Karamalis and Associates

Consulting Engineers
Naval Architects
Marine Surveyors

CONDITION SURVEY REPORT

SAILING YACHT :
" SURAMA "

DATE:
March 23, 2026

REPORT NUMBER:
CS02Q19

1 Eptanisou Str., Alimos, Athens, 17455, Greece, Tel: +302109851207.
E-mail: info@karamalis-surveyors.gr, Website: www.karamalis-surveyors.gr

1.0.0. INTRODUCTION

1.1.0. SCOPE OF SURVEY

Acting at the request of the Owners, the attending surveyor of Karamalis and Associates IKE did attend onboard the s/y "SURAMA" on the 19th and 20th of February 2026, at Tersan Marine shipyard in Turkey for out-of-water inspection while on hard and in-water inspection upon the yacht's launching.

Limitations:

- No destructive inspection or dismantling of the yacht or any of her equipment were carried out.
- Only readily accessible areas were inspected.
- No sea trials were carried out. In-water inspection was carried out while the yacht was moored at the dock.
- Sails and other folded/stored equipment were not inspected unless specified in the report.
- No ultrasonic thickness measurement was carried out.
- No internal inspection was carried out in the tanks or any other enclosed space.
- The masts, booms, rigging and other associated equipment were inspected only from the deck level. Professional rigging company inspected them independently, whose report is attached herewith.

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

SERVICABLE: 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.

GOOD CONDITION: Operational without cosmetic or structural discrepancies noted.

SATISFACTORY CONDITION: Operational with minor cosmetic or structural discrepancies noted.

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

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	:	George Town
Official Number	:	729382
Builder	:	Royal Huisman Shipyard
Length Overall	:	40.70 meters
Reg. Length	:	35.03 meters
Reg. Breadth	:	8.82 meters
Gross Tonnage	:	217
Year of build	:	1997 (Keel laid in 1996)
Construction	:	Aluminium alloy (5083/H321)
Engine	:	2 x MTU, 6R183 TE93 of 570 BHP each

Operating hours:

- Port: 18.161 hours
- Starboard: 17.610 hours

Serial numbers:

- Port: 447.902-521-061176
- Starboard: 447.902-521-061175

Type	:	Ketch rigged pleasure sailing yacht
Classification	:	Built under Lloyd's supervision. Currently not under class.

3.0.0. CONDITION OF THE YACHT

3.1.0. HULL AND UNDERWATER PARTS

Hull Bottom:

The yacht's hull bottom was visually surveyed and was found in good condition, without signs of cracks, indentations, corrosion or other damages.

No ultrasonic measurement was carried out. However according to submitted UTM report of November 2022, the hull maintained original thickness with 12mm, 10mm and 8mm below waterline, as well as with 8mm and 6mm above the waterline.

Hull Topsides:

The hull topsides were visually inspected and they were found in a general good condition without visible cracks, indentations, corrosion or other damages, except as otherwise mentioned below.

The gloss of the topsides' coating was measured in sample areas at the starboard side amidships since access was not available throughout the entire hull topsides and in the measured areas the gloss was found to be between 67 and 81 GU which is considered a satisfactory level.

* Local reparations were noted on the hull topsides' coating including:
  - In way below the port side fairlead near the bow for a length of about 70cm.
  - In way below the starboard side fairlead near the bow for a length of about 30cm.
  - One meter aft of the starboard bow fairlead for a length of about 40cm.
  - In way of the second starboard bow fairlead from the bow for a length of about 30cm.
  - Two meters aft of the second starboard bow fairlead from the bow for a length of about 60cm.

* White discolorations were noted on the starboard topside's coating.

* Blisters and patching were noted on the coating around the starboard side ladder. To be sanded and recoated.

* The coating on the transom was noted locally detached. To be sanded and recoated.

Propellers:

The yacht is equipped with two LIPS controllable pitch propellers.

The propellers were found externally to be in good condition, free of visually noticeable dents, bents, cavitation, corrosion or hitting marks.

The variable pitch system of the propeller was not tested due to the below reported malfunction.

* As reported, the propulsion system experiences a loss of hydraulic pressure when operating above 900 RPM in cruising mode, preventing the propeller blades from

maintaining their commanded pitch. While, as reported, lower-speed modes function normally, the system cannot sustain sufficient pressure at higher speeds, causing instability as the hydraulic pump continuously attempts to compensate. The issue is likely related to either a failure in the propeller hub's hydraulic locking mechanism (e.g., worn sealing O-rings) or insufficient pressure generation from the oil distribution (OD) box. The system is recommended to be dismantled, inspected and overhauled as found necessary.

Propeller Shafts:

The propeller shaft was visually externally surveyed and was found in good condition without visible damages. To be mentioned that since they were coated, proper inspection was not possible.

As stated the shafts were removed in 2021 with replacement of bearings and seals as well as maintenance on propellers.

Brackets:

The brackets were found to be in good condition without damages.

Cutlass Bearings:

The cutlass bearings were found to be in satisfactory condition, with some wear but not extensive. The shaft-to-bearing clearances were found to be normal.

Rudder:

The rudder was checked for proper operation, lateral movement, tightness and damages and it was found in good condition without findings.

Keels:

The main center board and aft trim board could not be inspected visually due to the position of the yacht on hard.

* The main center board and aft trim board (keels) were not operating. In addition the main center board pin was not unlocking. To be further investigated and fixed as found necessary.

* The sensors of the boards' positions were not operating. To be further investigated and fixed as found necessary.

Through-hull Fittings:

The through-hull fittings were surveyed externally and from the internal and were found in good condition without extensive corrosion or damages.

* The two speed log transducers' impellers were missing. To be replaced.

Bow Thruster:

The bow thruster was visually inspected and also tested at sea while the yacht was moored. It was found in good condition and properly operating.

Anodes:

* The anodes were found wasted. They are recommended to be replaced.

Underwater Lights:

The underwater lights were tested and found operating.

3.2.0. MAIN DECK AND FITTINGS

Deck:

The deck structure was inspected where readily accessible and it was found to be in good condition without damages or corrosion.

* The teak on the deck was found thinned in some areas but not extensively. It appeared to have a thickness of around 5-7mm. To be considered for replacement in the future.

* The teak on the fore deck hatches was found thin. It is recommended to be replaced.

Superstructure:

The superstructure was found to be in a general good condition without corrosion signs or damages. The coating appeared to be satisfactory condition without extensive deterioration.

* Some blisters were noted on the coating of the superstructure at the aft area. To be sanded and recoated.

Mooring Cleats:

The mooring cleats were found in good condition, rigid and properly mounted.

Mooring lines:

The mooring lines were found in good condition without extensive deterioration.

Ground Tackle:

The anchors, chains and windlasses were visually inspected and also the windlasses were operated by dropping and lifting the anchor and they were found in good condition and properly operating.

Rigs:

Level 1 visual inspection including climbing up the masts was carried out independently by professional rigging company RIGGING MATTERS. Their findings are summarized below. For further information please refer to their report which is attached herewith.

Main Mast:
The following findings are mentioned in the riggers' report:
Hydraulic motor minor rust and leak.
Tensioner hose of Rondal furler needs replacement.
Small bend in lower profile.
STB halyard cylinder is slightly leaking.
Minor paint bubbling on main mast, in good condition in general.
Main Boom:
Minor scratches at gooseneck pivot.
Mandrel in good condition with minor scratches.
Mizzen Mast:
No findings.
Mizzen Boom:
Small crack on the join plate carbon/aluminium of mizzen boom. Need to be inspected.
Mandrel hydraulic motor minor leak.
Running Rigging:
One heavy chafe on the port genoa sheet.

RONDAL prefeeder wheels in medium condition.

Conclusion

According to files, rod rigging was refitted in2018.
In general boat is professionally maintained and rigs installed by professional riggers.
Captains photo log shows all rigging in very good condition and according to its refit age.
Spreaders and tip cups also in very good condition.
In general deck equipment are also in good condition even the hydraulic systems were not in use.

During our visit the aluminum main and mizzen masts, carbon booms, boomvangs and spreaders were also surveyed by ourselves from the deck level only and were found in a general good condition considering the yacht's age, except as otherwise stated below.

* A crack was noted on the mizzen boom in way of the upper base connection. It is recommended to be sanded, inspected and fixed as found necessary.

* Blisters were noted on the coating of the main mast in way of the upper base of the boom bracket. It is recommended to be sanded, inspected and fixed as found necessary.

* The boomvang of the mizzen mast was not operated. As stated the seal needs replacement and the hose was disconnected. To be further inspected and fixed as found necessary.

* The main mast's hydraulic motor shows minor rusts and signs of leak. To be serviced.

* The tensioner hose of main mast's Rondal furler was found deteriorated. It is recommended to be replaced.

* Small bent was noted in the lower furling profile. To be replaced.

* Minor scratches were noted at the gooseneck pivot of the main boom.

The standing rigging, running rigging, terminals, turnbuckles and chainplates were also visually surveyed from the deck level only.

The standing rigging was found in an overall good condition without visible damages.

All functions of the rig's hydraulic systems were tested and found properly operating, except as otherwise stated below. The system was also visually inspected and it was found in good condition.

The running rigging was found in good condition without extensive wear or damages, except as otherwise stated below.

* Small damage was noted on the fore block of the starboard track. To be replaced.

* Two lines of running rigging (port main sheet and port mainsail) below the port cockpit area were found chaffed. They are recommended to be replaced.

* The halyard system of the mizzen mast was not operating. To be further inspected and fixed as found necessary.

* The outhaul system of the mizzen mast was not operating. To be further inspected and fixed as found necessary.

As stated, the last removal of masts was carried out in 2019.

* It is recommended that the masts, booms, boomvangs, standing rigging, running rigging, hydraulic systems and other associated rig equipment to be removed and dismantled for proper inspection, service and repair where necessary by specialized rigging company.

Sails:

The sails were stored in another location and could not be inspected. Photos of the sails were provided by the captain, which show the sails folded and also some of them open. From the photos, the sails appear to be in satisfactory condition with some wear although not new.

Winches:

The deck winches were visually inspected and also tested in operation and they were found in good condition and properly operating.

Hatches, Windows, Doors and Portholes:

The deck hatches, windows, doors and portholes were found in satisfactory condition. The following were noted:

* The film of the glass in two aft hatches of the superstructure was found detached.

* The film of the port and starboard side windows of the superstructure was found detached at the edges.

* The films of the glasses of one fore deck hatch and one fore superstructure hatch were found detached.

* The glass of one deck hatch in way of the tender storage area was found cracked. It is recommended to be replaced.

* The bases of the handles of two deck hatches were found sealed with tape due to leakage. To be resealed.

* The gas spring of the starboard windlass space hatch was found removed. To be reinstalled.

* Some electric deck hatches were moving with difficulty. They are recommended to be further inspected and serviced/fixed for proper operation.

Bulwarks, Stanchions and Cuprails:

The bulwarks, stanchions and lifelines were found in good condition, rigid and without damages, except as otherwise stated below.

* Two stanchions at the port side were found with some play. To be fixed in place.

* The varnish of the wooden cuprail around the helm stations was found deteriorated. To be sanded and revarnished.

* The coating of the bulwark was found locally detached around one deck light. To be sanded and recoated.

Bimini:

The bimini was found in good condition without extensive wear or damages.

Gangway:

The gangway could not be tested during our visit. However according to provided videos and photos by the captain, the gangway appeared to be in good condition and properly operating.

Side Ladder:

The side ladder could not be tested during our visit. However according to provided videos and photos by the captain, the side ladder appeared to be in good condition and properly operating.

Swimming platform:

The swimming patform could not be tested during our inspection. However according to provided videos and photos by the captain, the swimming platform appeared to be in good condition and properly operating.

* A platform locking sensor fault alarm was presented. The sensor and locking mechanism to be further checked and fixed as found necessary.

Exterior Lights:

All the exterior lights were tested and found operating, except as otherwise stated below.

* Three deck lights on the starboard side corridor were found with moisture ingress. They are recommended to be replaced.

* The light of the main mast's "spreader up" button was not operating. To be replaced.

* The aft main boom light was not operating. To be replaced.

* One exterior ceiling light at the cockpit was not operating. To be replaced.

Tender:

No tender was on board during our inspection. As stated the yacht is equipped with a Williams 565 jet tender. Photo of the tender was provided by the captain.

Crane:

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

Helm Station Equipment:

All the helm station equipment was tested and found operating.

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

* The LOUDSENSE display for the runner load pressure was not operating. To be further checked by specialist and fixed as found necessary.

* One B&G display of the port helm was found deteriorated. It is recommended to be replaced.

CCTV:

* The CCTV was not operating. There is an alarm on the PLC and the PLC freezes when the CCTV is selected.

3.3.0. ACCOMMODATION

Condition of Interior:

The interior was inspected for extensive wear or damages and it was noted in an overall good condition in consideration of the yacht's age.

Galley Equipment:

The galley equipment was visually surveyed and also tested in operation. The equipment was found in good condition and operating, except as otherwise stated below.

* The fridge No.2 and both freezers were not cooling and their temperature sensors were not operating properly. To be further inspected by specialist and fixed as found necessary.

* Low pressure alarm was presented on the refrigeration compressor. To be further investigated by specialist and fixed as found necessary.

WC:

All the marine heads, showers and faucets were tested and found operating.

Entertainment Equipment:

The entertainment equipment could not be tested. Its proper operation to be confirmed.

Interior Lights:

* Several lights on the interior were not operating. To be replaced.

3.4.0. INTERNAL COMPONENTS INSPECTION

Internal Structure:

Stiffeners, bulkheads and other hull structural parts were inspected where access was available and no corrosion, cracks, fractures, distortions or other damages were noted.

* A quantity of water was noted in the bilge in way of the aft keel. To be further investigated for possible leakage.

* A quantity of water was noted in the lazarette bilge. To be further investigated for possible leakage and fixed as found necessary.

Valves:

All the valves were tested and found operating. They were also visually inspected and found in good condition. Regular inspection and maintenance is recommended.

Piping:

The piping was visually inspected where access was available and it was found in good condition without visible damages, except as otherwise stated throughout the report.

3.5.0. ENGINES

The engines were inspected independently by professional engineers ANAXAGORAS while the vessel was afloat and moored at the shipyard dock. No sea trials were carried out. The following are concluded in the engineers' report. For further information please refer to their report, which is attached herewith.

During dock trial operation of both engines there were no remarks.
All the operation parameters found acceptable and within manufacturers' limits.
The condition of the engines and gearboxes was very good.
No leaks were observed on the propulsion system and generators.
According to the maintenance history (W6 overhaul in 2019) and the maintenance program there are no recommended tasks for the immediate future, beyond annual maintenance.

During our visit, general visual inspection of the engines was also carried out by ourselves. No sea trials were carried out. The following were noted:

The engines were visually surveyed and also operated at the dock in low RPM.

The engines started operating immediately after cranking.

The idle rpm was normal without fluctuations.

No excessive vibration or noise was noted during operation.

The yacht's structural components supporting the engines and the engine mounts were inspected and were found in good condition.

No leaks were noted on the engines.

The following were noted during our inspection.

* The oil pressure and coolant temperature analog indicators of the starboard engine at the two helm stations and also at the engine room do not operate. The sensors to be inspected and fixed as found necessary.

* The engine oil pressure and gearbox oil pressure analog indicators of the port engine do not operate. The indicators and sensors to be inspected and fixed as found necessary.

* The forward clutch of the starboard engine was not operating. To be further investigated by specialist and fixed as found necessary.

* Both RPM indicators of the starboard helm station stuck at 1000 RPM after reducing the engines' revs. The indicators to be further checked and fixed as found necessary.

* "No waterflow" alarms were presented on the engines. To be further investigated by specialist and fixed as found necessary.

3.6.0. SEA TRIALS

No sea trials were carried out.

3.7.0. AUXILIARY MACHINERY

Generators:

The two 50kW Onan generators were visually externally inspected and also tested in operation under various loads. They were found properly operating sustaining the loads. No abnormal indications were noted.

The generators operating hours are:
- Port: 4.395 hours
- Starboard: 4.391 hours

As per sighted invoice, the two generators were purchased new in 12/2022.

Steering System:

The steering system was operated (while afloat and also on hard) and it was also visually surveyed. It was found in good operating condition.

Batteries:

The batteries (as stated 48 service batteries with a capacity of 6.500AH installed in 2016 and 4 (2 Mastervolt of 2021 and 2 Victron of 2023) main engines and generators batteries) were visually inspected and were found in satisfactory condition keeping their voltages after putting loads on.

* The voltages of the battery banks were not shown properly on the PLC.

* The temperature of the No.3 battery bank was found to be high. To be further inspected by specialist.

Chargers:

The battery chargers were tested in operation and found operating.

Inverters:

The inverters were tested in operation and found operating.

Tanks:

Access to the tanks was limited. No abnormal findings were noted externally where access was available.

As stated all the tanks were cleaned in 2023.

* The level sensor of the aft black water tank was not operating. The sensor to be replaced.

Electrics:

The electrics were inspected for operation of panels, switches, breakers, condition of cables, connections and neatness of cables. They were found in satisfactory condition. Considering the yacht's age a regular inspection of the electrical systems is recommended by specialist electrician.

Pumps:

All the pumps were tested and were found properly operating, except as otherwise stated throughout the report.

* The oil change pump was not operating. Possibly there is an air leak. To be further investigated and fixed as found necessary.

Water heaters:

The water heaters were tested and they were found properly operating.

Watermaker:

The watermaker was filled with preservation chemicals and could not be tested. Its proper operation to be confirmed.

Airconditioning:

The air conditioning system was tested in all spaces and it was found properly operating.

As stated the A/C circulation pump was replaced in 2023. In addition maintenance was carried out on the fan coils with 13 of them replaced.

* The heat mode of the air conditioning could not be tested. Its proper operation to be verified.

* Rusts were noted on the air conditioning circulation piping in the lazarette area. The piping is recommended to be dismantled, inspected, replaced where necessary or cleaned/recoated and reinstalled.

Air Heating System:

* The yacht is equipped with an additional air heating system which is obsolete

HAMANN:

* The HAMANN system was not operating. As stated there is an electronic issue. To be further investigated and fixed as found necessary.

3.8.0. SAFETY EQUIPMENT

Liferafts:

The liferafts were found onboard and with up-to-date certificates, which expire in April 2026.

Jon Buoy:

The Jon Buoy was found onboard and with up-to-date certificate, which expire in May 2026.

Fire Fighting Equipment:

The portable fire extinguishers and the fixed FM200 system were found onboard and with up-to-date certificates, which expire in 16/04/2026.

Emergency Fire Pump:

* The diesel fire pump was not on board. As stated it had been sent for service. Photos were received of the pump which appears to be in satisfactory external condition with some rusts.

Lifejackets:

Lifejackets were found on board onboard.

Distress Signals:

* The distress signals were found expired. To be replaced.

Bilge pumps:

The bilge pumps were tested and found properly operating.

EPIRB:

The EPIRB was found on board and with up-to-date certificate which expires in 29/04/2026.

4.0.0. FINDINGS AND RECOMMENDATIONS

Our survey findings and recommendations are summarized below:

1. As reported, the propulsion system experiences a loss of hydraulic pressure when operating above 900 RPM in cruising mode, preventing the propeller blades from maintaining their commanded pitch. While as reported lower-speed modes function normally, the system cannot sustain sufficient pressure at higher speeds, causing instability as the hydraulic pump continuously attempts to compensate. The issue is likely related to either a failure in the propeller hub's hydraulic locking mechanism (e.g., worn sealing O-rings) or insufficient pressure generation from the oil distribution (OD) box. The system is recommended to be dismantled, inspected and overhauled as found necessary.

2. The anodes were found wasted. They are recommended to be replaced.

3. The two speed log transducers' impellers were missing. To be replaced.

4. Local reparations were noted on the hull topsides' coating including:
   - In way below the port side fairlead near the bow for a length of about 70cm.
   - In way below the starboard side fairlead near the bow for a length of about 30cm.
   - One meter aft of the starboard bow fairlead for a length of about 40cm.
   - In way of the second starboard bow fairlead from the bow for a length of about 30cm.
   - Two meters aft of the second starboard bow fairlead from the bow for a length of about 60cm.

5. White discolorations were noted on the starboard topside's coating.

6. Blisters and patching were noted on the coating around the starboard side ladder. To be sanded and recoated.

7. The coating on the transom was noted locally detached. To be sanded and recoated.

8. Some blisters were noted on the coating of the superstructure at the aft area. To be sanded and recoated.

9. The film of the glass in two aft hatches of the superstructure was found detached.

10. The varnish of the wooden cuprail around the helm stations was found deteriorated. To be sanded and revarnished.

11. The film of the port and starboard side windows of the superstructure was found detached at the edges.

12. Small damage was noted on the fore block of the starboard track. To be replaced.

13. A crack was noted on the mizzen boom in way of the upper base connection. It is recommended to be sanded, inspected and fixed as found necessary.

14. Blisters were noted on the coating of the main mast in way of the upper base of the boom bracket. It is recommended to be sanded, inspected and fixed as found necessary.

15. The films of the glasses of one fore deck hatch and one fore superstructure hatch were found detached.

16. The teak deck was found thinned in some areas but not extensively. It appeared to have a thickness of around 5-7mm. To be considered for replacement in the future.

17. The teak on the fore deck hatches was found thin. It is recommended to be replaced.

18. Two stanchions at the port side were found with some play. To be fixed in place.

19. Three deck lights on the starboard side corridor were found with moisture ingress. They are recommended to be replaced.

20. The coating of the bulwark was found locally detached around one deck light. To be sanded and recoated.

21. The glass of one deck hatch in way of the tender storage area was found cracked. It is recommended to be replaced.

22. The bases of the handles of two deck hatches were found sealed with tape due to leakage. To be resealed.

23. The gas spring of the starboard windlass space hatch was found removed. To be reinstalled.

24. Two lines of running rigging (port main sheet and port mainsail) below the port cockpit area were found chaffed. They are recommended to be replaced.

25. The boomvang of the mizzen mast was not operated. As stated the seal needs replacement and the hose was disconnected. To be further inspected and fixed as found necessary.

26. The main mast's hydraulic motor shows minor rusts and signs of leak. To be serviced.

27. The tensioner hose of main mast's Rondal furler was found deteriorated. It is recommended to be replaced.

28. Small bent was noted in the lower furling profile. To be replaced.

29. Minor scratches were noted at the gooseneck pivot of the main boom.

30. The halyard system of the mizzen mast was not operating. To be further inspected and fixed as found necessary.

31. The outhaul system of the mizzen mast was not operating. To be further inspected and fixed as found necessary.

32. It is recommended that the masts, booms, boomvangs, standing rigging, running rigging, hydraulic systems and other associated rig equipment to be removed and dismantled for proper inspection, service and repair where necessary by specialized rigging company.

33. Some electric deck hatches were moving with difficulty. They are recommended to be further inspected and serviced/fixed for proper operation.

34. The light of the main mast's "spreader up" button was not operating. To be replaced.

35. The LOUDSENSE display for the runner load pressure was not operating. To be further checked by specialist and fixed as found necessary.

36. The aft main boom light was not operating. To be replaced.

37. The sensors of the keels' positions were not operating. To be further investigated and fixed as found necessary.

38. One B&G display of the port helm was found deteriorated. It is recommended to be replaced.

39. The fridge No.2 and both freezers were not cooling and their temperature sensors were not operating properly. To be further inspected by specialist and fixed as found necessary.

40. The heat mode of the air conditioning could not be tested. Its proper operation to be verified.

41. A quantity of water was noted in the bilge in way of the aft keel. To be further investigated for possible leakage.

42. The main center board and aft trim board (keels) were not operating. In addition the main center board pin was not unlocking. To be further investigated and fixed as found necessary.

43. The HAMANN system was not operating. As stated there is an electronic issue. To be further investigated and fixed as found necessary.

44. The diesel fire pump was not on board. As stated it had been sent for service. Photos were received of the pump which appears to be in satisfactory external condition with some rusts.

45. The oil pressure and coolant temperature analog indicators of the starboard engine at the two helm stations and also at the engine room do not operate. The sensors to be inspected and fixed as found necessary.

46. The engine oil pressure and gearbox oil pressure analog indicators of the port engine do not operate. The indicators and sensors to be inspected and fixed as found necessary.

47. The forward clutch of the starboard engine was not operating. To be further investigated by specialist and fixed as found necessary.

48. Both RPM indicators of the starboard helm station stuck at 1000 RPM after reducing the engines' revs. The indicators to be further checked and fixed as found necessary.

49. One exterior ceiling light at the cockpit was not operating. To be replaced.

50. A platform locking sensor fault alarm was presented. The sensor and locking mechanism to be further checked and fixed as found necessary.

51. “No waterflow” alarms were presented on the engines. To be further investigated by specialist and fixed as found necessary.

52. Rusts were noted on the air conditioning circulation piping in the lazarette area. The piping is recommended to be dismantled, inspected, replaced where necessary or cleaned/recoated and reinstalled.

53. A quantity of water was noted in the lazarette bilge. To be further investigated for possible leakage and fixed as found necessary.

54. The level sensor of the aft black water tank was not operating. The sensor to be replaced.

55. The yacht is equipped with an additional air heating system which is obsolete

56. The CCTV was not operating. There is an alarm on the PLC and the PLC freezes when the CCTV is selected.

57. Low pressure alarm was presented on the refrigeration compressor. To be further investigated by specialist and fixed as found necessary.

58. Several lights on the interior were not operating. To be replaced.

59. The oil change pump was not operating. Possibly there is an air leak. To be further investigated and fixed as found necessary.

60. The voltages of the battery banks were not shown properly on the PLC.

61. The temperature of the No.3 battery bank was found to be high. To be further inspected by specialist.

62. The distress signals were found expired. To be replaced.

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 Surveyor’s 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 Surveyor.

Only systems and equipment specifically noted as “tested,” “operated,” or “run” were operated. Items may appear functional during limited testing yet fail under load, prolonged operation, sea conditions, heat, vibration or stress. The internal condition of engines, generators, gearboxes, pumps, electrical equipment, hydraulic systems and other machinery cannot be determined without dismantling, which lies outside the scope of this survey. The Surveyor is 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 Surveyor’s prior written consent. Any unauthorized use or reliance is strictly prohibited. The Surveyor accepts no liability for use of this report by third parties.

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 Surveyor comments primarily on matters which, in the Surveyor’s reasonable professional opinion, could have significant cost, structural, safety or operational implications.

The Surveyor is not responsible for defects or conditions concealed by the owner, agents, contractors, 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 Surveying company has no personal or financial interest in the vessel, nor any conflict of interest with any party. The factual statements contained herein are accurate to the best of the Surveyor’s knowledge and belief at the time of inspection.

