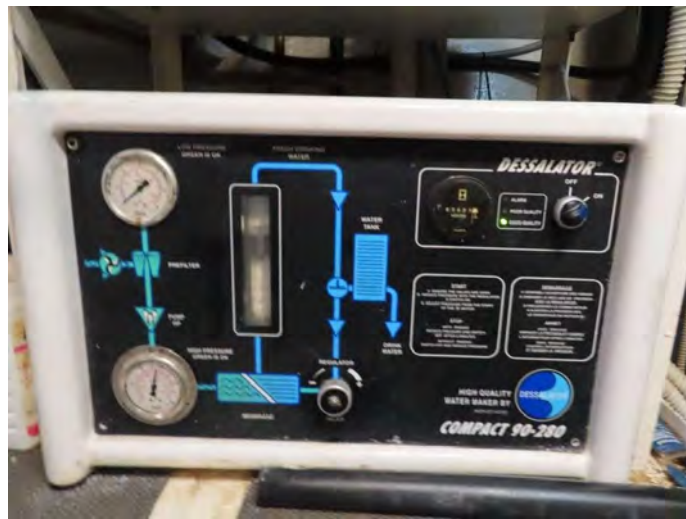
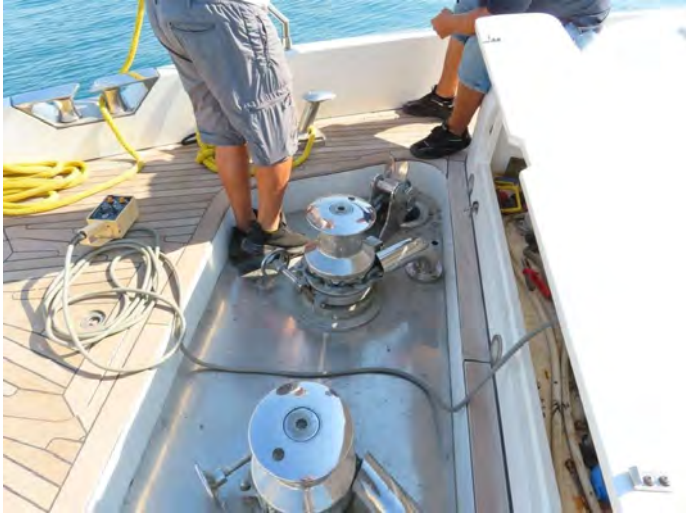


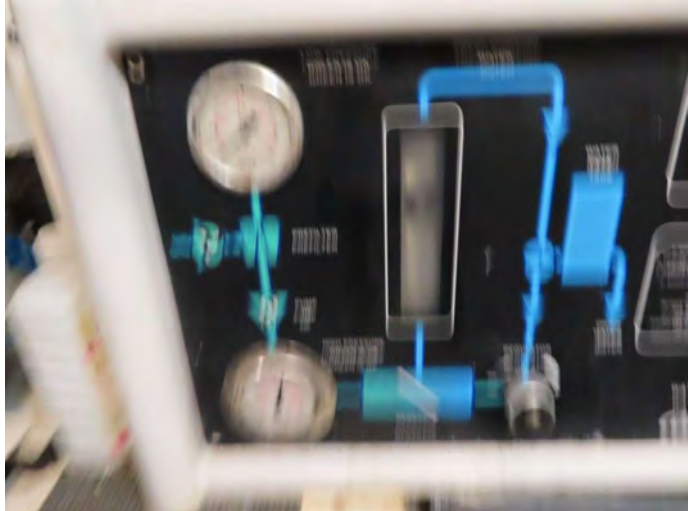


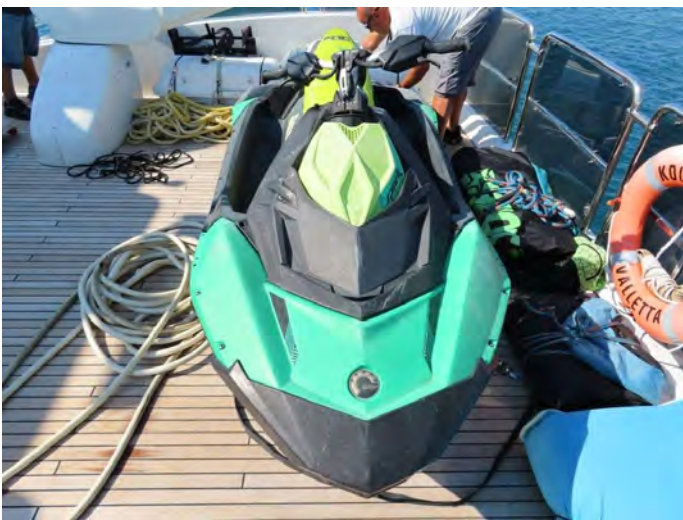
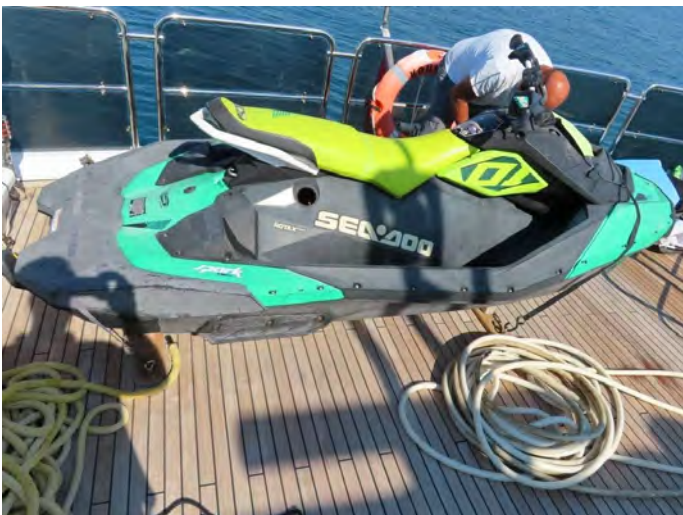












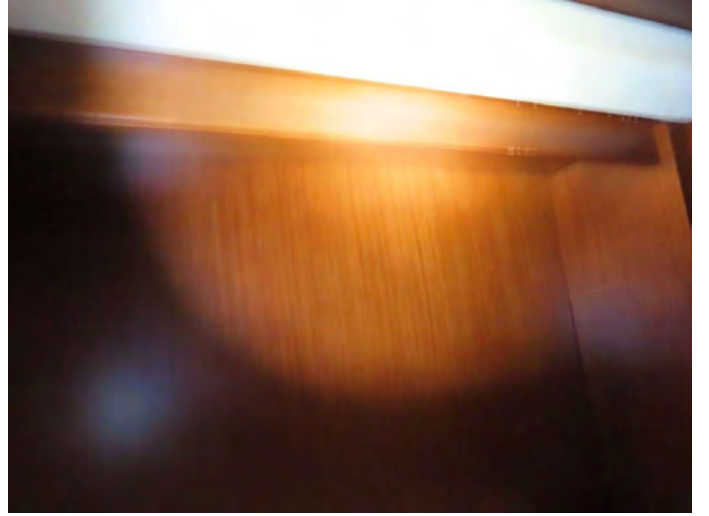












TO	FLE MARINE LTD
FROM	J. ZERVOS
SUBJECT	SEA TRIAL REPORT FOR C32 M/Es OF M/Y KOUKLES
DATE	25/9/2026

ENGINE MODEL:	C32	
S/N	RNC02843TBD)	RNC02844(PORT)
SMU(HRS)	3264	3267

Arrangement No:	244-7159	Build Date:	16Jun2007
Mfg Model:	C32	Factory Ship Date:	Not Applicable
Mktg Model Year:	2007	Dealer/Invoiced Ship Date:	21Jun2007
Prod Family:	ZL 3400V/C27-C32 Engines	Sales Date:	30Jan2008
Sims Prod Family:	63 Marine Engines	Delivery Date:	31Jul2008
Source Facility:	LE Griffin Packaging Facility	Selling Dlr:	M091
Principle Work:	A90 Pleasure Craft/Personal Use	Owner Cls:	B



Dear all,

Below engine parameters that were recorded for main engines of M/Y KOUKLES during sea trial performed on 21/9/2026

Below parameters captured from both ECMs (electronic control modules):

at Electronic Technician 2025A v1.0
Product Status Report

21/09/2026 08:55

- [C32 ACERT Port \(RNC02844\)](#)

Product Status Report

Parameter	Value
Engine Serial Number	RNC02844
Equipment ID	AZ-95-14
Comments	

C32 ACERT Port (RNC02844)

[TOP](#)

Parameter	Value
Equipment ID	AZ-95-14
Engine Serial Number	RNC02844
ECM Serial Number	05276273JW
Software Group Part Number	300295890

Software Group Release Date	MAR09
Software Group Description	C32-MEUI-ACERT-A4

Logged Diagnostic Codes [Diagnostic Clock = 3267 hours] - C32 ACERT Port (RNC02844)

Code	Description	Occ.	First	Last
91- 8	Throttle Position Sensor : Abnormal Frequency, Pulse Width, or Period	52	3072	3267
91- 8	Throttle Position Sensor : Abnormal Frequency, Pulse Width, or Period	52	3072	3267

Logged Event Codes [Diagnostic Clock = 3267 hours] - C32 ACERT Port (RNC02844)

Code	Description	Occ.	First	Last
E053 (1)	Low Fuel Pressure Warning	10	1154	2537
E015 (2)	High Engine Coolant Temperature Derate	1	802	802
E016 (3)	High Engine Coolant Temperature Shutdown	1	802	802
E017 (1)	High Engine Coolant Temperature Warning	2	802	802
E039 (2)	Low Engine Oil Pressure Derate	1	802	802
E040 (3)	Low Engine Oil Pressure Shutdown	1	802	802
E100 (1)	Low Engine Oil Pressure Warning	1	802	802

Active Diagnostic Codes - C32 ACERT Port (RNC02844)

Code	Description
91- 8	Throttle Position Sensor : Abnormal Frequency, Pulse Width, or Period

Active Event Codes - C32 ACERT Port (RNC02844)

Code	Description
No Active Events	

Current Totals - C32 ACERT Port (RNC02844)

Description	Value	Unit
Total Time	3267	hours
Total Idle Time	1110:57	hours
Total Fuel	434100	L
Total Idle Fuel	9031	L
Total Max Fuel	1204799	L
Average Load Factor	35	%
Total Operating Hours	3267	hours
Engine Starts	1652	
Lifetime Total Engine Revolutions	279710528	rev

Percentage Idle Time	33,98	%
Average RPM	1426,95	rpm
Average Fuel Rate	132,87	L/h
Overall Load Factor	36	%

Configuration - C32 ACERT Port (RNC02844)

Description	Value	Unit
Equipment ID	AZ-95-14	
Engine Serial Number	RNC02844	
ECM Serial Number	05276273JW	
Software Group Part Number	300295890	
Software Group Release Date	MAR09	
Software Group Description	C32-MEUI-ACERT-A4	
Rating Number	1	
Rated Power	1342 kW at 2300 rpm	
Rated Peak Torque	7660 N-m at 1600 rpm	
Top Engine Speed Range	2410 - 2410 rpm	
Test Spec	0K5895	
Rated Engine Speed	2300rpm	
Engine Location	Port	
Number of Synchronized Engines Configuration	1	
Low Idle Speed	700	rpm
High Idle Speed	2410	rpm
Maximum Trolling Engine Speed	900	rpm
Secondary Throttle Enable Status	Disabled	
Tachometer Frequency Configuration	113,0	
System Operating Voltage Configuration	Unavailable	
Cold Cylinder Cutout	Disabled	
Torque Limit Enable Status	Disabled	
Maximum Engine Torque Limit	15500	N-m
Minimum Engine Torque Limit	14000	N-m
Secondary Engine ECM Installation Status	Not Installed	
Cooldown Speed	700	rpm
Cooldown Duration	0	min
Engine Pre-Lube Duration	0	sec
Crank Duration	0	sec
Maximum Number of Crank Cycles	0	
Crank Terminate RPM	400	rpm
Transmission Oil Temperature Sensor Installation Status	Installed	
Transmission Oil Pressure Sensor Installation Status	Installed	
Coolant Level Sensor	Installed	
Fuel Level Sensor Installation Status	Not Installed	

Aftercooler Coolant Level Sensor Installation Status	Not Installed	
Engine Oil Temperature Sensor Installation Status	Not Installed	
Left Exhaust Temperature Sensor Installation Status	Not Installed	
Right Exhaust Temperature Sensor Installation Status	Not Installed	
Engine Oil Capacity	85,0	L
Fuel Correction Factor	0	%
Maintenance Indicator Mode	Off	
PM1 Interval	0	L
FLS	48	
FTS	-42	
Customer Password #1	*****	
Customer Password #2	*****	
Total Tattletale	60	

Lifetime: Time vs Engine Coolant Temperature - C32 ACERT Port (RNC02844)

Engine Coolant Temperature(Deg C)	hours	%
<50,0	278,05	8,57
50,0-54,0	106,30	3,28
55,0-59,0	94,20	2,90
60,0-64,0	73,15	2,26
65,0-69,0	81,95	2,53
70,0-74,0	457,00	14,09
75,0-79,0	1573,45	48,52
80,0-84,0	576,30	17,77
85,0-89,0	1,70	0,05
90,0-94,0	1,05	0,03
95,0-99,0	0,00	0,00
100,0-104,0	0,00	0,00
105,0-109,0	0,00	0,00
110,0-114,0	0,00	0,00
115,0-119,0	0,00	0,00
>120,0	0,00	0,00

Lifetime: Time vs Inlet Air Temperature - C32 ACERT Port (RNC02844)

Inlet Air Temperature(Deg C)	hours	%
<40,0	2471,40	76,20
40,0-44,0	638,80	19,70
45,0-49,0	114,75	3,54
50,0-54,0	16,75	0,52
55,0-59,0	0,70	0,02
60,0-64,0	0,75	0,02

65,0-69,0	0,20	0,01
70,0-74,0	0,00	0,00
75,0-79,0	0,00	0,00
80,0-84,0	0,00	0,00
85,0-89,0	0,00	0,00
90,0-94,0	0,00	0,00
95,0-99,0	0,00	0,00
>100,0	0,00	0,00

Lifetime: Time vs Boost Pressure - C32 ACERT Port (RNC02844)

Boost Pressure(kPa)	hours	%
<80,0	1472,25	45,40
80,0-89,0	34,15	1,05
90,0-99,0	43,35	1,34
100,0-109,0	59,55	1,84
110,0-119,0	98,30	3,03
120,0-129,0	187,00	5,77
130,0-139,0	232,30	7,16
140,0-149,0	212,85	6,56
150,0-159,0	191,65	5,91
160,0-169,0	187,20	5,77
170,0-179,0	177,95	5,49
180,0-189,0	123,10	3,80
190,0-199,0	133,80	4,13
>200,0	89,65	2,76

Lifetime: Time vs Engine Speed And Engine Load Factor - C32 ACERT Port (RNC02844)

rpm	<1100	1100-1299	1300-1499	1500-1699	1700-1899	1900-2099	2100-2299	>2300	Total
%									
<50,0	1218,55	62,20	83,30	118,35	5,85	2,55	0,40	0,25	1491,45
50,0-59,9	0,35	0,20	3,15	40,80	196,75	73,60	1,00	0,05	315,90
60,0-69,9	0,15	0,10	0,05	1,20	476,20	504,35	7,00	0,00	989,05
70,0-79,9	0,05	0,05	0,00	0,00	4,75	308,75	14,75	0,10	328,45
80,0-89,9	0,00	0,00	0,00	0,00	0,05	66,55	28,70	0,15	95,45
>90,0	0,00	0,00	0,10	0,15	0,10	1,95	18,25	1,40	21,95
Total	1219,10	62,55	86,60	160,50	683,70	957,75	70,10	1,95	3242,25

Lifetime: Total Occurrences vs Engine Speed - C32 ACERT Port (RNC02844)

Engine Speed(rpm)	Count	%
<2500,0	0	0,00
2500,0-2599,0	0	0,00
2600,0-2699,0	0	0,00
2700,0-2799,0	0	0,00
2800,0-2899,0	0	0,00
2900,0-2999,0	0	0,00
3000,0-3099,0	0	0,00
3100,0-3199,0	0	0,00
3200,0-3299,0	0	0,00
3300,0-3399,0	0	0,00
>3400,0	1044080	100,00

Lifetime: Time vs Engine Speed - C32 ACERT Port (RNC02844)

Engine Speed(rpm)	hours	%
<1100,0	945,15	28,67
1100,0-1299,0	63,70	1,93
1300,0-1499,0	90,60	2,75
1500,0-1699,0	198,35	6,02
1700,0-1899,0	982,60	29,81
1900,0-2099,0	623,85	18,92
2100,0-2299,0	46,70	1,42
>2300,0	345,80	10,49

Lifetime: Time vs Engine Load Factor - C32 ACERT Port (RNC02844)

Engine Load Factor(%)	hours	%
<50,0	1172,70	36,76
50,0-59,0	389,45	12,21
60,0-69,0	1133,35	35,53
70,0-79,0	159,80	5,01
80,0-89,0	27,80	0,87
>90,0	306,70	9,62

Trip: Time vs Engine Speed - C32 ACERT Port (RNC02844)

Engine Speed(rpm)	hours	%
<1100,0	162,50	35,30
1100,0-1299,0	7,90	1,72
1300,0-1499,0	9,35	2,03

1500,0-1699,0	39,35	8,55
1700,0-1899,0	200,65	43,58
1900,0-2099,0	40,60	8,82
2100,0-2299,0	0,05	0,01
>2300,0	0,00	0,00

Trip: Time vs Engine Load Factor - C32 ACERT Port (RNC02844)

Engine Load Factor(%)	hours	%
<50,0	210,35	45,69
50,0-59,0	76,80	16,68
60,0-69,0	167,35	36,35
70,0-79,0	4,80	1,04
80,0-89,0	0,85	0,18
>90,0	0,20	0,04

Injector Trim Calibration - C32 ACERT Port (RNC02844)

Injector	Serial Number	File Version
Injector1	00000000A552428121B5	0
Injector2	00000000A55242794970	0
Injector3	00000000A5524281118A	0
Injector4	00000000A5524279353F	0
Injector5	00000000A5524279391B	0
Injector6	00000000A55242825771	0
Injector7	00000000A55242818339	0
Injector8	00000000A55242794346	0
Injector9	00000000A552428179CC	0
Injector10	00000000A55242851733	0
Injector11	00000000A552286897E5	0
Injector12	00000000A55242858392	0

Monitoring System - C32 ACERT Port (RNC02844)

Description	State	Trip Point	Delay Time
Engine Overspeed			
Least Severe (1)	Always On	2645 rpm	0 sec
Most Severe (3)	On	2645 rpm	0 sec
High Engine Coolant Temperature			
Least Severe (1)	Always On	103 Deg C	10 sec
Moderate Severity (2)	On	111 Deg C	30 sec
Most Severe (3)	On	115 Deg C	30 sec
High Engine Inlet Air Temperature			
Least Severe (1)	Always On	70,0 Deg C	30 sec

Moderate Severity (2)	Off	79,0 Deg C	30 sec
Most Severe (3)	Off	90,0 Deg C	30 sec
High Engine Oil Temperature			
Least Severe (1)	On	105 Deg C	5 sec
Moderate Severity (2)	Off	110 Deg C	30 sec
Most Severe (3)	Off	115 Deg C	30 sec
High Exhaust Temperature			
Least Severe (1)	Off	750 Deg C	10 sec
Moderate Severity (2)	Off	760 Deg C	10 sec
Most Severe (3)	Off	760 Deg C	10 sec
High Fuel Pressure			
Least Severe (1)	On	None	2 sec
Most Severe (3)	Off	None	30 sec
High Fuel Temperature			
Least Severe (1)	On	70,0 Deg C	30 sec
Most Severe (3)	Off	82,0 Deg C	120 sec
High Transmission Oil Pressure			
Least Severe (1)	On	2412 kPa	10 sec
High Transmission Oil Temperature			
Least Severe (1)	On	95 Deg C	10 sec
Low Coolant Level			
Least Severe (1)	On	None	10 sec
Moderate Severity (2)	Off	None	30 sec
Most Severe (3)	Off	None	30 sec
Low Engine Oil Pressure			
Least Severe (1)	Always On	None	8 sec
Moderate Severity (2)	On	None	15 sec
Most Severe (3)	On	None	15 sec
Low Fuel Level			
Least Severe (1)	Off	13 %	300 sec
Low Fuel Pressure			
Least Severe (1)	On	None	2 sec
Most Severe (3)	Off	None	30 sec
Low Jacket Water Level			
Least Severe (1)	Off	None	30 sec
Moderate Severity (2)	Off	None	30 sec
Most Severe (3)	Off	None	30 sec

Trip Segment - C32 ACERT Port (RNC02844)

Description	Value	Unit
Time	463:03	hours
Fuel	57979,3	L

% Idle Time	33	%
Idle Fuel	1217,0	L

Maintenance Indicator - C32 ACERT Port (RNC02844)

Description	Service Status	Value	Unit
PM1	---	Unavailable	
PM2	---	Unavailable	
Coolant Flush/Fill	---	Unavailable	

Cat Electronic Technician 2026B v1.0 Product Status Report

21/9/2026 9:06 πμ

- [C32 ACERT Port \(RNC02843\)](#)
- [Bridge MPD - Port Engine](#)

Product Status Report

Parameter	Value
Engine Serial Number	RNC02843
Equipment ID	AZ-95-14
Comments	

C32 ACERT Port (RNC02843)

[TOP](#)

Parameter	Value
Equipment ID	AZ-95-14
Engine Serial Number	RNC02843
ECM Serial Number	07576402JW
Software Group Part Number	300295890
Software Group Release Date	MAR09
Software Group Description	C32-MEUI-ACERT-A4

Logged Diagnostic Codes [Diagnostic Clock = 3264 hours] - C32 ACERT Port (RNC02843)

Code	Description	Occ.	First	Last
91- 8	Throttle Position Sensor : Abnormal Frequency, Pulse Width, or Period	108	2562	3264
91- 8	Throttle Position Sensor : Abnormal Frequency, Pulse Width, or	108	2562	3264

	Period			
--	--------	--	--	--

Logged Event Codes [Diagnostic Clock = 3264 hours] - C32 ACERT Port (RNC02843)

Code	Description	Occ.	First	Last
E053 (1)	Low Fuel Pressure Warning	7	1463	3075
E017 (1)	High Engine Coolant Temperature Warning	5	806	1329
E015 (2)	High Engine Coolant Temperature Derate	2	806	1030
E016 (3)	High Engine Coolant Temperature Shutdown	2	806	1030
E039 (2)	Low Engine Oil Pressure Derate	1	806	806
E040 (3)	Low Engine Oil Pressure Shutdown	1	806	806
E100 (1)	Low Engine Oil Pressure Warning	2	806	806

Active Diagnostic Codes - C32 ACERT Port (RNC02843)

Code	Description
No Active Diagnostic Codes	

Active Event Codes - C32 ACERT Port (RNC02843)

Code	Description
No Active Events	

Current Totals - C32 ACERT Port (RNC02843)