Attending surveyor for and on behalf of KARAMALIS AND ASSOCIATES I.K.E.:

George Karamalis, AssocIIMS
Yacht Surveyor/ Naval Architect/ Marine Engineer
BSc Naval Architecture in Newcastle Upon Tyne
MSc Marine Engineering in Newcastle Upon Tyne
MSc Shipping Trade and Finance in Cass Business School London
Member of the International Institute of Marine Surveyors
Member of the Technical Chamber of Greece

Karamalis and Associates
Independent Marine Surveyors,
Naval Architects & Marine Engineers

1 Eptanisou Str., Alimos
Athens, 17455, Greece
Tel: +302109851207
Email: info@karamalis-surveyors.gr
www.karamalis-surveyors.gr


Savanna

















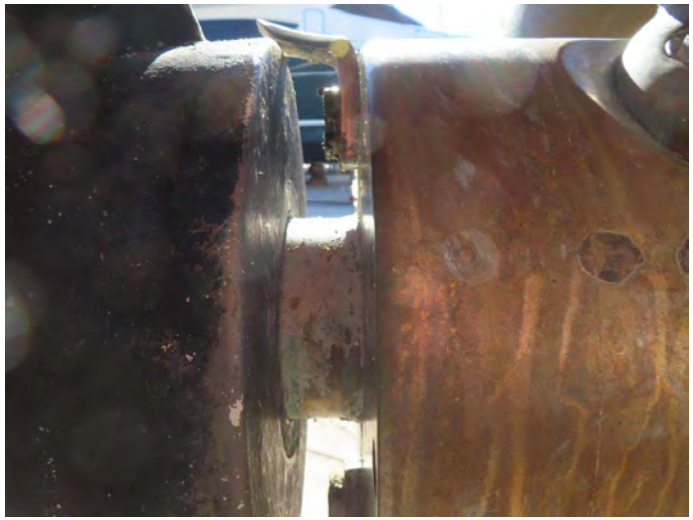
































































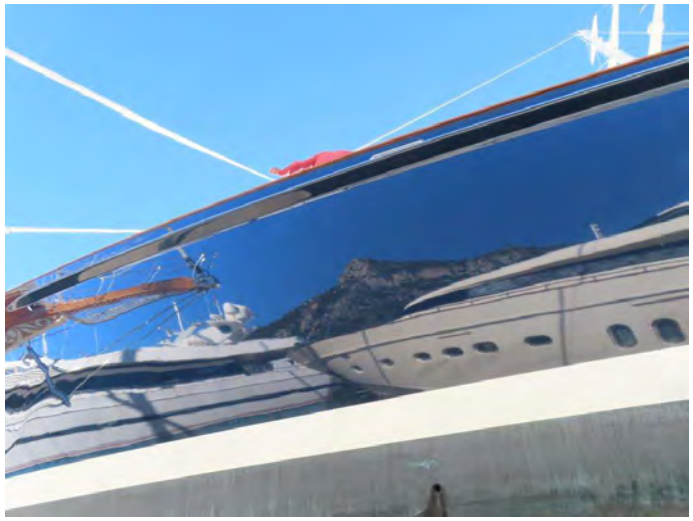










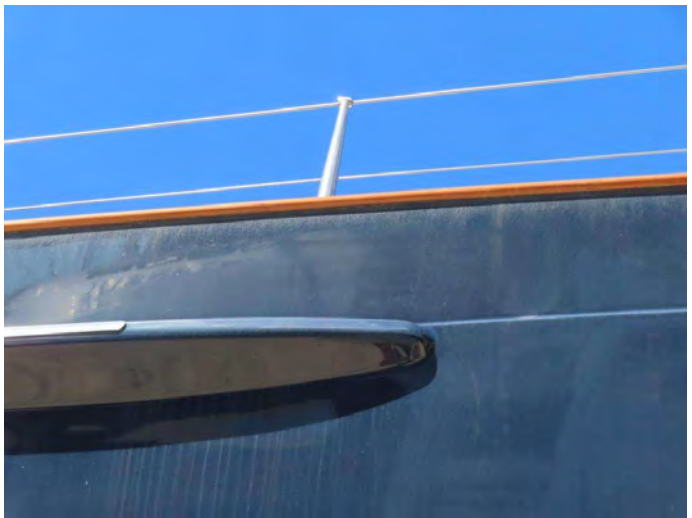






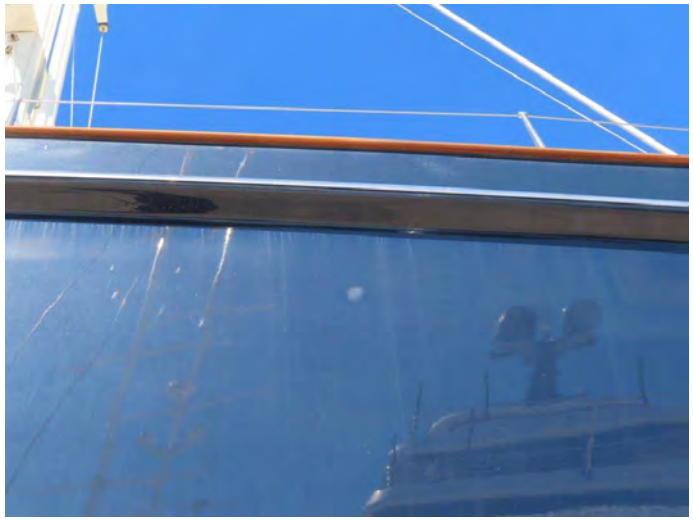








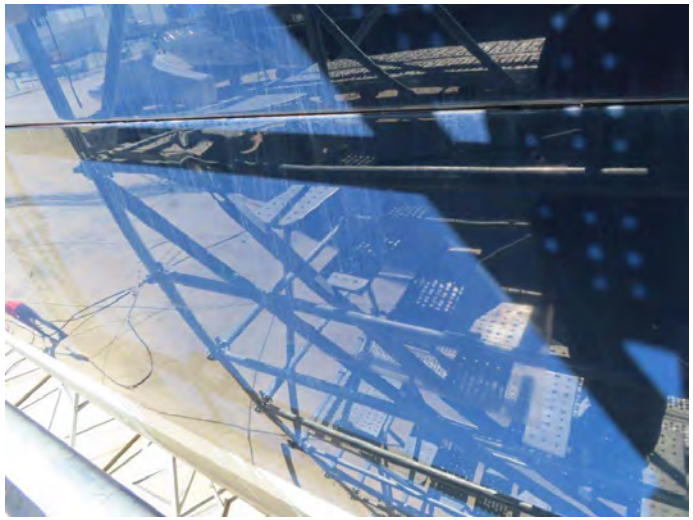













Sample Measure
T003
15:38 2022.12.05
60°
T001 T120515 78
T002 T120515 77
T003 T120515 77

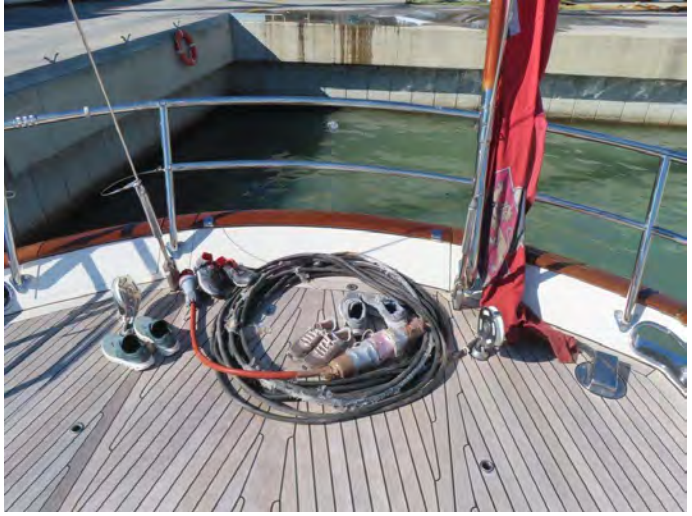

78
77
79



Sample Measure
15:40 2022.12.05
60°
T120515 72
T120515 67
68

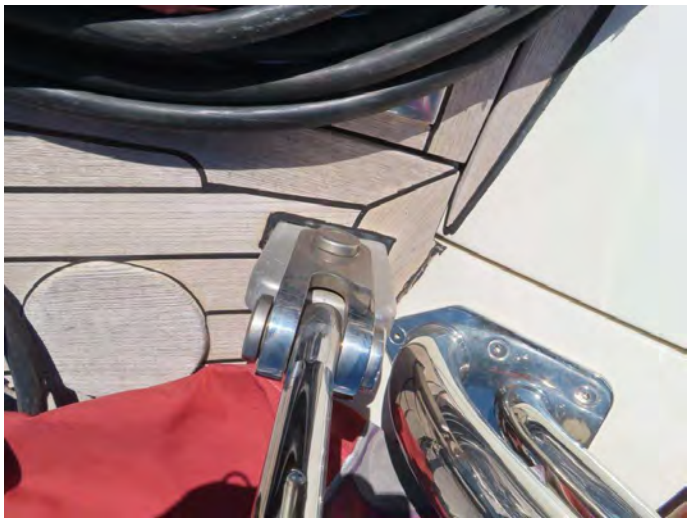

60°
81
71
79


Surama









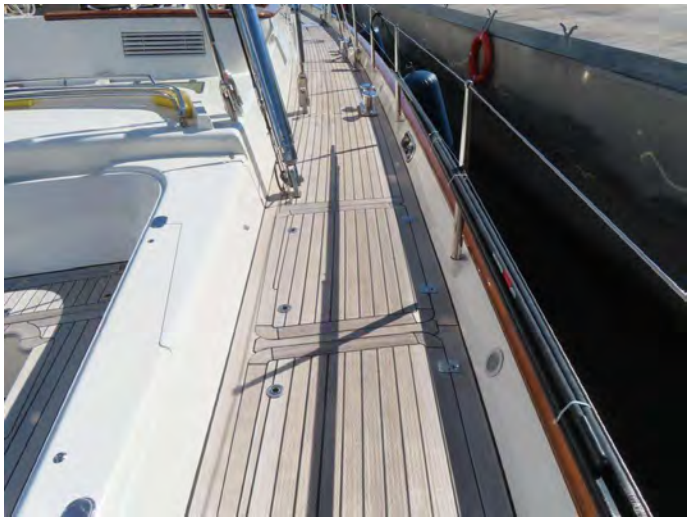






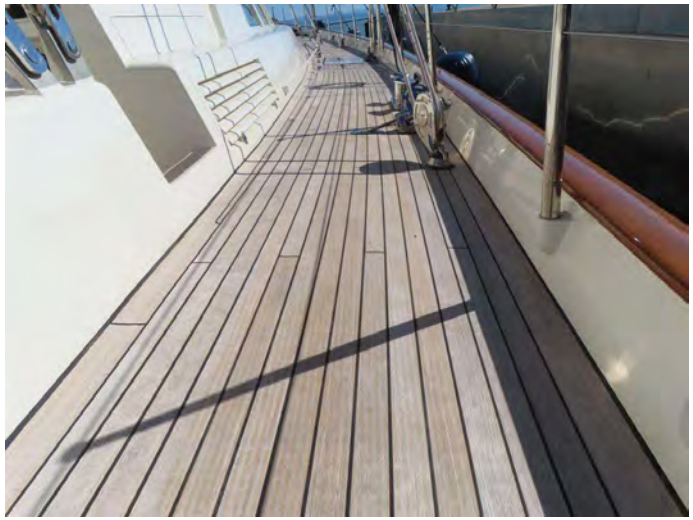
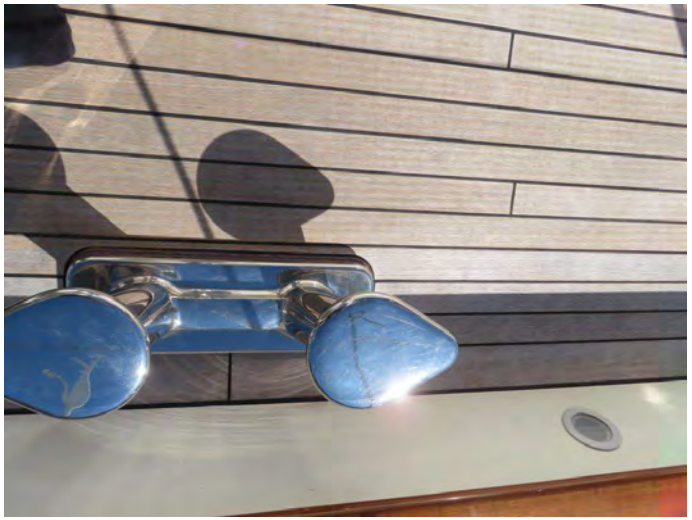




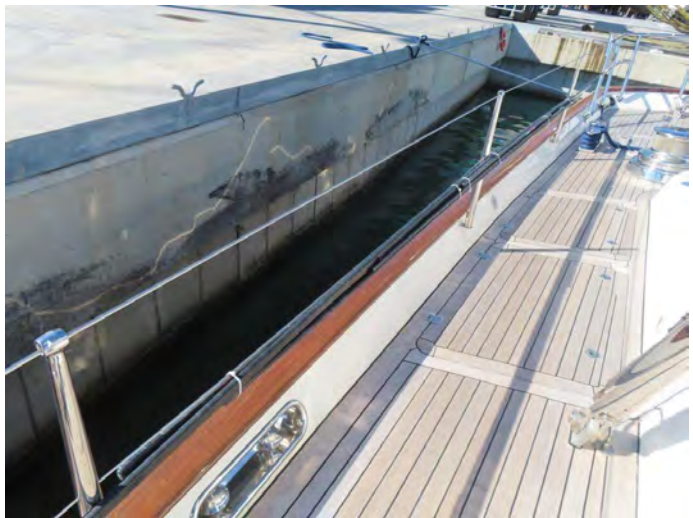





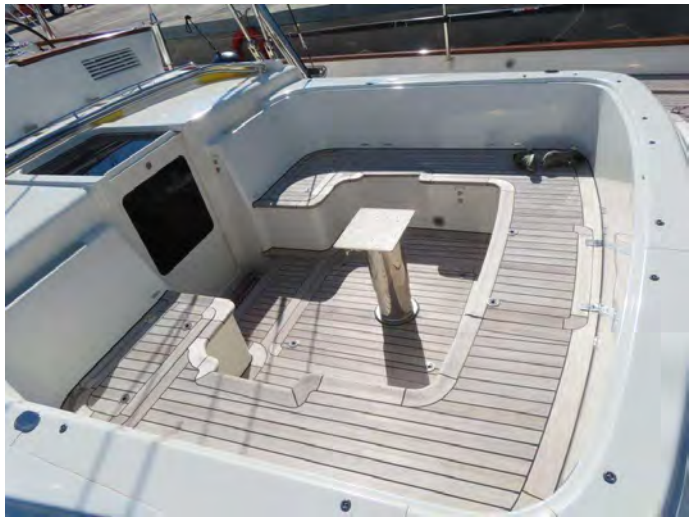


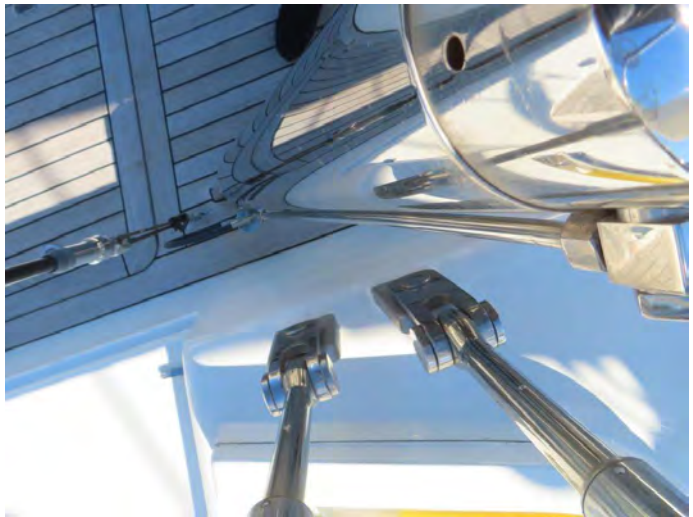










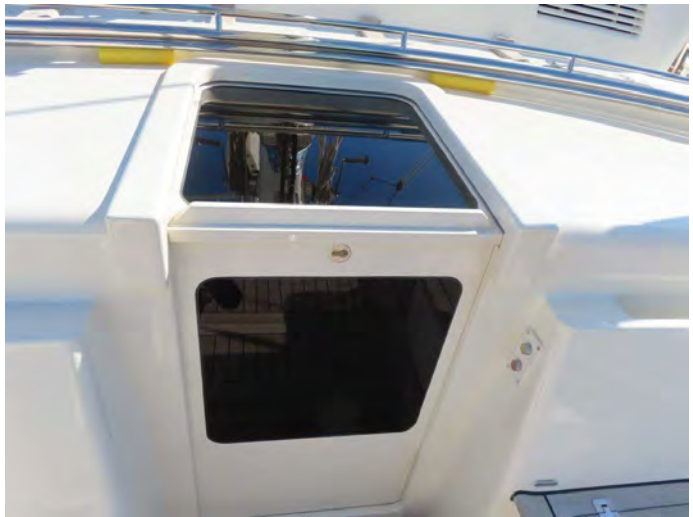






















Tersan









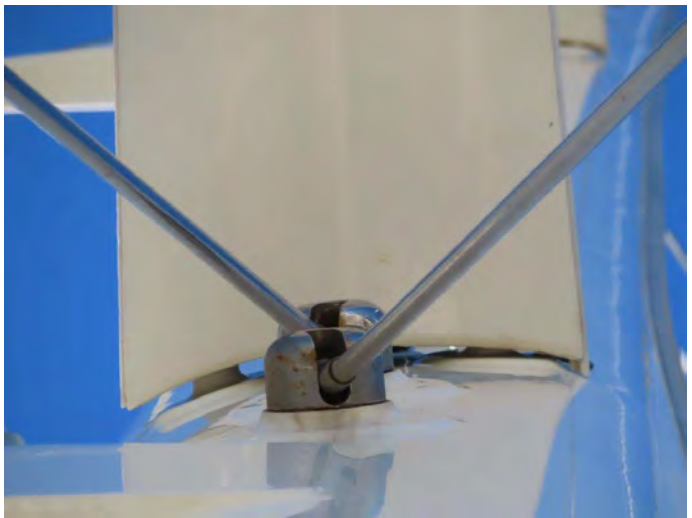

Tersan


Tersan



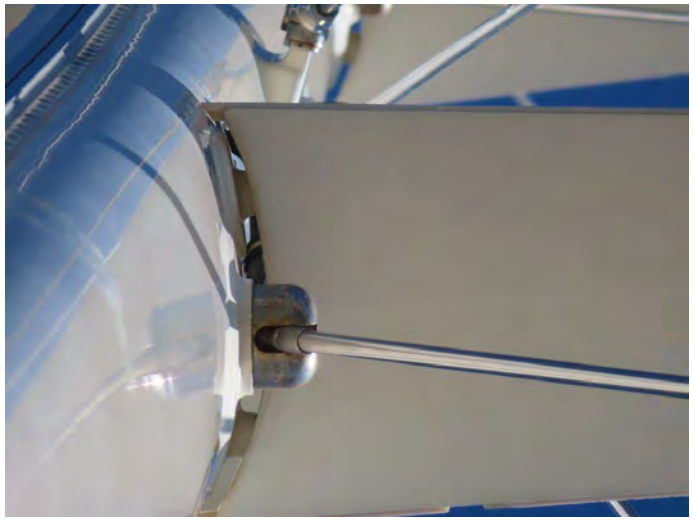
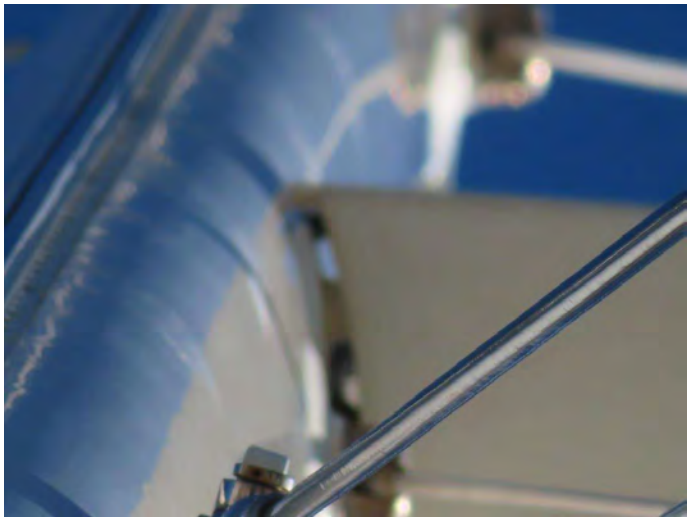




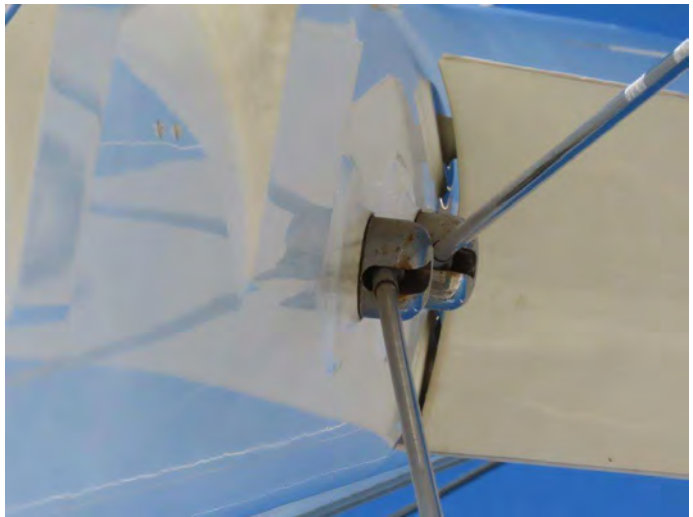



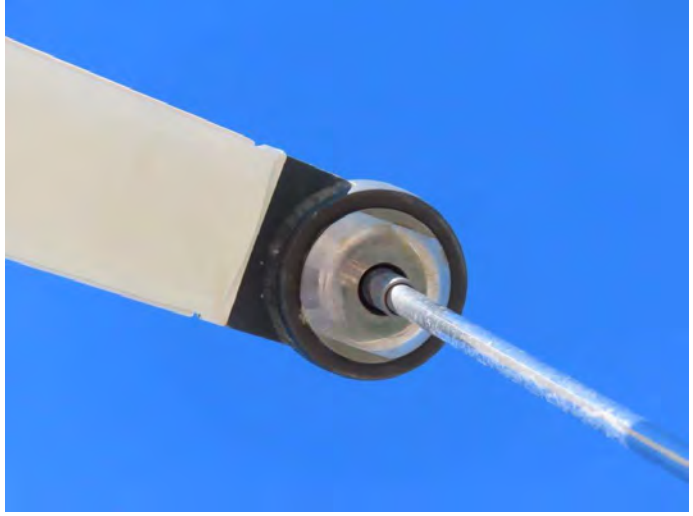


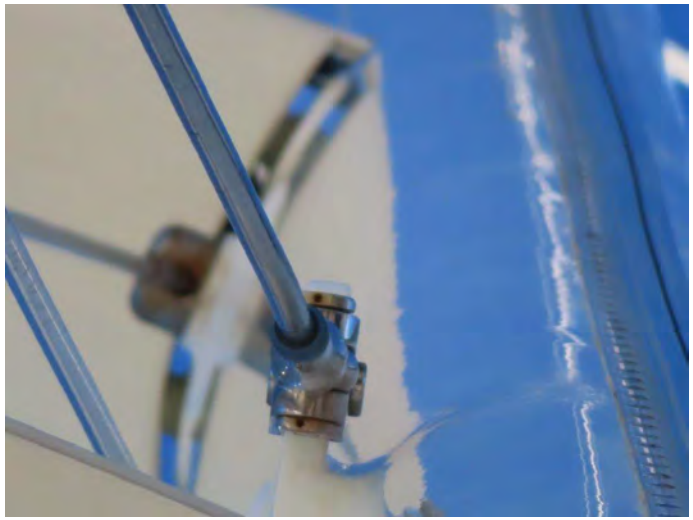
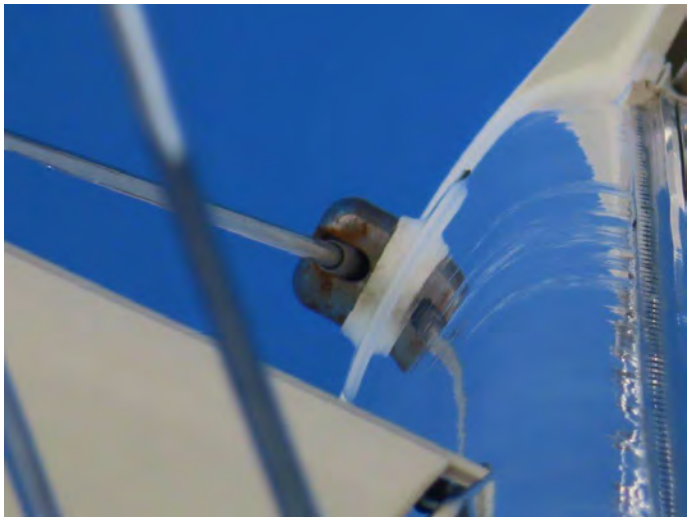












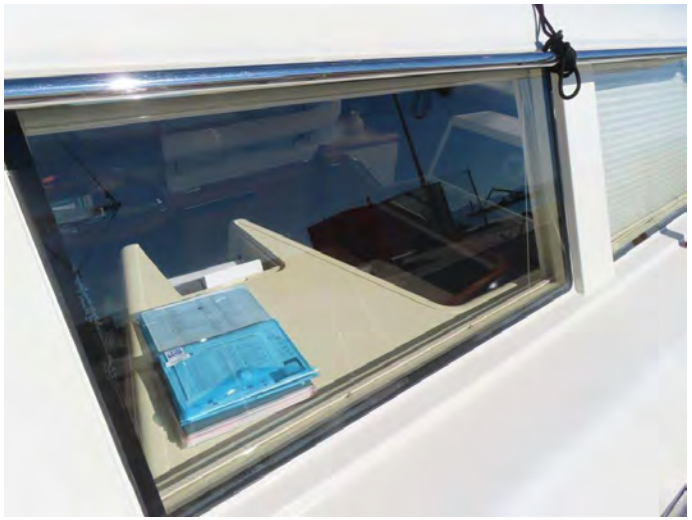












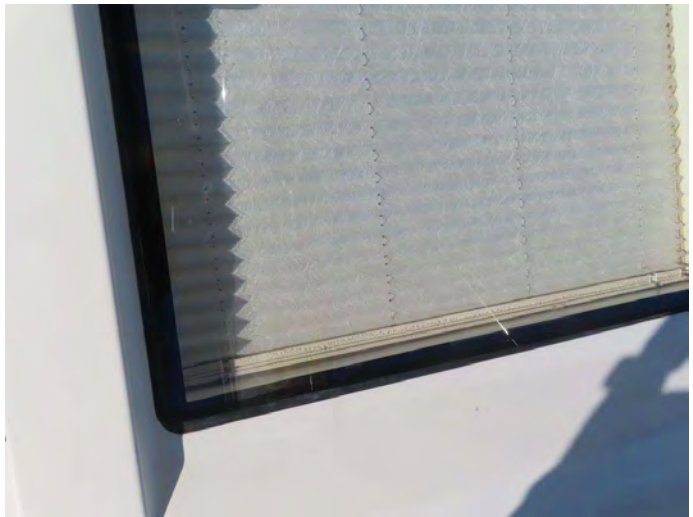








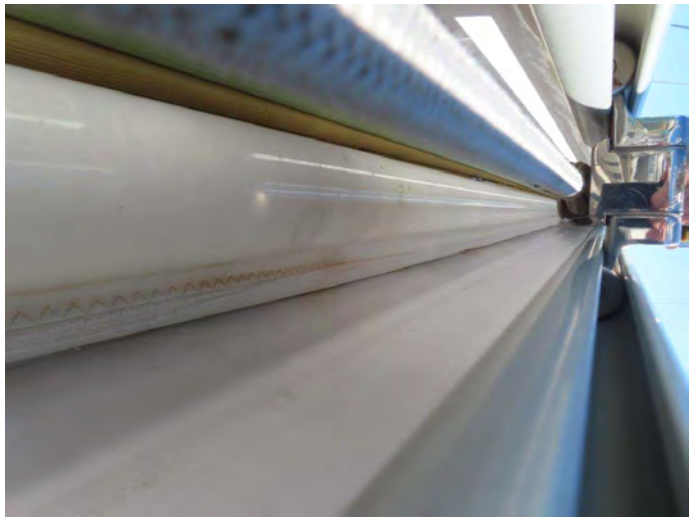





Tersan
Suruma


Suruma


Tersan




Suruma



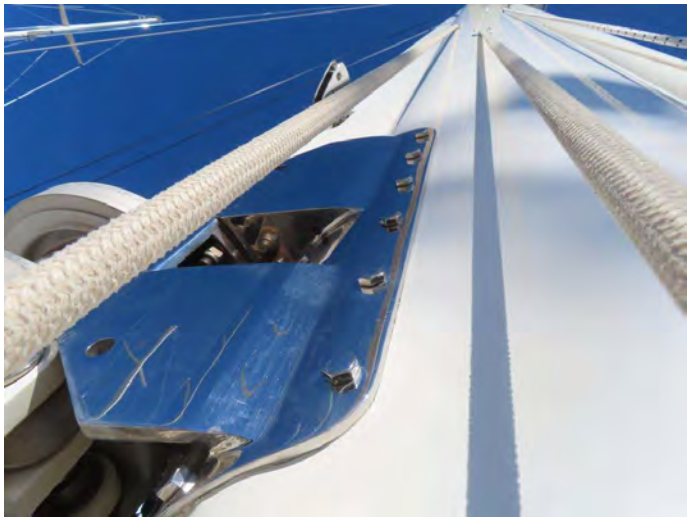












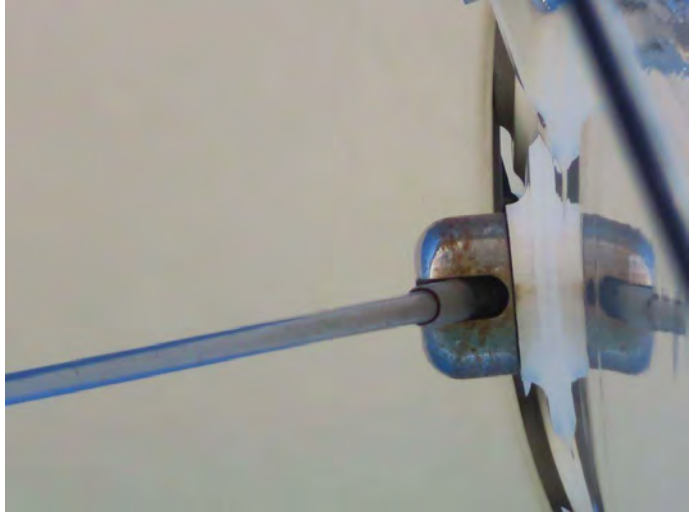


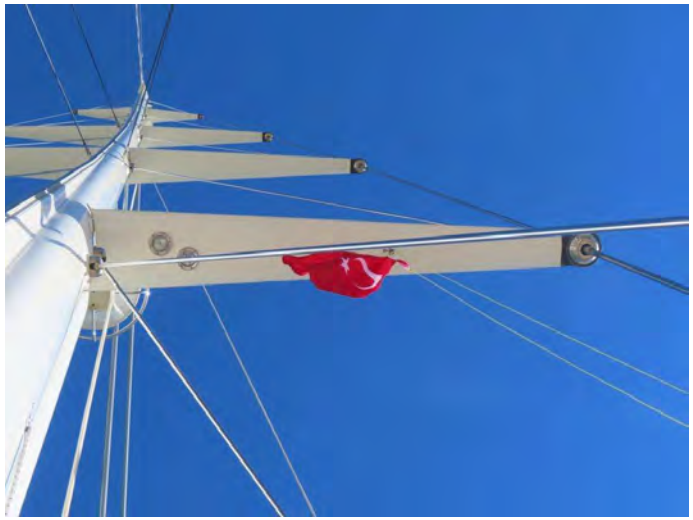


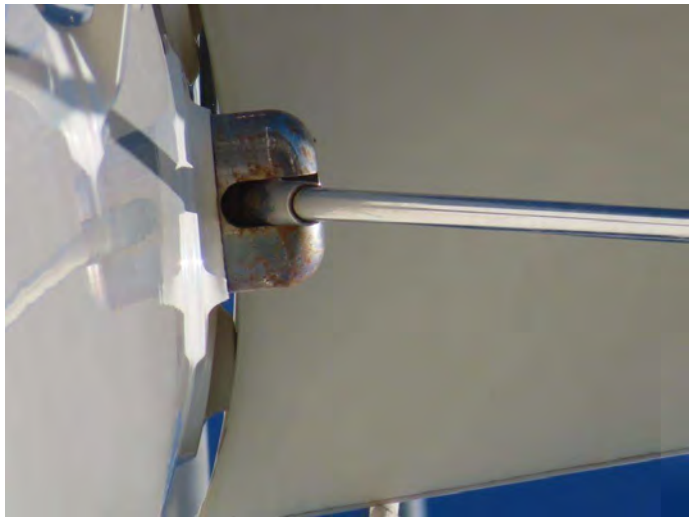




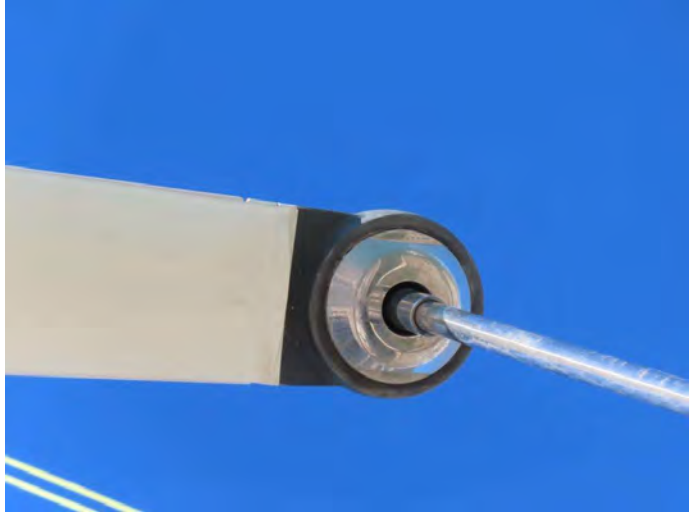
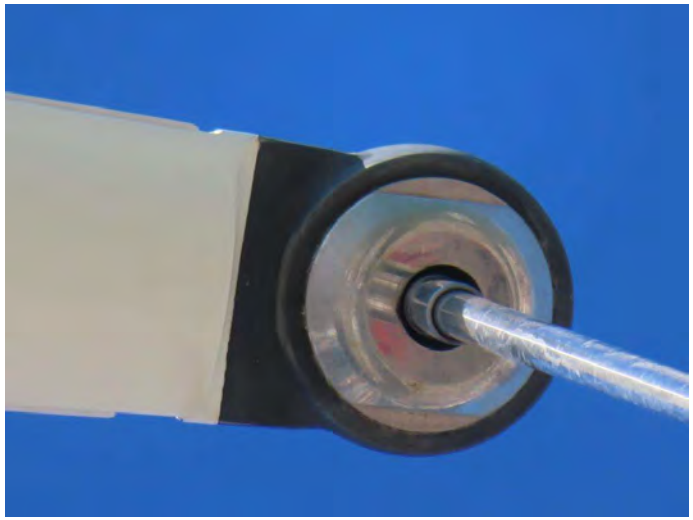


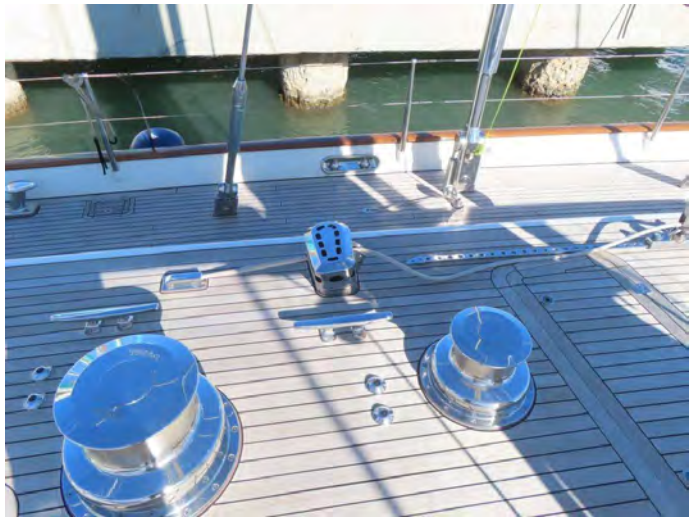


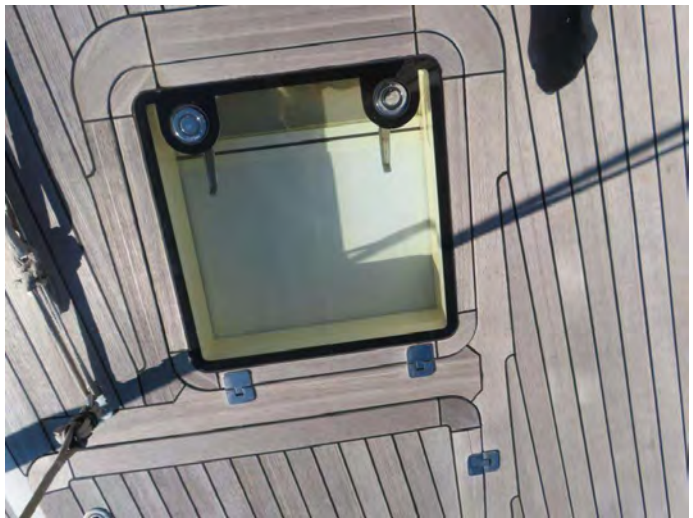



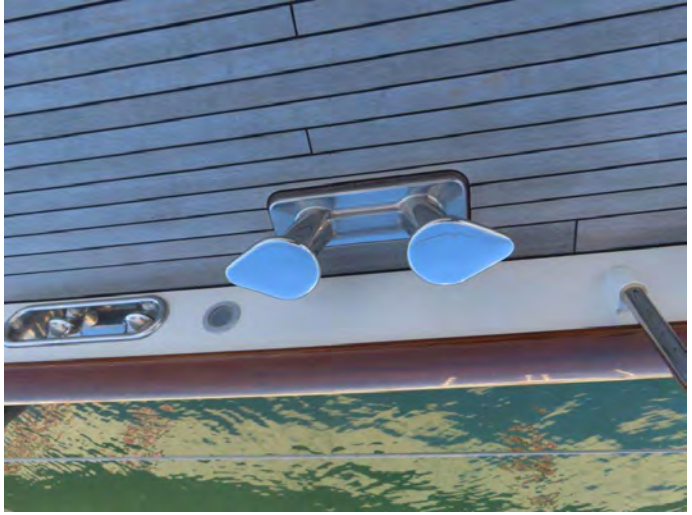






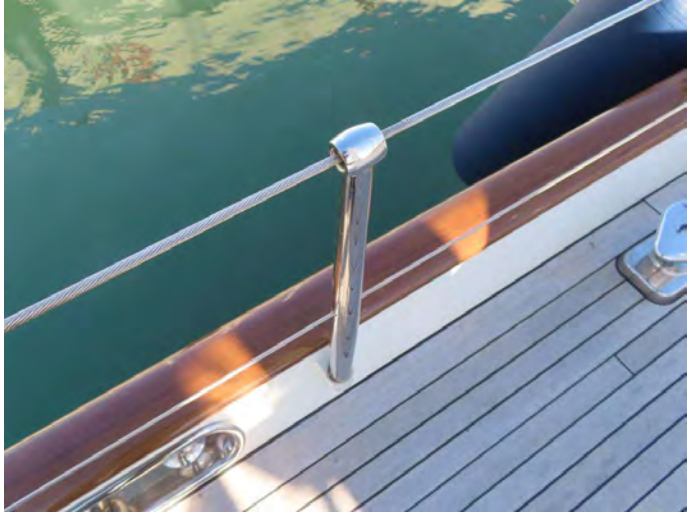













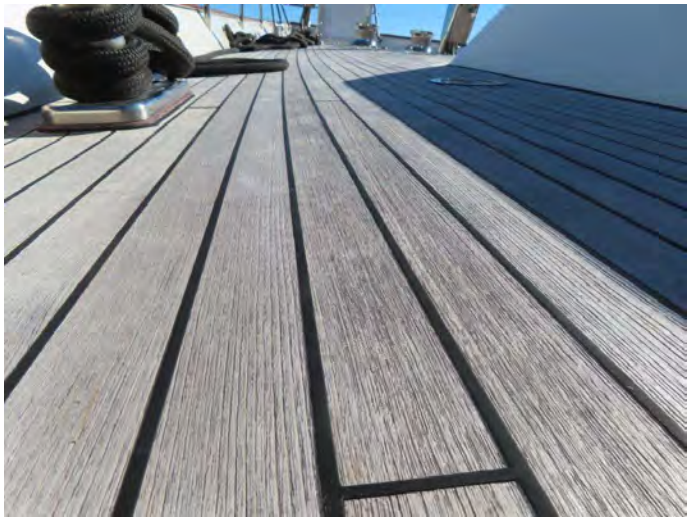










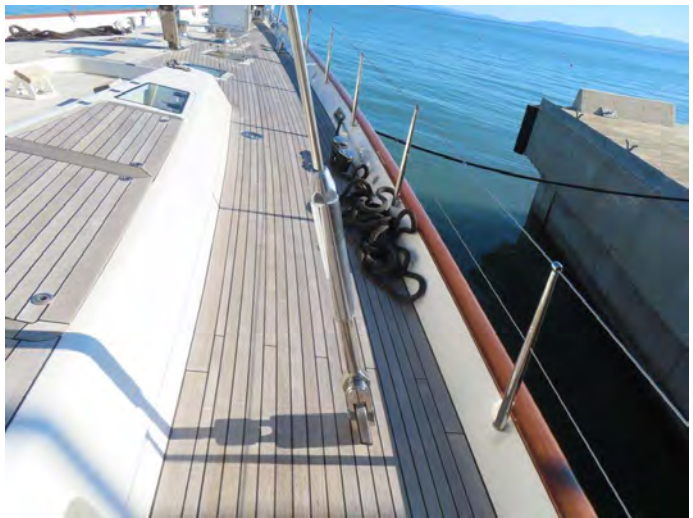




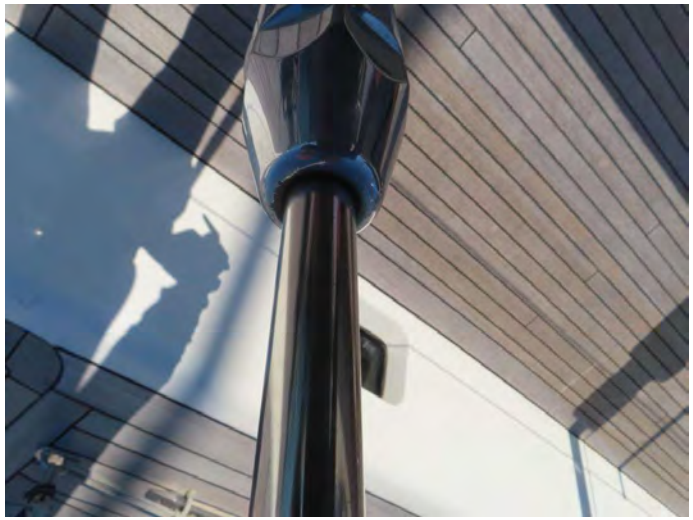






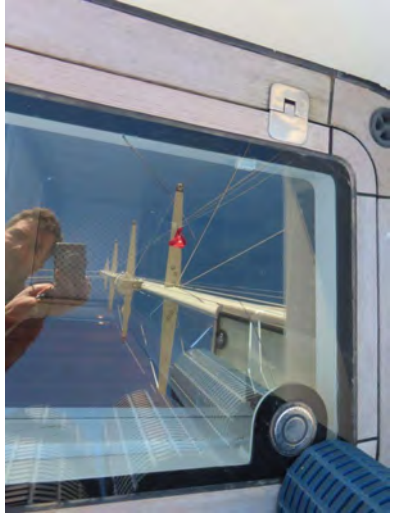



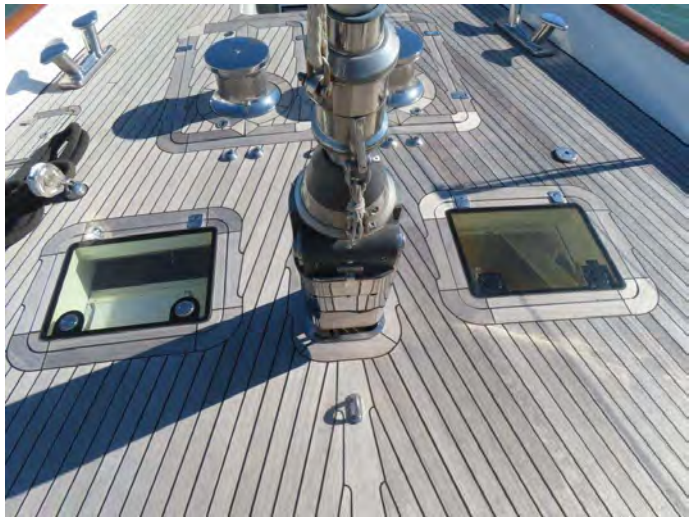
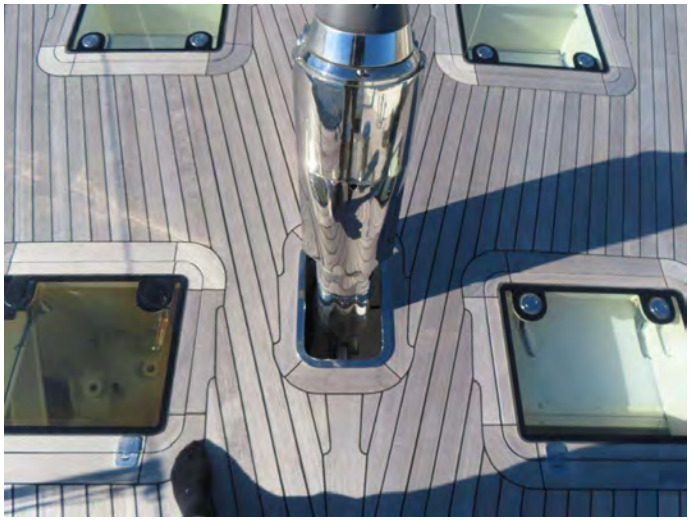


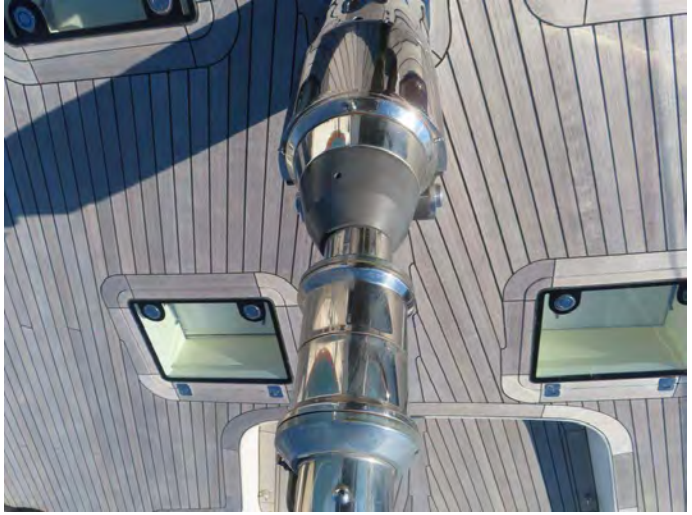


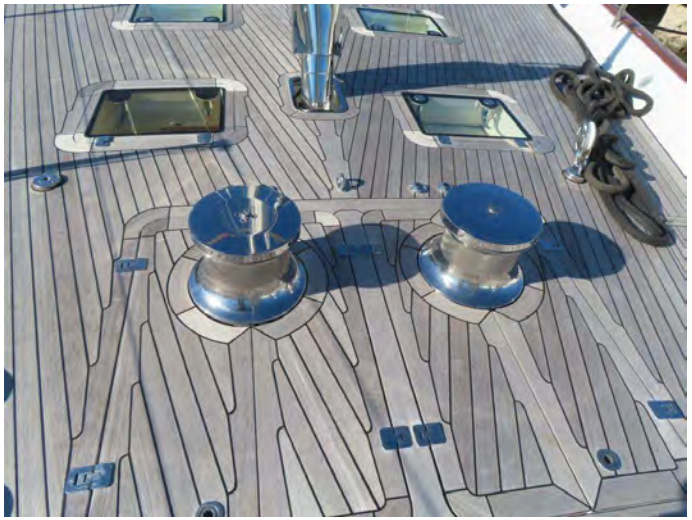




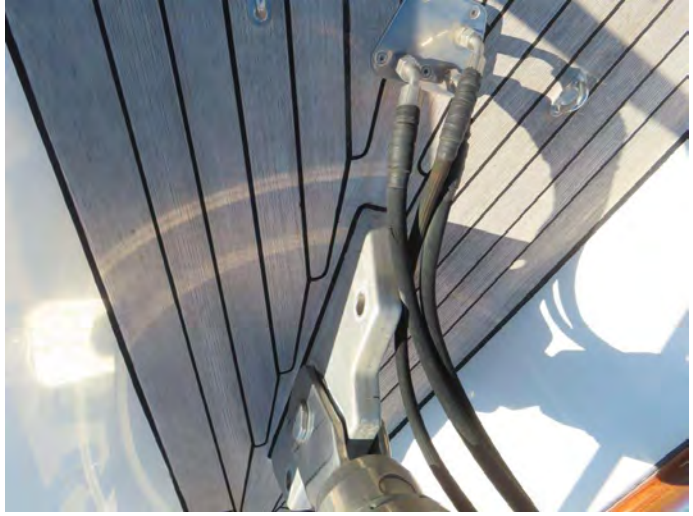













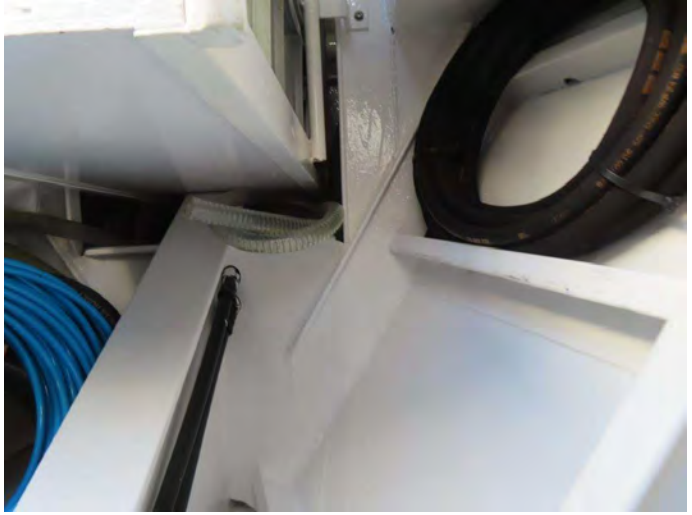










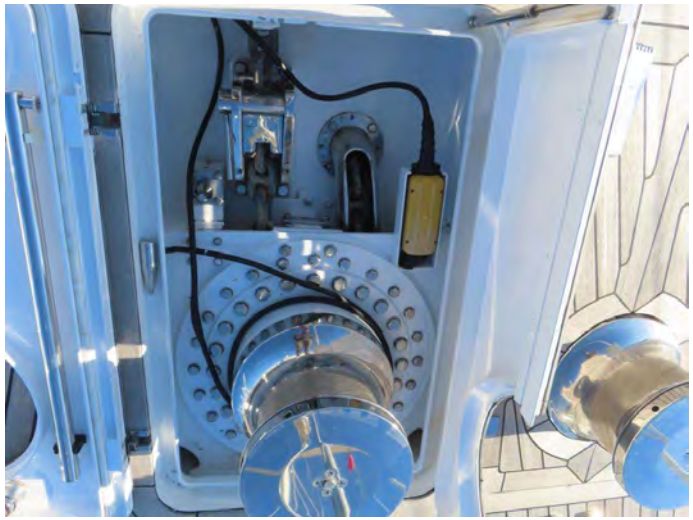


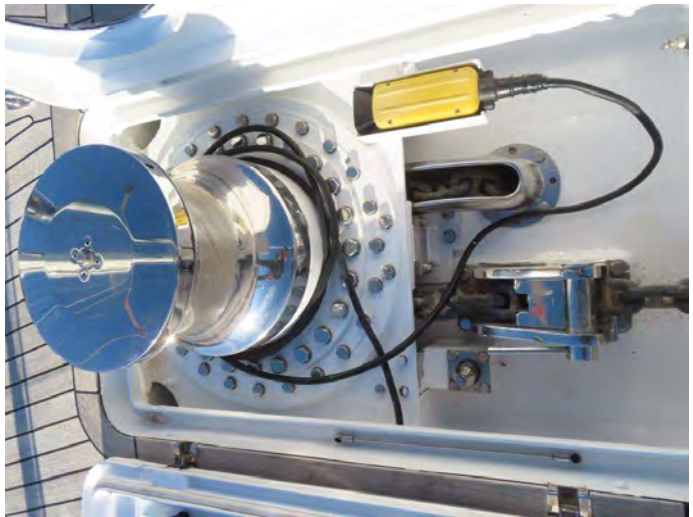

SECKIN


SECKIN
YANGIN SÖNDÜRME MARINE SERVICE
www.seckinyangin.com
Dörttepe Mah. Müşavir Sk.
No: 38/4 Milas/MUĞLA
Tel: (0252) 535 53 40
KONTROL EDİLDİ (CONTROLLED)
TEST EDİLDİ (TESTED)
DOLDURULDU (CHARGED)
Production Date 1 2 3 4 5 6 7 8 9 10 11 12 Year 2026 2027 2028 2029 2030 2031
Expiration Date 1 2 3 4 5 6 7 8 9 10 11 12 Year 2025 2027 2028 2029 2030 2031