Description	Value	Unit
Total Time	3264	hours
Total Idle Time	1105:45	hours
Total Fuel	429848	L
Total Idle Fuel	9673	L
Total Max Fuel	1203920	L
Average Load Factor	35	%
Total Operating Hours	3265	hours
Engine Starts	2143	
Lifetime Total Engine Revolutions	280476852	rev
Percentage Idle Time	33,85	%
Average RPM	1432,17	rpm
Average Fuel Rate	131,69	L/h
Overall Load Factor	35	%

Configuration - C32 ACERT Port (RNC02843)

Description	Value	Unit
Equipment ID	AZ-95-14	

Engine Serial Number	RNC02843	
ECM Serial Number	07576402JW	
Software Group Part Number	300295890	
Software Group Release Date	MAR09	
Software Group Description	C32-MEUI-ACERT-A4	
Rating Number	1	
Rated Power	1342 kW at 2300 rpm	
Rated Peak Torque	7660 N-m at 1600 rpm	
Top Engine Speed Range	2410 - 2410 rpm	
Test Spec	0K5895	
Rated Engine Speed	2300rpm	
Engine Location	Port	
Number of Synchronized Engines Configuration	1	
Low Idle Speed	700	rpm
High Idle Speed	2410	rpm
Maximum Trolling Engine Speed	900	rpm
Secondary Throttle Enable Status	Disabled	
Tachometer Frequency Configuration	113,0	
System Operating Voltage Configuration	Unavailable	
Cold Cylinder Cutout	Disabled	
Torque Limit Enable Status	Disabled	
Maximum Engine Torque Limit	15500	N-m
Minimum Engine Torque Limit	14000	N-m
Secondary Engine ECM Installation Status	Not Installed	
Cooldown Speed	700	rpm
Cooldown Duration	0	min
Engine Pre-Lube Duration	0	sec
Crank Duration	0	sec
Maximum Number of Crank Cycles	0	
Crank Terminate RPM	400	rpm
Transmission Oil Temperature Sensor Installation Status	Installed	
Transmission Oil Pressure Sensor Installation Status	Installed	
Coolant Level Sensor	Installed	
Fuel Level Sensor Installation Status	Not Installed	
Aftercooler Coolant Level Sensor Installation Status	Not Installed	
Engine Oil Temperature Sensor Installation Status	Not Installed	
Left Exhaust Temperature Sensor Installation Status	Not Installed	
Right Exhaust Temperature Sensor Installation Status	Not Installed	
Engine Oil Capacity	85,0	L
Fuel Correction Factor	0	%
Maintenance Indicator Mode	Off	
PM1 Interval	0	L
FLS	-27	

FTS	47	
Customer Password #1	*****	
Customer Password #2	*****	
Total Tattletale	180	

Lifetime: Time vs Engine Coolant Temperature - C32 ACERT Port (RNC02843)

Engine Coolant Temperature(Deg C)	hours	%
<50,0	265,25	8,19
50,0-54,0	100,25	3,10
55,0-59,0	91,75	2,83
60,0-64,0	76,10	2,35
65,0-69,0	60,15	1,86
70,0-74,0	102,15	3,15
75,0-79,0	932,50	28,79
80,0-84,0	1563,35	48,27
85,0-89,0	38,35	1,18
90,0-94,0	4,05	0,13
95,0-99,0	3,65	0,11
100,0-104,0	1,10	0,03
105,0-109,0	0,10	0,00
110,0-114,0	0,00	0,00
115,0-119,0	0,05	0,00
>120,0	0,00	0,00

Lifetime: Time vs Inlet Air Temperature - C32 ACERT Port (RNC02843)

Inlet Air Temperature(Deg C)	hours	%
<40,0	2714,05	83,79
40,0-44,0	452,10	13,96
45,0-49,0	51,35	1,59
50,0-54,0	15,65	0,48
55,0-59,0	3,45	0,11
60,0-64,0	2,20	0,07
65,0-69,0	0,20	0,01
70,0-74,0	0,00	0,00
75,0-79,0	0,00	0,00
80,0-84,0	0,00	0,00
85,0-89,0	0,00	0,00
90,0-94,0	0,00	0,00
95,0-99,0	0,00	0,00
>100,0	0,00	0,00

Lifetime: Time vs Boost Pressure - C32 ACERT Port (RNC02843)

Boost Pressure(kPa)	hours	%
<80,0	1455,90	44,95
80,0-89,0	33,35	1,03
90,0-99,0	34,50	1,07
100,0-109,0	46,50	1,44
110,0-119,0	72,60	2,24
120,0-129,0	135,55	4,19
130,0-139,0	245,55	7,58
140,0-149,0	229,55	7,09
150,0-159,0	207,55	6,41
160,0-169,0	191,75	5,92
170,0-179,0	186,40	5,76
180,0-189,0	143,85	4,44
190,0-199,0	105,65	3,26
>200,0	150,15	4,64

Lifetime: Time vs Engine Speed And Engine Load Factor - C32 ACERT Port (RNC02843)

rpm	<1100	1100-1299	1300-1499	1500-1699	1700-1899	1900-2099	2100-2299	>2300	Total
%									
<50,0	1215,20	60,00	80,05	122,00	5,50	2,20	0,20	1,20	1486,35
50,0-59,9	0,45	0,35	3,20	28,95	327,55	184,90	1,10	0,30	546,80
60,0-69,9	0,35	0,15	0,15	0,75	323,75	521,40	6,35	0,25	853,15
70,0-79,9	0,10	0,05	0,00	0,00	0,75	255,45	19,70	0,50	276,55
80,0-89,9	0,00	0,00	0,00	0,00	0,10	22,45	29,85	0,70	53,10
>90,0	0,00	0,00	0,30	0,20	0,60	2,35	13,40	5,25	22,10
Total	1216,10	60,55	83,70	151,90	658,25	988,75	70,60	8,20	3238,05

Lifetime: Total Occurrences vs Engine Speed - C32 ACERT Port (RNC02843)

Engine Speed(rpm)	Count	%
<2500,0	0	0,00
2500,0-2599,0	0	0,00
2600,0-2699,0	0	0,00
2700,0-2799,0	0	0,00
2800,0-2899,0	0	0,00

2900,0-2999,0	0	0,00
3000,0-3099,0	0	0,00
3100,0-3199,0	0	0,00
3200,0-3299,0	0	0,00
3300,0-3399,0	0	0,00
>3400,0	1039181	100,00

Lifetime: Time vs Engine Speed - C32 ACERT Port (RNC02843)

Engine Speed(rpm)	hours	%
<1100,0	942,65	28,61
1100,0-1299,0	60,50	1,84
1300,0-1499,0	90,00	2,73
1500,0-1699,0	192,80	5,85
1700,0-1899,0	952,55	28,91
1900,0-2099,0	655,80	19,91
2100,0-2299,0	53,95	1,64
>2300,0	346,30	10,51

Lifetime: Time vs Engine Load Factor - C32 ACERT Port (RNC02843)

Engine Load Factor(%)	hours	%
<50,0	1170,70	38,96
50,0-59,0	678,85	22,59
60,0-69,0	903,60	30,07
70,0-79,0	103,35	3,44
80,0-89,0	25,35	0,84
>90,0	122,75	4,09

Trip: Time vs Engine Speed - C32 ACERT Port (RNC02843)

Engine Speed(rpm)	hours	%
<1100,0	163,00	35,38
1100,0-1299,0	8,00	1,74
1300,0-1499,0	7,40	1,61
1500,0-1699,0	38,55	8,37
1700,0-1899,0	194,30	42,17
1900,0-2099,0	49,40	10,72
2100,0-2299,0	0,05	0,01
>2300,0	0,00	0,00

Trip: Time vs Engine Load Factor - C32 ACERT Port (RNC02843)

Engine Load Factor(%)	hours	%
-------------------------	-------	---

<50,0	212,90	46,21
50,0-59,0	136,85	29,70
60,0-69,0	108,90	23,64
70,0-79,0	2,05	0,44
80,0-89,0	0,05	0,01
>90,0	0,00	0,00

Injector Trim Calibration - C32 ACERT Port (RNC02843)

Injector	Serial Number	File Version
Injector1	00000000A55228186358	0
Injector2	00000000A55228188180	0
Injector3	00000000A55228145781	0
Injector4	00000000A552281573DC	0
Injector5	00000000A55228139941	0
Injector6	00000000A55228168994	0
Injector7	00000000A55228183010	0
Injector8	00000000A55228180128	0
Injector9	00000000A55228185575	0
Injector10	00000000A55228170957	0
Injector11	00000000A55228148942	0
Injector12	00000000A55228195102	0

Monitoring System - C32 ACERT Port (RNC02843)

Description	State	Trip Point	Delay Time
Engine Overspeed			
Least Severe (1)	Always On	2645 rpm	0 sec
Most Severe (3)	On	2645 rpm	0 sec
High Engine Coolant Temperature			
Least Severe (1)	Always On	103 Deg C	10 sec
Moderate Severity (2)	On	111 Deg C	30 sec
Most Severe (3)	On	115 Deg C	30 sec
High Engine Inlet Air Temperature			
Least Severe (1)	Always On	70,0 Deg C	15 sec
Moderate Severity (2)	Off	79,0 Deg C	30 sec
Most Severe (3)	Off	90,0 Deg C	30 sec
High Engine Oil Temperature			
Least Severe (1)	On	105 Deg C	5 sec
Moderate Severity (2)	Off	110 Deg C	30 sec
Most Severe (3)	Off	115 Deg C	30 sec
High Exhaust Temperature			
Least Severe (1)	Off	750 Deg C	10 sec

Moderate Severity (2)	Off	760 Deg C	10 sec
Most Severe (3)	Off	760 Deg C	10 sec
High Fuel Pressure			
Least Severe (1)	On	None	2 sec
Most Severe (3)	Off	None	30 sec
High Fuel Temperature			
Least Severe (1)	On	70,0 Deg C	30 sec
Most Severe (3)	Off	82,0 Deg C	120 sec
High Transmission Oil Pressure			
Least Severe (1)	On	2412 kPa	10 sec
High Transmission Oil Temperature			
Least Severe (1)	On	95 Deg C	10 sec
Low Coolant Level			
Least Severe (1)	On	None	10 sec
Moderate Severity (2)	Off	None	30 sec
Most Severe (3)	Off	None	30 sec
Low Engine Oil Pressure			
Least Severe (1)	Always On	None	8 sec
Moderate Severity (2)	On	None	15 sec
Most Severe (3)	On	None	15 sec
Low Fuel Level			
Least Severe (1)	Off	13 %	300 sec
Low Fuel Pressure			
Least Severe (1)	On	None	2 sec
Most Severe (3)	Off	None	30 sec
Low Jacket Water Level			
Least Severe (1)	Off	None	30 sec
Moderate Severity (2)	Off	None	30 sec
Most Severe (3)	Off	None	30 sec

Trip Segment - C32 ACERT Port (RNC02843)

Description	Value	Unit
Time	463:24	hours
Fuel	57502,8	L
% Idle Time	33	%
Idle Fuel	1310,2	L

Maintenance Indicator - C32 ACERT Port (RNC02843)

Description	Service Status	Value	Unit
PM1	---	Unavailable	
PM2	---	Unavailable	
Coolant Flush/Fill	---	Unavailable	

[TOP](#)

Configuration - Bridge MPD - Port Engine

Below captured parameters from low load till full load from both M/Es:

21/09/2026 10:09

[illegible]

[illegible]

Port (RNC02844)	393	396	383	367	361	357	356	357	353	351
917 Engine Fuel Pressure (After Filters) [kPa]										
Port (RNC02844)	549	570	574	579	589	590	591	593	595	596
935 Fuel Inlet Temperature [Deg C]										
Port (RNC02844)	31	31	32	33	33	33	33	34	34	34
969 Fuel Consumption from ECM [L/h]										
Port (RNC02844)	35,6	86,8	104,2	122,9	152,0	167,8	167,2	203,2	218,6	266,6
991 Engine Load from ECM [%]										
Port (RNC02844)	24	35	40	45	50	53	53	63	63	76
915 Marine Gear Oil Temperature [Deg C]										
Port (RNC02844)	39	41	43	46	50	52	52	54	56	58
916 Marine Gear Oil Pressure [kPa]										
Port (RNC02844)	1983	2020	2027	2035	2045	2051	2051	2061	2069	2079

Captured Parameters	2215 RPM	2137 RPM
Engine Speed [rpm]		
Port (RNC02844)	2235	2143
Active Codes Present During Capture		
Port (RNC02844)	No	No
Engine Speed within +/- 20 RPM		
Port (RNC02844)	No	No
Fuel Pressure [kPa]		
Port (RNC02844)	598	600
Boost Pressure [kPa]		
Port (RNC02844)	220	196
Engine Oil Pressure [kPa]		
Port (RNC02844)	340	334
Engine Coolant Temperature [Deg C]		
Port (RNC02844)	86	83
Fuel Temperature [Deg C]		
Port (RNC02844)	34	36
Engine Load Factor [%]		
Port (RNC02844)	100	90
Transmission Oil Temperature [Deg C]		

+/- 20 RPM										
Port (RNC02843)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fuel Pressure [kPa]										
Port (RNC02843)	638	669	679	684	696	699	697	689	694	691
Boost Pressure [kPa]										
Port (RNC02843)	8	24	41	52	78	97	116	147	167	203
Engine Oil Pressure [kPa]										
Port (RNC02843)	360	358	350	336	331	328	326	326	327	325
Engine Coolant Temperature [Deg C]										
Port (RNC02843)	72	80	80	81	81	81	82	82	83	84
Fuel Temperature [Deg C]										
Port (RNC02843)	31	31	32	33	34	33	34	34	35	35
Engine Load Factor [%]										
Port (RNC02843)	27	34	41	43	48	51	57	61	61	71
Fuel Consumption Rate [L/h]										
Port (RNC02843)	39,9	82,4	108,5	120,5	149,1	162,8	186,9	211,8	231,7	274,4
Transmission Oil Temperature [Deg C]										
Port (RNC02843)	35	36	38	40	42	44	45	46	47	49
Transmission Oil Pressure [kPa]										
Port (RNC02843)	1988	2019	2030	2037	2048	2056	2063	2073	2079	2091
Inlet Air Temperature [Deg C]										
Port (RNC02843)	29	29	30	31	33	35	37	40	43	48
901 JW Outlet Temperature (Before Reg) [Deg C]										
Port (RNC02843)	72	80	80	81	81	81	82	82	83	84
906 Intake Air Manifold Temperature [Deg C]										
Port (RNC02843)	29	29	30	31	33	35	37	40	43	48
910 Engine Speed [rpm]										
Port (RNC02843)	1023	1314	1434	1511	1640	1715	1806	1906	1980	2093

911 Intake Air Manifold Pressure [kPa]										
Port (RNC02843)	8	24	41	52	78	97	116	147	167	203
914 Engine Oil to Bearings Pressure [kPa]										
Port (RNC02843)	360	358	350	336	331	328	326	326	327	325
917 Engine Fuel Pressure (After Filters) [kPa]										
Port (RNC02843)	638	669	679	684	696	699	697	689	694	691
935 Fuel Inlet Temperature [Deg C]										
Port (RNC02843)	31	31	32	33	34	33	34	34	35	35
936 Fuel Return Line Restriction (Engine Outlet Pressure) [kPa]										
Port (RNC02843)										
969 Fuel Consumption from ECM [L/h]										
Port (RNC02843)	39,9	82,4	108,5	120,5	149,1	162,8	186,9	211,8	231,7	274,4
991 Engine Load from ECM [%]										
Port (RNC02843)	27	34	41	43	48	51	57	61	61	71
915 Marine Gear Oil Temperature [Deg C]										
Port (RNC02843)	35	36	38	40	42	44	45	46	47	49
916 Marine Gear Oil Pressure [kPa]										
Port (RNC02843)	1988	2019	2030	2037	2048	2056	2063	2073	2079	2091

Captured Parameters	2180 RPM	2266 RPM	2079 RPM
Engine Speed [rpm]			
Port (RNC02843)	2178	2273	2081
Active Codes Present During Capture			
Port (RNC02843)	No	No	No
Engine Speed within +/- 20 RPM			
Port (RNC02843)	Yes	No	Yes
Fuel Pressure [kPa]			
Port (RNC02843)	680	640	687

Boost Pressure [kPa]			
Port (RNC02843)	214	236	205
Engine Oil Pressure [kPa]			
Port (RNC02843)	320	316	308
Engine Coolant Temperature [Deg C]			
Port (RNC02843)	86	88	85
Fuel Temperature [Deg C]			
Port (RNC02843)	35	34	36
Engine Load Factor [%]			
Port (RNC02843)	87	98	72
Transmission Oil Temperature [Deg C]			
Port (RNC02843)	50	51	52
Transmission Oil Pressure [kPa]			
Port (RNC02843)	2099	2110	2086
Inlet Air Temperature [Deg C]			
Port (RNC02843)	50	54	50
901 JW Outlet Temperature (Before Reg) [Deg C]			
Port (RNC02843)	86	88	85
906 Intake Air Manifold Temperature [Deg C]			
Port (RNC02843)	50	54	50
910 Engine Speed [rpm]			
Port (RNC02843)	2178	2273	2081
911 Intake Air Manifold Pressure [kPa]			
Port (RNC02843)	214	236	205
914 Engine Oil to Bearings Pressure [kPa]			
Port (RNC02843)	320	316	308
917 Engine Fuel Pressure (After Filters) [kPa]			
Port (RNC02843)	680	640	687
935 Fuel Inlet Temperature [Deg C]			
Port (RNC02843)	35	34	36
969 Fuel Consumption from ECM [L/h]			
Port (RNC02843)	295,5	353,5	273,5
991 Engine Load from ECM [%]			
Port (RNC02843)	87	98	72
Port (RNC02843)			
915 Marine Gear Oil Temperature [Deg C]			
Port (RNC02843)	50	51	52
916 Marine Gear Oil Pressure [kPa]			
Port (RNC02843)	2099	2110	2086
Port (RNC02843)			

Comments:

Sea-trial comparison

Parameter	RNC02844	RNC02843	Comment
Highest recorded speed	2235 rpm	2273 rpm	Both below 2300 rated rpm
Load at highest speed	100%	98%	02844 reaches full load earlier
Boost	220 kPa	236 kPa	Logical with respective rpm/load
Coolant temp.	86°C	88°C	Normal/stable
Inlet manifold temp.	55°C	54°C	Similar
Oil pressure	340 kPa	316 kPa	Both stable; 02843 consistently somewhat lower
Fuel pressure	598 kPa	640 kPa	02843 higher throughout
Gear oil temp.	63°C	51°C	02844 warmer
Gear oil pressure	2100 kPa	2110 kPa	Essentially identical

The trends during acceleration are good. Boost rises progressively with speed/load, coolant temperature remains controlled, fuel pressure is stable, and there is no sudden deterioration in oil pressure. During the captures, no active event codes were recorded. The ECM configuration confirms 2300 rpm rated speed and 2410 rpm high idle/top-engine-speed setting.

RNC02844

This is the engine I would pay more attention to from the sea-trial results. At 2235 rpm it had already reached 100% load, with approximately 350 L/h fuel consumption and 220 kPa boost. Increasing vessel demand therefore does not appear capable of bringing it to rated 2300 rpm; instead, the engine is essentially reaching its available fueling/load limit first.

This is consistent with a propulsion-load / inability-to-reach-rated-rpm condition, rather than an obvious cooling or lubrication problem. The engine then recorded 2143 rpm at 90% load, 196 kPa boost and 315 L/h, which is internally consistent.

Coolant reached only 86°C, compared with the ECM high-coolant warning threshold of 103°C, so there is considerable thermal margin.

One separate issue should be addressed: RNC02844 has an active 91-8 Throttle Position Sensor abnormal frequency/pulse-width/period diagnostic, with 52 logged occurrences.

RNC02843

RNC02843 performed slightly better at the upper end. It achieved 2273 rpm at 98% load, with 236 kPa boost. It therefore came much closer to rated speed, although it still did not achieve 2300 rpm.

Its coolant temperature reached 88°C and inlet manifold temperature 54°C, which do not suggest a cooling/aftercooling problem.

Its oil pressure is consistently somewhat lower than RNC02844—for example around 316 kPa vs 340 kPa at the highest-load captures—but the trend is smooth rather than collapsing with load. I would therefore note the difference and continue monitoring it rather than interpret it by itself as a fault.

RNC02844: 2235 rpm / 100% load

RNC02843: 2273 rpm / 98% load

Since the rating is 1342 kW @ 2300 rpm, neither engine demonstrated rated rpm during this sea trial.

Both engines show the same general behaviour and their boost, fuel, coolant and lubrication parameters progress normally, I would first investigate the vessel/propulsion load: vessel displacement and loading condition, hull/propeller condition, propeller pitch/diameter, gearbox ratio, shaft-line condition and whether the engines can actually reach 2300 rpm under the present propeller curve.

The fact that 02844 reaches 100% load at only 2235 rpm is particularly relevant.

Continued operation at this condition would mean operating at maximum available engine load below rated speed, which is not a condition I would recommend treating as normal continuous operation until the cause of the rpm deficiency is established.

Main Engine Operational Assessment

During the sea trial, both main engines demonstrated generally stable operation throughout the tested speed and load range. Engine coolant temperatures, engine oil pressures, fuel pressures, intake manifold temperatures and boost pressures showed progressive and generally consistent trends with increasing engine speed and load. No abnormal thermal behaviour was observed during the test.

At the upper operating range, however, neither engine achieved the rated engine speed of 2300 rpm.

M/E RNC02844 reached a maximum recorded speed of approximately 2235 rpm at 100% ECM load, while M/E RNC02843 reached approximately 2273 rpm at 98% ECM load. RNC02843 therefore operated closer to the rated operating point, whereas RNC02844 reached maximum engine load at a lower engine speed.

The above condition should be further evaluated with respect to the vessel's propulsion load and operating condition. Hull and propeller condition, vessel displacement, propeller characteristics, gearbox/shaft-line condition and other factors affecting the propeller demand should be considered before attributing the inability to reach rated speed to engine performance.

No indication of abnormal cooling-system performance was observed during the sea trial. Lubricating oil pressure remained stable on both engines, although RNC02843 operated with moderately lower oil pressure compared with RNC02844 and this difference should continue to be monitored.

Additionally, M/E RNC02844 has an active diagnostic code 91-8 related to the throttle position signal (abnormal frequency, pulse width or period), which should be investigated separately.

Overall, both engines showed stable operating parameters during the sea trial; however, the inability to achieve the rated 2300 rpm, particularly the 100% load condition of RNC02844 at approximately 2235 rpm, should be investigated before confirming satisfactory full-load propulsion performance.



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FAX:

PHONE:

SAMPLE TYPE: OIL

SAMPLE SHIP TIME (days) : 3

COMPANY NAME : FLE_MARINE_HELLAS

CUSTOMER EQUIP NUM : RNC02844

COMPARTMENT NAME : MARINE GEAR MAIN

SERIAL NUMBER : RNC02844

MANUFACTURER : CATERPILLAR

MODEL : C32

JOB SITE :

EXT WARR NUMBER :

SHOP JOB NUM :

COMP SERIAL NUM :

COMPARTMENT MODEL :

COMP MANUFACTURER :

SAMPLE LABEL NUM : 254487933

FLUID BRAND/WEIGHT : CAT/NULL

FLUID TYPE :

EXT WARR EXPIRE DATE :



15, Thivaidos & Korniliou Str.
Kalyftaki-New Kifissia
GR-14564, Athens -
(210) 8196800
eltrak.cat.com

LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
M030-56268-0042	22-Sep-2026	25-Sep-2026	3264 HR	3264 HR	No			No
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							
M030-53151-0011	26-May-2023	31-May-2023	2230 HR	307 HR	Unknown			Unknown
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	V	Mn	Cd	Ca	Mg	Zn	P	Ba
M030-56268-0042	5	4	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	3346	8	1384	1135	0
M030-53151-0011	3	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	3215	3	1324	1031	0

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	V100
M030-56268-0042	0	3	0	16	N	10.84
M030-53151-0011	0	3	0	17	N	10.73

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying index , NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H2O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or a component thereof.