ACHTUNG
ATTENTION

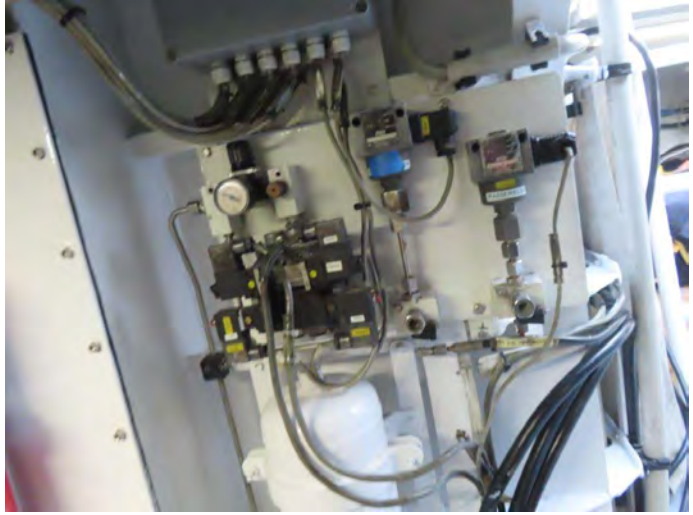

ACHTUNG
ATTENTION





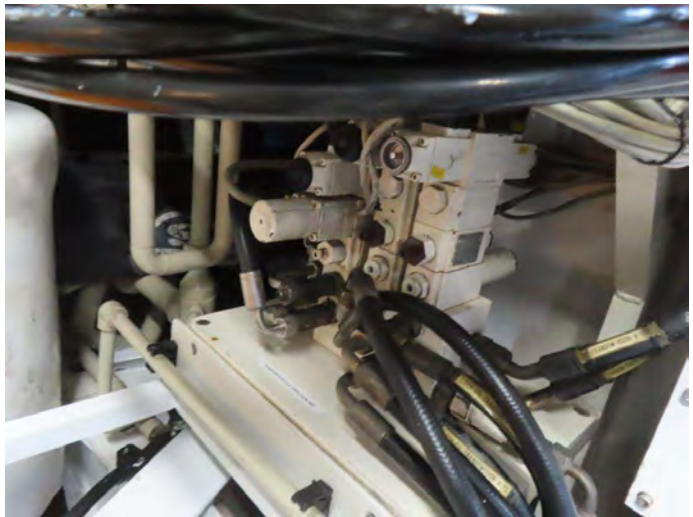

KÖPÜKLÜ



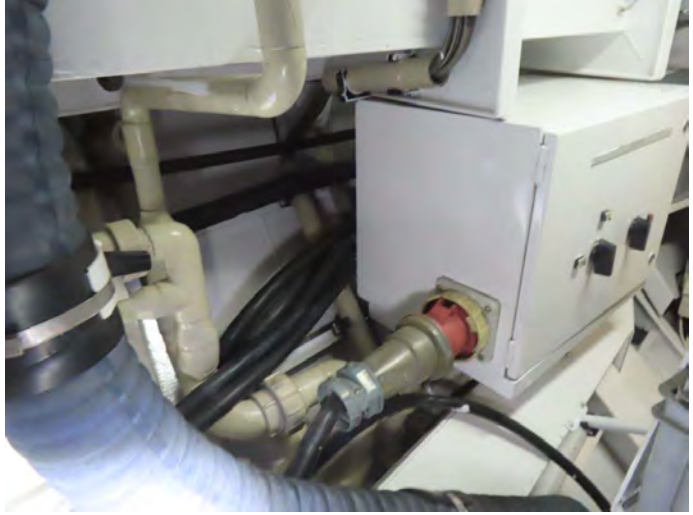






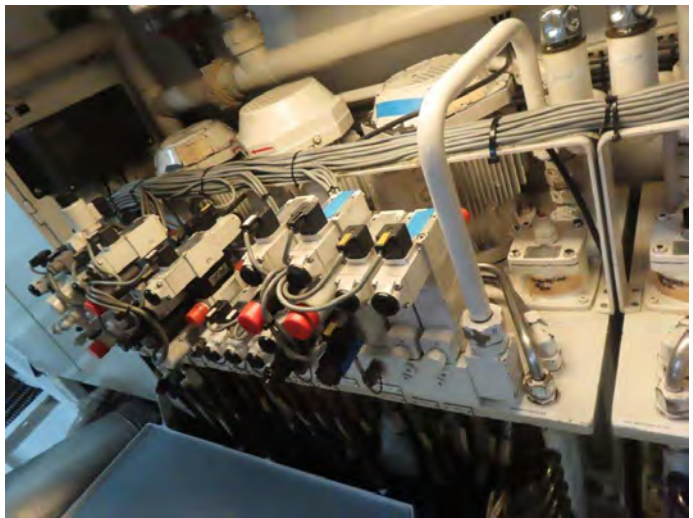


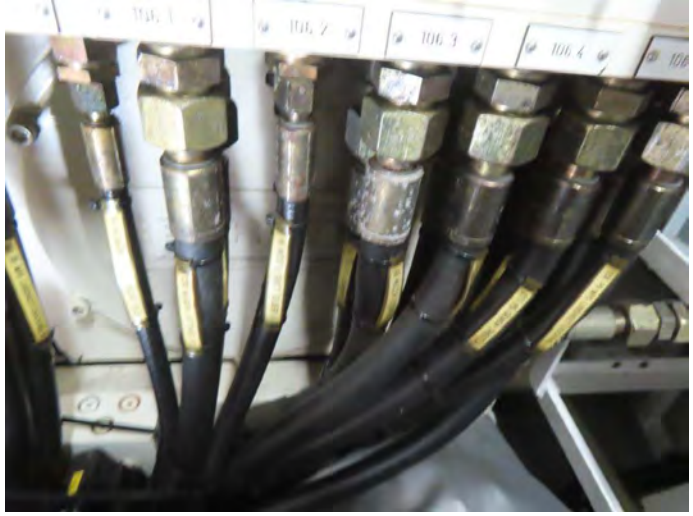








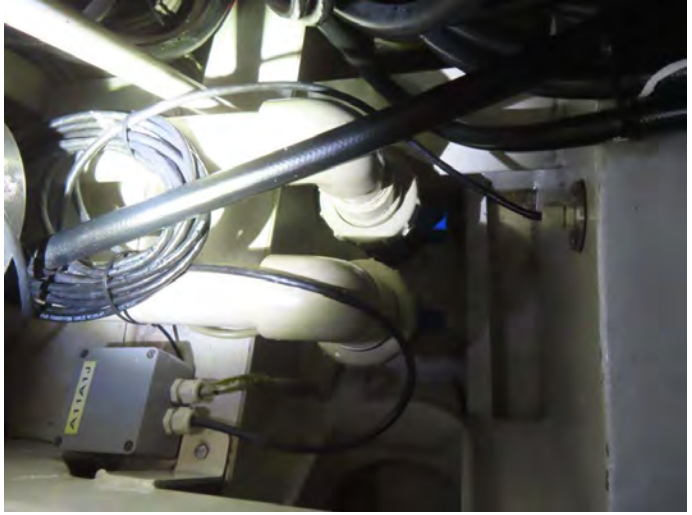


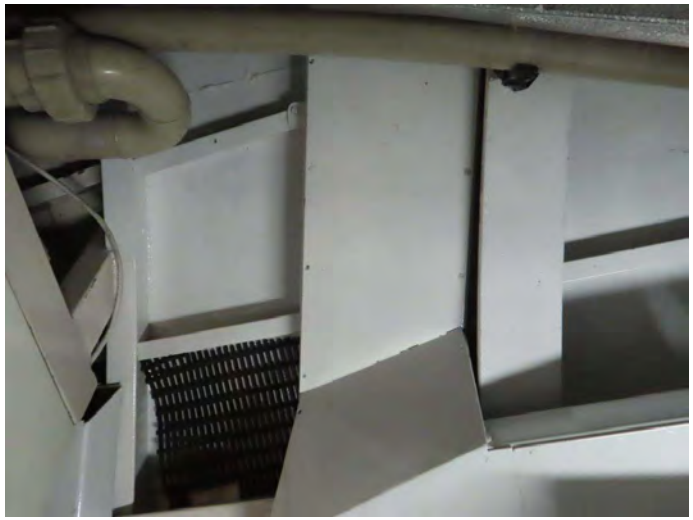


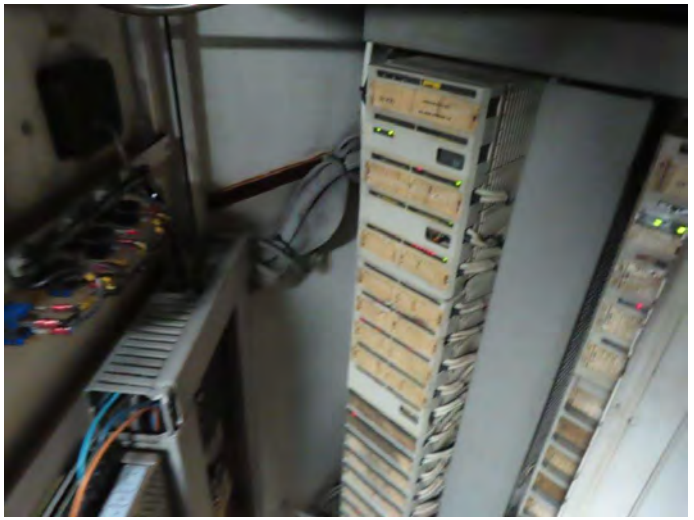






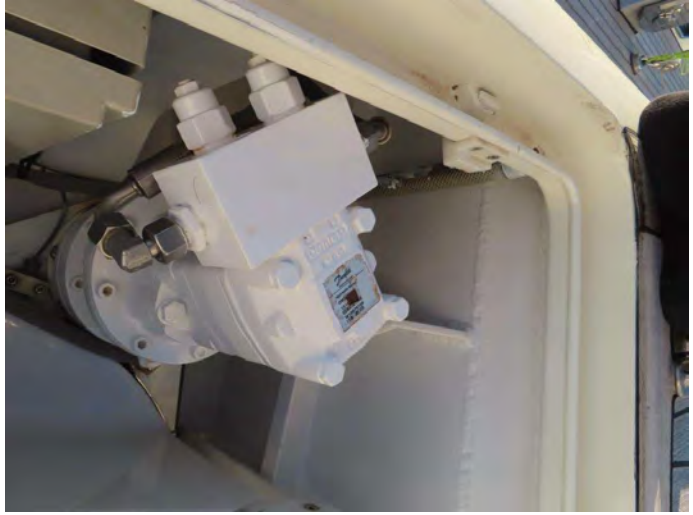


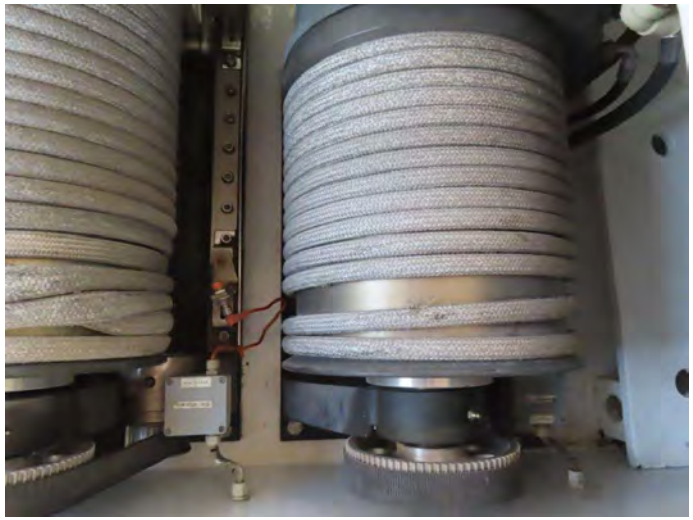


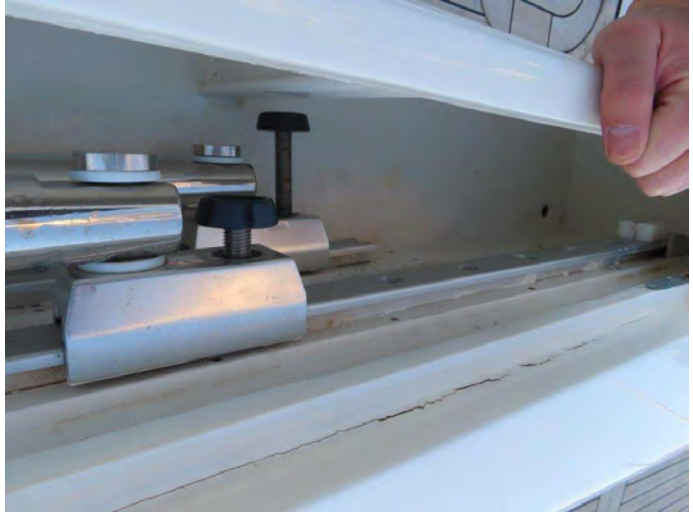


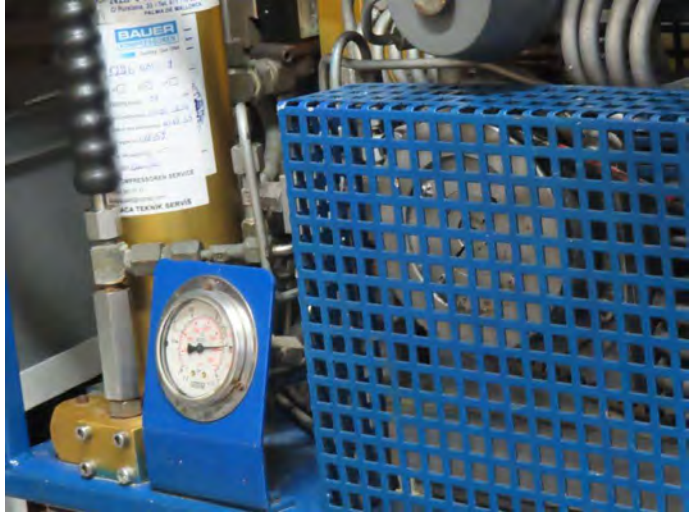
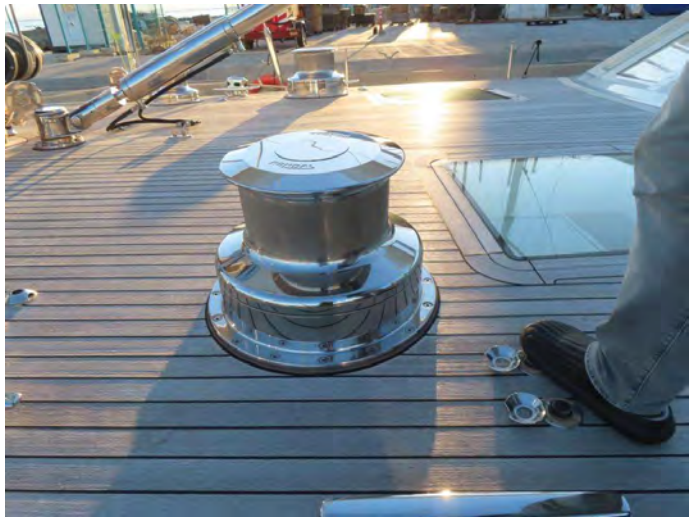
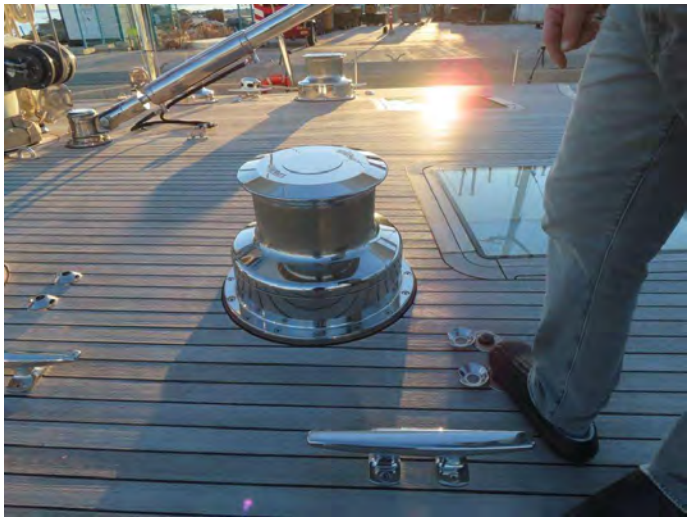
100
150
50
200
0
250

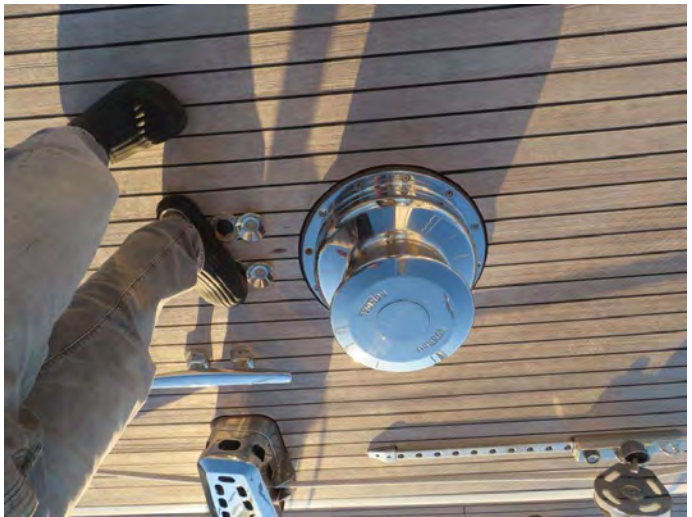




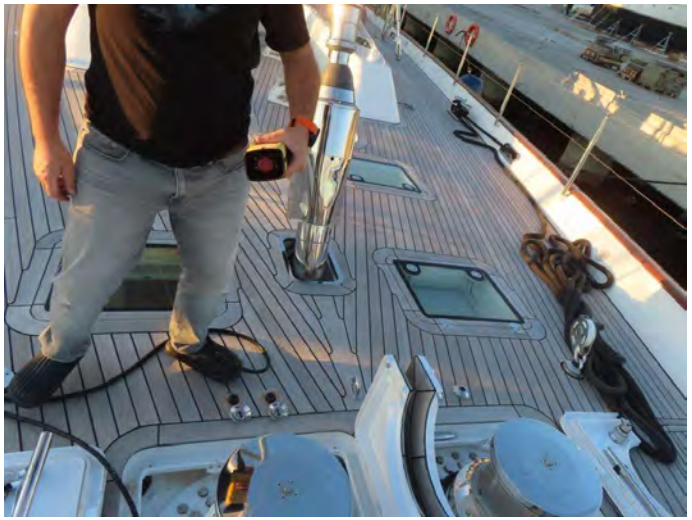







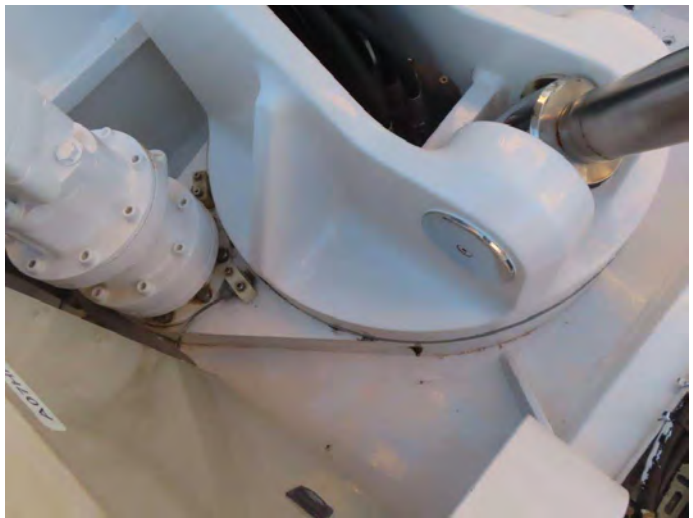



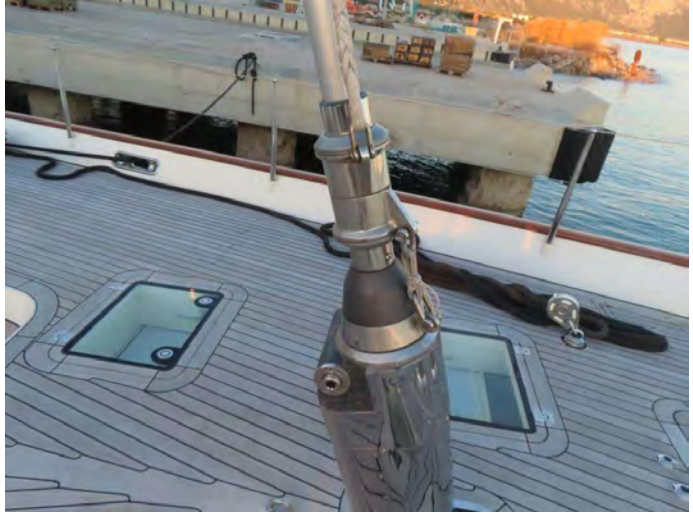






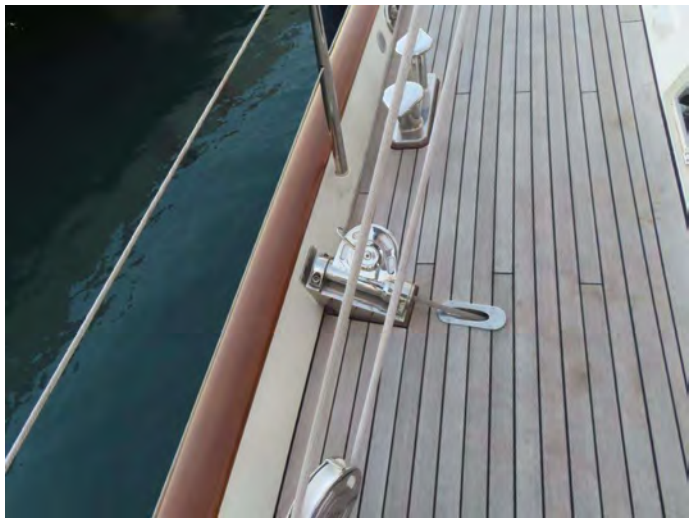
















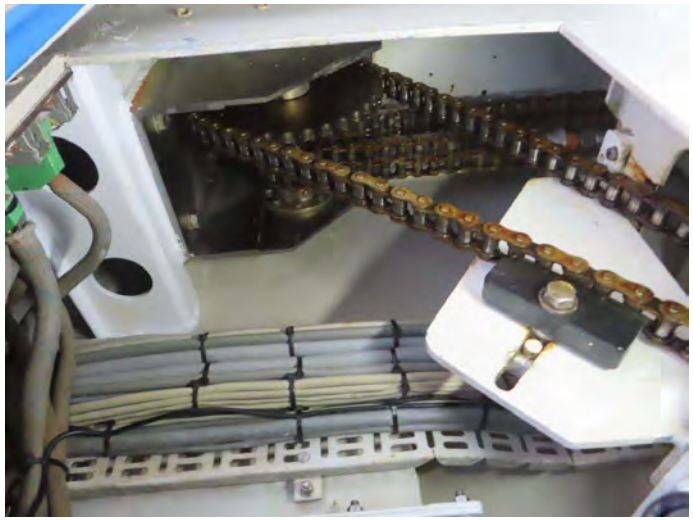
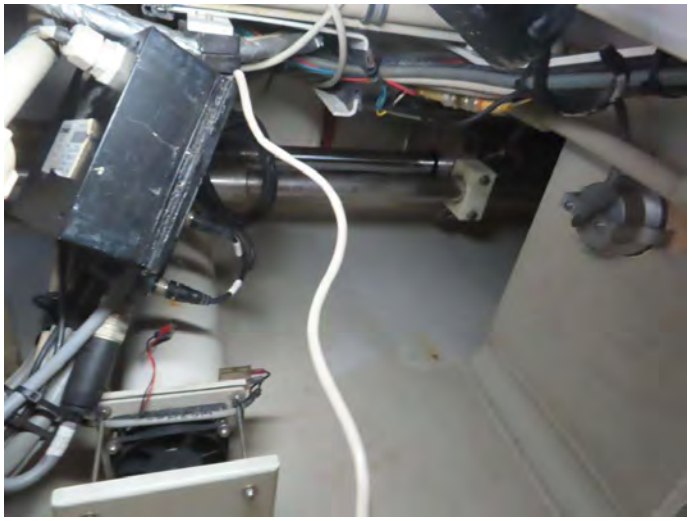





BOMDAL


Tersan



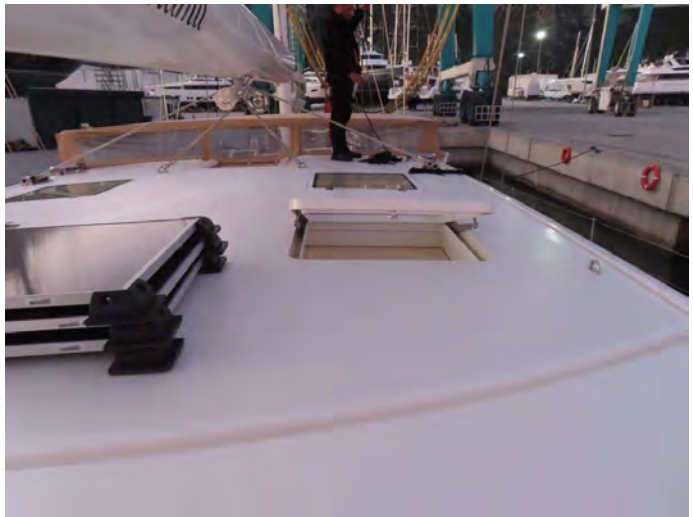












Suruma


Suruma

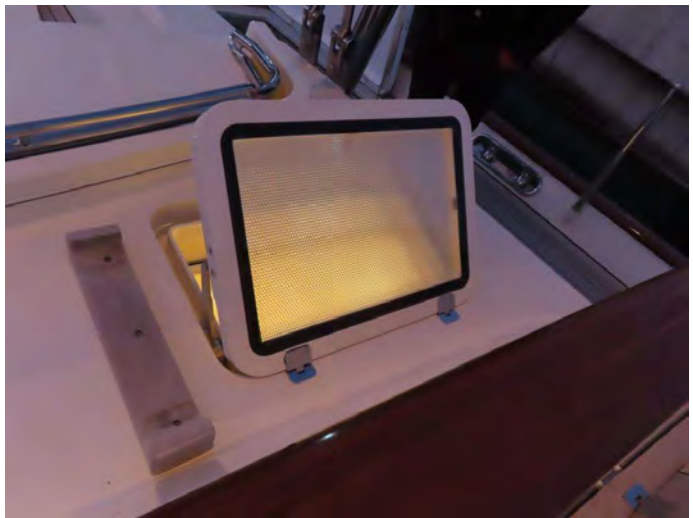
Suruma

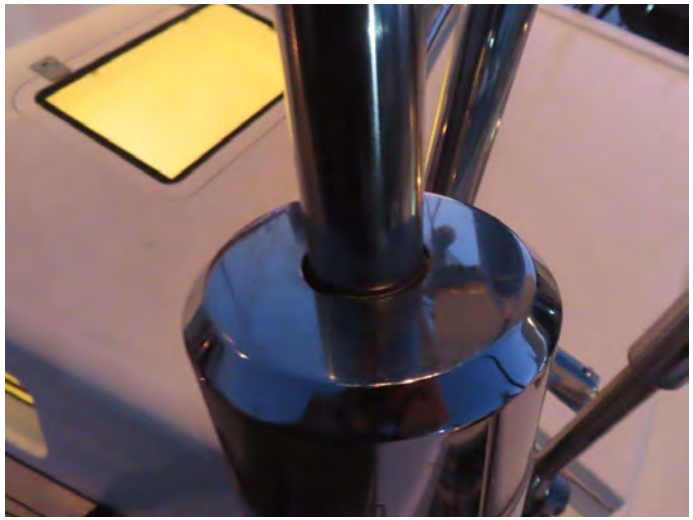

Sirama







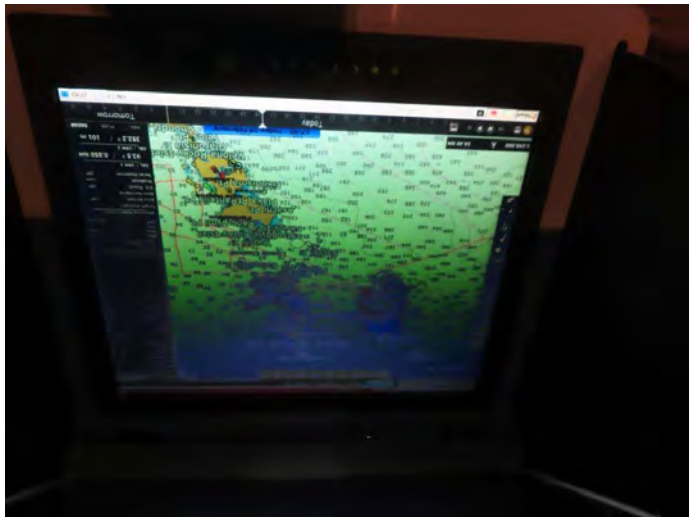





TRUE
84
VOLTS
12.3


APP W/S
4.9
DEPTH
2.1


APP WIND KT
5.2
DEPTH
2.6




HORN
PROPS


Layout
Draught of yacht
Depth below yacht
Aft board
Centre board
Main

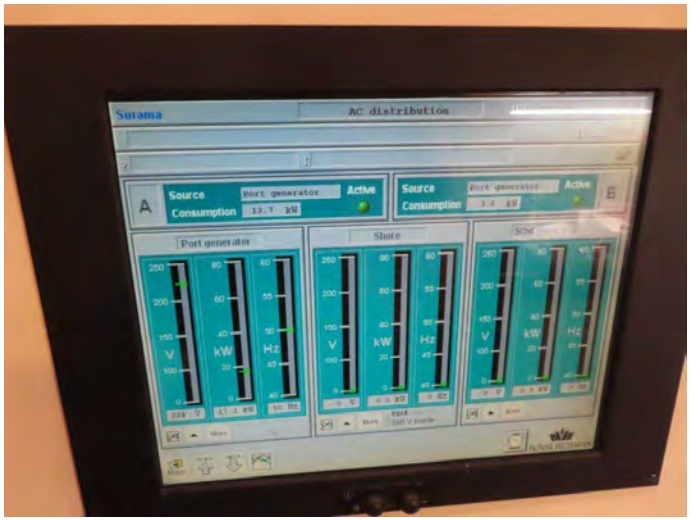






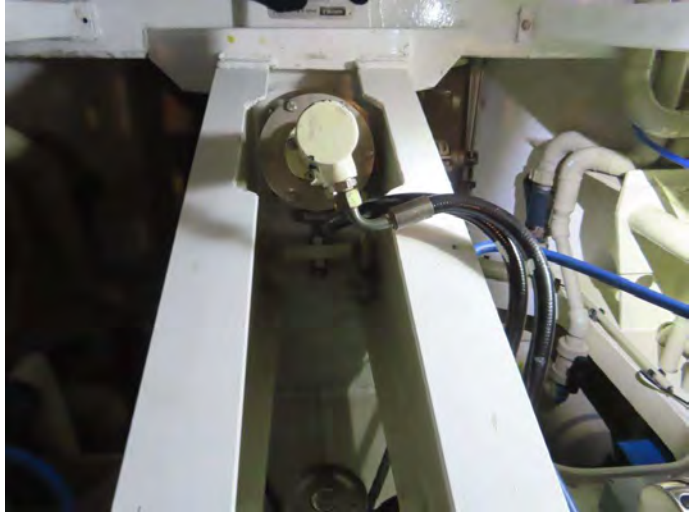


GUEST LAUNDRY

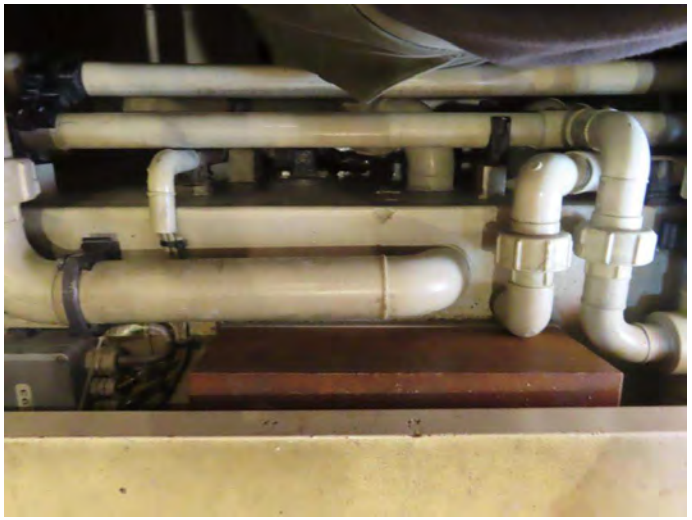
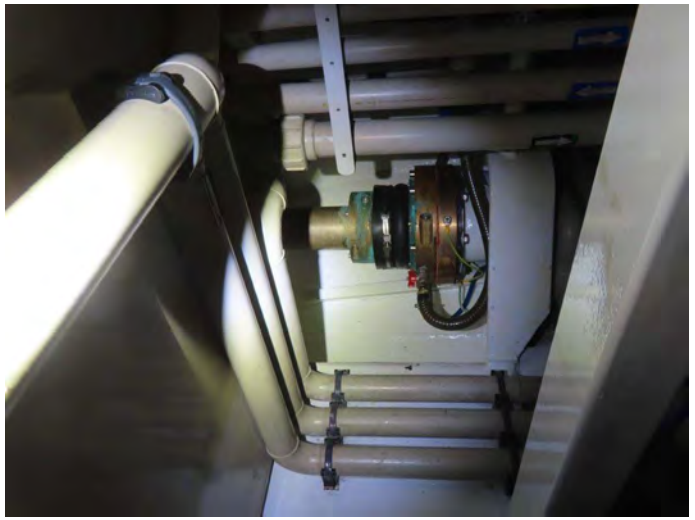


Sirama
AC distribution
Source
Port generator
Active
Consumption
Port generator
Shore
V
kW
Hz

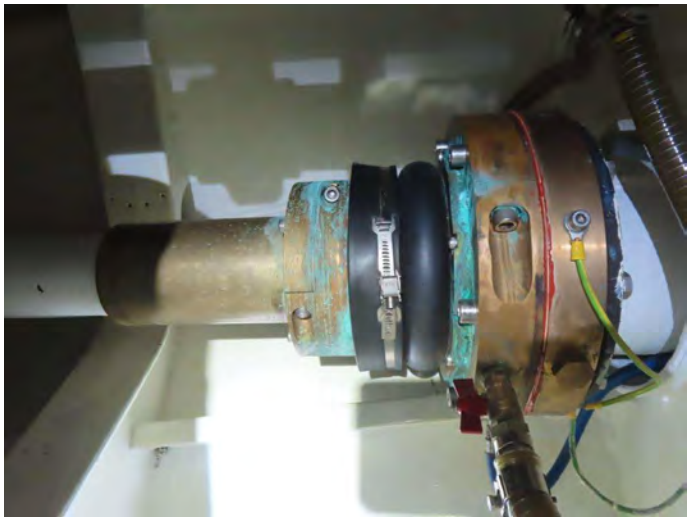

COMPRESSOR
GREY WATER
BLACK WATER
FWD
AFT
TRANSPORT

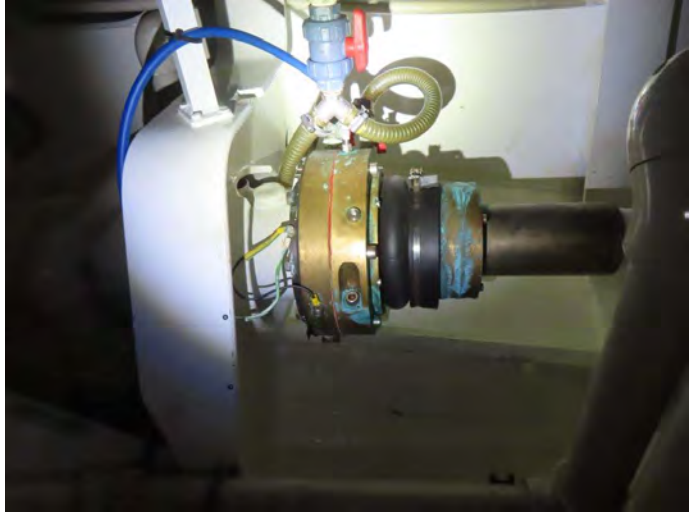

FRIDGE & FREEZER SYSTEMS
COMPRESSOR
FREEZER
FRIDGE
GREY WATER
BLACK WATER
FRESH WATER
PRESSURE PUMPS
AIRCO
PNEUMATIC

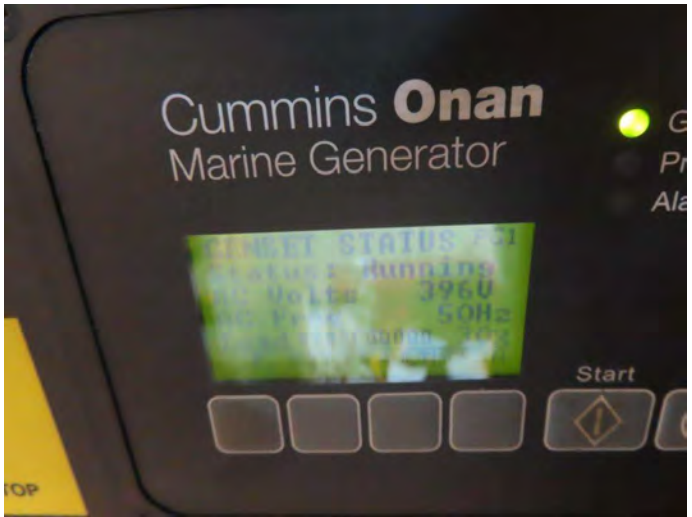




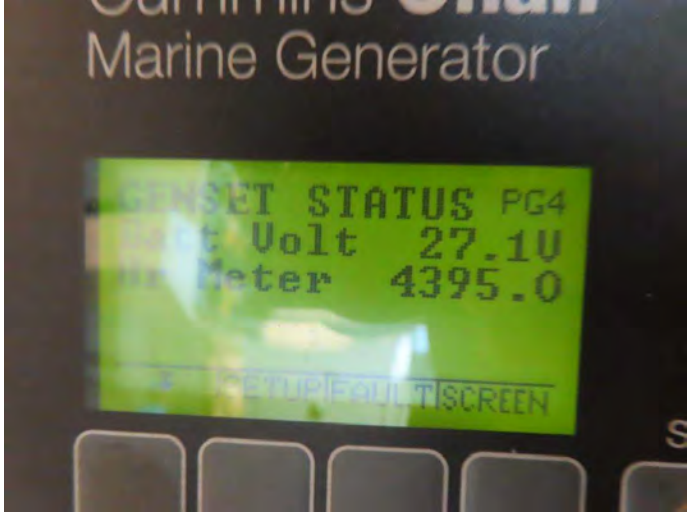


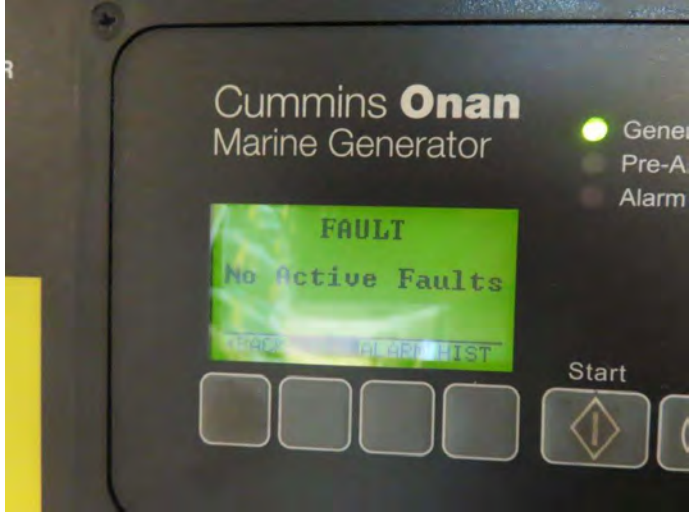




Cummins Onan
Marine Generator
Start

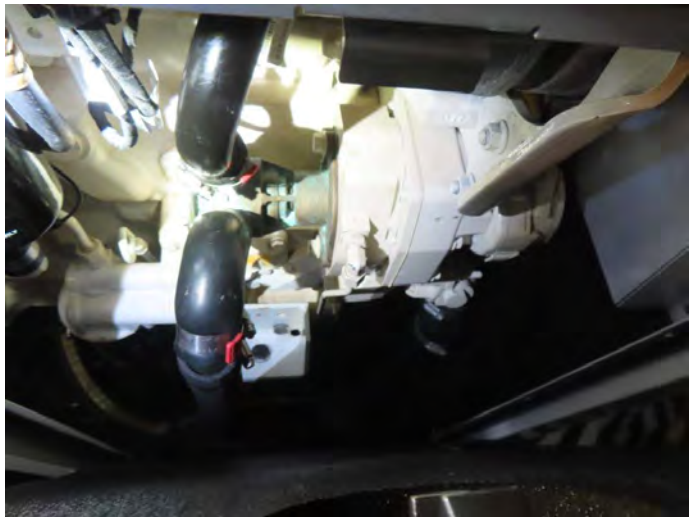

GENSET STATUS PG2
Cool Temp 180°F
Oil Press 51PSI


SETUP|FAULT|SCREEN


Marine Generator
SETUP|FAULT|SCREEN

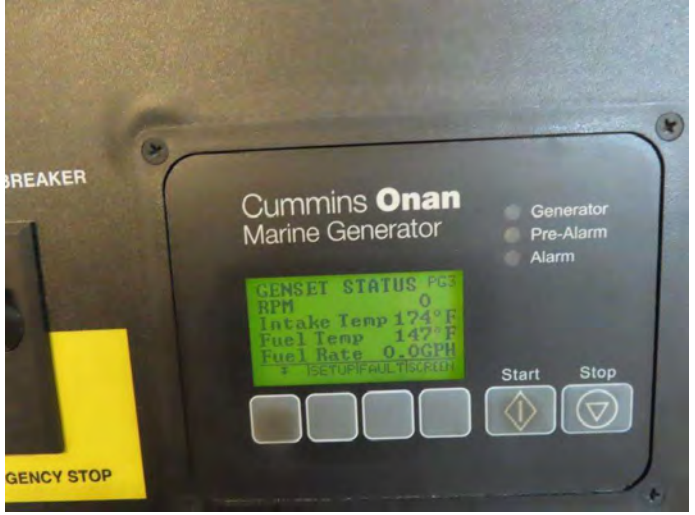

Cummins Onan
Marine Generator
FAULT
No Active Faults
Start

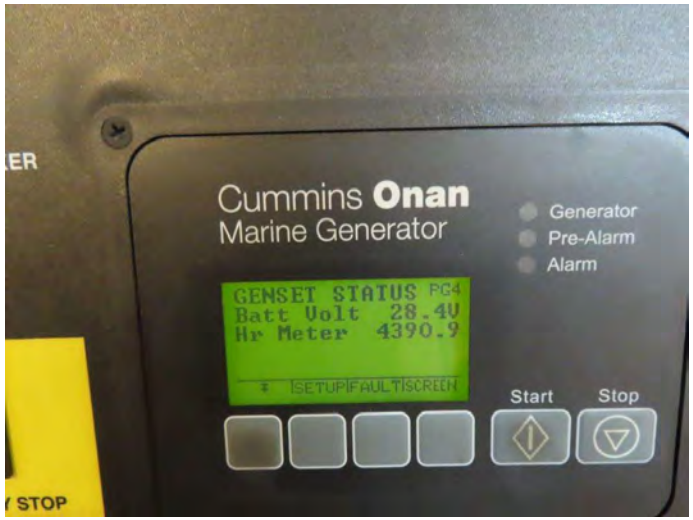

MDDCY*2150012
CUMMINS POWER GENERATION
1400 73RD AVE. N.E.
MINNEAPOLIS, MN 55432 U.S.A.
CAN ICES-2/NMB-2
AVERTISSEMENT




MODCY*2150012
A220029474
CUMMINS POWER GENERATION
1400 73RD AVE. N.E.
MINNEAPOLIS, MN 55432 U.S.A.
MADE IN U.S.A.
CE
AVERTISSEM


Cummins Onan
Marine Generator
Generator
Pre-Alarm
Alarm
GENSET STATUS PG2
Cool Temp 205°F
Oil Press 0PSI
SETUPIFAULTSCREEN
Start
Stop


BREAKER
Cummins Onan
Marine Generator
Generator
Pre-Alarm
Alarm
GENSET STATUS PG3
RPM 0
Intake Temp 174°F
Fuel Temp 147°F
Fuel Rate 0.0GPH
SETUPIFAULTSCREEN
Start
Stop
GENCY STOP

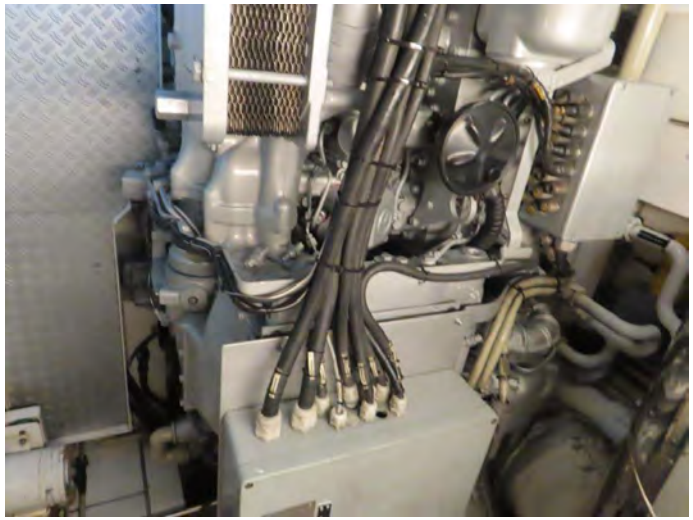

Cummins Onan
Marine Generator
Generator
Pre-Alarm
Alarm
GENSET STATUS PG4
Batt Volt 28.4V
Hr Meter 4390.9
SETUPIFAULTSCREEN
Start
Stop

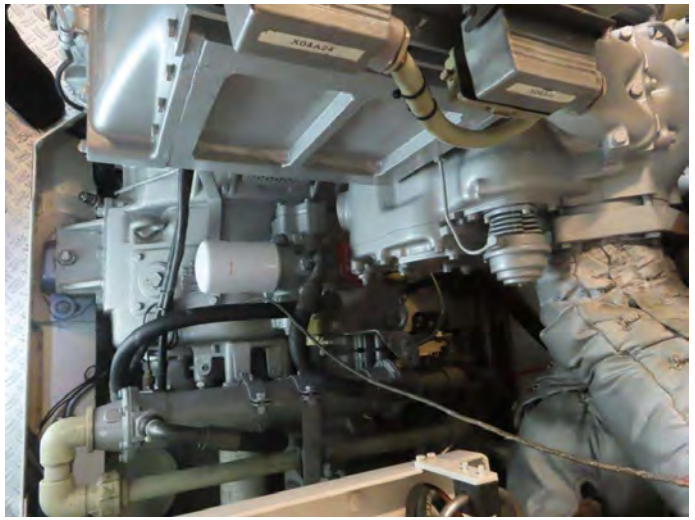

JOHN DEERE

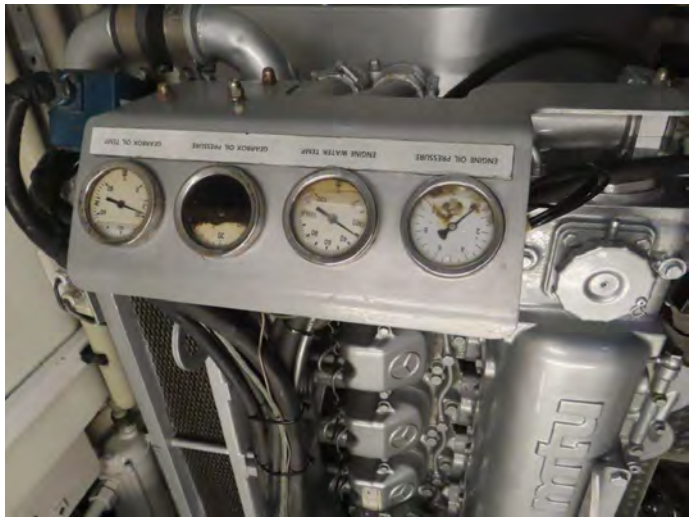

PORT ENGINE
GEAR BOX
NEXT SERVICE

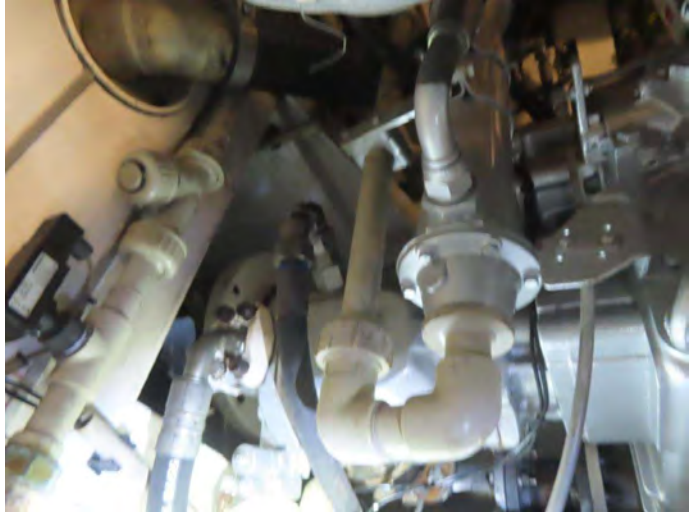

STBD ENGINE
NEXT SERVICE


ENGINE OIL PRESSURE
ENGINE WATER TEMP
GEARBOX OIL PRESSURE
GEARBOX OIL TEMP

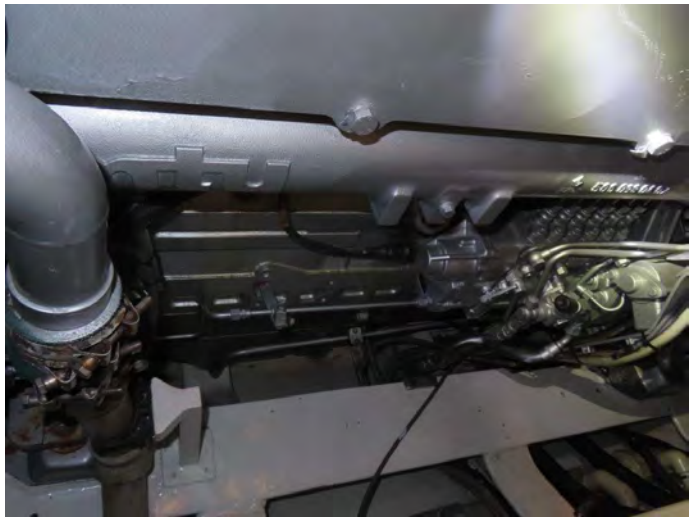


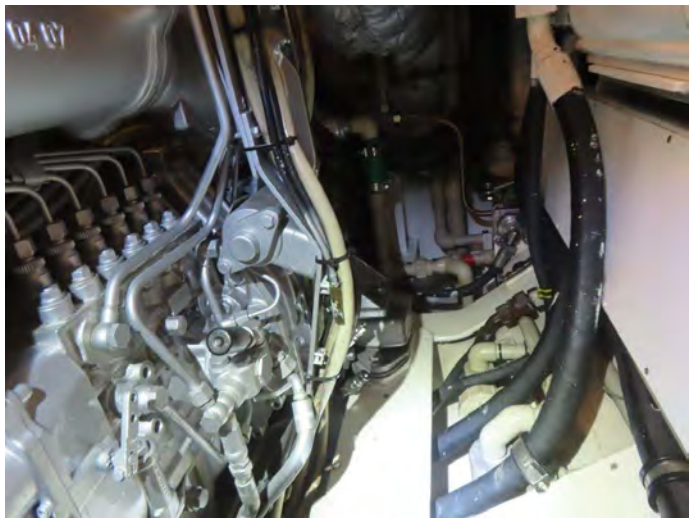


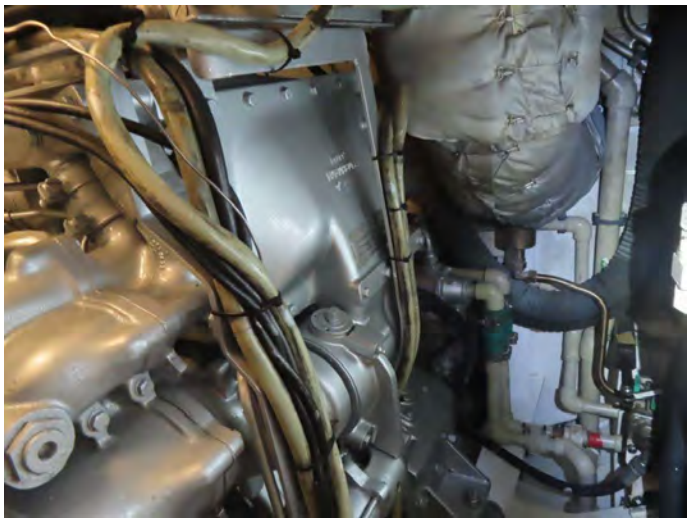

ENGINE OIL PRESSURE
ENGINE WATER TEMP
GEARBOX OIL PRESSURE
GEARBOX OIL TEMP



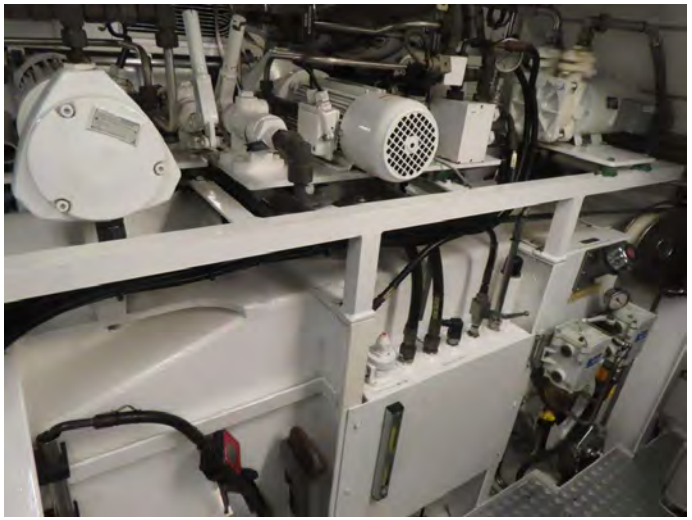

PADOVA - ITALY
CHECK OIL LEVEL WEEKLY








victron energy
phoenix
charger 24/16t



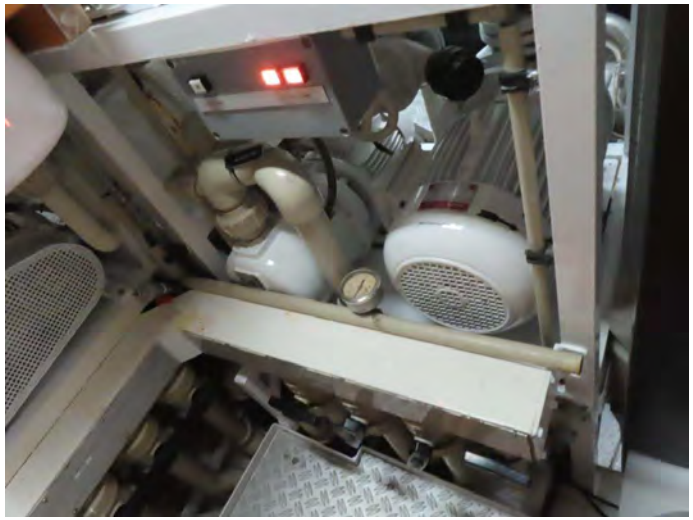

Surama
Alarm page
Tank 02
Fuel FWD. STBD HH VOLUME
Hydraulic II
Prox. Switches Platform LOCKING
STBD Engine Control
No Waterflow
PORT Engine Control
No Waterflow
Battery Bank 1
LO Voltage
Fridge 02
HH Temperature
Vegetable Cooler
HH Temperature
Freezercompressor 01
System Pressure Failure
Freezercompressor 01
LO System Pressure
Battery Bank 3
HI Temperature
Fridge 04
HH Temperature
Fridge 03
HH Temperature
Error Analog Input
Ambient Temperature Lazarette
Battery Bank 4
LO Voltage
Steeringwheels
Minimum System Pressure
Fuelbox Fan
Switched OFF or No Power Availab
Gyro Compass
Alarm
Error Analog Input
Mainboard Position
Error Analog Input
PORT Gearbox Oilpressure
Error Analog Input
Temperature Freezer 01
Error Analog Input
Temperature Freezer 02
Alarm category : As


victron energy
phoenix


Compact

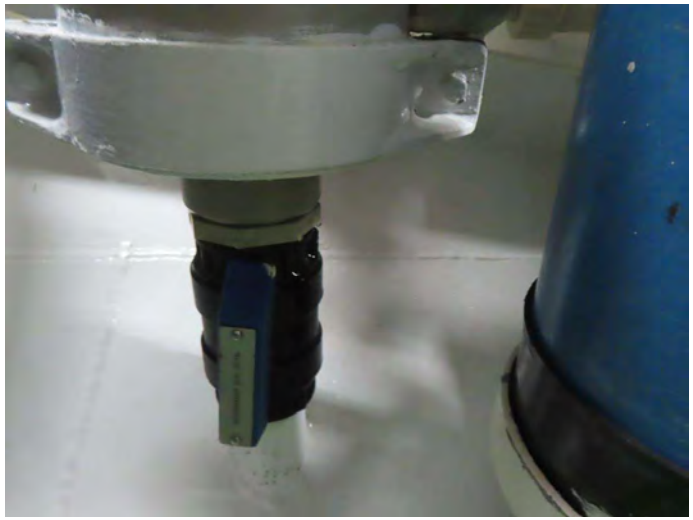

victron energy
Phoenix Inverter Compact
phoenix
Inverter 24/1600



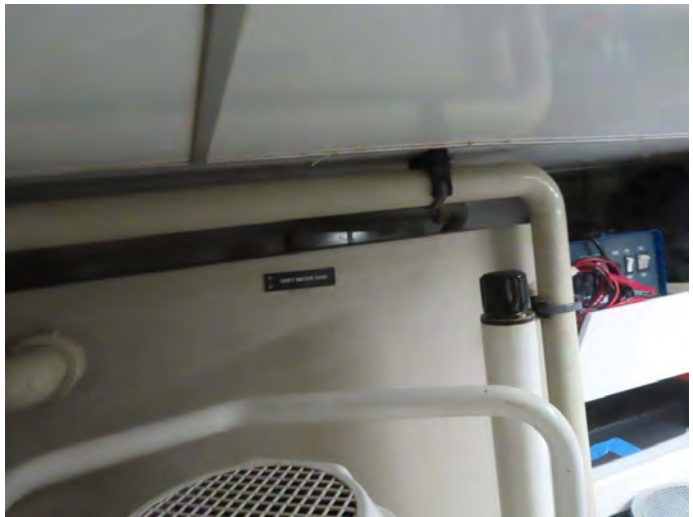


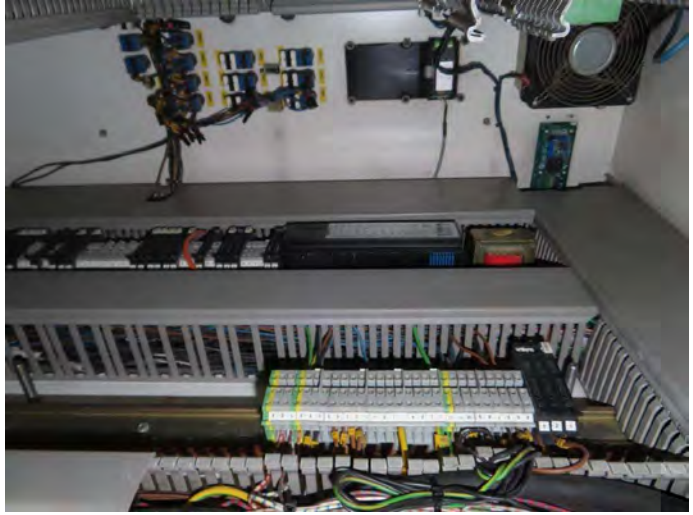
wilo



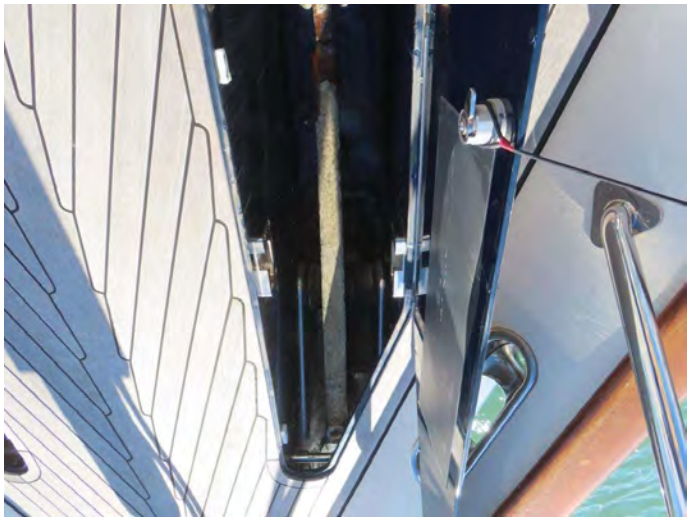

HEM
ULTRAVIOLET DISINFECTION UNIT
NEW BULBS 21184 HRS


TIMER COUNTS DOWN !






CHILLER 1
CHILLER 2
Frigomar.com
2026-02-20
08:16:12
18.4
16.4
21 Hz




B&G
2.3
43
9.0
000


SIMRAD


10:49


1035
000
9.8

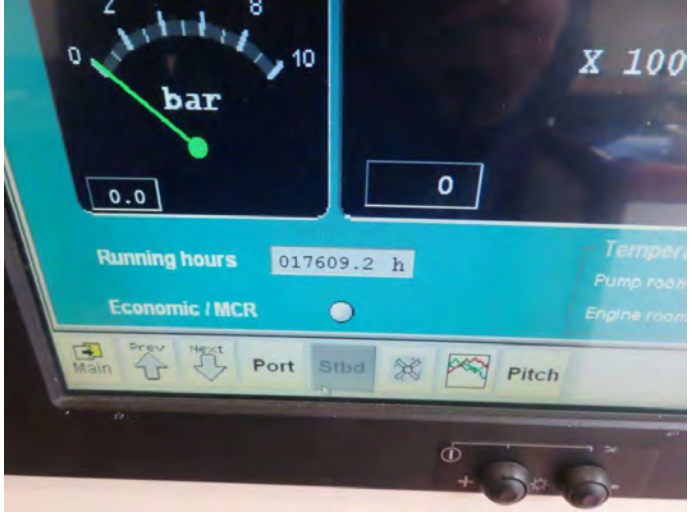

em-trak
B&G


ALARM
Eltek


Suzuma
Main menu
Engines
Electrical
Systems
Auxiliary


Suzuma
Engines (1)
PORT
STBD
Water temperature
RPM
Oil pressure
bar


bar
0.0
0
Running hours
018150.5 h
Economic / MCR
Main
Prev
Next
Port
Stbd
Pitch

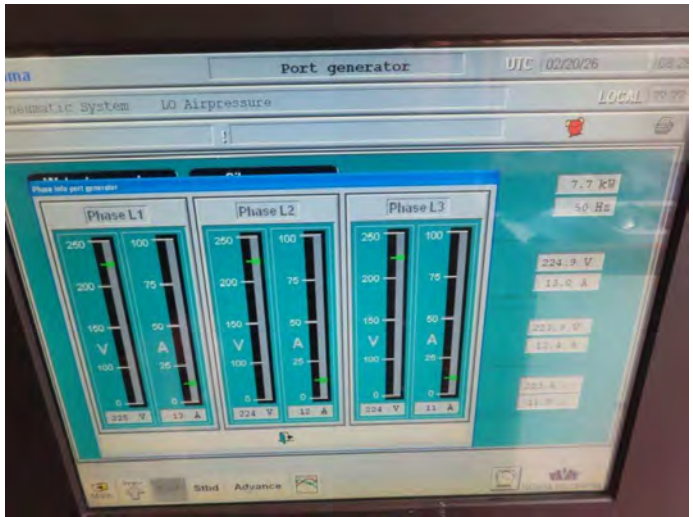

bar
0.0
0
Running hours
017609.2 h
Economic / MCR
Main
Prev
Next
Port
Stbd
Pitch


Trend stbd engine


Propulsion
Engine port
Engine on
Engine run
Local on
Emergency stop
Eco mode
Synchro mode
Bowthruster on
Warning alternator
Start Allowance
Clutch ahead
Clutch neutral
Clutch astern
Engine stbd


Generator
PORT
STBD
Water temperature
Oil pressure
bar

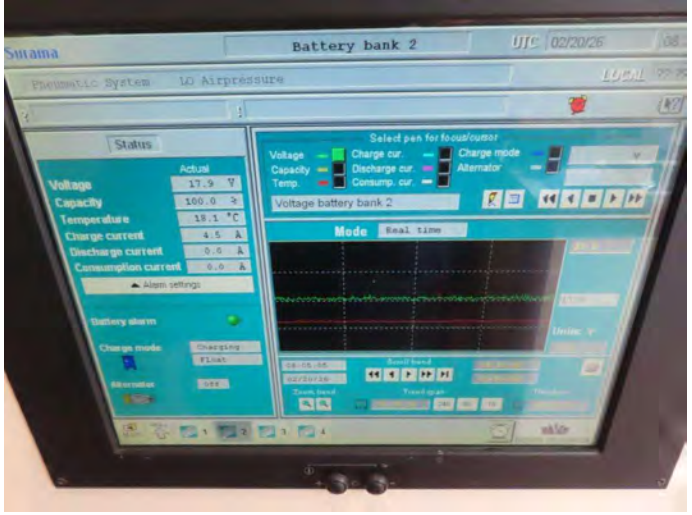

Port generator
Water temperature
Oil pressure
Exhaust temperature
Exhaust pressure
Power
Frequency
Phase L1
Voltage
Current
Phase L2
Phase L3

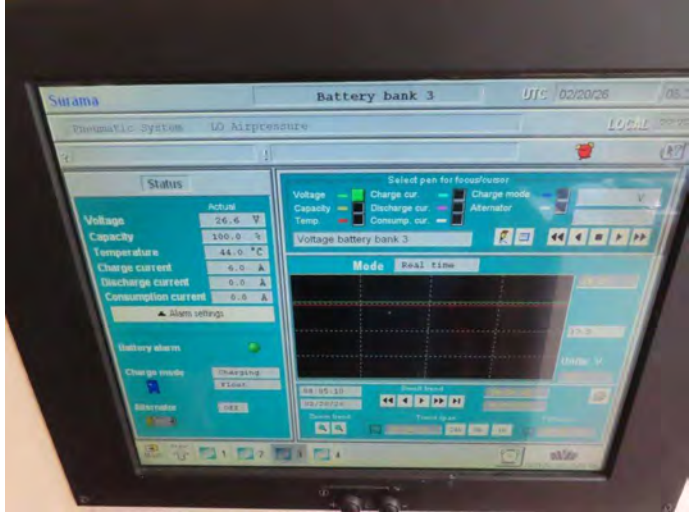

Port generator
Phase L1
Phase L2
Phase L3
Stbd
Advance


AC distribution
Source
Consumption
Active
Port generator
Shore
Stbd generator


Battery banks (1)
Voltage
Capacity
Temperature


Surama
Battery bank 1
UTC 02/20/26
Pneumatic System LO Airpressure
Status
Voltage
Capacity
Temperature
Charge current
Discharge current
Consumption current
Mode Real time

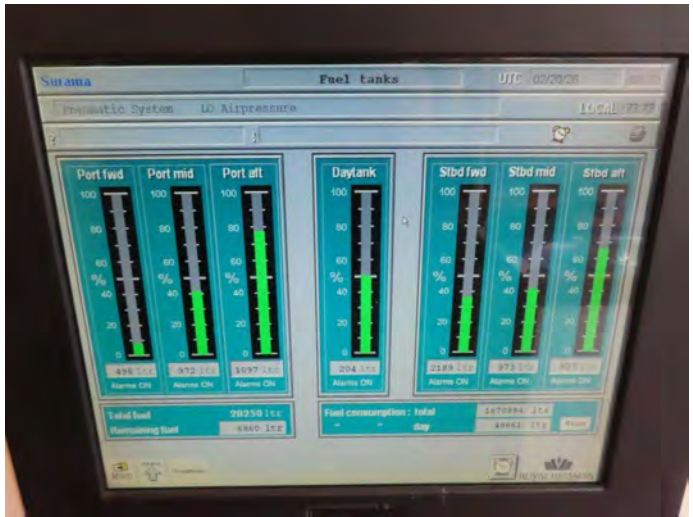

Surama
Battery bank 2
UTC 02/20/26
Pneumatic System LO Airpressure
Status
Voltage 17.9 V
Capacity 100.0 %
Temperature 18.1 °C
Charge current 4.5 A
Discharge current 0.0 A
Consumption current 0.0 A
Voltage battery bank 2
Mode Real time


Surama
Battery bank 3
UTC 02/20/26
Pneumatic System LO Airpressure
Status
Voltage 26.6 V
Capacity 100.0 %
Temperature 44.0 °C
Charge current 6.0 A
Discharge current 0.0 A
Consumption current 0.0 A
Voltage battery bank 3
Mode Real time


Surama
Battery bank 4
UTC 02/20/26
Pneumatic System LO Airpressure
Status
Voltage 0.6 V
Capacity 100.0 %
Temperature 25.1 °C
Charge current 7.5 A
Discharge current 0.0 A
Consumption current 78.0 A
Voltage battery bank 4
Mode Real time


Surama
Starting batteries
UTC 02/20/26
Pneumatic System LO Airpressure
Principle diagram
Charger
Start battery
24V / 15A
24V 120Ah
PLC
PORT
STBD

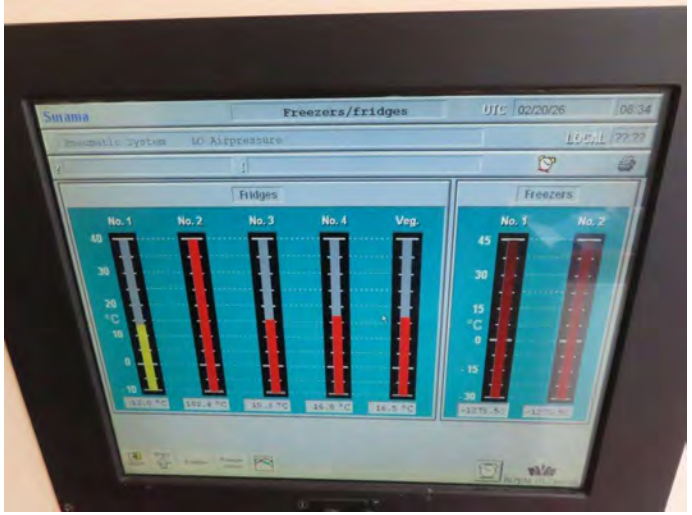

Surama
Lights
UTC 02/20/26
Pneumatic System LO Airpressure

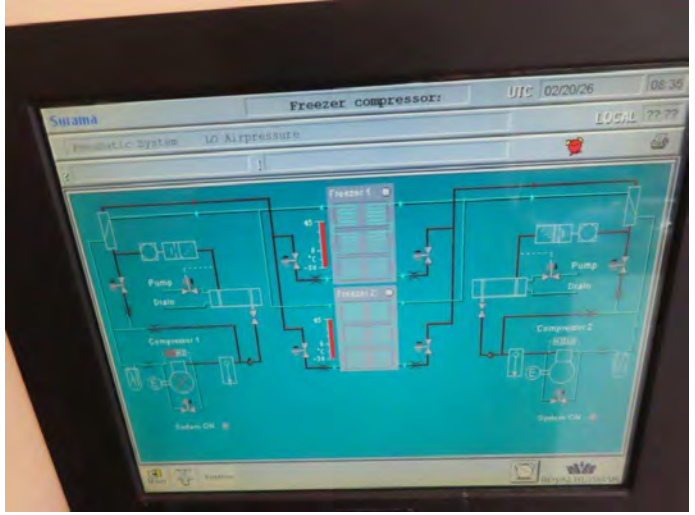

Surama
Fuel tanks
UTC 02/20/26
Pneumatic System LO Airpressure
Port fwd
Port mid
Port aft
Daytank
Stbd fwd
Stbd mid
Stbd aft
Total fuel
Fuel consumption : total


Pneumatic System LO Airpressure
Layout
Owners cabin
Guest cabin
Engine room
Pump room
Fuel tank
Fresh water tank
Grey water tank
Black water tank

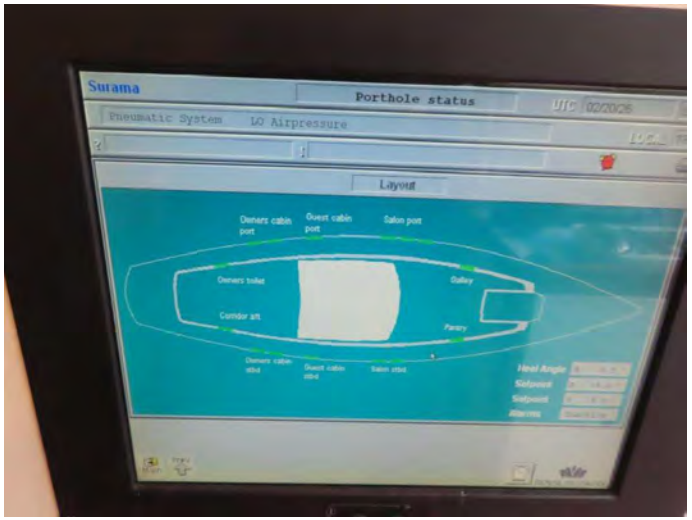

Surama
Water tanks
UTC 02/20/26
Pneumatic System LO Airpressure
Fresh water
Port fwd
Port aft
Stbd fwd
Stbd aft
Grey water
Fwd
Aft
Black water
Fwd
Aft

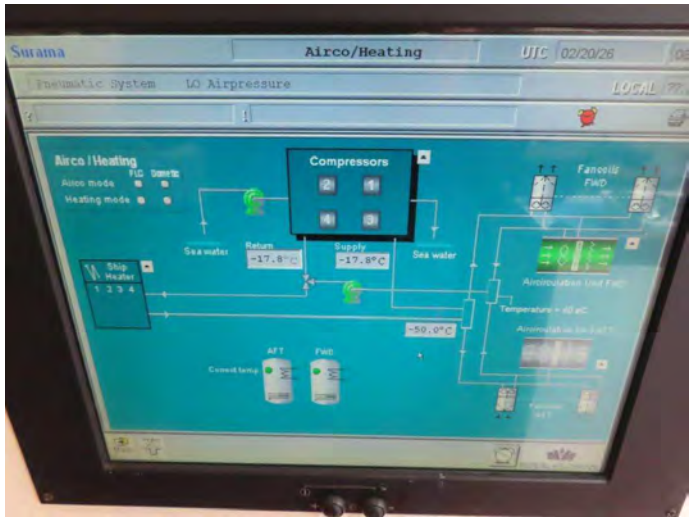

Surama
Steering system
Principle diagram
Rudder


Surama
Freezers/fridges
Fridges
Freezers
No. 1
No. 2
No. 3
No. 4
Veg.