FAX:

PHONE:

SAMPLE TYPE: OIL

SAMPLE SHIP TIME (days) : 4

COMPANY NAME : FLE_MARINE_HELLAS

CUSTOMER EQUIP NUM : RNC02844

COMPARTMENT NAME : ENGINE MARINE

SERIAL NUMBER : RNC02844

MANUFACTURER : CATERPILLAR

MODEL : C32

JOB SITE :

EXT WARR NUMBER :

SHOP JOB NUM :

COMP SERIAL NUM :

COMPARTMENT MODEL :

COMP MANUFACTURER :

SAMPLE LABEL NUM : 254488622

FLUID BRAND/WEIGHT : CAT/15W-40

FLUID TYPE : DEO (CI-4)

EXT WARR EXPIRE DATE :



15, Thivaidos & Korniliou Str.
Kalyftaki-New Kifissia
GR-14564, Athens -
(210) 8196800
eltrak.cat.com

LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
M030-56268-0003	21-Sep-2026	25-Sep-2026	3264 HR	191 HR	No			No
No Action Required	NORMAL WEAR METAL READINGS. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							
M030-56100-0001	06-Apr-2026	10-Apr-2026	3073 HR	3073 HR	Yes			Yes
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							
M030-55143-1006	19-May-2025	23-May-2025	2807 HR	250 HR	No			Unknown
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							
M030-54141-0002	15-May-2024	20-May-2024	2550 HR	70 HR	No			Unknown
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	V	Mn	Cd	Ca	Mg	Zn	P	Ba
M030-56268-0003	34	11	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	1133	1237	1370	1131	0
M030-56100-0001	45	15	0	0	1	2	4	0	7	1	0	0	0	0	0	0	0	973	970	1208	1050	0
M030-55143-1006	37	14	1	0	1	0	4	1	5	12	4	1	0	0	0	0	0	1099	952	1144	962	0
M030-54141-0002	12	4	0	0	0	0	8	1	1	394	39	0	0	0	0	1	0	3501	141	1233	1096	0

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	F	PFC	V100
M030-56268-0003	12	9	0	16	N	N		13.15
M030-56100-0001	16	12	0	19	N	N	2.9	12.33
M030-55143-1006	14	10	0	17	N	N		12.52
M030-54141-0002	0	9	0	16	N	N		14.60

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying index , NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H2O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or a component thereof.

FAX:
PHONE:
SAMPLE TYPE: OIL
SAMPLE SHIP TIME (days): 3

LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
M030-56268-0043	22-Sep-2026	25-Sep-2026	3267 HR	194 HR	No			No
Monitor Compartment	VISIBLE DEBRIS IDENTIFIED IN SAMPLE. WEAR METALS DO NOT INDICATE ANY CONTAMINATION OR INCREASED WEAR. OTHER ANALYSIS READINGS ARE ACCEPTABLE. CHECK SAMPLING TECHNIQUE. CHECK SEALS FOR ANY LEAKS IN THE EVENT THAT THE DEBRIS IS GASKET/ SEAL MATERIAL. SAMPLE IN 250 HOURS TO MONITOR.							
M030-53151-0012	26-May-2023	31-May-2023	2230 HR	307 HR	Unknown			Unknown
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							

Wear Metals (ppm)	Wear Metals (ppm)																					
	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	V	Mn	Cd	Ca	Mg	Zn	P	Ba
M030-56268-0043	2	3	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	3320	8	1366	1119	0
M030-53151-0012	3	4	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	3187	3	1311	1079	0

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	V100	ISO
M030-56268-0043	0	3	0	16	N	10.78	DEBRIS
M030-53151-0012	0	4	0	17	N	10.76	

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifezzie, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying index, NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H₂O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or a component thereof.

FAX:

PHONE:

SAMPLE TYPE: OIL

SAMPLE SHIP TIME (days) : 4

COMPANY NAME : FLE_MARINE_HELLAS

CUSTOMER EQUIP NUM : RNC02843

COMPARTMENT NAME : ENGINE MARINE

SERIAL NUMBER : RNC02843

MANUFACTURER : CATERPILLAR

MODEL : C32

JOB SITE :

EXT WARR NUMBER :

SHOP JOB NUM :

COMP SERIAL NUM :

COMPARTMENT MODEL :

COMP MANUFACTURER :

SAMPLE LABEL NUM : 254488623

FLUID BRAND/WEIGHT : CAT/15W-40

FLUID TYPE : DEO (CI-4)

EXT WARR EXPIRE DATE :



15, Thivaidos & Korniliou Str.
Kalyftaki-New Kifissia
GR-14564, Athens -
(210) 8196800
eltrak.cat.com

LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
M030-56268-0004	21-Sep-2026	25-Sep-2026	3267 HR	194 HR	No			No
No Action Required	NORMAL WEAR METAL READINGS. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							
M030-56100-0010	06-Apr-2026	10-Apr-2026	3073 HR	3073 HR	Yes			Yes
No Action Required	NORMAL WEAR METAL READINGS. NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							
M030-55143-1009	19-May-2025	23-May-2025	2809 HR	250 HR	No			Unknown
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							
M030-54141-0004	16-May-2024	20-May-2024	2553 HR	70 HR	No			Unknown
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL.							

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	V	Mn	Cd	Ca	Mg	Zn	P	Ba
M030-56268-0004	31	9	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	1095	1200	1335	1106	0
M030-56100-0010	42	16	1	0	1	1	3	0	8	2	1	0	0	0	0	0	0	986	988	1224	1012	0
M030-55143-1009	37	11	0	0	1	1	5	1	3	8	3	0	0	0	0	0	0	1039	957	1134	958	0
M030-54141-0004	9	4	0	0	0	0	8	1	1	419	42	0	0	0	0	1	0	3672	53	1208	1068	0

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	F	PFC	V100
M030-56268-0004	11	9	0	16	N	N		13.03
M030-56100-0010	16	11	0	19	N	N		12.88
M030-55143-1009	12	10	0	17	N	N	3.1	12.39
M030-54141-0004	0	10	0	16	N	N		14.50

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying index , NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H2O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

Notice: This analysis is intended as an aid in predicting mechanical wear. No guarantee, expressed or implied, is made against failure of this piece of equipment or a component thereof.



Form No. 2
Certificate No. 118180

CERTIFICATE OF MALTA REGISTRY

Issued in terms of Article 16 of the Merchant Shipping Act
Repealing Certificate dated 24 May 2021 in force of which it is being issued

Official No. 19673	CAR Sign SRB7097	Name of Ship KOURLES	No. Year and Home Port 373 IN 2020 VALLETTA
Framework & Description of Vessel GDP COMMERCIAL YACHT		When and where built 2008 - AISIOT - SENEYTI S.F.A., VIAREGGIO, ITALY	
Length Article 2(5) 25.74		Particulars of Tonnage Gross Tonnage 162 Net Tonnage 48	
Moulded Breadth Reg 2(3) 4.85		A detailed summary of the tonnage for this ship is shown on the International Tonnage Certificate	
Moulded depth Reg 2(2) 3.65		Propulsion Power Combined kW 2684 Estimated Speed of Ship 25 knots	
Moulded Draught Reg 4(2) 1.43		Number and Description of Engines TWO INTERNAL COMBUSTION DIESEL	
Propulsion MOTOR SHIP TWIN SCREW		Engine Makers and Year of Make CATERPILLAR INC., GEORGIA, UNITED STATES OF AMERICA - 2008	
Accommodation 4			
I the undersigned, Registrar of Ships at Valletta, Malta, hereby certify that the Ship, the description of which is prefixed to this my Certificate has been duly surveyed, the above description is in accordance with the Register, and that the Name/s, Residence and Description of the Owners and the proportion in which they are interested in the Ship are as follows:- SOLE OWNER FLE MARINE LTD DRAGONARA BUSINESS CENTRE, 5TH FLOOR, DRAGONARA ROAD C/W BALL STREET PACEVILLE, ST. JULIANE STJ 3141 MALTA			
Provisionally registered on 06 March 2020 Registered on 31 August 2020 Certificate issued this 03 March 2026 This certificate expires on 05 March 2027			
Registrar of Maltese Ships			

A Certificate of Registry is not a document of Title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the ship. In case of any change of ownership it is important for the protection of the interest of all parties that the change should be registered according to law. Changes of ownership, address, or otherwise registered particulars should be notified to the Registrar of Maltese Ships at Valletta, Malta. Should the vessel be lost, taken by the enemy, burnt or broken up, or ceasing whether by reason of a transfer to persons not qualified to own a Maltese ship, or for any reason, to be a Maltese ship, notice thereof, together with the Certificate of Registry, if in existence, should immediately be given to the Registrar of Maltese Ships at Valletta, Malta, under the penalties prescribed by law, for default.

Merchant Shipping Directorate, Malta Transport Centre, Hal Lija LJA 2021, Malta. Tel: +356 21250380, E-Mail: shipreg.mt@transport.gov.mt, Fax: +356 21241460
AGH contact numbers: Ship Registration: +356 89494315 / 89494317, Technical: +356 79434216 / 79434217 / 89494318 / 89495474

MS(R) 1514/78c



MALTA
SHIP REGISTRY

Issued by:
Nicholas Caruana Trapani
for Registrar of Maltese Ships



618ea65a3f93



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΝΑΥΤΙΛΙΑΣ ΚΑΙ ΝΗΣΙΩΤΙΚΗΣ ΠΟΛΙΤΙΚΗΣ
ΓΕΝΙΚΗ ΓΡΑΜΜΑΤΕΙΑ ΛΙΜΕΝΩΝ, ΛΙΜΕΝΙΚΗΣ
ΠΟΛΙΤΙΚΗΣ & ΝΑΥΤΙΛΙΑΚΩΝ ΕΠΕΝΔΥΣΕΩΝ
ΓΕΝΙΚΗ ΔΙΕΥΘΥΝΣΗ ΛΙΜΕΝΩΝ, ΛΙΜΕΝΙΚΗΣ
ΠΟΛΙΤΙΚΗΣ & ΝΑΥΤΙΛΙΑΚΩΝ ΕΠΕΝΔΥΣΕΩΝ
ΔΙΕΥΘΥΝΣΗ ΝΑΥΤΙΛΙΑΚΩΝ ΕΠΕΝΔΥΣΕΩΝ
ΚΑΙ ΘΑΛΑΣΣΙΟΥ ΤΟΥΡΙΣΜΟΥ
ΤΜΗΜΑ ΕΠΑΓΓΕΛΜΑΤΙΚΩΝ ΤΟΥΡΙΣΤΙΚΩΝ
ΣΚΑΦΩΝ & ΝΑΥΤΙΛΙΑΚΩΝ ΕΤΑΙΡΕΙΩΝ ΠΛΟΙΩΝ ΑΝΑΨΥΧΗΣ
Ταχ. Διεύθυνση : Ακτή Βασιλειάδη, 185 10, Πειραιάς
Τηλέφωνο : 213 137 4522
email : dinethat@yna.gov.gr

Πειραιάς, 07 Σεπτεμβρίου 2020

Αριθ. πρωτ.: 3134.1-1 / 57202 / 2020

Α.Φ.: 12396

64C

ΒΕΒΑΙΩΣΗ ΚΑΤΑΧΩΡΙΣΗΣ ΠΛΟΙΟΥ ΣΤΟ e-ΜΗΤΡΩΟ

1. Βεβαιώνεται ότι το πλοίο

Όνομα : «ΚΟΥΚΛΕΣ»
Σημαία : ΜΑΛΤΑΣ
Λιμένας / Αριθμός Νηολογίου : ΒΑΛΛΕΤΤΑ / VALLETTA 19673
Πλοιοκτήτης / Α.Φ.Μ. : «ΚΟΥΚΛΕΣ PTY LTD» με έδρα την Αυστραλία με
Υποκατάστημα Αλλοδαπής Εταιρείας στην Ελλάδα την
«ΚΟΥΚΛΕΣ PTY LTD» / 996793752

καταχωρίστηκε στην ηλεκτρονική εφαρμογή e-Μητρώο του άρθρου 2 του ν. 4256/2014 (Α' 92) όπως ισχύει, ως επαγγελματικό πλοίο αναψυχής την 07-09-2020, με μοναδικό αριθμό Μητρώου 30286.

ΜΕΤΑΒΟΛΗ: Αρ. πρωτ: 3134.1-1 / 41142 / 09-06-2021

Μετά την ως άνω επικυρωμένη καταχώριση, σύμφωνα με το αριθμ. 1119209/24-05-2021, CERTIFICATE OF MALTA REGISTRY για το πλοίο «ΚΟΥΚΛΕΣ» επήλθε μεταβολή λόγω αλλαγής πλοιοκτησίας στην εταιρεία «FLE MARINE LTD» με έδρα την ΜΑΛΤΑ και με Υποκατάστημα Αλλοδαπής Εταιρείας στην Ελλάδα την εταιρεία «FLE MARINE HELLAS» (ΑΦΜ 996737072/Δ.Ο.Υ. ΠΛΟΙΩΝ ΠΕΙΡΑΙΑ) και ως τέτοια εμφανίζεται στην ηλεκτρονική εφαρμογή του e-Μητρώου.

2. Οποιαδήποτε μεταβολή των καταχωρισμένων στο e - Μητρώο στοιχείων πραγματοποιείται σύμφωνα με τις διατάξεις της παρ. 5 του άρθρου 2 του ν. 4256/2014 (Α' 92) όπως τροποποιήθηκαν με τις διατάξεις της παρ. 1 του άρθρου 51 του ν. 4569/2018 (Α' 179), και του άρθρου 6 της αριθ. ΠΟΛ. 1209/14-11-2018 Κ.Υ.Α. (Β' 5092). Μέχρι την ολική λειτουργία του e - Μητρώου, η επικαιροποίηση των στοιχείων του ασφαλιστηρίου συμβολαίου και του Π.Γ.Ε. ή του Π.Α. ή του Π.Ε.Ξ.Ε.Π.Α. στο e - Μητρώο πραγματοποιείται από το Τμήμα Επαγγελματικών Τουριστικών Σκαφών & Ν.Ε.Π.Α. της Διεύθυνσης Ναυτιλιακών Επενδύσεων και Θαλασσιού Τουρισμού (ΔΙ.Ν.Ε.Θ.Α.Τ.) μετά από αίτηση του υπόχρεου που υποβάλλεται εντός προθεσμίας εξήντα (60) ημερών.



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ / HELLENIC REPUBLIC

ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΕΛΕΓΧΟΥ ΞΕΝΟΥ ΕΠΑΓΓΕΛΜΑΤΙΚΟΥ ΠΛΟΙΟΥ ΑΝΑΨΥΧΗΣ
FOREIGN COMMERCIAL YACHT INSPECTION CERTIFICATE

Το παρόν πιστοποιητικό εκδόθηκε σύμφωνα με τις διατάξεις της ν.α. αριθ. 3133.1-2/17731/2014 κατ' εξουσιοδότηση της παρ. 3(γ) του άρθρου 3 του νόμου 4256/2014 (Α' 92).

This certificate was issued in accordance with the provisions the ministerial decree number, 3133.1-2/17731/2014 by delegation of par. 3 (γ) of article 3 of the Greek law 4256/2014 (A' 92).

Είδος πλοίου: Type of ship	Ε/Π - T/P COMMERCIAL YACHT	Όνομα πλοίου: Name of ship	ΚΟΥΚΛΕΣ / ΚΟΥΚΛΕΣ				
Νηολόγιο: Port of registry	VALLETTA 19673	Αριθμός IMO / IMO Number	Διεθνές Διακριτικό Σήμα / International Call Sign: 9HB7097				
ΕΠΙΘΕΩΡΗΣΕΙΣ INSPECTIONS		ΧΩΡΗΤΙΚΟΤΗΤΑ TONNAGE	ΔΙΑΣΤΑΣΕΙΣ (μέτρα) DIMENSIONS (meters)	ΣΚΑΦΟΣ HULL			
Ημερομηνία τελευταίας επιθεώρησης ξηράς / Date of last dry-dock inspection:	Ημερομηνία Τελευταίων Παχυμετρήσεων / Date of last thickness measurements:	ΧΩΡΗΤΙΚΟΤΗΤΑ TONNAGE	Όλικη Μήκος Length Overall: 29.47m	Έτος ναυπηγήσεως: Year of build: 2008			
24/04/2025	—	147.68	Μήκος Γ.Φ. / Length L.L.: 24.83m	Τόπος ναυπηγήσεως: Place of build: ΙΤΑΛΙΑ ITALY			
Ημερομηνία τελευταίας επιθεώρησης στη θάλασσα / Date of last inspection at sea:	Πιστοποιητικό Κλάσης / Class Certificate:	ΟΧ / ΟΤ	Πλάτος / Breadth: 6.85m	Υλικό Κατασκευής: Material of construction: ΕΝΙΣΧΥΜΕΝΟ ΠΛΑΣΤΙΚΟ GRP			
14/05/2025	—	162	Κόκλος / Depth: 3.65m	Υψος Εξάλων (χιλ./ Freeboard Height (mm): 2090			
ΚΥΡΙΟ ΜΕΣΟ ΠΡΟΩΣΗΣ: MAIN PROPULSION SYSTEM:		ΜΗΧΑΝΕΣ ENGINES	ΒΟΗΘΗΤΙΚΟ ΜΕΣΟ ΠΡΟΩΣΗΣ: AUXILIARY PROPULSION SYSTEM:	ΑΝΕΥ NONE			
ΠΡΟΩΣΤΗΡΙΟΙ ΚΙΝΗΤΗΡΕΣ / PROPULSION ENGINES							
Θέση Position	Είδος καυσίμου Type of fuel	Κατασκευαστής - τύπος Manufacturer - model	Χώρα κατασκ. Place of build	Έτος κατασκ. Year of build	Ιπποδύναμη Horsepower	Αρ. Κυλινδρίων Nr of Cylinders	Τελ. ημ/νία εξαν. άξονα Last tail-shaft inspection
ΑΡ/ΡΣ:	ΠΕΤΡΕΛΑΙΟ DIESEL	CATERPILLAR C32 DITA	Η.Π.Α. / U.S.A.	2007	1332 KW	12	24/04/2025
ΔΕ/ΣΘ:	ΠΕΤΡΕΛΑΙΟ DIESEL	CATERPILLAR C32 DITA	Η.Π.Α. / U.S.A.	2007	1332 KW	12	24/04/2025
ΑΡΙΘΜΟΣ ΕΠΙΒΑΤΩΝ, ΧΕΙΜΩΝΑ - ΘΕΡΟΥΣ / NUMBER OF PASSENGERS, WINTER-SUMMER							
ΠΛΟΥΣ (α)/VOYAGE (a) ΚΑΤ. ΠΙ: ΠΛΟΕΣ ΗΜΕΡ. ΤΟΠΙΚΟΙ ΜΕΧΡΙ ΜΕΓΑΛΗΣ ΑΚΤΟΠΛΟΪΑΣ. (Π.Δ.917/79)/ DAY LOCAL TO GREAT COASTAL NAVIGATION PD 917/79		ΠΛΟΥΣ (β)/VOYAGE (b) ΚΑΤ. ΠΙ: ΠΛΟΕΣ ΝΥΚΤ. ΤΟΠΙΚΟΙ ΜΕΧΡΙ ΜΕΓΑΛΗΣ ΑΚΤΟΠΛΟΪΑΣ. (Π.Δ.917/79)/ NIGHT LOCAL TO GREAT COASTAL NAVIGATION PD 917/79		ΠΛΟΥΣ (γ) / Voyage (c)		ΠΛΟΥΣ (δ) / Voyage (d)	
Χειμ.: 09 Winter:	Θέρους: 09 Summer:	Χειμ.: 10 Winter:	Θέρους: 10 Summer:	Χειμ.: ... Winter:	Θέρους: ... Summer:	Χειμ.: ... Winter:	Θέρους: ... Summer:
ΑΡΙΘΜΟΣ ΠΛΗΡΩΜΑΤΟΣ / NUMBER OF CREW: 03		ΜΕΣΑ ΤΗΛΕΠΙΚΟΙΝΩΝΙΑΣ / MEANS OF TELECOMMUNICATION:		Α1 (VHF DSC, EPIRB, NAVTEX, SART, ZK PORTABLE VHF & AIS)		ΑΡΙΘΜΟΣ ΚΛΙΝΩΝ ΕΠΙΒΑΤΩΝ / NUMBER OF PASSENGERS' BERTHS: 09	

Το παρόν εκδίδεται ύστερα από επιθεώρηση του πλοίου που έγινε στο λιμάνι:
This certificate is issued after inspection of the ship at the port of:

MARINA ΦΛΟΙΣΘΟΥ
MARINA FUSVUτην: 14/05/2025
on:

κατά την οποία διαπιστώθηκε ότι το πλοίο συμμορφώνεται με τις σχετικές απαιτήσεις της κείμενης νομοθεσίας, όπως εφαρμόζονται αντίστοιχα σε ιδίου τύπου πλοία υπό ελληνική σημαία, προκειμένου να εκτελούν τους ως άνω πλόες με τον αντίστοιχο μέγιστο αριθμό πληρώματος και επιβατών, σε ότι αφορά στο σκάφος, στις μηχανές και στο μηχανολογικό εξοπλισμό, στους χώρους ενδιάμεσης επιβατών και πληρώματος, στα ναυτιλιακά, σωστικά, πυροσβεστικά και τηλεπικοινωνιακά μέσα, εξοπλισμό και διατάξεις καθώς και στον εξοπλισμό πρόληψης ρύπανσης του πλοίου.

during which it was verified that the ship complies with the relevant requirements of the legislation in force, as applicable to vessels under the Greek flag of the same type, in order to carry out the aforementioned voyages with the corresponding maximum number of crew and passengers, with regard to the hull, the machinery and mechanical equipment, the accommodation spaces for passengers and crew, the navigation, life-saving, fire-fighting and telecommunication means, equipment and appliances as well as to the ship pollution prevention equipment.