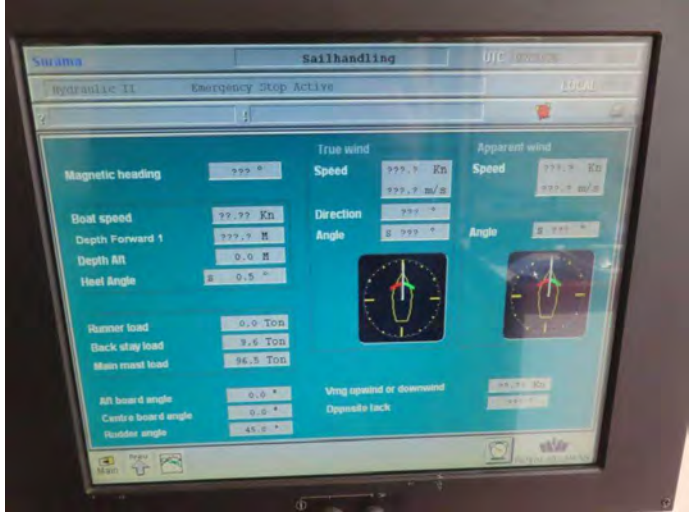

Surama
Freezer compressor


Surama
Bilge/fire alarms
Layout
Lazarette
Aft shaft alley
Fwd shaft alley
Engine room
Pump room
Dry store
Fore peak


Surama
Porthole status
Layout


Surama
Airco/Heating
Airco / Heating
Compressors


Hydraulics
Main rollboom
Mizzen rollboom


Sunama
Sailhandling
Hydraulic II
Emergency Stop Active
Magnetic heading
True wind
Speed
Direction
Angle
Apparent wind
Speed
Angle
Boat speed
Depth Forward 1
Depth Aft
Heel Angle
Runner load
Back stay load
Main mast load
Aft board angle
Centre board angle
Rudder angle
Ving upwind or downwind
Opposite tack


Sunama
System
Hydraulic II
Emergency Stop Active
GPS
B&G
Pump room
Node: 2
Mezz
Node: 4
Lan
PLC Modbus Network

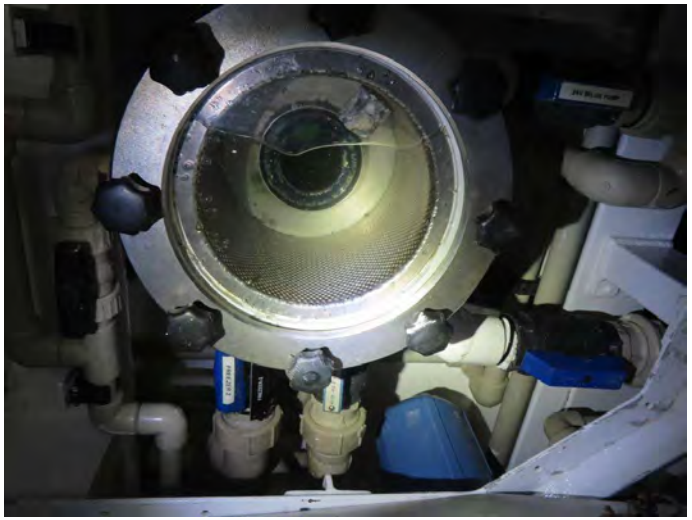
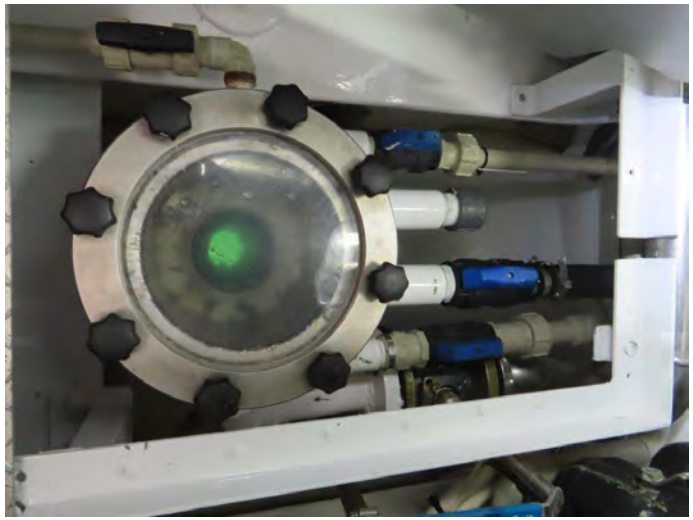

HEM


HEM


wilo





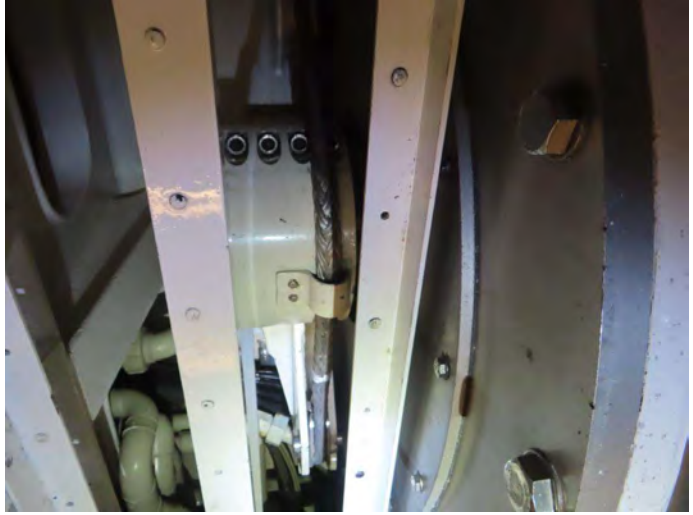




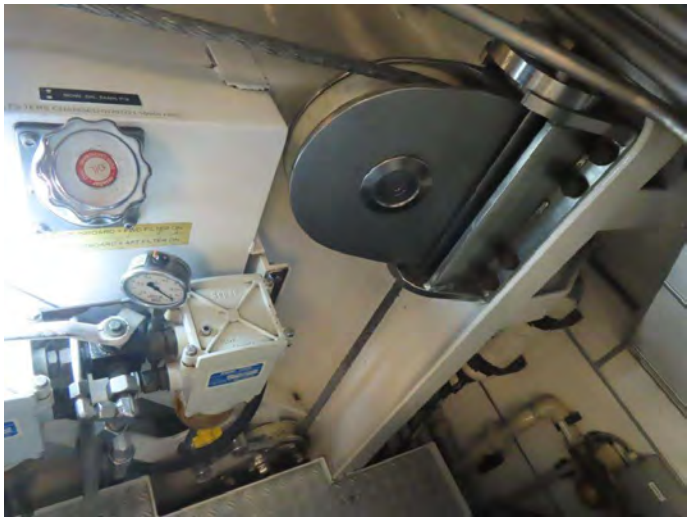


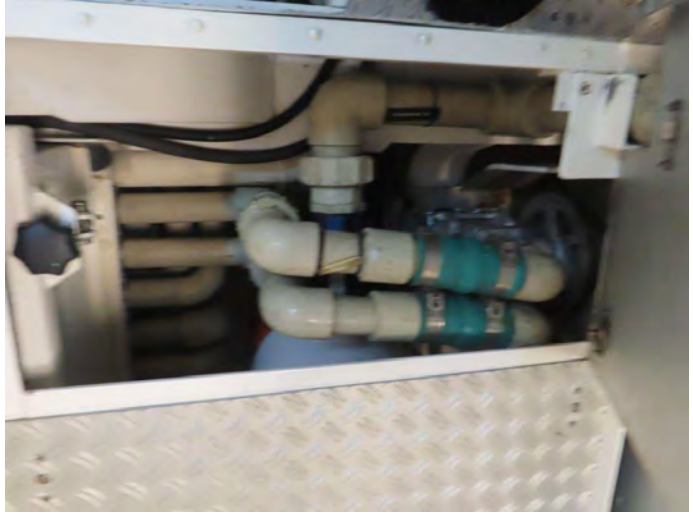


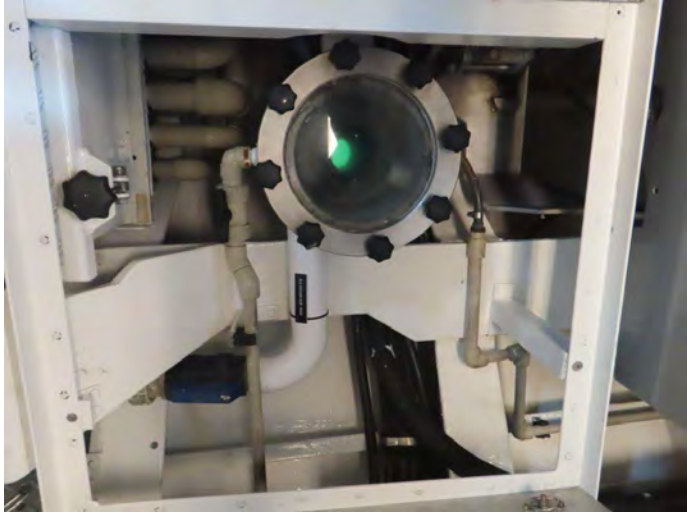


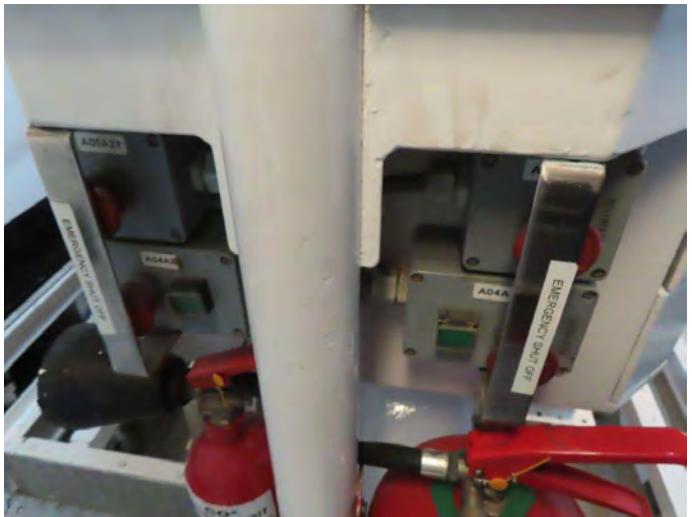



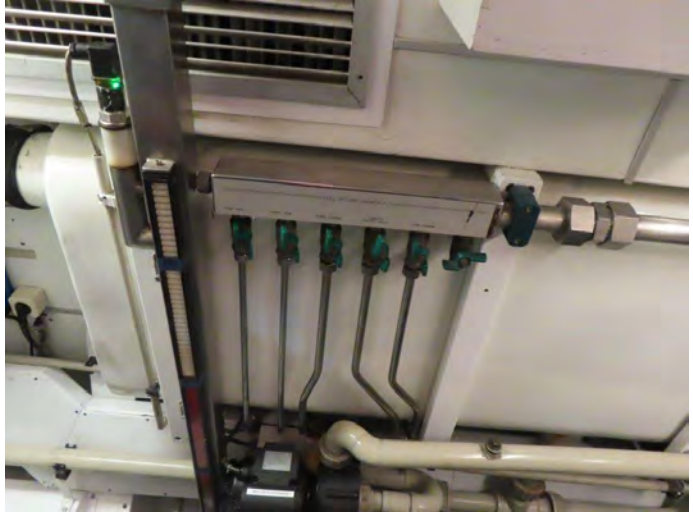


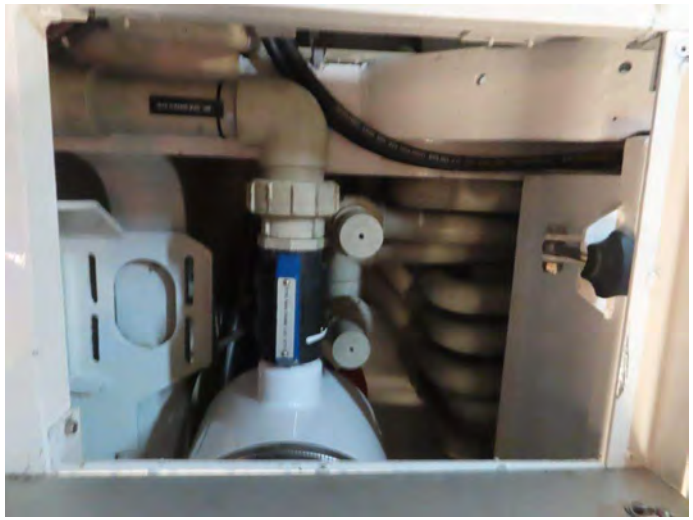






EMERGENCY SHUT OFF







FIRE EXTINGUISHERS


FIRE & SAFETY PLAN















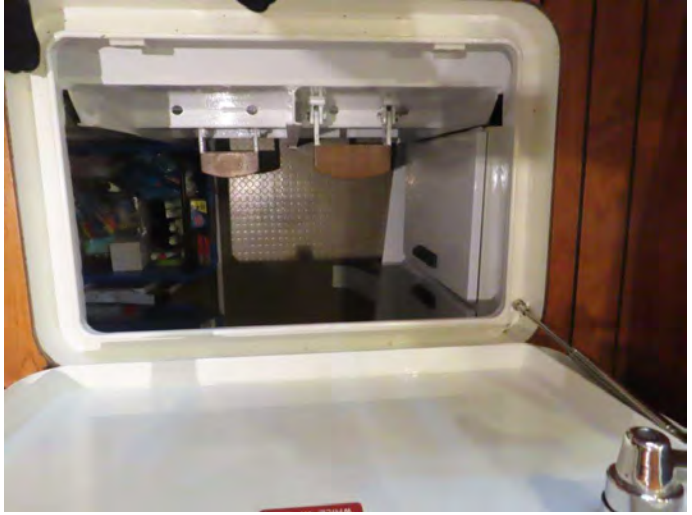








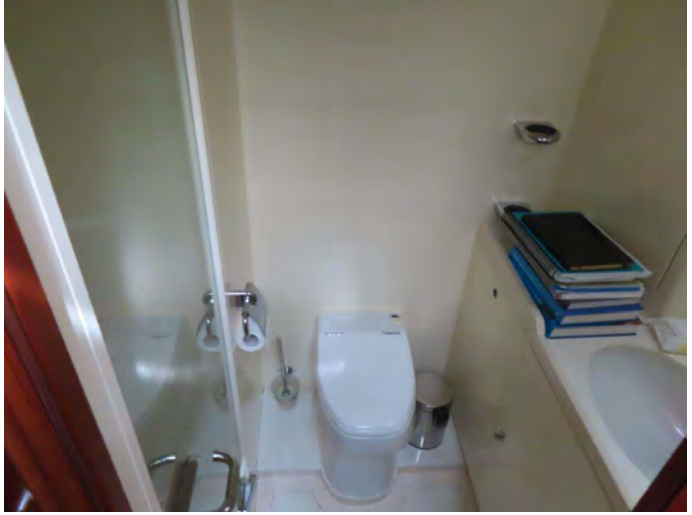


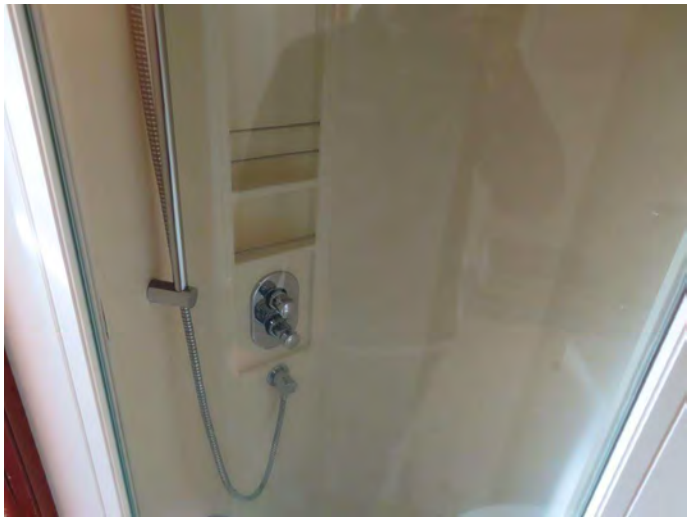



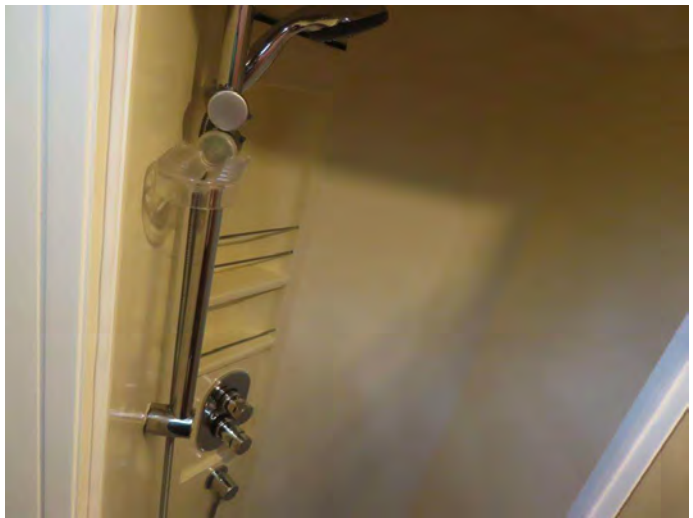
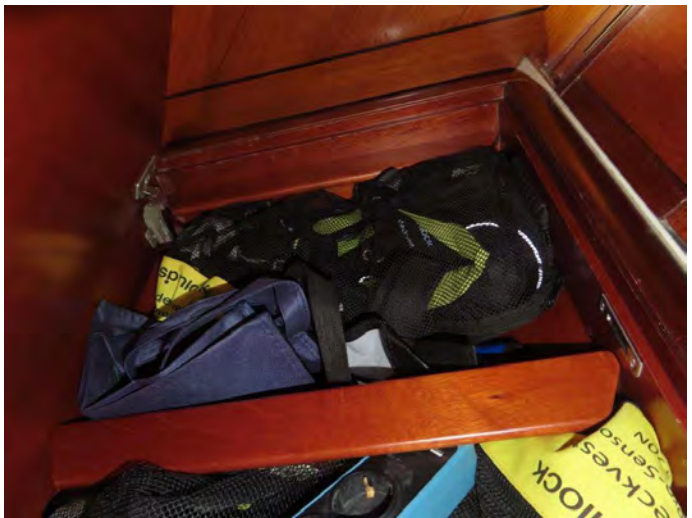








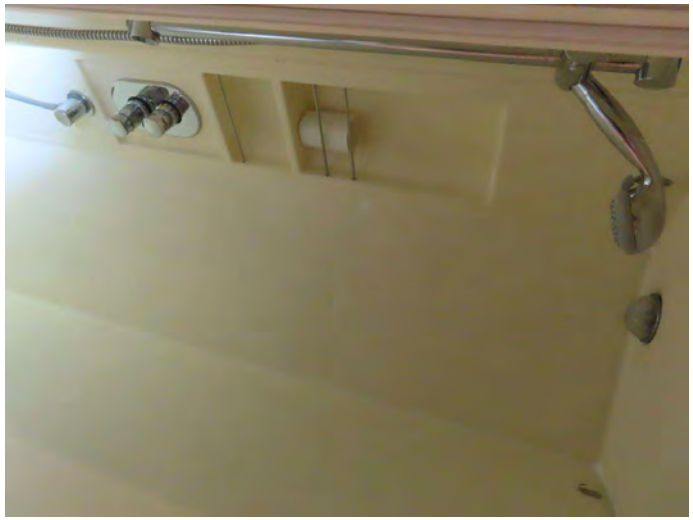
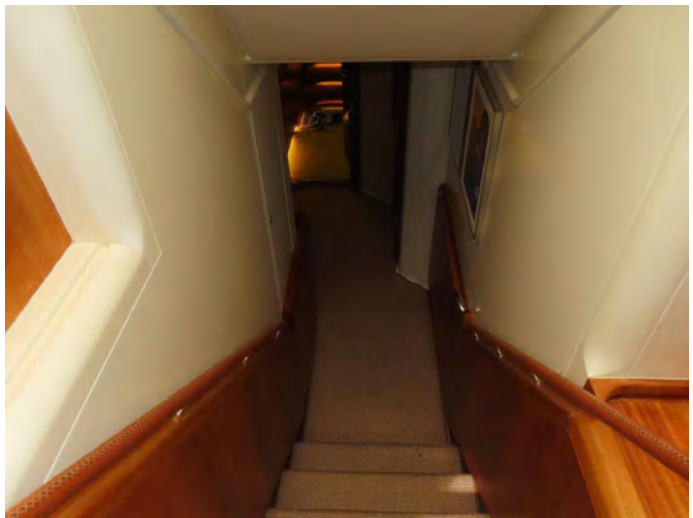







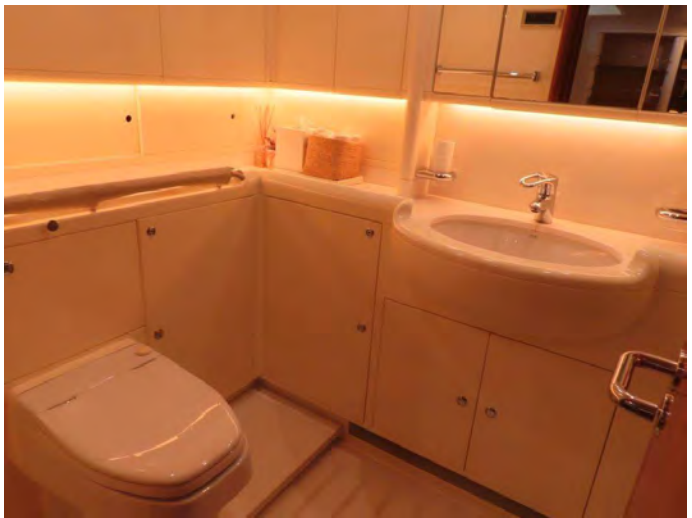


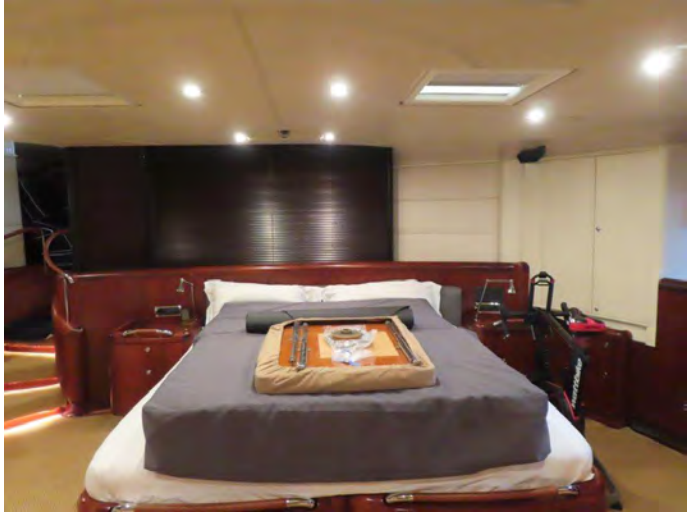




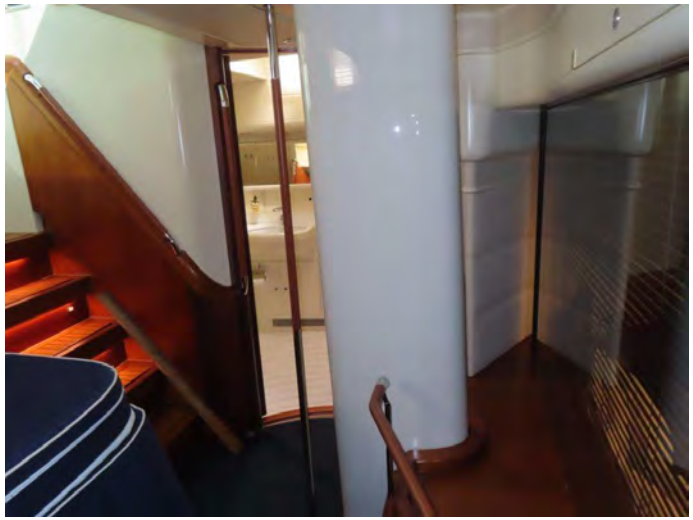


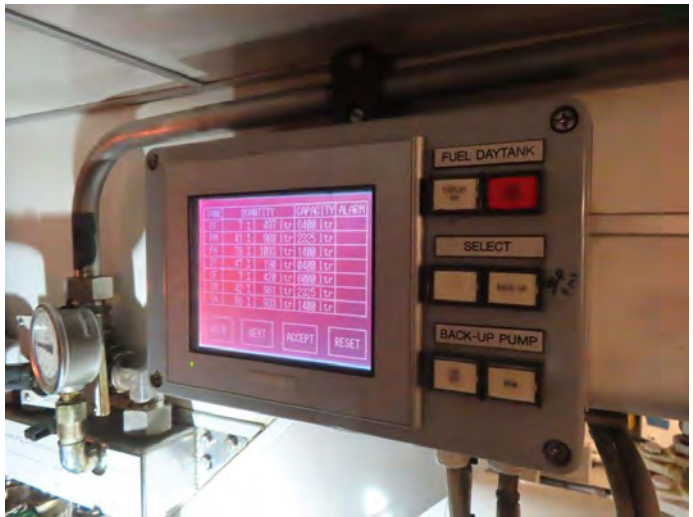







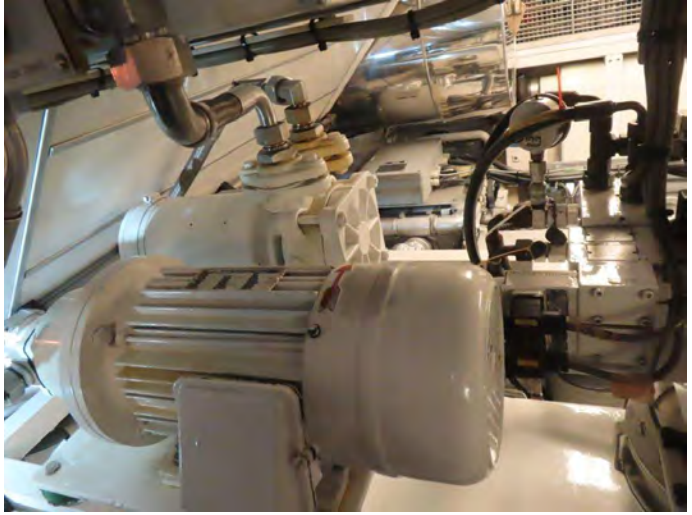


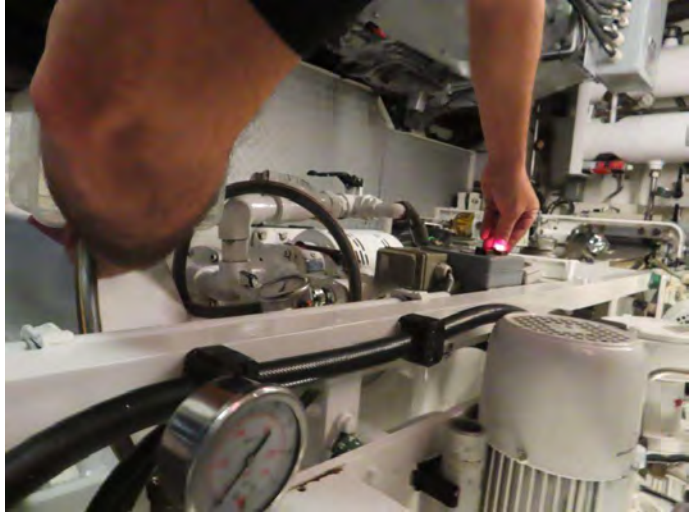




FUEL DAYTANK
SELECT
BACK-UP PUMP
NEXT
ACCEPT
RESET


D.O TRANSFER CONTROL BOX


FUEL DAYTANK
SELECT
BACK-UP PUMP

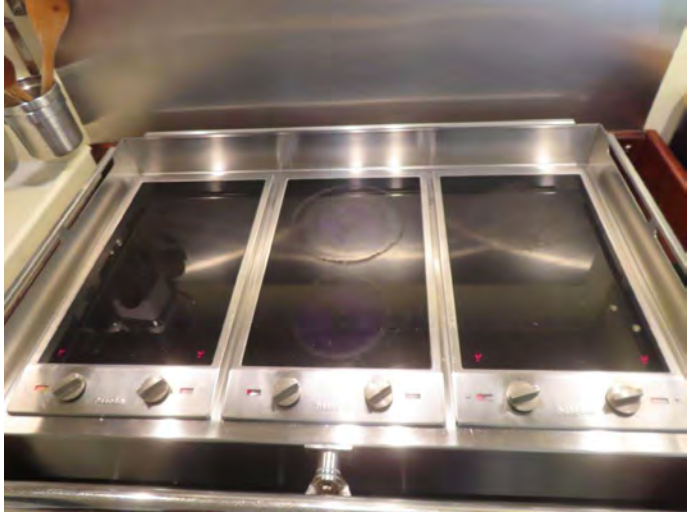





Miele

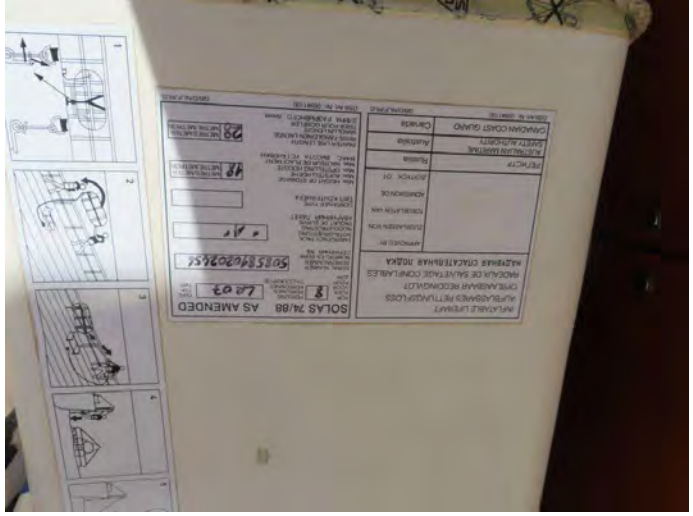

Miele

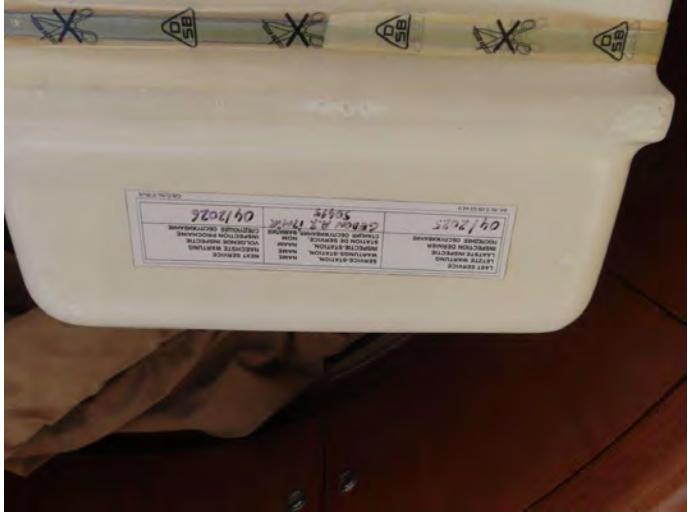

Miele




P.A.M. MARINE LTD.
LIFE RAFT & DINGHY SERVICES
NEXT SERVICE
26
+90 252 412 00 99
+90 252 412 00 98
+90 545 722 80 02
+90 542 652 56 33
www.pammarine.com.tr
info@pammarine.com.tr