Το παρόν ισχύει κατά το διάστημα που το πλοίο εξακολουθεί να συμμορφώνεται με τις ως άνω απαιτήσεις για τους αναφερομένους πλόες με τον αντίστοιχο μέγιστο αριθμό πληρώματος και επιβατών, και όχι πέραν της:

This will remain in force as long as the ship conforms to the aforementioned requirements, for the designated voyages with the corresponding maximum number of crew and passengers, and not after:

23/04/2027

Εκδόθηκε στον Πειραιά την 14/05/2025
Issued at Piraeus on 14/05/2025RINA
Nylon Diamantopoulos
Qualified Technician
RINA Member No.
ID Number 22785ΚΑΤΑΤΙΘΗΚΑΝ
ΠΑΡΑΒΟΛΟ ΧΑΡΤΙΣΤΗΡΙΟ ΧΥΤΕΛΗΣ ΑΙΜΟΚΡΟΥΣ (006 YPG)
No 801724917955 1110 0064
ΠΑΡΑΒΟΛΟ ΥΠΕΡΕΛΑΥΝΑ (206 YPG)
No 801724874955 1110 0079

- of 1992

RINA Registro Italiano Navale
Qualifica **Perito Nautico**
Rilasciata il **14/05/2025**

RYANA Tryston Williams-Topoulidis
Specialist in Education
Specialist in English
ID Number 22785 14/05/2025

[illegible]

RINF



ΛΜC

Πειραιάς, 14/05/2025

ΒΕΒΑΙΩΣΗ

No. 2025/ΧΗ/1423/01-02

ΤΗΛΕΧΕΙΡΙΣΜΟΥ ΚΑΙ ΠΑΡΑΚΟΛΟΥΘΗΣΗΣ ΤΗΣ ΛΕΙΤΟΥΡΓΙΑΣ ΤΩΝ ΠΡΩΣΤΗΡΙΩΝ ΜΗΧΑΝΩΝ ΚΑΙ
ΤΩΝ ΗΛΕΚΤΡΟΠΑΡΑΓΩΓΩΝ ΖΕΥΓΩΝ ΑΠΟ ΤΗ ΓΕΦΥΡΑ

Βεβαιώνεται ότι από τα στοιχεία που τηρούνται στον Οργανισμό μας και την επιθεώρηση που διενήργησε επιθεωρητής μας στις 14/05/2025 στην ΜΑΡΙΝΑ ΦΛΟΙΣΒΟΥ προέκυψε ότι το Ε/Π – Τ/Ρ "ΚΟΥΚΛΕΣ" Νηολογίου VALLETTA 19673, στο οποίο ήταν εγκατεστημένες δυο (02) Κύριες Μηχανές πρόωσης τύπου CATERPILLAR C32 DITA, με συνολική ιπποδύναμη 2684 KW, α) πληρούσε όλες τις απαιτήσεις του Πίνακα Α (ή Β ανάλογα με το είδος του πλοίου), της Αριθ. Πρωτ.: 2070.0/2819/2017 εγκυκλίου Υ.ΝΑ.Ν.Π./Α.Λ.Σ.-ΕΛ.ΑΚΤ./ΚΕΠ/ΔΕΠ/ΜΕΜΣ/ΔΜΚ/Μ και μπορούσε να χαρακτηριστεί ως τηλεχειριζόμενο ή β) μπορούσε να χαρακτηριστεί ως πλοίο με μηχανές «κλειστού τύπου» με αυτόματο χειρισμό αυτών από το χώρο διακυβέρνησης (Διαγράφεται ανάλογα).

Η παρούσα ισχύει μέχρι την 23/04/2027, οπότε λήγει και η ισχύς του αριθ. 2025/ΧΗ/1423/01 Πρωτοκόλλου Γενικής Επιθεώρησης του πλοίου.



Tryfon Diamantopoulos
Qualified Technician
RINA Hellas Ltd.
ID Number 22785

RINA HELLAS LTD

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AZIMUT

BUILDER'S CERTIFICATE

We Azimut-Benetti S.p.A. - Via Michele Caggiano n. 104

of 55040 Viareggio (Lazio - Italy)

hereby certify that We did build in the Yard at:

Via Del Porto, 23 - 55040 Viareggio (Lazio) - ITALY

Model year: 2008 (twofifteenandeight)

Model of vessel: AZIMUT 95'E

Name: Yard No. 014

Whether Sail, Steam or Motor: Motor-boat

Overall Length (L): 29,47 mt. Moulded Breadth (B): 6,85 mt. Moulded Depth: 1,85 mt.

Particulars of Engines: nr. 2 in board diesel type CATERPILLAR C32 DITA of 1545 kW each, serial numbers RNC023643 and RNC023644

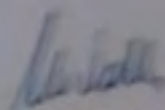
We further certify that We built the above mentioned ship to the

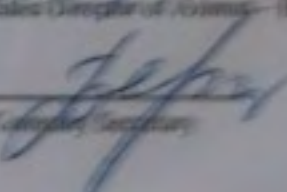
order of: Name: Messrs.
ALEXANDER HOLDINGS LIMITED
Walker House
87 Mary Street
George Town, Grand Cayman
KYT - 9001 Cayman Islands

Number of shares held: 64/64 (sixty four sixty fourths)
Who is the first owner thereof.

Viareggio, 31st July 2008

Seal of company
and signature
and status of
witness (is affixing
of seal)


Sales Director of Azimut - Benetti S.p.A.


Company Secretary

AZIMUT

P.A.C.H.T.E.

Azimut-Benetti S.p.A.

Via Michele Caggiano n. 104 - 55040 Viareggio (Lazio)

Tel. 0586/2801 - Fax 0586/280235

Porto Tirolo - Tel. 0586/280460

Cell. Fax: 0586/807500

www.azimutbenetti.com





CERTIFICATE OF COMPLIANCE TO TRADE AS A
COMMERCIAL YACHT

No. 0505

Name of Yacht	IMO Number	Port of Registry	Length*	Gross Tonnage
KOUKLES	8342624	VALLETTA	25.74m	162

THIS IS TO CERTIFY THAT:

1. the yacht has been surveyed in accordance with the Commercial Yacht Code 2020.
2. the yacht has been found to comply with the requirements of the said Code.
3. the total number of persons for which life saving appliances are provided is 16 and that the maximum number of passengers that may be carried is 9. Up to a maximum of 12 passengers may be carried on day charters.
4. the yacht was surveyed on the 24 April 2025 at Athens, Greece.
5. the range of operation of the yacht is: Short (60 nautical miles from safe haven)

This certificate is issued under the authority of the Government of Malta, and it will remain in force, unless previously cancelled, until **19 February 2030** subject to the yacht, its machinery and equipment being efficiently maintained, surveys are carried out within the prescribed windows, the manning complies with the Code and the following conditions are satisfied:-

- Passengers to remain within cockpit area during navigation.
- All portlights to be verified closed prior to navigation.
- Side doors to be always kept closed during navigation.
- Forward hatch to be always kept closed during navigation.

Issued at Valletta, Malta on 8 May 2025

Signature of authorised officer issuing the Certificate:

GORDON CUTAJAR
Assistant Registrar of Ships
Valletta, Malta

The validity of this Certificate is subject to the following valid Certificates being on board:

Certificate of Malta Registry
International Tonnage Certificate
International Load Line Certificate
International Sewage Pollution Prevention Certificate
Minimum Safe Manning Certificate

This Certificate shall be supplemented with a Record of Equipment

Form_COC2020

(*) Length – Refer to Section 2 of the Commercial Yacht Code and to LL Article 2(8)

CERTIFICATE OF COMPLIANCE TO TRADE AS A COMMERCIAL YACHT

Name of Yacht: KOUKLES

IMO No.: 8342624

ENDORSEMENT FOR INTERMEDIATE/ANNUAL SURVEYS

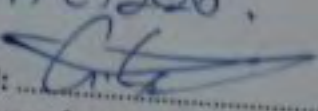
THIS IS TO CERTIFY that at a survey as required by the Code the vessel was found to conform with the relevant requirements.

1st Annual Survey
between (20 November 2025 - 20 May 2026)

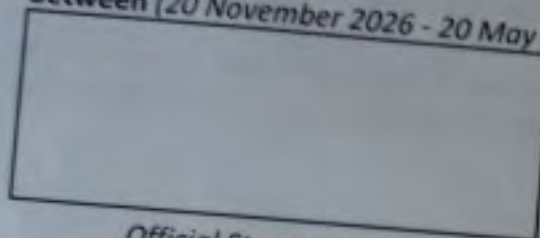


Place: ATHENS, GREECE

Date: 15-05-2026

Signed: 
(signature of authorised surveyor)

2nd Annual Survey
between (20 November 2026 - 20 May 2027)



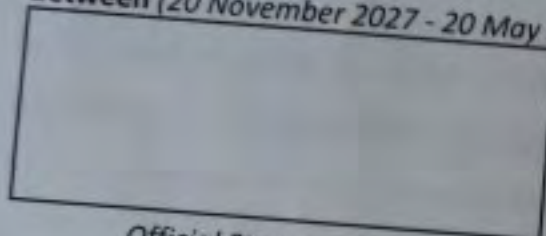
Official Stamp

Place:

Date:

Signed:
(signature of authorised surveyor)

3rd Annual Survey
between (20 November 2027 - 20 May 2028)



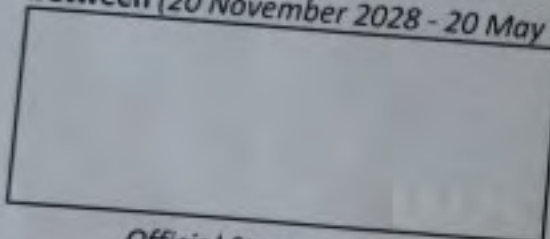
Official Stamp

Place:

Date:

Signed:
(signature of authorised surveyor)

4th Annual Survey
between (20 November 2028 - 20 May 2029)



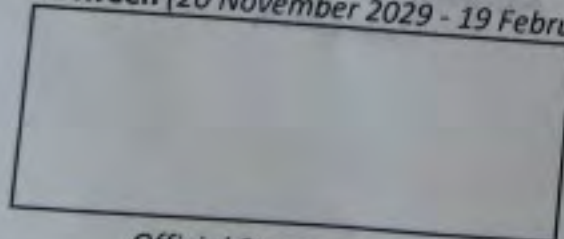
Official Stamp

Place:

Date:

Signed:
(signature of authorised surveyor)

Renewal Survey
between (20 November 2029 - 19 February 2030)



Official Stamp

Place:

Date:

Signed:
(signature of authorised surveyor)

The validity of this certificate is hereby being extended until the (not later than 3 months subsequent to the original expiry date) pending the issuance of the new COC.



RECORD OF EQUIPMENT

This Record shall be permanently attached to the Certificate of Compliance to Operate as a Commercial Yacht No. 0505

Yacht Particulars

Name of Yacht: **KOUKLES**
IMO Number: **8342624**
Distinctive number or letters: **9HB7097**
Navigation Notation and Area of Operation: **Short (60 nautical miles from safe haven)**
Number of Passengers allowed to be carried: **12**

1 Total number of persons for which life-saving appliances are provided onboard	16
2A Lifeboats	Port: - Stbd.: -
2B Rescue boat	--
3 Liferafts	--
3.1 Those for which approved launching appliances are required:	Port: - Stbd.: -
3.1.1 Number of liferafts	Port: - Stbd.: -
3.1.2 Number of persons accommodated by them	2
3.2 Those for which approved launching appliances are not required:	Port: 1 Stbd.: 1
3.2.1 Number of liferafts	Port: 8 Stbd.: 8
3.2.2 Number of persons accommodated by them	-
4 Total Number of Liferings	1
4.1 No. of Liferings with Self Igniting Lights	2
4.2 No. of Liferings with Smoke and Light Signals	2
4.3 No. of Liferings with Buoyant Line	20 (Adults) + 4 (Child)
5 Number of Lifejackets	-
6 No. of Immersion Suits	16
7 Number of Thermal Protective Aids	--
8 Radio installations used in lifesaving appliances	Port: 1
8.1 Number of radar transponders	2
8.2 Number of two-way VHF radiotelephone apparatus	--
9 Pyrotechnics	6
9.1 Parachute Flares	6
9.2 Red handheld Flares	2
9.3 Buoyant Smoke Signals	2
10 Line Throwing Appliances	

This record consists of 2 pages

11. Navigational Equipment	
1.1 Standard magnetic compass	Provided
1.2 Spare magnetic compass for Yachts ≥ 150 GT	Provided
1.3 GYRO compass	N/A
1.4 EPIRB	Provided
1.5 SART	Provided
1.6 NAVTEX	Provided
2.1 Updated Nautical charts/ECDIS	Provided
2.2 Back up arrangements for ECDIS	N/A
2.3 Nautical publications	Provided
2.4 Back up arrangements for electronic nautical publications	N/A
3 Speed and Distance measuring device	Provided
4 Receiver for a global navigation satellite system (GPS)	Provided
5 9 GHz radar	Provided
6 Radar Reflector (GRP and Wooden Hull Yachts only)	Provided
7 Long Range Identification and Tracking (LRIT) on Yachts ≥ 300 GT	N/A
8 Automatic identification system (AIS) on Yachts ≥ 300 GT	Provided
9 Echo sounding device	Provided
10 Engine(s) rpm indicator(s)	Provided
11 Rudder, propeller, thrust, pitch and operational mode indicator	Provided
12 Daylight signalling lamp	Provided
13 Searchlight	Provided
14 Bridge Navigational Watch Alarm System (BNWAS) on Yachts ≥ 150 GT	Provided
12. Tenders/Ancillary Craft	
1 Number of tenders and/or ancillary craft	1
2 Type of tenders/ancillary craft	CE Marked RIB with outboard motor

** Delete as appropriate.

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at: Valletta

on:

8 May 2025

GORDON CUTAJAR
Assistant Registrar of Ships
Valletta, Malta

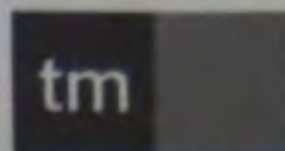
Name & Signature

Notes:



MINIMUM SAFE MANNING CERTIFICATE

Issued in compliance with the Merchant Shipping (Certification of Commercial Yachts and Commercial Cruising Vessels) Regulations, 2006



Transport Malta

Vessel

Name of Ship **KOUKLES**
 Port of Registry **Valletta**
 Official Number **19673**
 Type of Ship **COMMERCIAL YACHT**
 Gross Tonnage **162**
 Registered Power **2684 kW**
 Operating company **N/A**

Personnel

Grade/Capacity	Number of Persons
Master	One
Chief Officer	None
OOW (Navigation)	None
Chief Engineer	One
Second Engineer	None
Assistant Engineer	None
Yacht Rating	One

Trading area

Up to 60 nautical miles from safe haven

Minimum Qualifications and Requirements:

All officers and crew are required to be holders of a Certificate stating that the holder is competent to serve in a capacity on board this vessel with trading limitations, tonnage and registered power indicated.

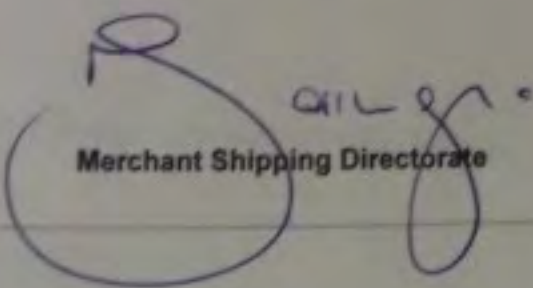
Any shortages from the specified number of personnel should be referred to the Merchant Shipping Directorate, Transport Malta for approval.

Special Conditions

A minimum of one operator to be in possession of a GMDSS Short Range Certificate (S.R.C.).

Issued at Valletta Malta on the 20 May 2025

This Certificate is valid until the 5 March 2030


 Merchant Shipping Directorate

Merchant Shipping Directorate, Malta Transport Centre, Hal Lija LJA 2021, Malta.
 Voice: +356 21250360, 99494317 E-mail: yachtsmalta.tm@gov.mt; merishipmalta.tm@transport.gov.mt Fax: +356 21241460

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



INTERNATIONAL LOAD LINE CERTIFICATE (1966)

No. 25-0261/01_ILLC

Issued under the provisions of the
INTERNATIONAL CONVENTION ON LOAD LINES, 1966
as modified by the Protocol of 1988 relating thereto
under the authority of the Government of
THE REPUBLIC OF MALTA

Name of ship	Distinctive number or letters	Port of registry	Length (L) as defined in Article 2(8) (in metres)
KOUKLES	9HB7097	VALLETTA	25.74

IMO Number 8342624

Freeboard assigned as: A new ship

Type of ship: "B"

Freeboard from deck line

Load Line

Tropical	-- mm	(T)	-- mm	above (S)
Summer	2090 mm	(S)	Upper edge of line through center of ring	
Winter	-- mm	(W)	-- mm	below (S)
Winter North Atlantic	-- mm	(WNA)	-- mm	below (S)
Timber tropical	-- mm	(LT)	-- mm	above (LS)
Timber summer	-- mm	(LS)	-- mm	above (S)
Timber winter	-- mm	(LW)	-- mm	below (LS)
Timber winter North Atlantic	-- mm	(LWNA)	-- mm	below (LS)
Subdivision Marks:				
Passenger condition 1	-- mm	C. 1	-- mm	below (S)
Passenger condition 2	-- mm	C. 2	-- mm	below (S)
Passenger condition 3	-- mm	C. 3	-- mm	below (S)

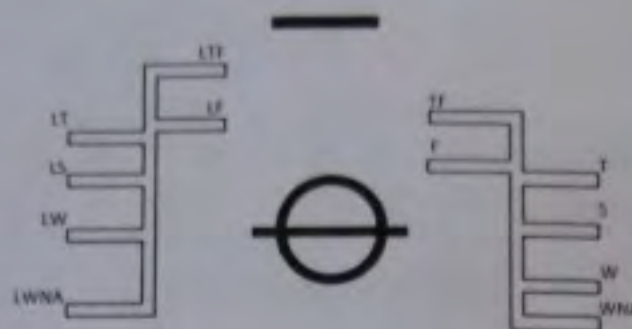
Allowance for fresh water for all freeboards other than timber -- mm

Allowance for fresh water for timber freeboards -- mm

NOTE: Freeboard, load lines and subdivision marks which are not applicable need not be entered on the certificate.

The upper edge of the deck line from which these freeboards are measured is:
below the deck at side.

0 mm



THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of article 14 of the Convention.
- 2 That the survey showed that the freeboards have been assigned and load lines shown above have been marked in accordance with the Convention.

This Certificate is valid until: **23rd April 2030** ⁽¹⁾
subject to annual surveys in accordance with Article 14(1)(c) of the Convention.

Issued at: Valletta, Malta

on

30th April 2025

Ing. Gabriel Gauch
(Government Appointed Surveyor of Ships)



This vessel is to comply with the requirements of the Commercial Yacht Code, 2020, as an equivalent to the International Convention on Load Lines 1966, as amended, under the terms of IMO Circular LL.3/Circ.172 dated 7 November 2007 as a 'Yacht engaged in trade as a commercial vessel with up to 12 passengers'.

(1) Insert the date of expiry as specified by the Administration in accordance with article 19(1) of the Convention. The day and the month of this date correspond to the anniversary date as defined in article 2(9) of the Convention, unless amended in accordance with article 19(8) of the Convention.

When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.

When a ship is in fresh water density the appropriate load line may be submerged by the amount of the fresh water allowance shown above. When the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.

ENDORSEMENT FOR ANNUAL SURVEYS

THIS IS TO CERTIFY that, at an annual survey required by article 14(1)(c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Annual survey Place <u>ATHENS, GREECE</u> Date <u>15-05-2016</u>	Signature and seal 
Annual survey Place Date	Signature and seal
Annual survey Place Date	Signature and seal
Annual survey Place Date	Signature and seal

ANNUAL SURVEY IN ACCORDANCE WITH ARTICLE 19(8)(c)

THIS IS TO CERTIFY that, at a survey in accordance with article 19(8)(c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Place Date	Signature and seal
-------------------	--------------------



**INTERNATIONAL SEWAGE POLLUTION PREVENTION
CERTIFICATE**

No. 25-0261/01_ISPP

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973,
as modified by the Protocol of 1978 relating thereto, as amended by resolution MEPC.115(51),
(hereinafter referred to as "the Convention")

under the authority of the Government of

THE REPUBLIC OF MALTA

Name of ship	Distinctive number or letters	Port of registry	Gross tonnage
KOUKLES	9HB7097	VALLETTA	162
Number of persons which the ship is certified to carry		IMO Number	
16		8342624	

Type of ship: New ship

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work
for a conversion or an alternation or modification of a major character was commenced: **2008**

THIS IS TO CERTIFY THAT:

- 1 The ship is equipped with a $\frac{1}{2}$ inch and a discharge pipeline in compliance with regulations 9 and 10 of Annex IV of the Convention as follows:

a) Description of the sewage treatment plant:

Type of sewage treatment plant --

Name of manufacturer --

The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in resolution MEPC.2(VI). ☐

The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in resolution MEPC.159(55). ☐

The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in the Guidelines on implementation of effluent standards and performance test for sewage treatment plants, adopted by resolution MEPC.227(64), as amended, - the standards of section 4.2 thereof. ☐

b) Description of comminuter:

Type of comminuter --

Name of manufacturer --

Standard of sewage after disinfection --

c) Description of the holding tank equipment:

Total capacity of the holding tank (m³) 1.16

Location Centre: Fr. 11 - 12

d) A pipeline for the discharge of sewage to a reception facility, fitted with a standard shore connection.

2 The ship has been surveyed in accordance with regulation 4 of Annex IV of the Convention.

3 That the survey show that the structure, equipment, systems, fittings, arrangements and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex IV of the Convention.

This Certificate is valid until **23rd April 2030** subject to surveys in accordance with regulation 4 of Annex IV of the Convention.

Completion date of the survey on which this certificate is based 24th April 2025.

Issued at: Valletta, Malta

on:

30th April 2025

Ing. Gabriel Galea
(Government Appointed Surveyor of Ship)





INTERNATIONAL TONNAGE CERTIFICATE (1969)

CERTIFICATE NO. 20-0201/01ITC

Issued under the Provision of the
International Convention on Tonnage Measurements of Ships, 1969,
under the authority of the Government of :-

THE REPUBLIC OF MALTA

(full designation of the country)

Name of Ship	Distinctive Number or Letters	Port of Registry	Date
KOUKLES	9HB7097	VALLETTA	2008

*Date on which keel was laid or the ship was at a similar stage of construction (Article 2(6)), or date on which the ship underwent alterations or modifications of a major character (Article 3(2(b))), as appropriate.

MAIN DIMENSIONS

Length (Article 2(8))	Breadth (Regulation 2(3))	Moulded Depth amidships to Upper Deck (Regulation 2(2))
25.74	6.85	3.65

THE TONNAGES OF THE SHIP ARE:

GROSS TONNAGE 162

NET TONNAGE 48

THIS IS TO CERTIFY that the tonnages of this ship have been determined in accordance with the provisions of the International Convention of Tonnage measurement of Ships, 1969.