INFLATABLE LIFERAFT
AUFBLASBARES RETTUNGSFLOSS
OPBLAASBAAR REDDINGVLOT
RADEAUX DE SAUVETAGE GONFLABLES
НАДУВНАЯ СПАСАТЕЛЬНАЯ ЛОДКА
SOLAS 74/88 AS AMENDED






Comet


LOT No.
Manufactured
Expiry date
0890 08/22 02/26 0736/2022
RED HANDFLARE MK8


261
02/23
08/26

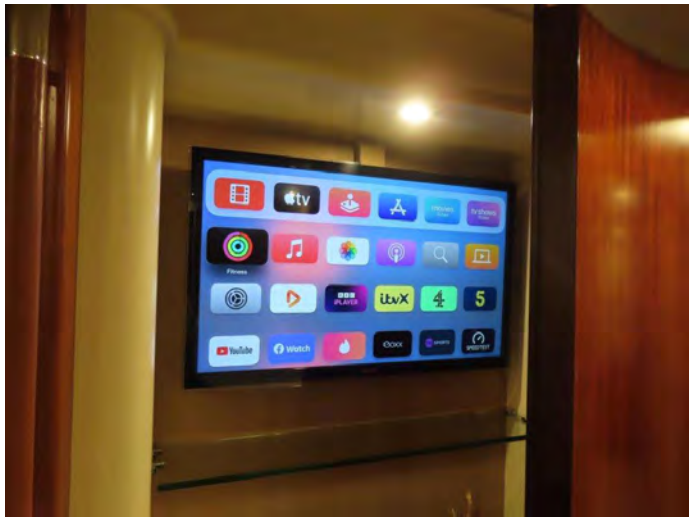

victron energie
victron energy

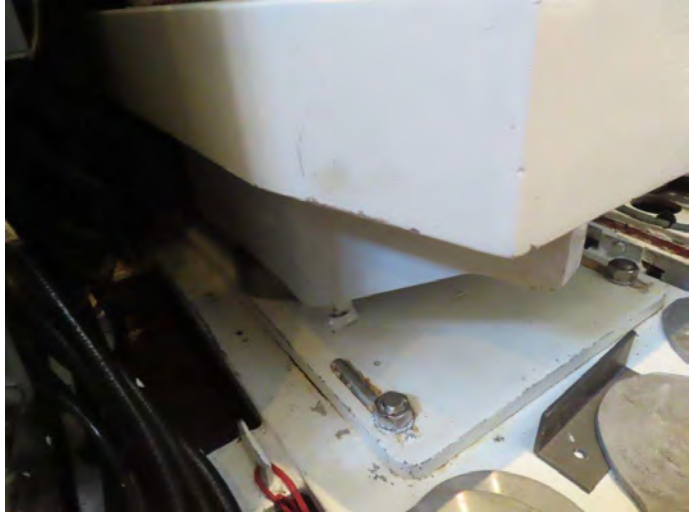

Gyro Compass


energy


BEALS BOX


Synology
DS video
NETFLIX
YouTube
tv





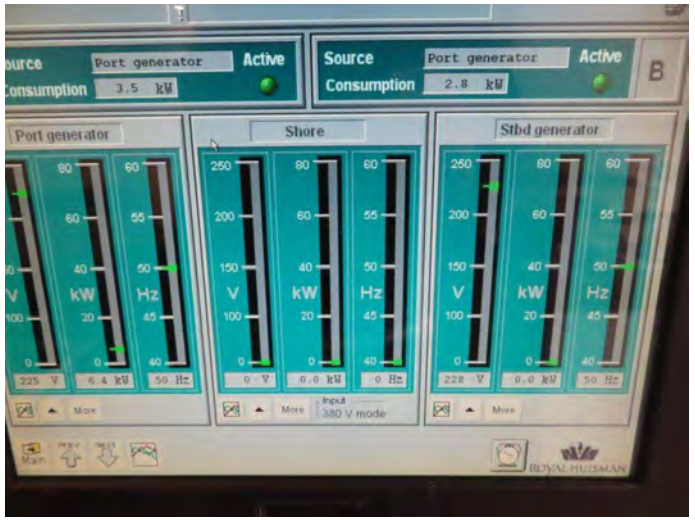

DC CIRCUIT BREAKER
Cummins Onan
Marine Generator
Generator
Pre-Alarm
Alarm
Start
Stop
EMERGENCY STOP
WARNING

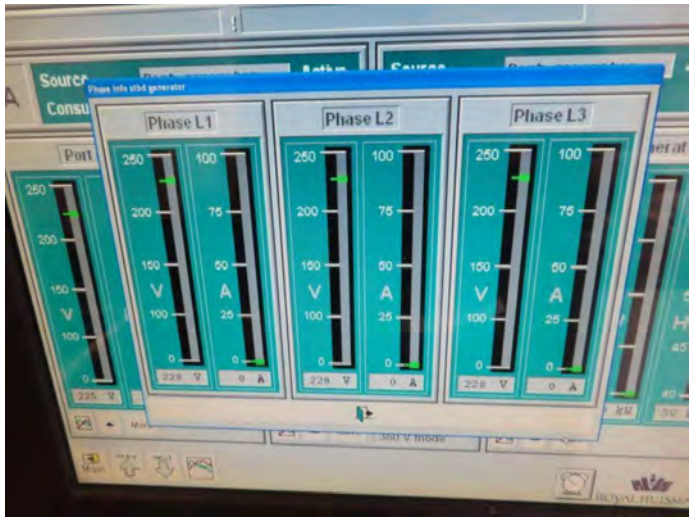

DC CIRCUIT BREAKER
Cummins Onan
Marine Generator
Generator
Pre-Alarm
Alarm
Start
Stop
EMERGENCY STOP


Cummins Onan
Marine Generator
Generator
Pre-Alarm
Alarm
Start
Stop
EMERGENCY STOP


Cummins Onan
Marine Generator
Generator
Pre-Alarm
Alarm
Start
Stop
EMERGENCY STOP


DENON
Stereo
MPlay

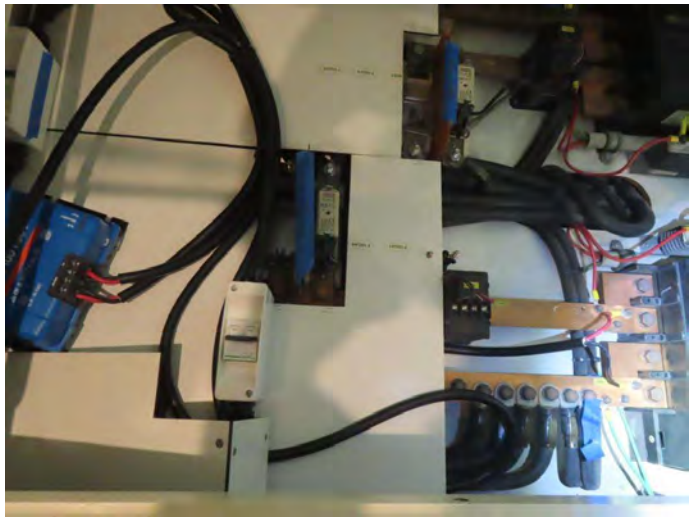

Source
Port generator
Active
Consumption
3.5 kW
Source
Port generator
Active
Consumption
2.8 kW
B
Port generator
Shore
Stbd generator
V
kW
Hz
ROYAL HUISMAN

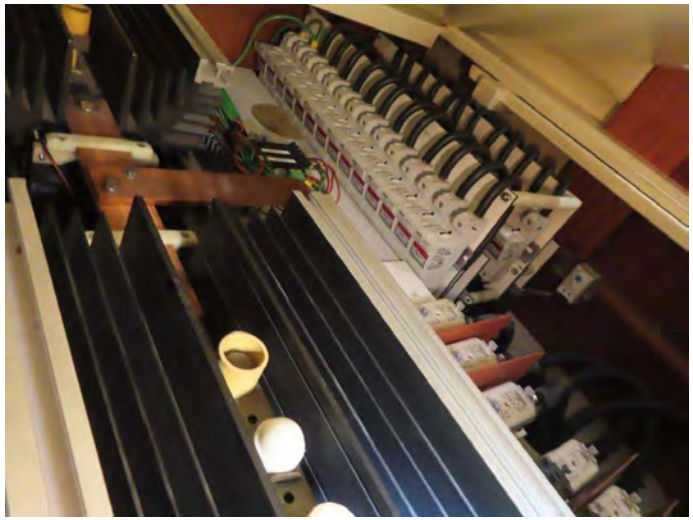

Phase L1
Phase L2
Phase L3
V
A

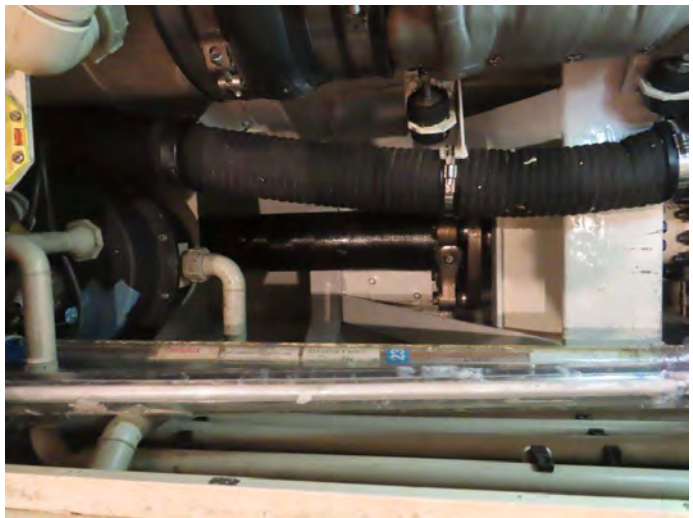

AC distribution
Source
Stbd generator
Active
Consumption
3.5 kW
Source
Stbd generator
Active
Consumption
2.5 kW
Port generator
Shore
Stbd generator
ROYAL HUISMAN


ANSCHÜTZ


ACR
EPIRB







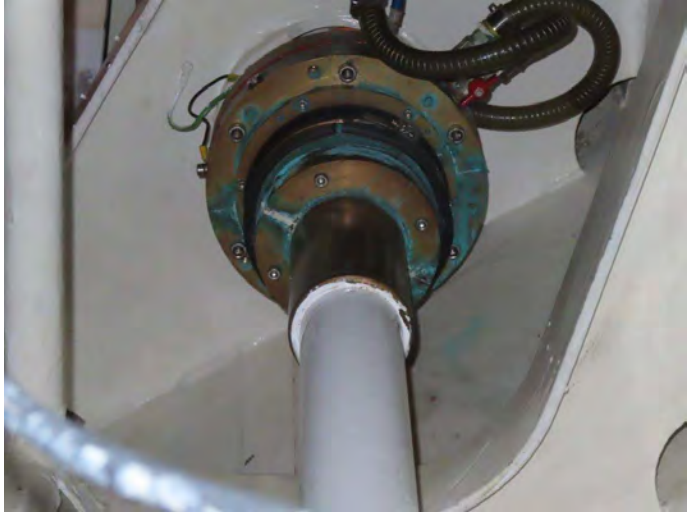






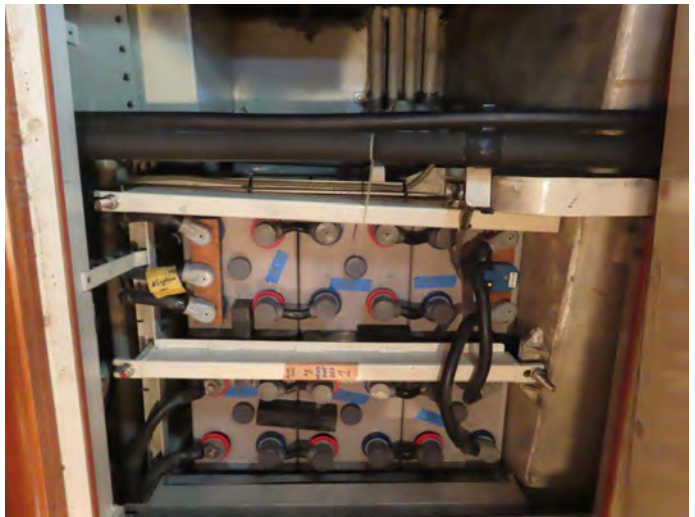



TOP PORT

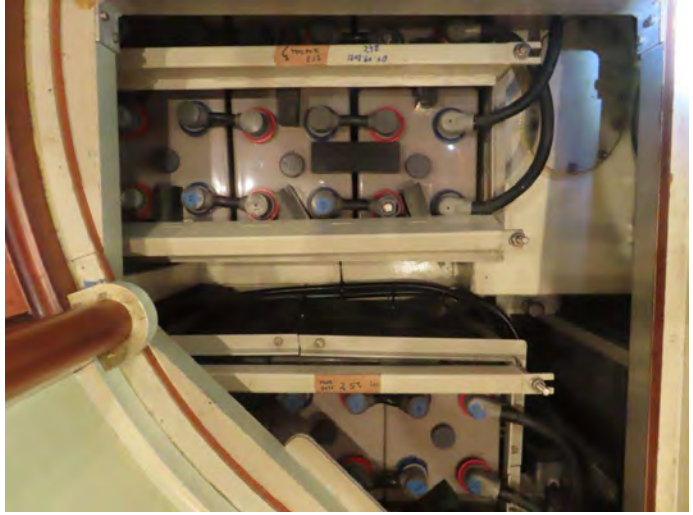



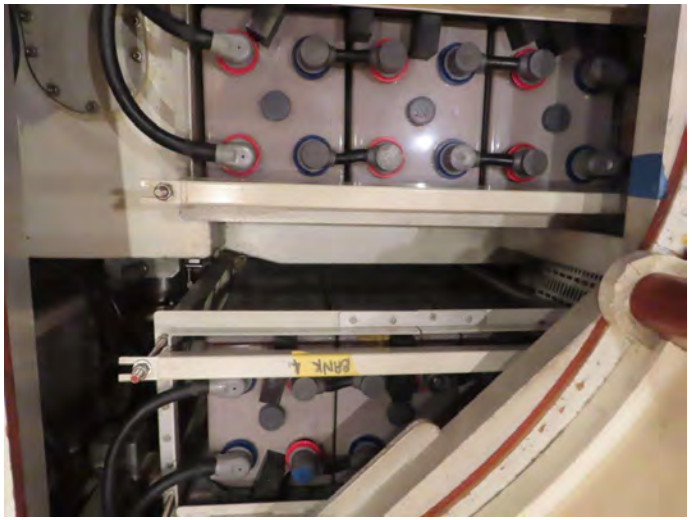








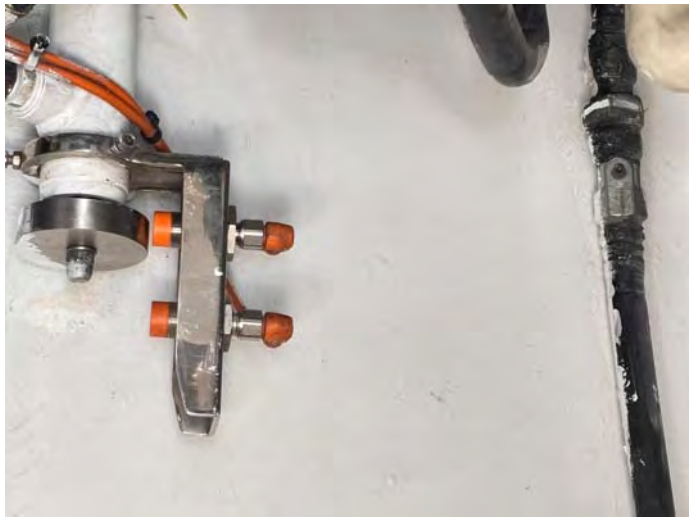

BANK 4

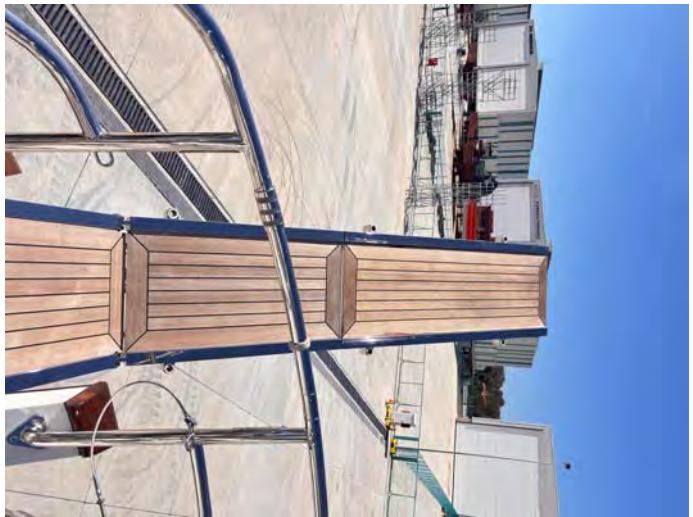
BANK 4

Captain's Photos

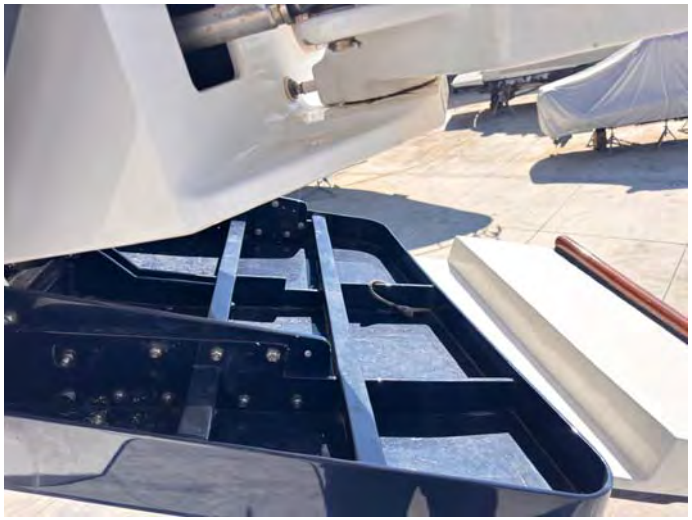

















DEPLOY
DEPLOYER
E MARINE
Inspection Date
29-04-2022
Next Inspection Date
29-04-2024

Pathfinder™ Pro
Search and Rescue
Transponder
Approvals
0168
FCC ID: XYES100
IC: 1322A-ACRSART4
This device complies with the GMDSS
provisions of part 80 of the FCC rules
Compass safe distance: 1m
Manufactured in the UK

MAINSAIL

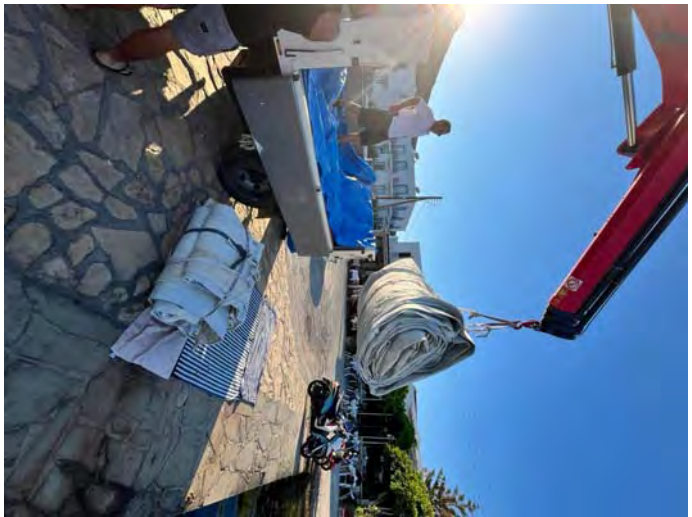









F85
FASSI



















ISO 9001 BUREAU VERITAS Certification

ANAXAGORAS LTD

March 5th, 2026

Prot. No..: 26094 – AD/AP/PM

To: KARAMALIS AND ASSOCIATES
Att.: Mr. Karamalis G.
E-mail: info@Karamalis-surveyors.gr

Subject: M/Y SURAMA- Engines' condition survey.

Following your request, our technician visited the prementioned sailing yacht located in Turkey in order to evaluate the condition of the main engines.

Engines

Maker:	MTU
Type:	6R 183 TE 93
Serial number: Port:	447.902-521-061176
Stbd:	447.902-521-061175
	(447.902-520-072790) New block installation
Running hours: Port:	18.160,00 hr
Stbd:	17.551,00 hr

Gearboxes

Maker:	ZF (MPM)
Type:	IRM 350 PL
Serial number: Port	96-10313
Stbd:	96-10314
Ratio:	2.636 ÷ 1

Generators

Maker:	ONAN
Type:	MDDCY 2150012
Serial number: No1:	A220029474
No2:	A220036037
Frequency:	50 Hz
Power:	50 Kw

Operation parameters - remarks

During dock trial operation of both engines there were no remarks.
All the operation parameters found acceptable and within manufacturers' limits.
The condition of the engines and gearboxes was very good.

ANAXAGORASLTD, INDUSTRIAL PARK OF SCHISTO 11-12, PERAMA, P.C. 18863
TEL.: 210-4208270/4201853, Fax: 2104201897, Email: info@anaxagorasltd.gr

No leaks were observed on the propulsion system and generators.

According to the maintenance history (W6 overhaul in 2019) and the maintenance program there are no recommended tasks for the immediate future, beyond annual maintenance.

Attached you may find the maintenance program.

For ANAXAGORAS LTD

Aktipis Dionisis

Aktipi Panagiota

ANAXAGORASLTD, INDUSTRIAL PARK OF SCHISTO 11-12, PERAMA, P.C. 18863
TEL.: 210-4208270/4201853, Fax: 2104201897, Email: info@anaxagorasltd.gr

Anwendungsgruppe

1DS: Schnelle Schiffe mit niedriger Auslastung

Wartungszeitplan

Wartungsstufe	W1:	Betriebsüberwachung, täglich	X
	W2:	nach jeweils Betriebsstunden	250
		Grenzwert Monate	6
	W3:	nach jeweils Betriebsstunden	500
		Grenzwert Jahr	1
	W4:	nach jeweils Betriebsstunden	1 000
		Grenzwert Jahre	2
	W5:	nach jeweils Betriebsstunden	-
		Grenzwert Jahre	-
	W6:	nach jeweils Betriebsstunden	4 500
		Grenzwert Jahre	8

Wartungsarbeitenplan

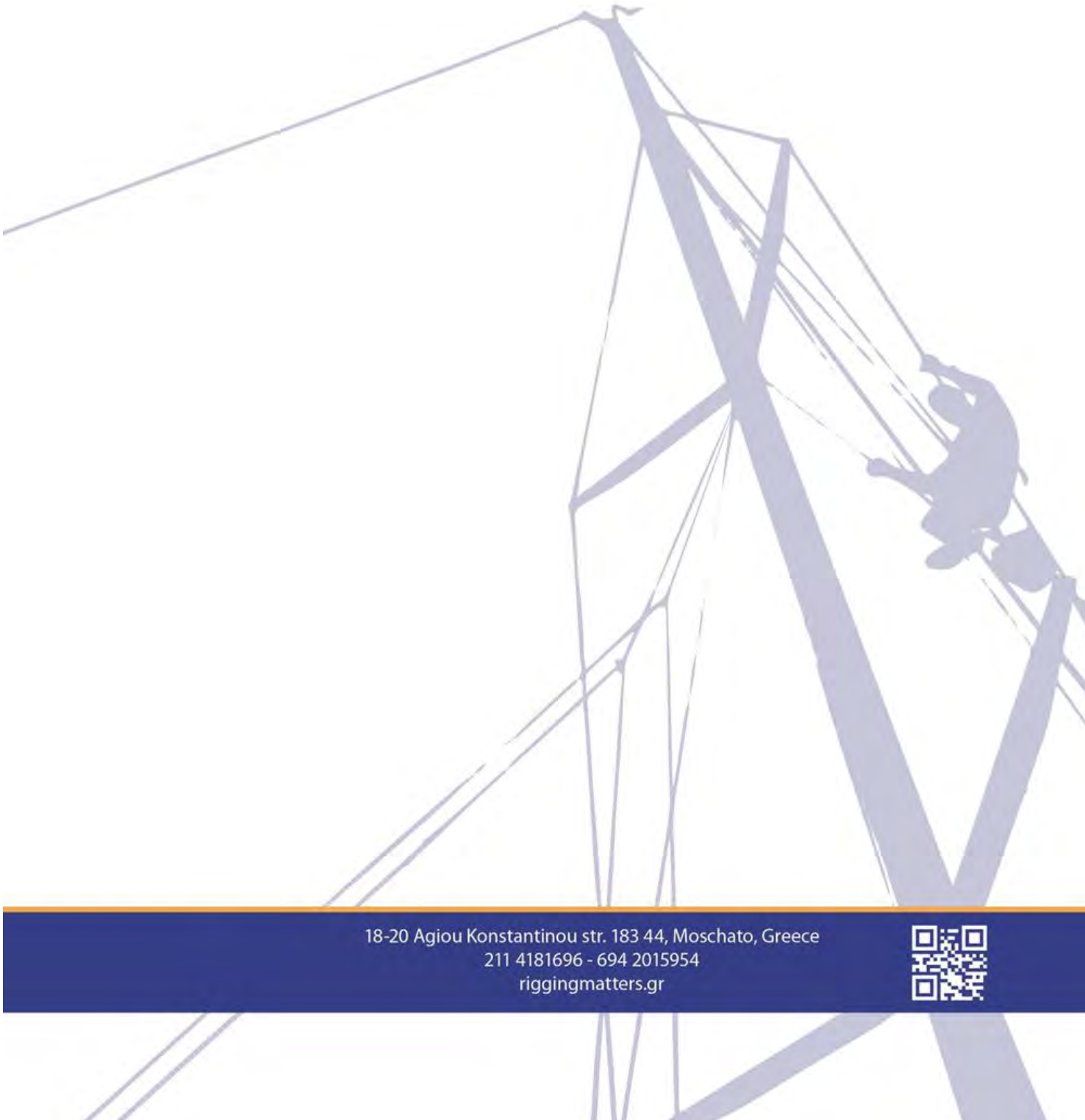
Kennzahl	Einmalige Arbeiten nach den ersten 50 Betriebsstunden – bei einem neuen Motor, nach Wartungsarbeiten W5 oder einer Hauptuntersuchung W6	
G00.049	Anbauteile	Befestigungsschrauben und -muttern auf festen Sitz prüfen
G06.101	Ventilsteuerung	Ventilspiele prüfen, ggf. einstellen
G12.311	Kraftstoffvorfilter	reinigen
G12.311	Kraftstoffvorfilter	Filtereinsatz ersetzen
G13.112	Motorkühlwasserpumpe	Entlastungsöffnung auf Durchgängigkeit prüfen
G88.911	Riementrieb	Antriebsriemen, Zustand und Spannung prüfen, ggf. nachspannen