Issued at Valletta, Malta
(Place of issue of certificate)

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

26th June 2020

(Date of issue)



ITC CERTIFICATE NO:	5040201.011TC	IMO NO.:	8342624
NAME OF SHIP:	KOUKLES		

GROSS TONNAGE			NET TONNAGE			
Name of Space	Location	Length (m)	Name of Space	Location	Length (m)	
UNDERDECK DECKHOUSE - TIER 1	Fr. 3 - 21	17.90	NT = 0.3 x GT			
EXCLUDED SPACES (Regulation 2 (5))			NUMBER OF PASSENGERS (Regulation 4 (1))			
			Number of passengers in cabins with no more than 8 berths			NIL
			Number of other passengers			NIL
An asterisk (*) should be added to those spaces listed above which comprises both enclosed and excluded spaces.			MOULDED DRAUGHT (Regulation 4 (2))			
			1.56 m			
Date and place of original measurement			May 2009, Piraeus - Greece			
Date and place of last previous re-measurement			--			
REMARKS:						
LOA: 28.86 m						

Record No.: 20-0201/01



179, Ghajn Durell Road
Paceville - Malta
PLA 9554
Tel: (+356) 21 655 254
Mob: (+356) 9946 4782
e-mail: info@nas.com.mt
web: www.nas.com.mt

RECORD OF CONDITIONS OF ASSIGNMENT

UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966

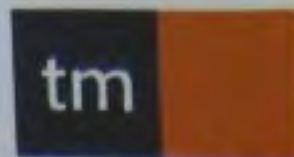
SMC

Name of Ship	KOUKLES
Port of Registry	VALLETTA
Nationality	MALTA
Distinctive Number or Letters	9HB7079
Shipbuilders	Azimut Benetti
Yard Number / Registered-Number ¹	11
Date of Construction / Conversion ¹	2008
Freeboard assigned as a ship of Type	Type B
Classification society	Not maintained
Date and Place of initial survey	20-02-2020, Athens, Greece

¹ Delete as appropriate



Merchant Shipping Directorate



Transport Malta

MSD/MRCS/007/2012

INSPECTION REPORT FORM FOR COMMERCIAL VESSELS/YACHTS

Note:

- 1) All sections to be filled where applicable.
2) Boxes ☐ are to be marked "x" to indicate satisfactory compliance and operational status.

1. GENERAL INFORMATION:

Reason for inspection: ANNUAL INSPECTION

Name of ship	KOUKLES	Distinctive call sign	9HB7097
Official number	19673	Port of registry	VALLETTA
Gross tonnage	162	Date keel was laid	2008
IMO no.	—	MMSI no.	215635000
INMARSAT no/s.	—	Selcall no.	N/A
		A.A.L.C. / no.	GR09 / 15282
		Type of ship	COMMERCIAL YACHT
Classification society	—	Classification no.	—
Safety Radio Certificate	—	Licence No.	
Issued by	—	Issued by	
Expiry date	—	Expiry date	

Owners:

FLE MARINE LTD

DRAGONARA BUSINESS CENTRE, 5TH FLOOR,
DRAGONARA STREET

PACEVILLE, ST. JULIANS STJ 3141

MALTA

Sea areas of operation (reg IV/2): A1 ☒ A1+A2 ☐ A1+A2+A3 ☐ A1+A2+A3+A4 ☐

Methods ensuring availability of radio facilities (reg IV/15):

Duplication of equipment ☐ Shore based maintenance ☒ At-sea maintenance capability ☐

2. RADIO-OPERATING PERSONNEL

NAME	RANK	QUALIFICATION and REG No.	ISSUING ADMNS	VALIDITY
KORROS IOANNIS	CAPTAIN	G.O.C. 0113315	HELLENIC REPUBLIC	10/11/2026

3. BASIC EQUIPMENT (please fill where applicable)

REQUIREMENT	MAKE & TYPE	SERIAL No.	POWER o/p	EMISSION	CHs	SUPPLY
DSC encoder	1. FURUNO FM-4850	100066100241	25W/5W	G3B,G2B	ALL INT'L	12/24V DC
	2.					
DSC watch Rx.	1. FURUNO FM-4850 (COMBINED)	100066100241	25W/5W	G3B,G2B	ALL INT'L	12/24V DC
	2.					
VHF general R/T	1. FURUNO FM-4850 (COMBINED)	100066100241	25W/5W	G3B,G2B	ALL INT'L	12/24V DC
	2.					

Means for initiating DISTRESS ALERTS from ship's conning position VIA DSC button

3b. MF RADIO INSTALLATION: ☒ NOT APPLICABLE

REQUIREMENT	MAKE & TYPE	SERIAL No.	POWER o/p	EMISSION	FREQS.	SUPPLY
DSC encoder						
DSC watch Rx						
R/T general comm.	Tx.					
	Rx.					

Means for initiating DISTRESS ALERTS from ship's conning position:

3c. INMARSAT SES INSTALLATION: ☒ NOT APPLICABLE

MAKE & TYPE	SERIAL No.	SUPPLY

Transmitting and receiving distress and safety communications using direct-printing telegraphy: ☐ / ☐

Initiating and receiving distress priority calls: ☐ / ☐

Maintaining watch for ship-to-shore distress alerts: ☐ / ☐

Transmission and receiving general radiocommunications: (R/T ☐ and/or NBDP ☐) ☐ / ☐

Means of initiating DISTRESS ALERTS from ship's conning position: ☐ / ☐

Remarks:

3d. MF/HF RADIO INSTALLATION: ☒ NOT APPLICABLE

REQUIREMENT	MAKE & TYPE	SERIAL No.	POWER o/p	EMISSION	FREQS.	SUPPLY
DSC encoder						
DSC watch Rx						
NBDP						
R/T General comm	Tx.					
	Rx.					

Means of initiating DISTRESS ALERTS from ship's conning position:

Remarks:

4. FACILITIES FOR RECEPTION OF MARINE SAFETY INFORMATION:

REQUIREMENT	MAKE & TYPE	SERIAL No.	FREQ RANGE	SUPPLY
NAVTEX receiver and/or	MCMURDO SMARTFIND NAVTEX	0031000352	490.518KHz	LITHIUM
VHF receiver or				
HF NBDP receiver				
Remarks: NIL				

5. VHF EPIRB (using DSC on channel 70 and also providing for locating by a radar transponder in the 9GHz band):

MAKE & TYPE	SERIAL No.	POWER o/p	SUPPLY
Location:		Remarks:	

6. SATELLITE EPIRB (Cospas-Sarsat 406MHz /121.5MHz ☒ or INMARSAT 1.6GHz ☐):

1. SATELLITE EPIRB (Cosmos-SarSat 400 MHz / 121.5 MHz [X] or INMARSAT 1.6 GHz []):			
MAKE & TYPE	SERIAL No.	POWER o/p	SUPPLY
1. SAILOR SE406-II	100-09388	-	LITHIUM BAT
2.			
Location FLY BRIDGE		ID (MMSI etc) 215635000	
Battery expiry date/s: 06/2031		Hydrostatic release expiry date/s: 03/2026	
Date of last verification test (Certificate issued): 03/2022		valid till: 03/2025	
Remarks: NIL			

7. SECONDARY MEANS OF ALERTING (from ship's conning position):

Designated equipment (specify): COSPAS SARSAT EPIRB
Remarks: NIL

8. RADAR TRANSPONDERS (SARTs) - 9GHz / AIS SART:

MAKE & TYPE	SERIAL No.	LOCATION	BATTERY EXPIRY DATE
1. KANNAD MARINE RESQUER 2 SART	S4/12 42185	NAV BRIDGE CONSOLE(STBD)	06/2030
2.			
Remarks: NIL			

9. SURVIVAL CRAFT TWO-WAY PORTABLE VHF TRANSCIEVERS:

MAKE & TYPE	SERIAL No.	POWER o/p	FREQS	LOCATION	BATT exp. date
1. ICOM IC-GM1600E	2706229	LITHIUM BAT	ALL INTERN.	NAV BRIDGE CONSOLE	10/2029
2. ICOM IC-GM1600E	3108916	LITHIUM BAT	ALL INTERN.	NAV BRIDGE CONSOLE	10/2029
3.					
Remarks: If rechargeable batteries please indicate.					

10. GLOBAL SATELLITE NAVIGATION RECEIVER X

MAKE & TYPE	SERIAL No.	LOCATION	SUPPLY

Is all relevant GMDSS equipment provided with means for automatic position update: ☒

11. TWO-WAY VHF RADIOTELEPHONE FOR SAR (121.5Mhz and 123.1Mhz):

MAKE & TYPE	SERIAL No	POWER o/p	SUPPLY	LOCATION
1.				
2.				

a) Mandatory on all new passenger ships from 01/07/97 and from 1st periodical survey after 01/07/97 for existing passenger ships. b) Please indicate whether fixed installations ☐ or hand-held units ☐

12. DISTRESS / ALARM PANEL AND POSITION UP-DATE EQUIPMENT:

REQUIREMENT	MAKE & TYPE	SERIAL No.	SUPPLY
Distress/Alarm panel capable of transmitting and indicating receipt of distress alerts from the conning position **			
Equipment providing continuous and automatic position update to all radiocommunication equipment relevant to the initial distress alert ** / ***			

** Mandatory on all new passenger ships from 01/07/97 or from 1st periodical survey after 01/07/97 for existing passenger ships. *** If manual updating is used please indicate:

13. METHODS ENSURING AVAILABILITY OF RADIO FACILITIES

Please complete either one or two of the following sections no. 14a., 14b., 14c., (as applicable)

13a. DUPLICATION OF EQUIPMENT

VHF DSC radio installation:

REQUIREMENT	MAKE & TYPE	SERIAL No.	POWER o/p	EMISSION	FREQS	SUPPLY
DSC encoder						
DSC watch Rx						
R/T general comm.						

Means of Initiating DISTRESS ALERTS from ship's conning position:

and either; INMARSAT SES installation:

MAKE & TYPE	SERIAL No.	SUPPLY

Does installation Comply with all the requirements and facilities as stated in section no.3c of this form: Yes ☐ / No ☐

If no please specify:

or; MF/HF radio installation:

REQUIREMENT	MAKE & TYPE	SERIAL No.	POWER o/p	EMISSION	FREQS	SUPPLY
DSC encoder						
DSC watch Rx						
NBDP						
R/T general comm	Tx.					
	Rx.					

Means of initiating DISTRESS ALERTS from ship's conning position:

Confirmation that each radio installation fitted as "Duplicated equipment" is connected to a separate antenna and is installed and ready for immediate operation from power supplies (including reserve source of energy supply) ☐

13b. SHORE-BASED MAINTENANCE AGREEMENT

Name and address of servicing company: Piraeus / Teleservices Pitaoulis Philip CO

Contract agreement No: **5193**

Validity: 31/05/2025

Contract conditions acceptable to Flag state: **YES**

If no, specify:

13c. AT-SEA MAINTENANCE CAPABILITY ☒ NOT APPLICABLE

NAME	RANK	QUALIFICATION & REG No.	ISSUED BY	VALIDITY

Adequate spare parts on board (specify):

Adequate testing tools and equipment on board (specify):

14. PUBLICATIONS / MANUALS / RECORDSAvailability of latest ITU publications as required by RADIO REGULATIONS App.11 section VA ☒Availability of manufacturer's operating instruction and maintenance manuals of each piece of equipment on board ☒Availability of daily radio logbook including all periodical tests/checks of emergency equipment/alarms/reserve supply ☒**15. SOURCES OF ENERGY**

Main supply	Voltage 220V	Phase 3	Frequency : 60hz
Emergency supply	Voltage	Phase:	Frequency:
Reserve source of energy	(Type & make): Lead Acid Batteries		
If secondary batteries are used as reserve source of energy, state the following:			
Voltage: 12VDC	AHC: 100A	Age: 3 YEARS	S.gr: N/A
Location of batteries: NAV. BRIDGE		Total current consumption: 10A	
		Date & method battery capacity was last verified: CLOSED TYPE ONLY VISION INSPECTION	
Automatic charging arrangements for reserve source of energy:			
MASTERVOLT 24/50		Maximum charging current : 25A	

16. OTHER EQUIPMENT

REQUIREMENT	MAKE & TYPE	SERIAL No.	SUPPLY
Radar no.1	RAYMARINE MAGNUM (SCANNER) / AXIOM (DISPLAY)	N/A	12/24VDC
Radar no.2			
ARPA no.1			
ARPA no.2			
U.A.I.S.	EM-TRAK A200	N/A	24/12VDC
S.S.A.S			
LRIT			

17. GENERAL REQUIREMENTS

Location of Radio and INMARSAT (below deck) equipment operating position:		
Does location satisfy the following:		
Overall safety and operational availability	Protection against adverse environmental conditions	
Protection against electrical or mechanical interference	Electromagnetic compatibility	
Adequate (permanent) illumination of controls	Clear marking of ship station identities and codes	
First aid procedure card displayed	Distress procedure card displayed	
VHF control facilities for navigational safety radiocommunications from navigating bridge and where necessary, from navigating bridge wings (use of portable VHF equipment may be utilized for the latter).		
All radio communication antennae installations satisfactory		

18. OTHER ADDITIONAL RADIO COMMUNICATION EQUIPMENT

19. REMARKS and/or RECOMMENDATIONS (if any)

Date: 11/03/2025

Place: FLISVOS, GREECE

Approved / recognized Inspector's Name & Signature:

CHRISTOS LIAROS

GR09
TeleServices
ΜΑΤΘΑΙΟΣ-ΝΙΚΟΛΑΟΣ ΕΡΜΟΥΛΙΔΗΣ
ERMOULIDIS NIKOLAOS
 55 Mavrokordatou Str, 105 38 Piraeus Greece
 T: +30 2104514755 E: gr09@gr09.gr W: www.gr09.gr

ΣΥΜΒΑΣΗ ΠΑΡΟΧΗΣ ΥΠΗΡΕΣΙΩΝ ΤΕΧΝΙΚΗΣ ΥΠΟΣΤΗΡΙΞΗΣ ΞΗΡΑΣ ΡΑΔΙΟΕΞΟΠΛΙΣΜΟΥ GMDSS
SHORE BASED MAINTENANCE AGREEMENT FOR GMDSS

Αριθμός Έγκρισης Υ.ΝΑ.Ν.Π./ΚΕΠ-ΔΕΠ/2333.5-5/78772/2025

Ημερομηνία Έναρξης / Effective Date : 31/5/2026

Αριθμός Σύμβασης / Contract Nr : 9375

ΟΝΟΜΑ ΠΛΟΙΟΥ / VESSEL'S NAME	:	KOUKLES / KOUKLES
ΣΗΜΑΙΑ / FLAG	:	MALTA / MALTA
Δ.Δ.Σ. / CALL SIGN	:	9HB7097
Δ.Σ.Π. / MMSI	:	215635000
ΛΙΜΑΝΙ ΝΗΟΛΟΓΗΣΗΣ / PORT OF REGISTRY	:	VALLETTA / VALLETTA
ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ / REGISTRY NR	:	19673
ΑΡΙΘΜΟΣ IMO / IMO NR	:	749830

12MC

Στον Πειραιά σήμερα την 31/5/2026 οι: /This Agreement in the city of Piraeus / Greece: 31/5/2026
Between: ΤΗΛΕΥΠΗΡΕΣΙΕΣ ΠΙΤΑΟΥΛΗΣ ΦΙΛΙΠΠΟΣ Ο.Ε., με έδρα: Μαυροκαρδάτου 55, 18538 Πειραιάς
(καλούμενη εφεξής ως η Εταιρεία) / TELESERVICES PITAULIS PHILIP CO, herein after called the "Company" και / and FLE MARINE
LTD, (καλούμενος/η/αι εφεξής ως "πλοιοκτήτης / πλοιοκτήτρια εταιρεία") / (herein after called the "Shipowner").

Με τους νόμιμους εκπροσώπους τους, συμφωνούν και αποδέχονται τα ακόλουθα:

1. ΓΕΝΙΚΑ

Σκοπός της Σύμβασης είναι η αμοιβαία αποδοχή όρων για την παροχή υπηρεσιών τεχνικής υποστήριξης ξηράς σύμφωνα με τις απαιτήσεις σχετικής Νομοθεσίας ήτοι:

α. Του κανονισμού IV / 15 της Δ.Σ.Π.Α.Σ.Ε.Θ 74 όπως τροποποιήθηκε και ισχύει.

β. Της Υπουργικής Απόφασης «Εφαρμογή του Παγκόσμιου Ναυτιλιακού Συστήματος Κινδύνου και Ασφαλείας (GMDSS) στα Εμπορικά Πλοία με Ελληνική Σημαία».

γ. Των MSC/Circ.1039 και MSC/Circ.1040, όπως ισχύουν κάθε φορά.

δ. Του ψηφίσματος Α.702(17) του Διεθνούς Ναυτιλιακού Οργανισμού (IMO) όπως ισχύει κάθε φορά.

Η Εταιρεία είναι αναγνωρισμένη σύμφωνα με την Αριθμό Έγκρισης Υ.ΝΑ.Ν.Π./ΚΕΠ-ΔΕΠ/2333.5-5/47543/2023 απόφαση (Υ.ΝΑ.Ν.Π./Κλάδος Ελέγχου Πλοίων/ΔΕΠ) για έκδοση συμβάσεων τεχνικής υποστήριξης ξηράς ραδιοεξοπλισμού GMDSS για τα υπό ελληνική σημαία εμπορικά πλοία.

It is hereby agreed as follows:

1. GENERAL

The purpose of this agreement is the mutual acceptance of terms for the provision of the technical support according to requirements of the following legislation:

a. Regulation IV/15 SOLAS 74 as amended and is in force.

b. Ministerial Decision (Official Journal of the Government of the Hellenic Republic) "Acceptance of the Global Maritime Distress and Safety System (GMDSS) in the commercial vessels under the Greek Flag".

c. MSC/Circ.1039 and MSC/Circ.1040.

d. Resolution A.702 (17) of the International Maritime Organization (IMO).

The Company is approved by Υ.ΝΑ.Ν.Π., with Approval Nr Υ.ΝΑ.Ν.Π./ΚΕΠ-ΔΕΠ/2333.5-5/47543/2023 for the issue of GMDSS technical assistance agreements (S.B.M.) for the commercial vessels under Hellenic flag.

2. ΡΑΔΙΟΕΞΟΠΛΙΣΜΟΣ ΚΑΙ ΠΛΟΙΟΣ

Η Εταιρεία δεσμεύεται για την διασφάλιση της υποστήριξης του πλοίου και επισκευή του ραδιοεξοπλισμού GMDSS που αναλυτικά περιγράφεται στο Παράρτημα Α'. Το πλοίο εκτελεί πλόες που αναφέρονται στο ισχύον ΠΓΕ ή ΠΑ. Η Εταιρεία καλύπτει την περιοχή πλοίων του πλοίου με την δική της Τεχνική Υποστήριξη που διαθέτει.

2. RADIO EQUIPMENT AND TRADING AREAS

The Company which covers the trading area of the vessel, is committed for the provision of technical support of subject vessel for the preventive of corrective maintenance of GMDSS equipment that is specified in Annex A'. The vessel is trading in GMDSS sea areas according to Sea Worthiness Certificate. The Company undertakes the obligation to provide the appropriate service through Company's technicians in the trading area of the vessel.

3. ΥΠΗΡΕΣΙΕΣ

α. Η Εταιρεία έχει την υποχρέωση να εξασφαλίζει την κατάλληλη τεχνική υποστήριξη στο πλοίο σε θέματα συντήρησης και επισκευής του εξοπλισμού GMDSS. Οι παρεχόμενες υπηρεσίες είναι:

i) Επισκευή του εξοπλισμού GMDSS όποτε η Εταιρεία ειδοποιηθεί για βλάβη, προληπτικό έλεγχο ή συντήρηση.

ii) Οι έλεγχοι θα πραγματοποιούνται σύμφωνα με τις σχετικές οδηγίες του Διεθνούς Ναυτιλιακού Οργανισμού.

Teleservices Pitaulis Philip Co.

55 Mavrokardatou str. 18538 Piraeus - Greece Reg. Num.: 44253207000 T: +302104514755 - E: gr09@gr09.gr / W: www.gr09.gr

ISO 9001: 2015 / NR: 64081303031891

ANNUAL SART TEST REPORT

SHIP'S PARTICULARS

VESSEL	KOUKLES
IMO	749830
CALL SIGN	9HB7097
FLAG / MMSI	HELLENIC / 215635000

SHIP'S SEARCH AND RESCUE LOCATING DEVICE

SART MAKER	KANNAD MARINE
SART TYPE	RESCUER 2 SART
SERIAL NR	S4/12 42185
FREQUENCY	FOR RADAR TRANSPONDER: 9GHz - 9.2GHz FOR AIS-SART: 161.975 - 162.025 KHz
EIRP	>400Mw (+26dBm)
CONDITION	☒ Good ☐ Rectified
VALIDITY OF BATTERY	06/2030
VISUAL INSPECTION	Good
STAND BY	Yes
LED	Yes
SOUND BEEPER	Yes
BUILT IN TEST	Self-test Pass
OPERATION TEST	FOR RADAR TRANSPONDER: Radar range scale 12 nm - Pass FOR AIS-SART: AIS TESTER - Pass
NEXT TESTING DATE	06/08/2027

Name, signature and stamp of Engineer	Date / Place issued
Gasparinatos Pavlos GRO9 TeleServices MARITIME RADIO SERVICES PITAOULIS PHILIP CO 55 Mavrokordatou Str. 18538 Piraeus Greece T: +30 210 315755 E: gr09@gr09.gr www.gr09.gr Tel No: EL 08 41528 000 Comm. Reg: 44253207000	06.08.2026 / Piraeus

Radar SART # 1 Time/date: 14:56:49 / 06-08-2026
9.293 GHz Level: 231

AAIC GR09 – PSA 3051 – ISP8334

1. Fault	2. Action Taken	3. Results	4. Remarks (If any)	Resolved	Yes ☒	No ☐
1) I JOINED AT MY KOLIKES IN ORDER TO PERFORM A...						

4) NIL

Remarks: IN CASE YOU NEED EXTRA TEXT SPACE FOR (2) SECTION, USE LAST PAGE

CHRISTOS LIAROS

Supervisor

Master's Signature & Ship's Stamp

GR 09

GR09

CHRISTOS LIAROS
TeleServices

TeleServices

PITAGOLIS PHILIP CO
55 Mavroudiou Str. 105 36 Piraeus Greece
T. +30 210 517753 E. info@pitagolis.com W. www.pitagolis.com

MAVROKORDATOULIS PHILIP CO
+30 210 4514755 Athens 115 38 Piraeus Greece
Signature

I confirm that no was carried out as described above

Teleservices Pitaoulis Philip Co.

55 Mavrokordatou str. 18538 Piraeus Greece T: +302104514755 E: gr09@gr09.gr W: www.gr09.gr

Test provider: Gasparinatos Pavlos

406 MHz EPIRB ANNUAL TEST REPORT

Nº: 26502D03T0958

Issued in accordance with IMO MSC.1/Circ.1040 rev.2/18 October 2021 guidelines as required by SOLAS Reg. IV/15.8

This is to certify that the 406 MHz Satellite EPIRB on

Ship's Name:	KOUKLES		
Call Sign	9HB7097	MMSI	215635000
EPIRB Make & Type :	SAILOR Thrane & Thrane SE406-II V1	EPIRB S/N:	100-09388
Test equipment used:	FUTRONIC MKII S/N.: 01218 Next Calibration: 29-05-2026		
Has been tested in accordance with IMO MSC.1/Circ.1040 rev.2/18 October 2021 guidelines as required by SOLAS Reg. IV/15.8			
Next annual test Due:	02/03/2027		
Next shore-based maintenance Due:	05/03/2030		
Battery type and expiry date:	MCMURDO 82-970A 06/2031		
Hydrostatic Release Unit (HRU) Type and Expiry date:	HAMMAR H20 E 03/2028		
Test details			

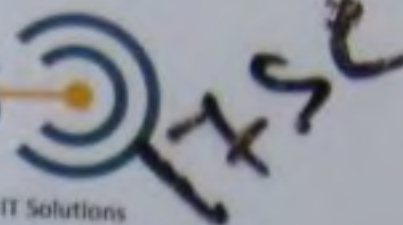
Test details

Paragraph of the Annex to MSC/Circ.1040	Requirement	Test	Results
4.1	Check position and mounting for float-free operation	- Position - Mounting	☒ ☐
4.2	Carry out visual inspection for defects	- Visual inspection	☒ ☐
4.3	Carry out the self-test routine	- Self-test	☒ ☐
4.4	Check that the EPIRB identification (15-23 Hex ID and other information) is clearly marked on the outside of the equipment	- Hex ID Marked - MMSI ID Marked - USER ID Marked	☒ ☐
4.5	Decode the EPIRB 15-23 Hexadecimal ID (15-23 Hex ID) and other information from the transmitted signal, checking that the decoded information (15-23 Hex ID or MMSI/call sign data, as required by the Administration) is identical to the identification marked on the beacon	- 15-23 Hex ID Decoding - MMSI ID Decoding - USER ID Decoding	☒ ☐
4.6	Check that the MMSI number encoded in the beacon corresponds with the MMSI number assigned to the ship	- Encoded MMSI corresponds with the MMSI number	☒ ☐
4.7	Check EPIRB registration through documentation or through the point of contact associated with that country code	- NOT APPLICABLE for Ships under Hellenic flag	☒ ☐
4.8	Check the battery expiry date	- Battery expiry	☒ ☐
4.9	Check the hydrostatic release and its expiry date, as appropriate	- HRU Condition - HRU Expiry Date	☒ ☐
4.10	Check the emission in the 406 MHz band using the self-test mode or an appropriate device to avoid transmission of a distress call to the satellites	- 406 MHz transmission	☒ ☐
4.11	If possible, check emission on the 121.5 MHz freq. using the self-test mode or an appropriate device to avoid activating the SAR system	- 121.5 MHz transmission	☒ ☐
4.12	Verify emission on the appropriate AIS frequencies, if applicable, using the self test mode or an appropriate device to avoid creating false alerts	- AIS frequencies transmission	☐ ☒
4.13	Check that the EPIRB has been maintained by an approved shore-based maintenance provider at intervals required by the Administration	- Valid EPIRB maintenance Report	☒ ☐
4.14	After the test, remount the EPIRB in its bracket, checking that no transmission has been started	- Epirb remounted - EPIRB not transmitting	☒ ☐
4.15	Verify the presence of a firmly attached lanyard in good condition; the lanyard should be neatly stowed, and must not be tied to the vessel or the mounting bracket	- Lanyard present - Condition - Stowage - Not attached to vessel	☒ ☐
4.16	Verify the presence of beacon operating instructions	- Instructions present	☒ ☐
4.17	Checking the presence of pictorial instructions for manual operation visible at the location beacon	- Pictorial instruction present	☒ ☐

Note: EPIRB test Printouts to be attached

Name, title and signature of Radio Surveyor or testing Engineer	Date / Place issued
Gasparinatos Pavlos	02-03-2026/ Piraeus

TeleServices
MARITIME RADIO SERVICES
PITAOULIS PHILIP CO
10 Mavrokordatou Str. 18538 - Greece Reg. Number 2333.5-5/78772/2025
Tel: +30 210 4514755 Fax: +30 210 4514756



AUTOMATIC IDENTIFICATION SYSTEM (AIS) TEST REPORT

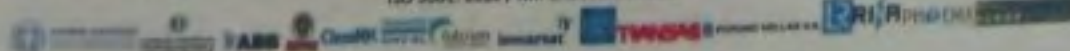
Name of ship	Port of Registry	Flag Call Sign	Gross Tonnage	Date Keel Laid	IMO Number
KOUKLES	VALLETTA	MALTA / 9HB7097	162	-	749830

		WR	SR	N/A
1. Installation details				
1.1	AIS transponder type:	EM TRAK A200		
1.2	Type approval certificate	X		
1.3	Initial installation configuration report on board?	X		
1.4	Drawings provided? (Antenna-, AIS-arrangement and block diagram)	X		
1.5	Main source of electrical power,	X		
1.6	Emergency source of electrical power,	X		
1.7	Capacity to be verified if the AIS is connected to a battery	X		
1.8	Pilot plug near pilots operating position?	X		
1.9	120 V AC provided near pilot plug? (Panama and St. Lawrence requirement)			X
2. AIS programming - Static information				
2.1	MMSI number	X		
2.2	IMO number	X		
2.3	Radio call sign	X		
2.4	Name of ship	X		
2.5	Type of ship	X		

Teleservices Pitaoullis Philip Co.

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ISO 9001: 2015 / NR: GR081305031891



		NR	24
2.6	Ship length and beam	X	
2.7	Location of GPS antenna	X	
3. AIS programming - Dynamic information			
3.1	Ships position with accuracy and integrity status (Source: GNSS)	X	
3.2	Time in UTC (Source: GNSS)	X	
3.3	Course over ground (COG) (will fluctuate at dockside) (Source: GNSS)	X	
3.4	Speed over ground (SOG) (zero at dockside) (Source: GNSS)	X	
3.5	Heading (Source: Gyro)	X	
3.6	Navigational status	X	
3.7	Rate of turn, where available (ROT)	X	
3.8	Angle of heel, pitch and roll, where available		X
4. AIS programming - Voyage related information			
4.1	Ships draught		
4.2	Type of cargo	X	
4.3	Destination and ETA (at masters discretion)		X
4.4	Route plan (optional)	X	
4.5	Short safety-related messages		X
5. Performance test using measuring instrument			
5.1	Frequency measurements AIS ch. 1 and 2, GMDSS ch. 70		
5.2	Transmitting output, AIS ch. 1 and 2, GMDSS ch. 70	X	
5.3	Polling information ch. 70	X	
5.4	Read data from AIS	X	
		X	

GRO9

TeleServices

MARITIME RADIO SERVICES

 Maritime Radio Services: GMDSS - Navigational - Satellite IT Solutions
 AISC GRO9 - PSA 3051 - 050334

	WR	SR	N/A
Send data to AIS	X		
Check AIS response to virtual vessels.			X
On air performance test			
6.1 Check reception performance	X		
6.2 Confirm reception of own signal from other ship/VTS	X		
6.3 Polling by VTS/shore installation	X		

Electromagnetic interference from AIS observed to other installations?

NO ELECTROMAGNETIC INTERFERENCE FROM AIS OBSERVED

Remarks:

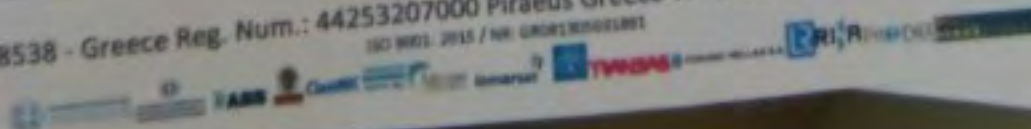
THE UNIT IS IN GOOD WORKING CONDITION

The AIS has been tested according to IMO SN/Circ.227 and resolution MSC.74(69), annex 3

Name of Radio Inspector Pitaoulis Philip	Date and place 03.03.2026 / FLISVOS, GREECE	Company Teleservices Pitaoulis Philip Co
---	--	---

GRO9
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 MARITIME RADIO SERVICES
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 Tel No: EL 08441530 Gen. Comm. Reg. 44253207000

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SHIP'S SPECIFICATION

TECHNICAL SPECIFICATION OF GMDSS SUPPLY

*Calculated according the type: $[(I_{Rx} + (I_{Tx} : 2))] \times 1,2 = \text{Ampers (for 1 hour)}$

SPECIFICATION OF BATTERY DISCHARGE

*During batteries discharging // **at the beginning of discharging

*At the end of batteries discharging // **at the end of discharging

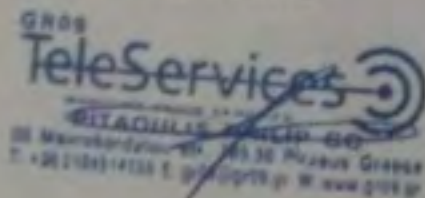
SPECIFICATION OF BATTERY CHARGE

*During batteries charging	//	**at the beginning of charging
END OF CHARGING		

*At the end of batteries charging // **at the end of charging

RESULTS OF TESTING: IN GOOD CONDITION

Engineer: CHRISTOS LIAROS



Signature & Stamp

Teleservices Pitaoulis Philip Co.

CC Mounierdentatini str 19C38 Dirigant Graora T: +3071/MC1A7CK F: ar00@me00 or W: www.ar00 me

ΠΙΣΤΟΠΟΙΗΤΙΚΟ / CERTIFICATE

SOLAS 74/96

ΚΑΤΑΣΚΕΥΑΣΤΗΣ : DUARRY
 MANUFACTURER :
 ΗΜΕΡΟΜΗΝΙΑ ΚΑΤΑΣΚΕΥΗΣ : 07/2019
 DATE OF MANUFACTURE :
 ΑΡΙΘΜΟΣ ΑΤΟΜΩΝ : 8
 NUMBER OF PERSONS :
 ΜΗΚΟΣ (Μ) ΕΣΩΤΕΡΙΚΟΥ ΣΧΟΙΝΙΟΥ : 28
 LENGTH (M) OF INTERIOR PAINTER :
 ΜΕΣΑ ΚΑΘΑΙΡΕΣΗΣ : ΔΕΝ ΑΠΑΙΤΕΙΤΑΙ
 LAUNCHING DEVICES : NOT REQUIRED

ΑΡ. ΣΧΕΔΙΑΣ : AB-D19025
 LIFERAFT S.N. :

ΜΕΓΙΣΤΟ ΥΨΟΣ (μ) : 18
 MAX STOWAGE (m) HEIGHT :

ΗΜΕΡΟΜΗΝΙΑ & ΣΤΑΘΜΟΣ ΠΡΟΗΓΟΥΜΕΝΗΣ ΕΠΙΘΕΩΡΗΣΗΣ :
 DATE AND SERVICE STATION OF PREVIOUS INSPECTION :

ΣΥΣΚΕΥΑΣΙΑ : ΚΕΛΥΦΟΣ
 PACKING : CONTAINER

Form 35

ΦΙΑΛΕΣ / CYLINDERS				
ΗΜΕΡΟΜΗΝΙΑ ΚΑΤΑΣΚΕΥΗΣ DATE OF MANUFACTURE	ΑΡΙΘΜΟΣ ΣΕΙΡΑΣ ΦΙΑΛΗΣ SERIAL NUMBER	ΠΕΡΙΕΧΟΜΕΝΟ ΣΕ ΧΛΓ/ CONTENTS IN KGR		ΗΜΕΡΟΜΗΝΙΑ ΥΔΡΑΥΛΙΚΗΣ ΔΟΚΙΜΗΣ DATE OF HYDRAULIC TEST
		CO2	N2	
04/2019	1904905	3.190	0.160	03/2024

ΕΛΕΓΧΟΙ - ΔΟΚΙΜΕΣ / TESTS

ΕΚΔΙΠΛΩΣΗ ΜΕ ΑΕΡΙΟ (ΕΑ) GAS INFLATION TEST	ΔΟΚΙΜΗ ΥΠΕΡΠΙΕΣΗΣ (ΔΥ) NAP TEST	ΔΟΚΙΜΗ ΣΕ ΠΙΕΣΗ ΛΕΙΤΟΥΡΓΙΑΣ (ΓΛ) WORKING PRESSURE TEST	ΕΛΕΓΧΟΣ ΑΝΤΟΧΗΣ ΔΑΠΕΔΟΥ (ΑΔ) FLOOR SEAM TEST	ΔΟΚΙΜΗ ΑΝΑΚΡΕΜΑΣΗΣ (ΔΑ) LOAD TEST DAVIT LAUNCHED
NO	NO	YES	NO	
ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE 03/2024	ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE	ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE 03/2026	ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE	ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE

ΤΥΧΟΝ ΕΠΙΣΚΕΥΕΣ /ΑΝΤΙΚΑΤΑΣΤΑΣΕΙΣ ΠΟΥ ΕΓΙΝΑΝ ΣΤΗ ΣΩΣΙΒΙΑ ΣΧΕΔΙΑ ΚΑΙ ΤΑ ΕΞΑΡΤΗΜΑΤΑ ΤΗΣ :
 REPAIRS/REPLACEMENTS TO LIFE-RAFT AND IT'S ACCESSORIES: EQUIPMENT AS PER ATTACHED LIST

ΕΦΟΔΙΑ - ΚΑΤΗΓΟΡΙΑ : B'PACK (ΛΕΠΤΟΜΕΡΗΣ ΠΙΝΑΚΑΣ ΕΦΟΔΙΩΝ ΚΑΙ ΑΝΤΙΚΑΤΑΣΤΑΣΕΩΝ ΑΥΤΩΝ ΣΤΗΝ ΠΙΣΩ ΣΕΛΙΔΑ)
 EMERGENCY PACK : CATEGORY (DETAILED LIST OF EQUIPMENT AND RENEWALS AT BACK PAGE)

ΜΕ ΤΟ ΠΑΡΟΝ ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΠΟΥ ΙΣΧΥΕΙ ΓΙΑ 12 ΜΗΝΕΣ ΑΠΟ ΤΗΝ ΗΜΕΡΟΜΗΝΙΑ ΕΠΙΘΕΩΡΗΣΗΣ ΤΗΣ ΑΝΩΤΕΡΩ ΣΧΕΔΙΑΣ ΒΕΒΑΙΩΝΟΥΜΕ ΟΤΙ ΑΥΤΗ ΕΧΕΙ ΕΛΕΓΧΘΕΙ ΚΑΙ ΕΠΙΘΕΩΡΗΘΕΙ ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΣΧΕΤΙΚΕΣ ΔΙΑΤΑΞΕΙΣ ΤΩΝ ΕΛΛΗΝΙΚΩΝ ΑΡΧΩΝ
 THIS CERTIFICATE IS VALID FOR 12 MONTHS FROM DATE OF INSPECTION AND THIS INFLATABLE LIFERAFT HAS BEEN TESTED AND INSPECTED ACCORDING TO THE REQUIREMENTS OF GREEK AUTHORITIES

ΟΝΟΜΑ ΠΛΟΙΟΥ : ΚΟΥΚΛΕΣ
 SHIP'S NAME :

ΛΙΜΑΝΙ ΚΑΙ ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ : MALTA
 PORT OF REGISTRY AND OFFICIAL NO. :

ΗΜΕΡΟΜΗΝΙΑ ΕΠΙΘΕΩΡΗΣΗΣ : 13/03/2026
 DATE OF INSPECTION :

Ο ΕΞΟΥΣΙΟΔΟΤΗΜΕΝΟΣ ΕΠΙΘΕΩΡΗΤΗΣ



G. KARAKONSTANTINOU

ΠΙΝΑΚΑΣ ΕΦΟΔΙΩΝ / LIST OF EQUIPMENT

ΕΙΣΑΓΩΓΗ : ΚΟΥΚΛΕΣ
 ΚΑΤΗΓΟΡΙΑ : DIARY
 ΑΡΙΘΜΟΣ : AB-019025

ΕΦΟΔΙΑ EQUIPMENT	ΥΠΑΡΧΟΝΤΑ EXISTING		ΗΜΕΡΟΜΗΝΙΑ ΛΗΞΗΣ EXPIRY DATE
ΜΕΤΑΛΛΙΚΑ ΧΕΙΡΟΣΙ/	3	X	10/2028
HAND FLARES			
ΔΡΑΜΑΜΙΝΕΣ	60	R	10/2027
ANTI-SEASICKNESS TABLETS			
ΝΕΡΑ ΝΑΥΑΓΩΝ	5	X	09/2028
WATER CONTAINERS			
ΠΟΡΤΟΚΑΛΙ ΚΑΠΝΟΓΟΝΟ	1	X	10/2028
ORANGE SMOKE SIGNAL			
ΣΕΤ ΕΠΙΣΚΕΥΗΣ	1	R	03/2027
REPAIR OUTFIT			
ΣΥΣΘΡΕΥΤΕΣ ΣΩΣ. ΣΧΕΔΙΑΣ	1	X	02/2028
LIFE-RAFTS BATTERIES			
ΤΡΟΦΕΣ ΝΑΥΑΓΩΝ	-	-	-
FOOD RATION SEVEN OCEAN			
ΦΑΡΜΑΚΕΙΟ	1	R	08/2028
FIRST AID KIT ORANGE			
ΦΩΤΟΒΟΛΙΔΕΣ ΑΛΕΞ/ΤΟΥ	2	X	06/2028
PARACHUTE SIGNALS			
ΑΕΡΑΝΤ/ΙΑ	1	X	
TORRING PUMP			
ΑΝΑΚΛΑΣΤΗΡΑΣ ΡΑΝΤΑΡ	1	X	
RADAR REFLECTOR			
ΑΝΑΚΛΑΣΤΙΚΗ ΤΑΙΝΙΑ	1	X	
RETRO REFLECTIVE TAPE			
ΒΑΘΜΟΛΟΓΗΜΕΝΟ ΚΥΠΕΛΛΟΙ	1	X	
DRINKING VESSEL			
ΕΓΧΕΙΡΙΔΙΟ ΕΠΙΒΙΩΣΗΣ	1	X	
SURVIVAL MANUAL			
ΕΙΔΗ ΨΑΡΙΚΗΣ	-	-	
FISHING TACKLE			
ΕΙΚΟΝΟΓΡΑΦΗΜΕΝΟΣ ΠΙΝΑΚΑΣ ΔΙΑΣΩΣΗΣ	1	X	
ILLUSTRATED TABLE OF LIFE-RAFT			
ΕΜΕΤΟΔΟΧΕΙΑ	8	X	
SEA SICKNESS BAGS			
ΘΕΡΜΙΚΕΣ ΣΤΟΛΕΣ	2	X	
THERMAL PROTECTIVE AID			
ΚΑΘΡΕΠΤΗΣ ΣΗΜΑΤΩΝ/	1	X	
SIGNALLING MIRROR			
ΚΟΥΠΙΑ	2	X	
PADDLES			
ΜΑΧΑΙΡΙ	2	X	
KNIFE			
ΟΔΗΓΙΕΣ ΕΠΙΒΙΩΣΗΣ	1	X	
INSTRUCTIONS ON HOW TO SURVIVE			
ΠΛΩΤΕΣ ΑΓΚΥΡΕΣ/	1	X	
SEA ANCHORS			
ΠΛΩΤΟ ΙΒΙΔΑΙ ΜΕ ΕΠΙΠΛΕΟΝ ΣΧΟΙΝΙ 30 ΜΕΤΡΩΝ	1	X	
BUOYANT RESCUE QUOIT WITH LINE OF 30 MTRS			
ΣΕΣΟΥΛΑ	2	X	
BAILER			
ΣΦΟΥΓΓΑΡΙΑ	2	X	
SPONGES			
ΣΦΥΡΙΧΤΡΑ ΣΗΜΑΤΩΝ/	1	X	
SIGNALING WHISTLE			
ΦΑΚΟΣ ΚΑΙ ΣΕΤ ΑΝΤΑΛΛΑΚΩΝ ΜΠΑΤΑΡΙΩΝ & ΛΑΜΠΑΚΙ	1+4	X+R	
FLASH LIGHT & SET OF SPARE BATTERIES & LAMP			

REMARKS -- REPLACEMENTS:

- ΓΙΑ ΤΑ ΕΦΟΔΙΑ ΠΟΥ ΥΠΑΡΧΟΥΝ ΣΗΜΕΙΩΝΕΤΑΙ Χ ΕΠΙΣΗΣ ΠΟΣΟΤΗΤΑ ΚΑΙ ΗΜΕΡΟΜΗΝΙΑ ΛΗΞΗΣ ΟΠΟΥ ΑΠΑΙΤΕΙΤΑΙ.
- ΓΙΑ ΤΑ ΕΦΟΔΙΑ ΠΟΥ ΑΝΤΙΚΑΘΙΣΤΑΝΤΑΙ ΑΝΤΙ ΓΙΑ Χ ΣΗΜΕΙΩΝΕΤΑΙ R
- FOR EXISTING EQUIPMENT INSERT X, ALSO QUANTITIES AND EXPIRED DATES WHERE REQUIRED. FOR RENEWED, INSTEAD OF "X" INSERT "A" OR "R".



SOLAS 74/96

ΚΑΤΑΣΚΕΥΑΣΤΗΣ
MANUFACTURER
ΗΜΕΡΟΜΗΝΙΑ ΚΑΤΑΣΚΕΥΗΣ
DATE OF MANUFACTURE
ΑΡΙΘΜΟΣ ΑΤΟΜΩΝ
NUMBER OF PERSONS
ΜΗΚΟΣ (M) ΕΣΩΤΕΡΙΚΟΥ ΣΧΗΜΑΤΟΣ
LENGTH (M) OF INTERIOR PARTS
ΜΕΣΑ ΚΑΘΑΡΣΗΣ
LAUNCHING DEVICES

QUARRY
07/2019
8
28
ΔΕΝ ΑΠΑΙΤΕΙΤΑΙ
NOT REQUIRED

ΑΡ. ΣΧΕΔΙΑΣ
LIFERAFT S.N
ΜΕΓΙΣΤΟ ΥΨΟΣ (μ)
MAX STOWAGE (m) HEIGHT
ΗΜΕΡΟΜΗΝΙΑ & ΣΤΑΘΜΟΣ ΠΡΟΗΓΟΥΜΕΝΗΣ ΕΠΙΘΕΩΡΗΣΗΣ
DATE AND SERVICE STATION OF PREVIOUS INSPECTION
ΣΥΣΚΕΥΑΣΙΑ
PACKING
ΚΕΛΥΦΟΣ
CONTAINER

AB-D19026
18

Form 25

ΦΙΑΛΕΣ / CYLINDERS		ΠΕΡΙΕΧΟΜΕΝΟ ΣΕ ΧΛΓ / CONTENTS IN KGR		ΗΜΕΡΟΜΗΝΙΑ ΥΔΡΑΥΛΙΚΗΣ ΔΟΚΙΜΗΣ DATE OF HYDRAULIC TEST
ΗΜΕΡΟΜΗΝΙΑ ΚΑΤΑΣΚΕΥΗΣ DATE OF MANUFACTURE	ΑΡΙΘΜΟΣ ΣΕΙΡΑΣ ΦΙΑΛΗΣ SERIAL NUMBER	CO2	N2	
04/2019	1904904	3.190	0.160	03/2024

ΕΛΕΓΧΟΙ - ΔΟΚΙΜΕΣ / TESTS				
ΕΚΔΙΠΛΩΣΗ ΜΕ ΑΕΡΙΟ (ΕΑ) GAS INFLATION TEST	ΔΟΚΙΜΗ ΥΠΕΡΠΙΕΣΗΣ (ΔΥ) NAP TEST	ΔΟΚΙΜΗ ΣΕ ΠΙΕΣΗ ΛΕΙΤΟΥΡΓΙΑΣ (ΠΛ) WORKING PRESSURE TEST	ΕΛΕΓΧΟΣ ΑΝΤΟΧΗΣ ΔΑΠΕΔΟΥ (ΔΔ) FLOOR SEAM TEST	ΔΟΚΙΜΗ ΑΝΑΚΡΕΜΑΣΗΣ (ΔΑ) LOAD TEST DAVIT LAUNCHED
NO	NO	YES	NO	
ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE 03/2024	ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE	ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE 03/2026	ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE	ΗΜΕΡΟΜΗΝΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΔΟΚΙΜΗΣ LATEST TEST DATE

ΤΥΧΟΝ ΕΠΙΣΚΕΥΕΣ /ΑΝΤΙΚΑΤΑΣΤΑΣΕΙΣ ΠΟΥ ΕΓΙΝΑΝ ΣΤΗ ΣΩΣΙΒΙΑ ΣΧΕΔΙΑ ΚΑΙ ΤΑ ΕΞΑΡΤΗΜΑΤΑ ΤΗΣ :
REPAIRS/REPLACEMENTS TO LIFE-RAFT AND IT'S ACCESSORIES: EQUIPMENT AS PER ATTACHED LIST

ΕΦΟΔΙΑ : ΚΑΤΗΓΟΡΙΑ
EMERGENCY PACK : CATEGORY

B'PACK
(ΛΕΠΤΟΜΕΡΗΣ ΠΙΝΑΚΑΣ ΕΦΟΔΙΩΝ ΚΑΙ ΑΝΤΙΚΑΤΑΣΤΑΣΕΩΝ ΑΥΤΩΝ ΣΤΗΝ ΠΙΣΩ ΣΕΛΙΔΑ)
(DETAILED LIST OF EQUIPMENT AND RENEWALS AT BACK PAGE)

ΜΕ ΤΟ ΠΑΡΟΝ ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΠΟΥ ΙΣΧΥΕΙ ΓΙΑ 12 ΜΗΝΕΣ ΑΠΟ ΤΗΝ ΗΜΕΡΟΜΗΝΙΑ ΕΠΙΘΕΩΡΗΣΗΣ ΤΗΣ ΑΝΩΤΕΡΩ ΣΧΕΔΙΑΣ ΒΕΒΑΙΩΝΟΥΜΕ
ΟΤΙ ΑΥΤΗ ΕΧΕΙ ΕΛΕΓΧΘΕΙ ΚΑΙ ΕΠΙΘΕΩΡΗΘΕΙ ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΣΧΕΤΙΚΕΣ ΔΙΑΤΑΞΕΙΣ ΤΩΝ ΕΛΛΗΝΙΚΩΝ ΑΡΧΩΝ
THIS CERTIFICATE IS VALID FOR 12 MONTHS FROM DATE OF INSPECTION AND THIS INFLATABLE LIFERAFT HAS BEEN TESTED AND INSPECTED ACCORDING TO THE
REQUIREMENTS OF GREEK AUTHORITIES

ΟΝΟΜΑ ΠΛΟΙΟΥ
SHIP'S NAME : KOUKLES

ΛΙΜΑΝΙ ΚΑΙ ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ :
PORT OF REGISTRY AND OFFICIAL NO : MALTA

ΗΜΕΡΟΜΗΝΙΑ ΕΠΙΘΕΩΡΗΣΗΣ
DATE OF INSPECTION : 12/03/2026

ΑΡ. ΠΙΣΤΟΠΟΙΗΤΙΚΟΥ

002-26-0502

Ο ΕΞΟΥΣΙΟΔΟΤΗΜΕΝΟΣ ΕΠΙΘΕΩΡΗΤΗΣ



G. KARAKONSTANTINOU

ΤΙΝΑΚΑΣ ΕΦΟΔΙΩΝ / LIST OF EQUIPMENT

NO
QUANTITY
REMARKS

SOURCE
QUANTITY
AS OF 01/01/2020

ΕΦΟΔΙΑ EQUIPMENT	ΥΠΑΡΧΟΝΤΑ EXISTING		ΗΜΕΡΟΜΗΝΙΑ ΛΗΞΗΣ EXPIRY DATE
	Α	Β	
ΦΛΙΤΑΝΚΑ ΧΕΡΣΩ/ HAND FLANKS	3	X	10/2020
ΑΝΤΙ-ΒΕΛΟΝΕΣ ΤΑΒΛΕΤΕΣ ANTI-BEALONNES TABLETS	80	R	10/2027
ΝΕΡΟΝΑΥΤΙΟΝ WATER CONTAINERS	8	X	00/2020
ΠΛΩΤΟΙ ΚΑΙ ΚΑΤΩΤΕΡΟΙ ORANGE SIGNALS	1	X	10/2020
ΣΕΤ ΕΠΙΒΙΩΣΗΣ REPAIR KIT	1	R	03/2027
ΣΥΣΤΗΜΑΤΑ ΣΩΣ. ΣΧΗΜΑΤΩΝ LIFE-RAFTS BATTERIES	1	X	02/2020
ΤΕΧΝΕΣ ΝΑΥΤΙΟΝ FIND RATION SEVEN OCEAN	-	-	-
ΦΑΡΜΑΚΕΙΟ FIRST AID KIT ORANGE	1	R	00/2020
ΦΩΤΟΒΟΛΑΝΤΕΣ ΑΝΕΜΟΤΟΥ PARACHUTE SIGNALS	2	X	00/2020
ΑΕΡΑΝΤΙΣΤΑΣ TYPING PUMP	1	X	
ΑΝΑΚΛΑΣΤΗΡΑΣ ΡΑΔΑΡ RADAR REFLECTOR	1	X	
ΑΝΑΚΛΑΣΤΗΡΗ ΤΑΠΙΑ RETRO REFLECTIVE TAPE	1	X	
ΒΑΔΟΧΛΟΓΗΜΕΝΟ ΚΥΠΕΛΛΟΝ DRINKING VESSEL	1	X	
ΕΓΧΕΙΡΙΔΙΟ ΕΠΙΒΙΩΣΗΣ SURVIVAL MANUAL	1	X	
ΕΙΣΗ ΨΑΡΙΚΙΑ FISHING TACKLE	-	-	
ΕΙΚΟΝΟΓΡΑΦΗΜΕΝΟΣ ΤΙΝΑΚΑΣ ΔΙΑΣΩΣΗΣ ILLUSTRATED TABLE OF LIFE-RAFT	1	X	
ΕΜΕΤΟΔΟΧΕΙΑ SEA SICKNESS BAGS	8	X	
ΘΕΡΜΙΚΕΣ ΣΤΟΛΕΣ THERMAL PROTECTIVE AID	2	X	
ΚΑΘΡΕΠΤΗΣ ΣΗΜΑΤΩΝ/ SIGNALING MIRROR	1	X	
ΚΟΥΡΒΑ PADDLES	2	X	
ΜΑΧΑΙΡΙ KNIFE	2	X	
ΟΔΗΓΙΕΣ ΕΠΙΒΙΩΣΗΣ INSTRUCTIONS ON HOW TO SURVIVE	1	X	
ΠΛΩΤΕΣ ΑΓΚΥΡΕΣ/ SEA ANCHORS	1	X	
ΠΛΩΤΟ ΙΒΙΔΑΙ ΜΕ ΕΠΙΠΛΕΟΝ ΣΧΟΙΝΙ 30 ΜΕΤΡΩΝ BUOYANT RESCUE QUOT WITH LINE OF 30 MTRS	1	X	
ΣΕΣΟΥΛΑ BALER	2	X	
ΣΦΟΥΓΓΑΡΙΑ SPONGES	2	X	
ΣΦΥΡΙΚΤΡΑ ΣΗΜΑΤΩΝ/ SIGNALING WHISTLE	1	X	
ΦΑΚΟΣ ΚΑΙ ΣΕΤ ΑΝΤΑΛΛΑΚΩΝ ΜΗΤΑΡΙΩΝ & ΛΑΜΠΑΚΙ FLASH LIGHT & SET OF SPARE BATTERIES & LAMP	1+4	X+R	
REMARKS - REPLACEMENTS:			

- ΓΙΑ ΤΑ ΕΦΟΔΙΑ ΠΟΥ ΥΠΑΡΧΟΥΝ ΣΗΜΕΙΩΝΕΤΑΙ Χ ΕΠΙΣΗΣ ΠΟΣΟΤΗΤΑ ΚΑΙ ΗΜΕΡΟΜΗΝΙΑ ΛΗΞΗΣ ΟΠΟΥ ΑΠΑΙΤΕΙΤΑΙ
- ΓΙΑ ΤΑ ΕΦΟΔΙΑ ΠΟΥ ΑΝΤΙΚΑΘΙΣΤΑΝΤΑΙ ΑΝΤΙΓΙΑ Χ ΣΗΜΕΙΩΝΕΤΑΙ R
- FOR EXISTING EQUIPMENT INSERT X, ALSO QUANTITIES AND EXPIRED DATES WHERE REQUIRED. FOR RENEWED, INSTEAD OF 'X' INSERT 'A' OR 'R'



PRESSURE TESTING OF CO2 HOSES DNV TYPE APPROVED

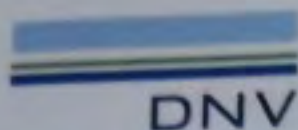
Form H01 2

Date 16 MAR 2026	Batch Number 26-045	No. of Samples 01	Place of service PIRAEUS
Name of Vessel: KOUKLES		Certificate no. TAP00002M1	Order Ref N/A

NO	Technical system description	Data/Info
1	Manufacturer of flexible hose	POSEIDON
2	Customer Requirements	-
3	Number of hoses manufactured	01

QNT	CO2 Hoses Pressure Testing	Working Pressure	Test Pressure	Pass	Fail
01	L400mm 1/2" fittings female 21.8 x 14 - male 1/2" npt	160bar	342bar	OK	-

 POSEIDON
STAMP & SIGNATURE
N. VOULGARAKIS

TYPE APPROVAL CERTIFICATE

Certificate no.:
TAP00002M1
Revision No:
1

This is to certify:
that the Flexible Hoses for CO2 Systems

with type designation(s)
POSEIDON 1SN

issued to
Poseidon Marine Supplies Ltd.
Piraeus, Greece

is found to comply with
DNV rules for classification – Ships Pt.4 Ch.6 Piping systems
DNV class programme DNV-CP-0183 – Type approval – Flexible non-metallic hoses

Application:

Product(s) approved by this certificate is/are accepted for installation on vessels classed by DNV.
Temperature range: **-40°C to +100°C**
Max. working press.: **See page 2.**
Sizes: **3/16", 1/4" and 1/2"**

Issued at **Høvik** on **2025-07-08**

This Certificate is valid until **2029-01-09.**

DNV local unit: **Piraeus**

for DNV

Approval Engineer: **Tobias Berntsen**

This Certificate is subject to terms and conditions overleaf. Any significant change in design or construction may render this Certificate invalid.
The validity date relates to the Type Approval Certificate and not to the approval of equipment/systems installed.

LEGAL DISCLAIMER: Unless otherwise stated in the applicable contract with the holder of this document, or following from mandatory law, the liability of DNV AS, its parent companies and their subsidiaries as well as their officers, directors and employees ("DNV") arising from or in connection with the services rendered for the purpose of the issuance of this document or reliance thereon, whether in contract or in tort (including negligence), shall be limited to direct losses and under any circumstance be limited to USD 300 000.



Certificate number: 81468/A0 BV

File number: .

Product code: 21041

This certificate is not valid when presented without the full attached schedule composed of 7 sections

www.veristar.com

TYPE APPROVAL CERTIFICATE

This certificate is issued to

POSEIDON MARINE SUPPLIES LTD.

PIRAEUS - GREECE

for the type of product

NON-METALLIC HOSES (FLEXIBLE PIPES) ASSEMBLIES

1SN hose assembly

Requirements:

Bureau Veritas Rules for the Classification of Steel Ships
Bureau Veritas Rules for the Classification of Offshore Units
Bureau Veritas Rules for the Classification of Naval Ships
Bureau Veritas Rules for the Classification of Yachts

This certificate is issued to attest that Bureau Veritas Marine & Offshore did undertake the relevant approval procedures for the product identified above which was found to comply with the relevant requirements mentioned above.

This certificate will expire on: 16 Jan 2031

For Bureau Veritas Marine & Offshore,
At BV PIRAEUS, on 16 Jan 2026,
SPYROS KONTOULIS

This certificate was created electronically and is valid without signature



This certificate remains valid until the date stated above, unless cancelled or revoked, provided the conditions indicated in the subsequent page(s) are complied with and the product remains satisfactory in service. This certificate will not be valid if the applicant makes any changes or modifications to the approved product, which have not been notified to, and agreed in writing with Bureau Veritas Marine & Offshore. Should the specified regulations or standards be amended during the validity of this certificate, the product(s) is/are to be re-approved prior to it/they being placed on board vessels to which the amended regulations or standards apply. This certificate is issued within the scope of the General Conditions of Bureau Veritas Marine & Offshore available on the internet site www.veristar.com. Any Person not a party to the contract pursuant to which this document is delivered may not assert a claim against Bureau Veritas Marine & Offshore for any liability arising out of errors or omissions which may be contained in said document, or for errors of judgement, fault or negligence committed by personnel of the Society or of its Agents in establishment or issuance of this document, and in connection with any activities for which it may provide.

The electronic version is available at: <https://www.veristarm.com/veristarmb/jsp/viewPublicPdfTypepec.jsp?id=gihs3ctukx>
BV Mod. Ad.E 530 June 2017

This certificate consists of 3 page(s)

Service Report Fire Extinguishers

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Inspections / Tests according to Res. A 951(23) and MSC.1/Circ.1432

Description of working codes

Description of product symbol / type

1 = Inspection	DP = Dry powder	(W) = Fire Extinguisher on wheels
2 = Recharge	F = Foam	S/P = Stored Pressure
3 = Hydrostatic pressure test	W = Water	C/O = Cartridge Operated
4 = Repair	CO2 = Carbon dioxide	SCR = Spare Cartridge
5 = New supply	WCE = Wet chemical	SCH = Spare Charge

Nr	Location	Maker	Qty	Type	Capacity	Fire class	Last h/test Date	Working codes	Com ment
1	DISTRIBUTED	MOBIAK	2	CO2	5 KG	B	01/2020	1	
2	DISTRIBUTED	MOBIAK	2	DP S/P	6 KG	ABC	03/2017	1	
3	DISTRIBUTED	MOBIAK	2	FOAM S/P	9 LTR	AB	01/2020	1	
4	DISTRIBUTED	MOBIAK	1	DP S/P	3 KG	ABC	03/2017	1	
5	DISTRIBUTED	MOBIAK	1	DP S/P	3 KG	ABC	04/2022	1	
6	DISTRIBUTED	MOBIAK	1	DP S/P	2 KG	ABC	01/2020	1	
7	DISTRIBUTED	PII	4	DP S/P	2 KG	ABC	03/2019	1	
8	DISTRIBUTED	PII	2	DP S/P	1 KG	ABC	03/2019	1	
9	DISTRIBUTED	MOBIAK	1	DP S/P	3 KG	ABC	01/2022	1	
10	DISTRIBUTED	MOBIAK	1	DP S/P	1 KG	ABC	03/2022	1	
11	DISTRIBUTED	MOBIAK	1	F S/P	2 LTR	AF	01/2026	5	
Ref Nr	Comments								

Technical Engineer
M. MAGOULAS



Technical Manager
George Papagiannopoulos

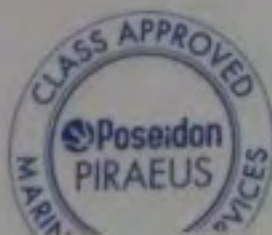
Certificate of inspection

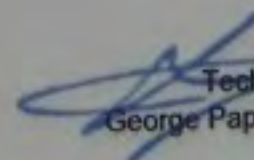
Form 00

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

WE HEREBY CERTIFY THAT THE EQUIPMENT AS SPECIFIED BELOW HAS BEEN INSPECTED AND SERVICED
AS PER FOLLOWING SERVICE REPORTS

Nr	System / Equipment	Service Type
1	BREATHING AIR APPARATUS	Service report attached
2	BREATHING AIR APPARATUS CYLINDERS SPECIFICATION	Service report attached
3	ESCAPE SETS	Service report attached
4	ESCAPE SETS CYLINDERS SPECIFICATION	Service report attached
5	FIRE EXTINGUISHERS	Service report attached
6	MISCELLANEOUS	Service report attached
7	PROTECTIVE SUITS	Service report attached
8	RIGID LIFE JACKETS	Service report attached
9	MEDICAL OXYGEN APPARATUS	Service report attached
10	MEDICAL OXYGEN APPARATUS CYLINDERS SPECIFICATION	Service report attached
11	FIXED GAS EXTINGUISHING SYSTEM	Service report attached
12	FIXED GAS EXTINGUISHING SYSTEM CYLINDERS SPECIFICATION	Service report attached
13	LIFE RAFT CERTIFICATE	Service report attached



 Technical Manager
George Papagiannopoulos

Service Report

Breathing Air Apparatus

Form 02

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Inspections / Tests according to MSC.1/Circ.1432

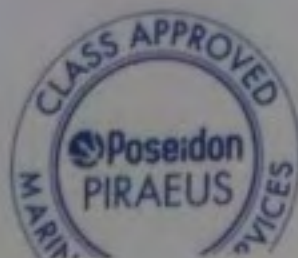
Description of working codes

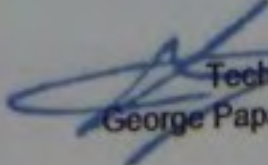
1 = Face mask inspected	5 = Visual inspection
2 = Breathing valve inspected	6 = Repair
3 = Regulator unit, hose and back plate, harness inspected	7 = Cylinder inspected acc. to BA cylinders' service report
4 = Function test applied	8 = New BA set

Description of sets / Technical information

Nr	Maker	Type	Serial Nr	Man. date	Air capacity	Working codes	Com ment
1	HWAYAN	RHZK 6/30	BA 1909264	01/2019	1800 LTR	1,2,3,4,5,7	
Ref Nr	Comments						

Technical Engineer
M. MAGOULAS




Technical Manager
George Papagiannopoulos

Service Report

Cylinders Specification

Form 08

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Covering / Type Equipment	BREATHING APPARATUS
---------------------------	----------------------------

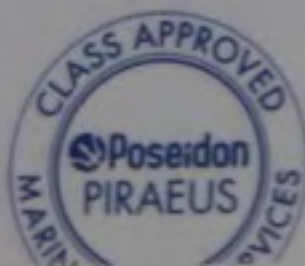
Description of working codes

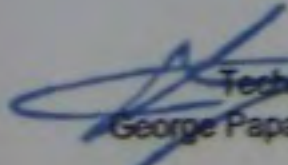
1 = Contents checked by level	6 = Valve repair
2 = Contents checked by weighing	7 = Valve renewal
3 = Contents checked by pressure	8 = External maintenance
4 = Recharging	9 = New cylinder
5 = Internal inspection	10 = Cylinder hydrotested according to separate service report

Nr	Gas Type	Maker	Serial Nr	Capacity	Working pressure	Last Hydrotest date	Tare weight	Gross weight	Working codes	Comment
1	AIR	HWAYAN	195316006	6 LTR	300 BAR	04/2025	-	-	3	
2	AIR	HWAYAN	195316046	6 LTR	300 BAR	04/2025	-	-	3	

Ref Nr	Comments

Technical Engineer
M. MAGOULAS




 Technical Manager
George Papagiannopoulos

Service Report Escape Sets

Form 04

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Inspections / Tests according to MSC.1/Circ.1432

Description of working codes

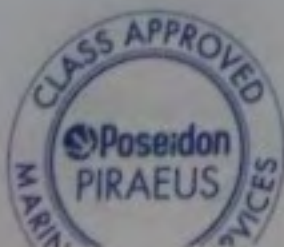
1 = Face mask/hood inspected	6 = Cylinder contents checked by pressure
2 = Breathing valve inspected	7 = Cylinder recharged
3 = Regulator unit, hose, back plate and carrying bag inspected	8 = Cylinder hydrotest
4 = Flow test applied	9 = Repair
5 = Visual inspection	10 = New escape set

Description of sets / Technical information

Nr	Maker	Type	Serial Nr	Air capacity	Working codes	Comment
1	HWAYAN	TH15B	1909331	630 LTR	1,2,3,4,5,6	

Ref Nr	Comments

Technical Engineer
M. MAGOULAS



Technical Manager
George Papagiannopoulos

Service Report Cylinders Specification

Form 08

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service KOUKLES	Certificate Nr 002-26-0502	

Covering / Type Equipment	ESCAPE SETS
---------------------------	-------------

Description of working codes

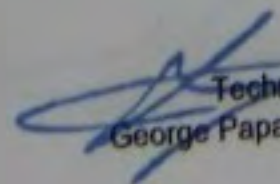
1 = Contents checked by level	6 = Valve repair
2 = Contents checked by weighing	7 = Valve renewal
3 = Contents checked by pressure	8 = External maintenance
4 = Recharging	9 = New cylinder
5 = Internal inspection	10 = Cylinder hydrotested according to separate service report

Nr	Gas Type	Maker	Serial Nr	Capacity	Working pressure	Last Hydrotest date	Tare weight	Gross weight	Working codes	Comment
1	AIR	HWAYAN	19S3380	3 LTR	210 BAR	03/2024	-	-	3	

Ref Nr	Comments

Technical Engineer
M. MAGOULAS



 Technical Manager
George Papagiannopoulos

Service Report

Fire Extinguishers

Form 06

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Inspections / Tests according to Res. A 951(23) and MSC.1/Circ.1432

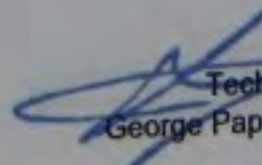
Description of working codes

Description of product symbol / type

1 = Inspection	DP = Dry powder	(W) = Fire Extinguisher on wheels
2 = Recharge	F = Foam	S/P = Stored Pressure
3 = Hydrostatic pressure test	W = Water	C/O = Cartridge Operated
4 = Repair	CO2 = Carbon dioxide	SCR = Spare Cartridge
5 = New supply	WCE = Wet chemical	SCH = Spare Charge

Nr	Location	Maker	Qty	Type	Capacity	Fire class	Last h/test Date	Working codes	Com ment
1	DISTRIBUTED	MOBIK	2	CO2	5 KG	B	01/2020	1	
2	DISTRIBUTED	MOBIK	2	DP S/P	6 KG	ABC	03/2017	1	
3	DISTRIBUTED	MOBIK	2	FOAM S/P	9 LTR	AB	01/2020	1	
4	DISTRIBUTED	MOBIK	1	DP S/P	3 KG	ABC	03/2017	1	
5	DISTRIBUTED	MOBIK	1	DP S/P	3 KG	ABC	04/2022	1	
6	DISTRIBUTED	MOBIK	1	DP S/P	2 KG	ABC	01/2020	1	
7	DISTRIBUTED	PII	4	DP S/P	2 KG	ABC	03/2019	1	
8	DISTRIBUTED	PII	2	DP S/P	1 KG	ABC	03/2019	1	
9	DISTRIBUTED	MOBIK	1	DP S/P	3 KG	ABC	01/2022	1	
10	DISTRIBUTED	MOBIK	1	DP S/P	1 KG	ABC	03/2022	1	
Ref Nr	Comments								

 Technical Engineer
M. MAGOULAS


 Technical Manager
George Papagiannopoulos

Form 27.2

Technical Manager
George Papagiannopoulos

Service Report Protective Suits

Form 21

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Inspections / Tests according to MSC.1/Circ.1047 & MSC.1/Circ.1114

Description of working codes	
1 = Checked for correct labelling; condition of bag, donning instruction and size	7 = Full face mask checked
2 = Checked suit for damage	8 = Ventilation valve cleaned
3 = Lubricated zipper front and back and the slide fastener	9 = Ventilation valve replaced
4 = Air pressure test for suit (Air pressure: According to manufacturer's recommendations)	10 = Suit dried and repacked with suit zippers fully opened
5 = Cleaned suit	11 = New supply
6 = Disinfected suit	12 = Check suit is dry

Nr	Suit type	Manufacturer	Serial Nr	Man. date	Model	Size	Working codes	Com ment
1	FIREMANS	HWAYAN	1808303	08/2018	DNXF	ADULT	1,2,12	

Ref Nr	Comments

Technical Engineer
M. MAGOULAS



Technical Manager
George Papagiannopoulos

Service Report Rigid Life Jackets

Form 26

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 802-26-0502	

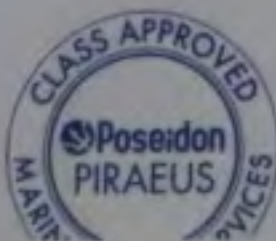
Inspections / Tests according to operating manual (found onboard)

Description of working codes

1 = Inspection visual of all components, condition and attached parts	5 = Light checked for proper operation
2 = Repacked	6 = New whistle
3 = Cleaned / Washed	7 = New light
4 = Whistle checked for proper operation	8 = New lifejacket

Nr	Maker	Type	Serial Nr	Mfg. date	Size	Exp. date of light	Working codes	Comment
1	ATLANTIS	ECHO	069821	03/2008	ADULT	05/2030	1,4,7	
2	ATLANTIS	ECHO	069882	03/2008	ADULT	05/2030	1,4,7	
3	ATLANTIS	ECHO	069827	03/2008	ADULT	07/2029	1,4,7	
4	ATLANTIS	ECHO	069808	03/2008	ADULT	05/2030	1,4,7	
5	ATLANTIS	ECHO	071443	03/2008	ADULT	05/2030	1,4,7	
6	ATLANTIS	ECHO	069805	03/2008	ADULT	07/2029	1,4,5	
7	ATLANTIS	ECHO	071410	03/2008	ADULT	05/2030	1,4,7	
8	RONGSENG	RSCY-17	1800801	04/2018	ADULT	07/2029	1,4,5	
9	RONGSENG	RSCY-17	1800789	04/2018	ADULT	07/2029	1,4,5	
10	RONGSENG	RSCY-17	1900018	02/2019	ADULT	07/2029	1,4,5	
11	RONGSENG	RSCY-17	1900246	02/2019	ADULT	05/2030	1,4,7	
12	RONGSENG	RSCY-17	1900243	02/2019	ADULT	07/2029	1,4,5	
13	RONGSENG	RSCY-17	1700112	02/2017	ADULT	05/2030	1,4,7	
14	RONGSENG	RSCY-17	1900280	02/2019	ADULT	05/2030	1,4,7	
15	RONGSENG	RSCY-17	1900265	02/2019	ADULT	07/2029	1,4,5	
16	RONGSENG	RSCY-17	1900180	02/2019	ADULT	07/2029	1,4,5	
17	RONGSENG	RSCY-17	1800800	04/2018	ADULT	07/2029	1,4,5	
18	RONGSENG	RSCY-17	1900269	02/2019	ADULT	05/2030	1,4,7	
19	LALIZAS	LSA	100990	07/2007	ADULT	05/2030	1,4,7	
20	LALIZAS	LSA	96379	07/2007	ADULT	05/2030	1,4,7	
Ref Nr	Comments							

Technical Engineer
M. MAGOULAS



[Signature]
Technical Manager
George Papagiannopoulos

Service Report

Rigid Life Jackets

Form 26

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Inspections / Tests according to operating manual (found onboard)

Description of working codes

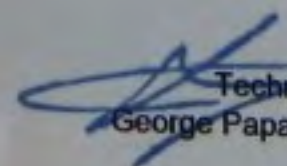
1 = Inspection visual of all components, condition and attached parts	5 = Light checked for proper operation
2 = Repacked	6 = New whistle
3 = Cleaned / Washed	7 = New light
4 = Whistle checked for proper operation	8 = New lifejacket

Nr	Maker	Type	Serial Nr	Mfg. date	Size	Exp. date of light	Working codes	Comment
21	LALIZAS	LSA	96379	07/2007	ADULT	05/2030	1,4,7	
22	LALIZAS	LSA	96323	07/2007	ADULT	05/2030	1,4,7	
23	LALIZAS	LSA	100276	07/2007	ADULT	05/2030	1,4,7	
24	LALIZAS	LSA	100296	07/2007	ADULT	05/2030	1,4,7	
25	LALIZAS	LSA	100292	07/2007	ADULT	05/2030	1,4,7	
26	LALIZAS	LSA	96380	07/2007	ADULT	05/2030	1,4,7	
27	LALIZAS	-	021651	01/2021	BABY	07/2029	1,4,5	
28	RONGSENG	RSCY-1	1600101	01/2016	CHILD	07/2029	1,4,5	
29	RONGSENG	RSCY-1	1600081	01/2016	CHILD	05/2030	1,4,7	
30	EVAL	2010-2	-	01/2019	CHILD	05/2030	1,4,7	
31	EVAL	2010-2	-	01/2019	CHILD	05/2030	1,4,7	

Ref Nr	Comments

Technical Engineer
M. MAGOULAS




 Technical Manager
 George Papagiannopoulos

Service Report

Medical Oxygen Apparatus

Form 11

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Description of system / Technical information	
Maker	MOBIAX
Model	APHRODITE
Serial Nr	0807916
Cylinder's capacity (ltr / bar)	2 / 200
Number of spare cylinders / capacity (ltr / bar)	-
Cylinder's valve type (Pin Index / Other)	OTHER

Inspections / Tests according to MFAG and operating manual (found onboard)

No	Medical Portable set inspection	Done	Not done	Not app.	Not Valid	Comment
1	Set visually inspected	X				
2	Set cleaned			X		
3	Regulator or static pressure tested	X				
4	Flow meter setting/tested	X				
5	Therapy outlet flow tested	X				
6	Demand valve manually tested				X	
7	Aspirator suction tested				X	
8	Set leak tested	X				
9	Ventilation bags checked				X	
10	Cylinders inspected according to separate service report	X				

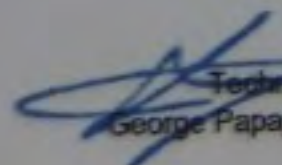
Clarifications

Done	Performed
Not done	Not done/Not carried out due to ship operations at time of service
N/A	Not due on the present service
Not valid	Indicated test not possible due to system/equipment design (e.g. not existing)

Ref Nr	Comments

Technical Engineer
M. MAGOULAS




 Technical Manager
George Papagiannopoulos

Service Report Cylinders Specification

Form 08

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 12/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Covering / Type Equipment

MEDICAL OXYGEN APPARATUS

Description of working codes

1 = Contents checked by level

2 = Contents checked by weighing

3 = Contents checked by pressure

4 = Recharging

5 = Internal inspection

6 = Valve repair

7 = Valve renewal

8 = External maintenance

9 = New cylinder

10 = Cylinder hydrotested according to separate service report

Nr	Gas Type	Maker	Serial Nr	Capacity	Working pressure	Refilling date (Only for med. Cyl.)	Last Hydrotest date	Tare weight	Gross weight	Working codes	Comment
1	MED.OX	CN / JX	2320695	2 LTR	200 BAR	03/2025	01/2023	-	-	3	

Ref Nr	Comments

Technical Engineer
M. MAGOULAS



Technical Manager
George Papagiannopoulos

Service Report

Fixed gas extinguishing system

Form 25

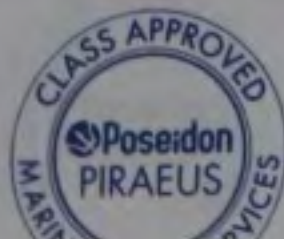
Name of Vessel KOURLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2025	Place of Service PIRAEUS	Certificate Nr 002-26-8542	

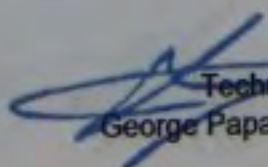
Protected areas	ENGINE ROOM
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Description of System / Technical Information			
Manufacturer	SEA FIRE		
Type of extinguishing agent	FM 200		
Type of release	MANUAL		
Number of main cylinders / capacities	1 X 61 KG		
Number of pilot cylinders / capacity	1 X 5,8 KG CO2		
Number of distribution lines	1		
Central or Modular system	MODULAR		
Oldest pressure test date / cylinders	05/2006		
Latest pressure test date / cylinders	03/2024		
Date flexible hoses fitted/renewed	Manufactured	03/2026	03/2026

Nr	Description of inspection / tests: ANNUAL According to MSC-1 Circ.1432	Done	Not done	Not app.	Not valid	Comment
1	Release system/controls disconnected, and system secured	X				
2	All accessible components visually inspected	X				
3	All cylinder's clamps and frames inspected and checked for tightness	X				
5	Actuators / initiators / gas generators / solenoid valves inspected	X				
5	Release mechanism / discharge valves inspected	X				
6	Pressure switches and gauges inspected	X				
7	All doors, hinges locks and all instruction plates on installation inspected	X				
8	All cylinders / cylinder valves visually inspected and hydrostatic test dates checked	X				
9	Alarm and fan stop functions to protected spaces tested	X				
10	Manifold, main and distribution valves, distribution lines and nozzles visually inspected	X				
11	All pilot release line connections checked for tightness	X				
12	All flexible hoses examined	X				
13	Manual / Remote release of system simulated and tested	X				
14	Fuel shut-off controls connected to system tested	X				
15	Boundaries of protected space visually inspected	X				
16	On modular systems, integrity of double release lines verified				X	
17	Release stations inspected and low pressure or circuit integrity monitors checked	X				

Technical Engineer
M. MAGOULAS




Technical Manager
George Papagiannopoulos

Service Report

Fixed gas extinguishing system

Form 25

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Protected areas	ENGINE ROOM
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18	Automatic fire detection / release simulated and tested				X	
19	Main valve and distribution valves tested for operation				X	
20	System reconnected, sealed with inspection date labels attached. Left in operational order	X				

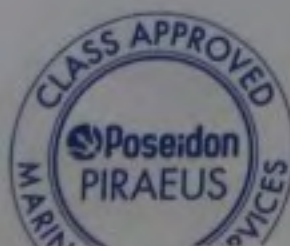
Nr	Description of inspection / tests: 2 Years According to MSC-1 Circ.1432	Done	Not done	Not app.	Not valid	Comment
1	Release system/controls disconnected, and system secured	X				
2	Content in main and pilot cylinders checked and specified according to separate service report	X				
3	Distribution lines and nozzles blown through and proved clear of any obstructions	X				
4	Manifold leak tested at 6 bar with dry working air or equivalent				X	
5	System reconnected, sealed with inspection date labels attached. Left in operational order	X				

Clarifications

Done	Performed
Not done	Not done/Not carried out due to ship operations at time of service.
N/A	Not due on the present service.
Not valid	Indicated test not possible due to system/equipment design (e.g. not existing)

Type of service	Ref Nr	Comments

Technical Engineer
I. MAGOULAS



Technical Manager
 George Papagiannopoulos

Service Report

Cylinders Specification

Form 08

Name of Vessel KOUKLES	IMO Nr	Flag MALTA	Class RINA
Date of Service 13/03/2026	Place of Service PIRAEUS	Certificate Nr 002-26-0502	

Covering / Type Equipment	ENGINE ROOM / FIXED GAS EXTINGUISHING SYSTEM
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Description of working codes

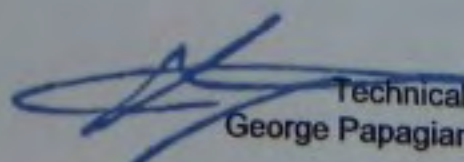
1 = Contents checked by level	6 = Valve repair
2 = Contents checked by weighing	7 = Valve renewal
3 = Contents checked by pressure	8 = External maintenance
4 = Recharging	9 = New cylinder
5 = Internal inspection	10 = Cylinder hydrotested according to separate service report

Nr	Gas Type	Maker	Serial Nr	Capacity	Working pressure	Last Hydrotest date	Tare weight	Gross weight	Working codes	Comment
1	FM 200	SEA FIRE	281274	61 KG	24.8 BAR	04/2024	-	-	1,3	
2	CO2	SEA FIRE	K524635	6,8 KG	-	04/2024	12.8 KG	19.6 KG	2	

Ref Nr	Comments

Technical Engineer
M. MAGOULAS




 Technical Manager
 George Papagiannopoulos

CERTIFICATE

We hereby certify that after listing and replenishment of the medical cabinet and content of the above vessel:

M/Y KOUKLES

(NAME OF VESSEL)

FLAG: MALTA

TYPE OF VESSEL: COMMERCIAL YACHT

all are in accordance with the guidelines established by the

Malta Maritime Authority and Maltese Regulations 4.1 Medical care on board ship, Legal Notice 145 (S.L.234.51) of 2013, as amended by Legal Notice 262 of 2013, 390 of 2016 and 465 of 2020

and

World Health Organization (WHO), promulgated in the publication of the "International Medical Guide for ships for ocean-going vessels.

Date of issue: 12/MAY/2026
Valid until: 12/MAY/2027
Has to be evaluated annually



ASIMINA ZANNAKI

REGISTERED PHARMACIST, CHEMIST MEMBER No 138663

22Eratosthenous Street, 11635, Athens - Greece



SYNODINOS CARGO GEAR

K. & A. SYNODINOS SA

10, P. VLACHAKOU STR. P.C. 18545, PIRAEUS, VAT No: 997516598, Tel: 2104170709,
Fax: 2104177722, E-mail: info@synodinos.gr, <http://www.synodinos.gr>

REPORT

Vessel: M/Y KOUKLES
Date: 21-5-2025

204.

During my visit at the vessel mentioned above, I, Dimitrios A. Synodinos, as a technician representing K & A Synodinos S.A., carried out the following works at Floisvos Marina:

- Load Test of Rescue Boat Crane TL: 0,625 tons
- Load Test of Passerelle TL: 150 kg
- Replacement of Crane's Dyneema Rope 6mm x 16m

We hereby certify that all works were successfully carried out and in compliance with all applicable standards.

On behalf of K. & A. SYNODINOS S.A.
Dimitrios A. Synodinos
WIRE ROPE SUPPLY - RIGGING - TESTING
VAT No: 997516598 - REG. No: 115785607000
10, P. VLACHAKOU STR. - PIRAEUS
TEL: 2104175729 - FAX: 2104177722
E-mail: info@synodinos.gr - www.synodinos.gr

The technician
Dimitrios A. Synodinos





MAGNAVE
COMPASS ADJUSTERS
2-4, DRAGATSI STR., (5th floor)
185 35 PIRAEUS - GREECE
TEL: 210 4123537
MOB: 6944 880643

MAGNETIC COMPASS DEVIATION CARD

VESSEL'S NAME: CTV "Kaukles"

COMPASS COURSE	VESSEL'S HEAD	STANDARD	STEERING
N	000°		1 1/2 E
NE	045°		1 E
E	090°		1 1/2 E
SE	135°		2 W
S	180°		2 1/2 W
SW	225°		1 W
W	270°		1 1/2 W
NW	315°		2 E

MAGNETS

TYPE	DIMENSIONS	PCS	STANDARD / STEERING	RED END
TRANS			ESO	
"				
LONGIT. (P)			ESO	
LONGIT. (S)				
VERTICAL				
GLOBES				

PORT OF : ΛΑΥΡΙΟ
DATE : 12-ΑΠΡΙΛΙΟΥ 2025
REMARKS : _____



MAGNETIC COMPASS
INSPECTORS / ADJUSTERS
2-4, Dragatsi Str., 18535 Piraeus - Hellas
Tel: +30 210 - 4123537
Mob: +30 6944880643
Email: magnave.adj@gmail.com





38, Sklirou Str. Piraeus Greece
Tel: (00 30 210) 4131258
Fax: (00 30 210) 4221892
Http: www.aktismech.gr / E-mail: info@aktismech.gr

MEGGER TEST REPORT

MY KOUKLES

DATE: 05/03/2025

16ME

A/A	FEEDER NAME	MOhm
1	GENERATOR 1 PORT	3470
2	GENERATOR 2 STBD	2960
3	SHORE POWER	2250
4	A/C COMPRESSOR 1	3200
5	A/C COMPRESSOR 2	3600
6	A/C CIRCUL WATER PUMP 1	2370
7	A/C CIRCUL WATER PUMP 2	1035
8	FRESH WATER PUMP 1	>4000
9	ENGINE ROOM FAN 1	1438
10	ENGINE ROOM FAN 2	1280
11	ENGINE ROOM FAN 3	1580
12	ENGINE ROOM FAN 4	>4000
13	CAPSTAN PORT	490
14	CAPSTAN STBD	380
15	STERN PLATFORM HYD PUMP 1	>4000
16	WATER HEATER 1	970
17	WATER HEATER 2	1160
18	TRANSFER DIESEL OIL	750
19	BIGLE PUMP	230
20	GREY WATER PUMP	390
21	BLACK WATER PUMP	490
22	ANCHOR WINDLASS PORT	956
23	ANCHOR WINDLASS STBD	745
24	STABILIZER HYDR PUMP	>4000
25	WATER MAKER PUMP 1	260
26	WATER MAKER FEEDER PUMP 1	340



38, Stakirus Str. Piraeus Greece
Tel.: (00 30 210) 4131258
Fax: (00 30 210) 4221692
Http: www.aktomech.gr / E-mail: info@aktomech.gr

27	WATER MAKER PUMP 2	>4000
28	WATER MAKER FEEDER PUMP 2	460
29	A/C SEA WATER PUMP 1	1070
30	A/C SEA WATER PUMP 2	2070
31	GALLEY DISTRIBUTION PANEL	2780
32	BRIDGE DISTRIBUTION PANEL	3450

GENERAL TERMS:

-
-

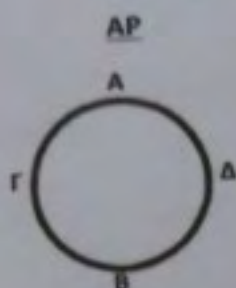
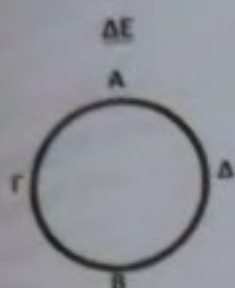
Applied voltage: 1000Volts
Valid until: 05/03/2026

ΥΠΟΛΟΓΙΣΤΕΣ ΚΑΙ ΠΑΡΑΝΟΜΑΚΗΤΕΣ
ΗΛΕΚΤΡΟΝΙΚΩΝ ΚΑΙ ΜΗΧΑΝΙΚΩΝ
ΗΛΕΚΤΡΟΛΟΓΩΝ ΜΗΧΑΝΙΚΩΝ Τ.Ε.
ΕΘΑΚΗΠΕΔΕ 15 ΠΕΡΑΙΑΣ
ΑΔΜ 12422921 ΔΟΜ. 2 ΠΕΡΑΙΑ
ΤΗΛ. 475226 ΑΣΤΕΡ ΤΕΛ. 475227



Όνομα σκάφους: ΚΟΥΚΛΕΣ

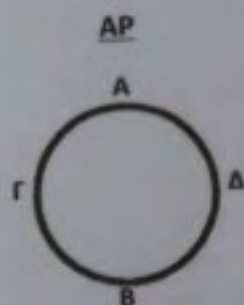
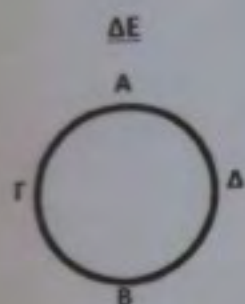
I BRACKET / ΜΠΡΑΚΕΤΟ



	ΔΕ	AP
A	0.40	0.20
B	0	0
Γ	0.20	0.15
Δ	0.25	0.15

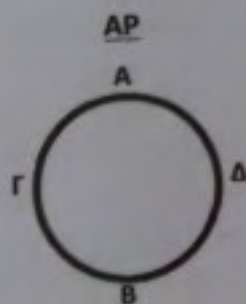
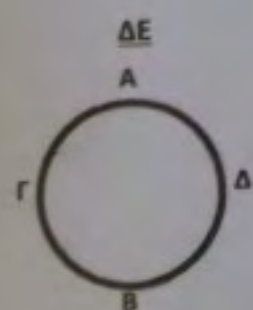
D

MID BRACKET / ΜΕΣΑΙΟ ΜΠΡΑΚΕΤΟ



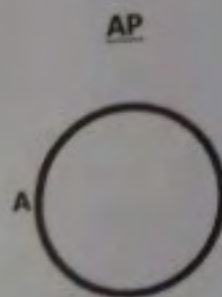
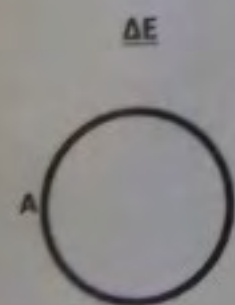
	ΔΕ	AP
A		
B		
Γ		
Δ		

SHAFT TUBE / ΧΟΑΝΗ



	ΔΕ	AP
A	0.25	0.15
B	0.50	0.05
Γ	0.20	0.10
Δ	0.20	0.10

RUDDERS / ΤΙΜΟΝΙΑ



	ΔΕ	AP
A	0.10	0.10

DECLARATION ON ANTI-FOULING SYSTEM FOR SHIPS OF 24 METRES OR MORE IN
LENGTH, BUT LESS THAN 400 GROSS TONNAGE

Drawn up under

Regulation (EC) No. 782/2003 of the European Parliament and of the Council of 14 April 2003 on the
prohibition of organotin compounds on ships

Name of ship: **KOUKLES**
Distinctive number or letters: **9HB7097**
Port of Registry: **Valletta**
Length: **25.74 m**
Gross Tonnage: **162**
IMO number (if applicable): **8342624**

I declare that the anti-fouling system used on this ship complies with Articles 4 and 5 of Regulation (EC) Nr. 782/2003 of
the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships.

Type(s) of anti-fouling system(s) used and date(s) of application: **PropGlide (Noa Noa Endurance) Antifouling**
-applied at Atlas Shipyard - Athens, Greece in March 2020

March 2020
(Date)

Dr. Renato Cifari, Director of Resag Limited
(Signature of owner or owner's authorized agent)

Endorsement of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used and date(s) of application: **February 2024, ORMAP AFI PRO**

05-03-2024
(Date)

Ing. Kurt Gutteridge
(Signature of owner or owner's authorized agent)
R. Eng. (Hons.) M.Sc.
Naval Architect

Type(s) of anti-fouling system(s) used and date(s) of application:

30-04-2026
(Date)

Ioannis Korros
Master
(Signature of owner or owner's authorized agent)

Type(s) of anti-fouling system(s) used and date(s) of application:

(Date)

(Signature of owner or owner's authorized agent)