Kennzahl	Wartungsstufe W1 – Betriebsüberwachung	
G10.051	Abgasanlage	Abgasfärbung prüfen entwässern (wenn Ablaßmöglichkeit)
G10.211	Luftfilter	Unterdruckanzeiger prüfen, ggf. Filter ersetzen
G12.311	Kraftstoffvorfilter	Handgriff mehrmals betätigen
G12.311	Kraftstoffvorfilter	Wasser und Verunreinigung ablassen
G12.311	Kraftstoffvorfilter	Differenzdruck prüfen
G14.011	Motorkühlwasser	Stand prüfen
G14.511	Fremdwasserkreislauf	Filter auf Verschmutzung prüfen (siehe Werftunterlagen)
G16.002	Motorenöl	Stand prüfen
G84.001	Überwachungseinrichtung	Lampentest durchführen
G84.002	Motorlauf	Laufgeräusche prüfen, Motor und außenliegende Leitungen auf Dichtheit prüfen, Drehzahl, Drücke und Temperaturen prüfen (soweit Anzeigegeräte angebaut)
G86.051	Druckluftanlage	Betriebsdruck prüfen entwässern
G86.621	Druckluftfilter	entwässern
G86.641	Druckluftöler	Ölvorrat prüfen

Rig

Riggers' Report

RIGGINGMATTERS



18-20 Agiou Konstantinou str. 183 44, Moschato, Greece
211 4181696 - 694 2015954
riggingmatters.gr

Ag. Konstantinou 18-20
Moschato 18344
0030 694 201 5954
Vat EL062171678
info@riggingmatters.gr

Rigging Matters

Rigging Services
Navtec hydraulics
Gottifredi Maffioli
B&G electronics
Soromap masts

VISUAL INSPECTION (Level 1.1)

TERSAN ,TURKEY 7/3/2026

S/Y SURAMA

Royal Huisman cutter rigged ketch

40,7m- 133,5ft

Year build 1997

Aluminium construction

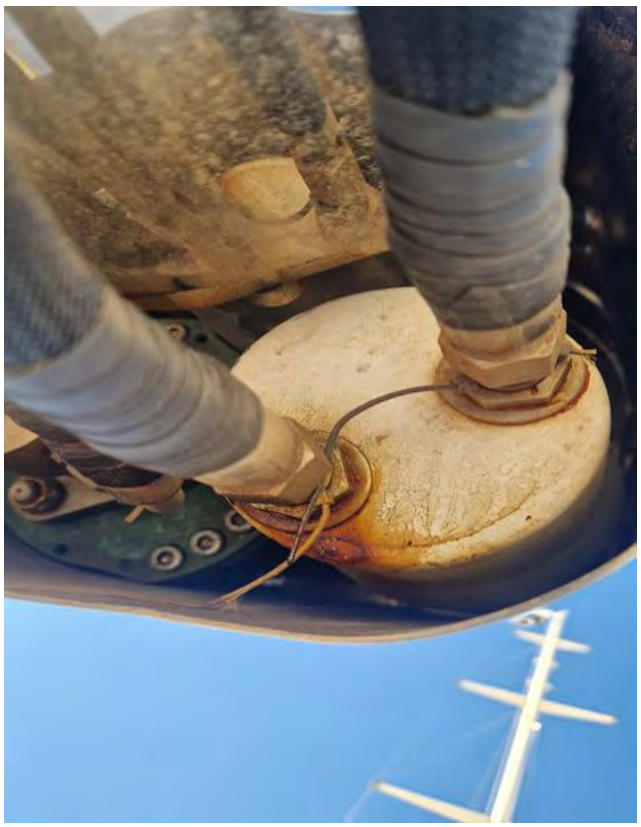
Visual inspection Level 1

MM Rigging

Rod rigging original BSI

FS: Rondal furler ss

Hydraulic motor minor rust and leak (pic1)



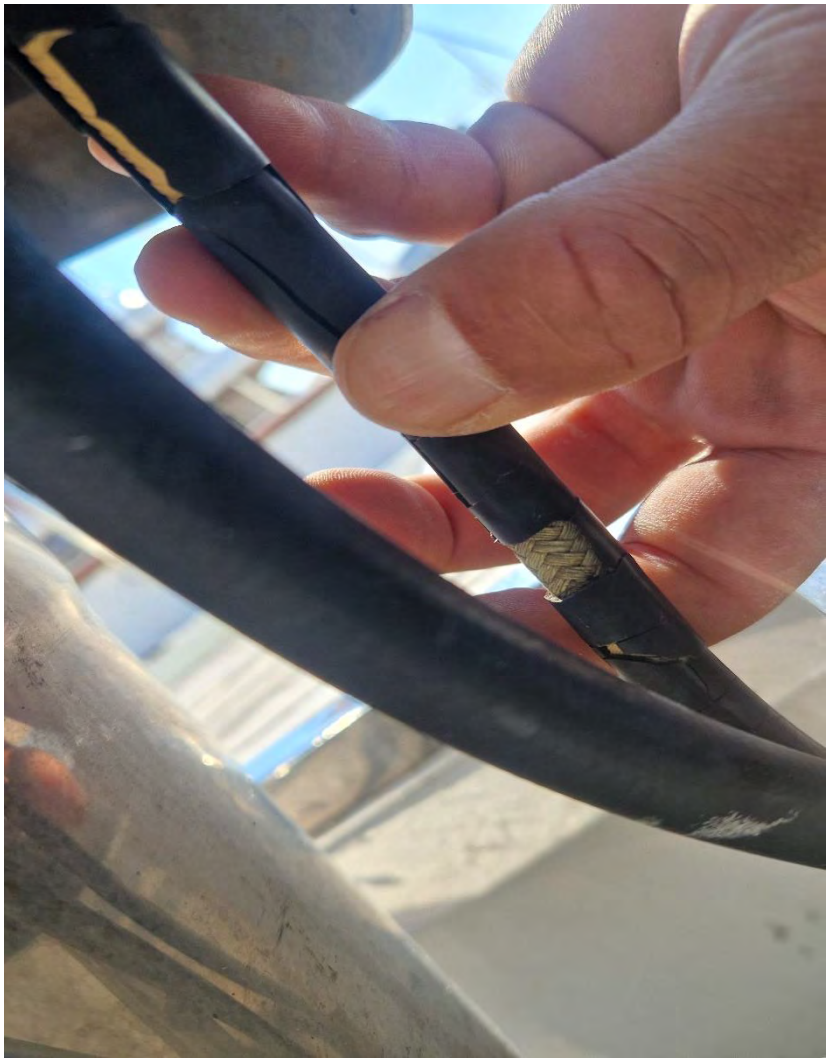
Swivel ok

Profiles in good condition

Chainplate in good condition

IFS: Rondal furler ss

Tensioner hose needs replacement (pic2)



Swivel ok

Small bend in lower profile (pic3)

Chainplate in good condition (pic 4)

Capshrouds: Rod-430 with SL5 stainless steel turnbuckle

An extra picture of the outer side of V1 Pt is required here. As requested to captain.

Chainplates in good condition

D1 FWD: Rod-150 with SL5 bronze turnbuckle

D1 AFT: Rod-150 with SL5 bronze turnbuckle

BS: Split backstay-91 with RONDAL stainless steel cylinder tensioners

Runners and checkstays made of kevlar original BSI

Ag. Konstantinou 18-20
Moschato 18344
0030 694 201 5954
Vat EL062171678
info@riggingmatters.gr

Rigging Services
Navtec hydraulics
Gottifredi Maffioli
B&G electronics
Soromap masts

MM Mast

Cutter rig aluminium RONDAL mast painted white

Hendricksen ball bearing head ball and bolt rope track

Mast hole is sealed and in good condition

Four set of straight spreaders

Mast in good condition and straight

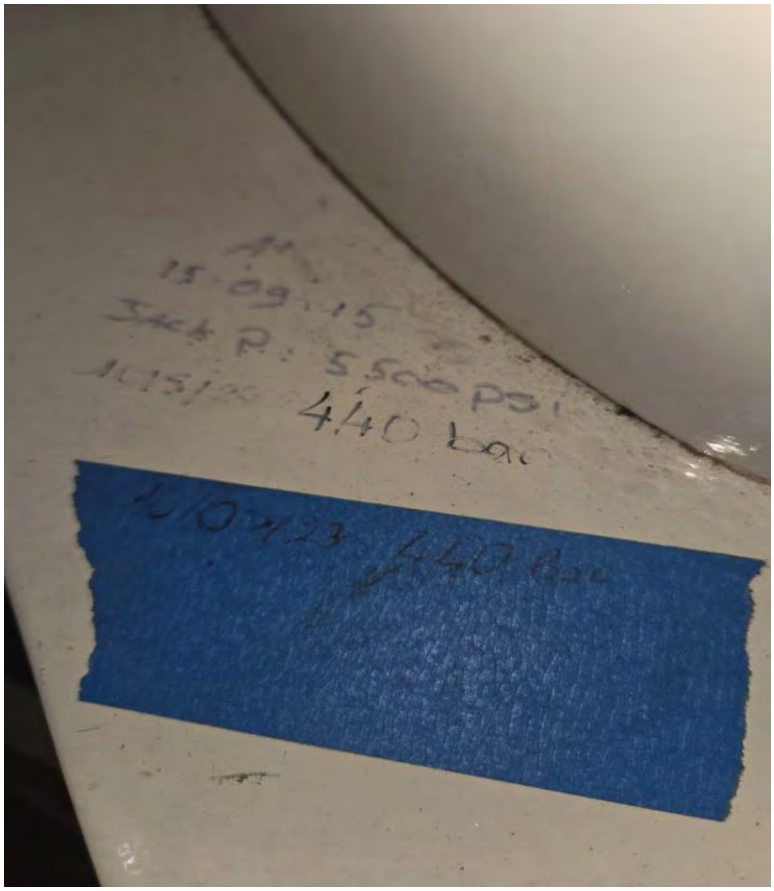
Mast base in good condition

Mast appears to be correctly trimmed

STB halyard cylinder is slightly leaking (pic6)

Minor paint bubbling, in good condition in general

PS: we did not perform hydraulic test but there is a 16/5/2023 sticker that indicates pressure measurement at 440 bar (pic5)



Ag. Konstantinou 18-20
Moschato 18344
0030 694 201 5954
Vat EL062171678
info@riggingmatters.gr

Rigging Services
Navtec hydraulics
Gottifredi Maffioli
B&G electronics
Soromap masts

Boom Main

RONDAL carbon furling boom painted off white in good condition

External captive outhaul

Minor scratches at gooseneck pivot

SS RONDAL hydraulic wang with deck fitting attachment in good condition

Boom wang deck attachment in good condition

Mandrel in good condition with minor scratches

MZ Mast

RONDAL aluminium painted off white

Three sets of straight spreaders and diamond strut

Hendricksen ball bearing head ball and bolt rope track

MZ Boom

RONDAL carbon furling boom painted off white

Small crack on the join plate carbon/aluminium NEED TO BE INSPECTED (pic6)

Mandrel hydraulic motor minor leak (pic7)

Running rigging

We spotted eleven RONDAL captive winches in good condition but the hydraulics were closed and we could not operate them

Running rigging in very good condition, professionally built with Gibb and Equiplite associated fitting

One heavy chafe on the port genoa sheet (pic8)

RONDAL prefeeder wheels in medium condition (pic9)

Blocks and fittings in good condition

Conclusion

According to files , rod rigging was refitted in2018

In general boat is proffesionally maintained and rigs installed by professional riggers.

Captains photo log shows all rigging in very good condition and according to its refit age.

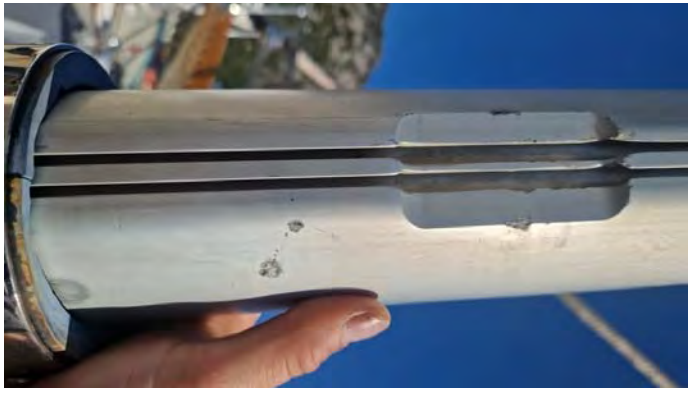
Spreaders and tip cups also in very good condition.

In general deck equipment are also in good condition even the hydraulic systems were not

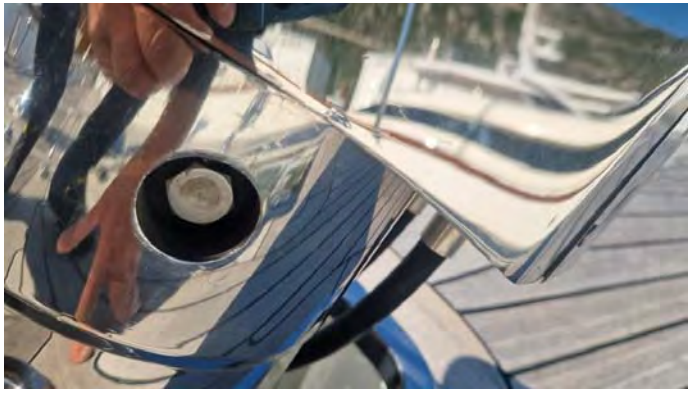
In use.

END OF REPORT

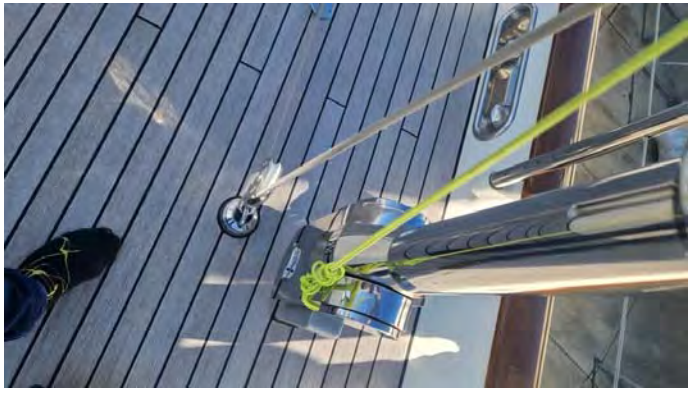

Summa

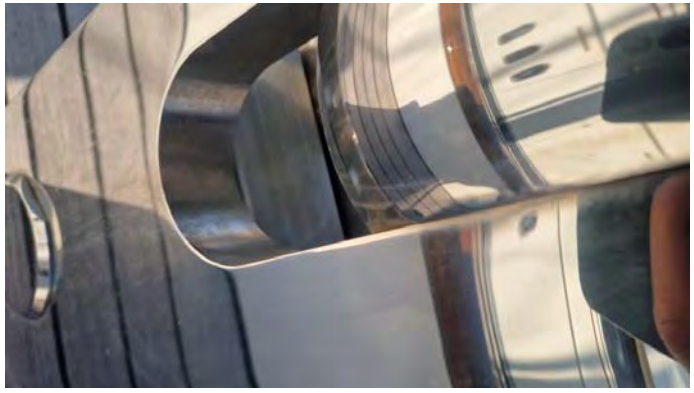


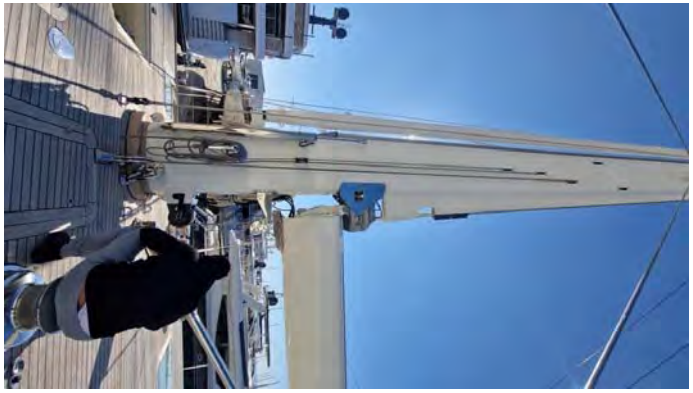

RONDAL
HYDRO
HAND



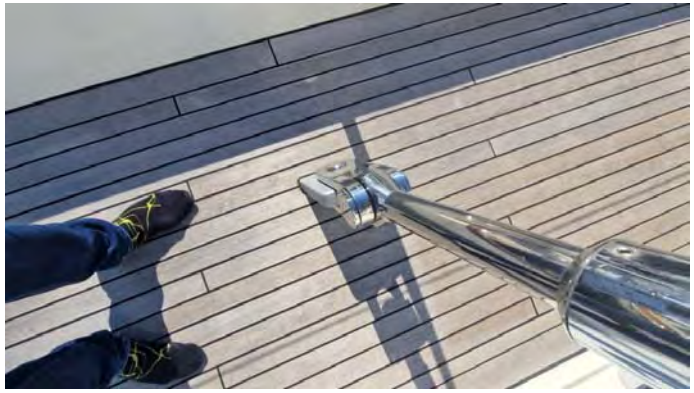










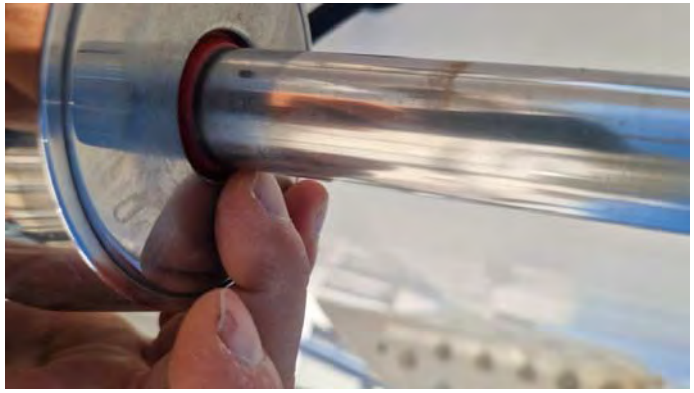













Rode







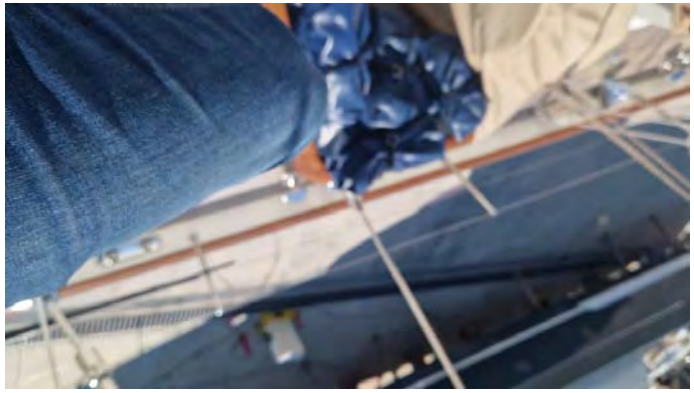




















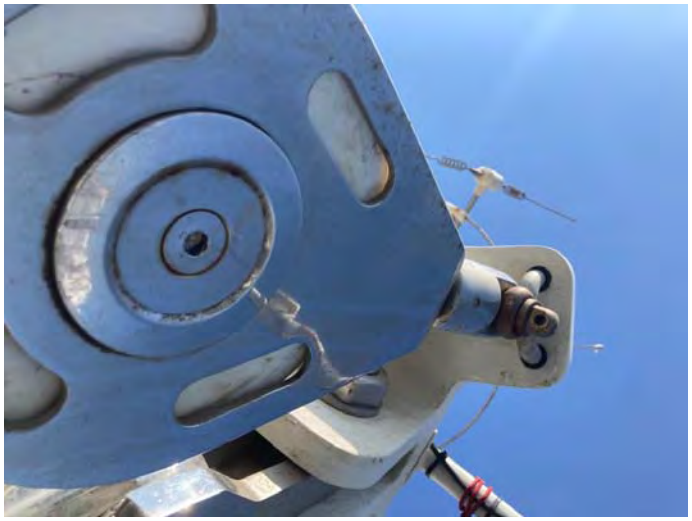







MIZZEN MAST
SHEET
HALYARD






Certificate of British Registry

CERTIFICATE OF BRITISH REGISTRY

PARTICULARS OF SHIP

NAME OF SHIP	NUMBER, YEAR AND PORT OF REGISTRY	
SURAMA	148 IN 2014, GEORGE TOWN	729382
NAME & ADDRESS OF BUILDERS	TYPE OF SHIP	SIGNAL LETTERS
ROYAL HUISMAN SHIPYARD Vollenhove 8325 ZG NETHERLANDS	PLEASURE YACHT	ZGEI9
	MATERIAL USED TO CONSTRUCT HULL	IMO NUMBER (IF ANY)
NUMBER, YEAR AND PORT OF PREVIOUS REGISTRY (IF ANY)	ALUMINIUM	-
729382 SURAMA London	DATE KEEL LAID	DATE MEASURED
	1996	6-NOV-2007

PRINCIPAL DIMENSIONS

LENGTH (m):	35.03	THE TONNAGE(S) OF THIS SHIP IN ACCORDANCE WITH HER INTERNATIONAL TONNAGE CERTIFICATE (1969) ARE:	
BREADTH (m):	8.82		
MOULDED DEPTH (m):	4.90	GROSS TONNAGE:	217
MOULDED DRAUGHT (m):	2.94	NET TONNAGE:	65
OVERALL LENGTH (m):	-	*For ships under 24 metres length, the tonnage is the gross tonnage and net tonnage*	

PARTICULARS OF ACCOMMODATION

NUMBER OF SEAMEN (INCLUDING APPRENTICES) FOR WHOM ACCOMMODATION IS PROVIDED:	-
NUMBER OF PASSENGERS FOR WHOM ACCOMMODATION IS PROVIDED:	-

ENGINE AND BOILER PARTICULARS

DESCRIPTION OF ENGINES	NAME & ADDRESS OF ENGINE MAKERS	ENGINE DETAILS	
INTERNAL COMBUSTION	MTU 88045 FRIEDRICHSHAFEN GERMANY	NO. OF SETS:	2
		NO. OF SHAFTS:	2
		WHEN MADE:	1995
NUMBER OF CYLINDERS IN EACH SET	DIAMETER OF CYLINDERS (mm)	LENGTH OF STROKE (mm)	
6	128	155	
DESCRIPTION OF BOILERS	NAME & ADDRESS OF BOILER MAKERS	BOILER DETAILS	
-	-	NUMBER:	-
		WORKING PRESSURE:	-
		WHEN MADE:	-

ADDITIONAL PARTICULARS

ESTIMATED BRAKE POWER (kW)	ESTIMATED SPEED OF SHIP (knots)	METHOD OF PROPULSION
745	12.5	SAILING AND MOTOR

NAME AND ADDRESS OF THE OWNER

DANUBE FINANCIAL LIMITED
Trident Chambers
PO Box 146
Road Town
Tortola
BRITISH VIRGIN ISLANDS

NUMBER OF SIXTY-FOURTH SHARES

64 SHARES

CAYMAN ISLANDS
SHIPPING REGISTRY

DATED AT GEORGE TOWN, CAYMAN ISLANDS ON 5 SEPTEMBER 2014.

REGISTRAR OF BRITISH SHIPS

NOTICE: 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 interests of all parties that the change should be registered according to law. Changes of ownership, address or other registered particulars should be notified to the Registrar at the Port of Registry. Should the Vessel be lost, broken up, or cease to be entitled to be registered in the Cayman Islands, notice thereof, together with the Certificate of Registry, if in existence, should within 30 days be given to the Registrar of Shipping at George Town in the Cayman Islands under a penalty for default.

NOTE: For the purpose of this Certificate, when a Pleasure Yacht is engaged in trade (by carrying passengers for hire, reference SOLAS Chapter I, Part A, Regulation 3(a)(vi)) it may also be referred to as a Commercial Vessel.

A member of
INFLATABLE SAFETY AND
SURVIVAL EQUIPMENT
TRADE ASSOCIATION LIMITED
ISSETTA FORM NO 197

LIFERAFTS

Certificate No: 3108786

CERTIFICATE OF RE-INSPECTION

This is to certify that the raft detailed below has been surveyed, controlled and tested in compliance with requirements from: **Other** and the manufacturer and in accordance with IMO resolution A.761 (18)

Inflatable Liferaft

Identification:

Type: **DSB LR 07**		Serial Number: **5085810202526**	Date of Manufacture: **Nov-2015**
Fabric Type: **Natural Rubber**	Capacity: **8**	Length of Painter: **28** m/inside **1** m/outside	Max Stowage height: **18** m

Cylinders:

Serial No.	Contents CO2	Contents N2	Latest hyd. test
15W110076	3.380kg	0.140kg	Apr-2025

Equipment:

Unit	Type	Serial No	Expiry date
Emergency pack:	Solas A	5085810202526	Apr-2026
EPIRB:			
HRU test:	ASKOROS LR2		
Radar Reflector:	ZC 20603	CP 13082311	
First aid kit:	SOFT PACK		Apr-2026

Unit	Serial No	Date of Manufacture
Humidity/CO2 Sensor:		

Tests:

Nap-test		Gas inflation test		Floor seam test		Load test davit launched	
Yes/No	**Yes**	Yes/No	**Yes**	Yes/No	**Yes**	Yes/No	**No**
Latest Test:	**Apr-2025**	Latest Test:	**Apr-2025**	Latest Test:	**Apr-2025**	Latest Test:	

Verification:

Date of inspection: **30-Apr-2025**	Service Station name and No. 50415: **Gedon AS Head Office**	Date issued to ship: **30-Apr-2025**
National Marine authority ID No.	Remarks/modification: **WP,NAP,FS,G.I. TESTS HAVE BEEN CARRIED OUT.**	

According to SOLAS regulation, this inflatable liferaft requires servicing within 12 months from the date of inspection (above)

Flagstate of ship: **Cayman Islands**

IMO No.

International call signal **ZGEI9**

Name of ship: **S/Y SURAMA**

Ship owner: **DANUBE FINANCIAL LTD.**

Alper Emlek

For authorised Service Station

GEDON GEMI DONATIM VE LOJISTIK A.S.

Signature

Survitec Group Eschershausen, Angerweg 5, D-37632, Eschershausen, Germany
Tel: +49 (0) 5534 3010, Fax: +49 (0) 5534 301 200, Email:eschershausen@survitecgroup.com

A member of
INFLATABLE SAFETY AND
SURVIVAL EQUIPMENT
TRADE ASSOCIATION LIMITED
ISSETTA FORM NO 197

Certificate No. **3108791**

CERTIFICATE OF RE-INSPECTION

This is to certify that the raft detailed below has been surveyed, controlled and tested in compliance with requirements from: Other and the manufacturer and in accordance with IMO resolution A.761 (18)

Inflatable Liferaft

Identification:

Type:		Serial Number:	Date of Manufacture:
DSB LR 07		**5085810202456**	**Nov-2015**
Fabric Type:	Capacity:	Length of Painter:	Max Stowage height:
Natural Rubber	**8**	**28** m/inside **1** m/outside	**18** m

Cylinders:

Serial No	Contents CO2	Contents N2	Latest hyd. test
15W110042	**3.380kg**	**0.140kg**	**Apr-2025**

Equipment:

Unit	Type	Serial No.	Expiry date
Emergency pack:	**Solas A**	**5085810202456**	Apr-2026
EPIRB:			
HRU test:			
Radar Reflector:	**ZC 20603**	**CP 13082311**	
First aid kit:	**SOFT PACK**		Apr-2026

Unit	Serial No.	Date of Manufacture
Humidity/CO2 Sensor:		

Tests:

Nap-test	Gas inflation test	Floor seam test	Load test davit launched
Yes/No **Yes**	Yes/No **Yes**	Yes/No **Yes**	Yes/No **No**
Latest Test: **Apr-2025**	Latest Test: **Apr-2025**	Latest Test: **Apr-2025**	Latest Test:

Verification:

Date of inspection:	Service Station name and No. 50415:	Date issued to ship:
30-Apr-2025	**Gedeo AS Head Office**	**30-Apr-2025**
National Marine authority ID No.	Remarks/modification: **WP,NAP,FS,G.İ. TESTS HAVE BEEN CARRIED OUT.**	

According to SOLAS regulation, this inflatable liferaft requires servicing within **12** months from the date of inspection (above).

Flagstate of ship: **Cayman Islands**

IMO No.

International call signal **ZGEI9**

Name of ship: ***S/Y SURAMA***

Ship owner: **DANUBE FINANCIAL LTD.**

Alper Emlek

For authorised servicing station:
GEMİ DONATIM ve LOJİSTİK A.Ş.
Liferaft ... Service
Kısıkköy ... Izmir / Turkey
Tel: 0 232 257 02 03

Signature

Survitec Group Eschershausen, Angerweg 5, D-37632, Eschershausen, Germany
Tel: +49 (0) 5534 3010, Fax: +49 (0) 5534 301 200, Email:eschershausen@survitecgroup.com

TRC MARINE

GUZELYALI MAH, TRC PLAZA, Çakabey Sok. No:22, 34903 ISTANBUL-TURKEY
Tel: +90 216 493 93 51Fax: +90 216 493 93 52
www.trcmarine.com e-mail service@trcmarine.com
Mob 7/24 :+905321204012

EPIRB TEST CERTIFICATE

This test was performed in accordance with SOLAS Regulation IV/15.9 and Guidelines on Annual Testing of 406 MHz Satellite EPIRBs as mentioned in MSC/Circ.1040/Rev.2 -18 October 2021 (see overleaf for details).

NAME OF SHIP	SURAMA
CALL SIGN	ZGE19

EPIRB INFO	
MAKER	ACR
TYPE	RLB-41
SERIAL NUMBER	15568
OUTPUT POWER	5 Watt
BATTERY EXPIRY DATE	03-2027
H.R.U. EXPIRY DATE	02-2026

Place of Issue	ISTANBUL-TURKEY
Date of Issue	29 APRIL 2025
Radio Surveyor&Engineer	DENIZ KALYONCU
Radio Company	TRC MARINE ELEKTRONIK

UNIT INFORMATION

TRC MARINE
GUZELYALI MAH. TRC PLAZA, Çakabey Sok. No:22, 34903 ISTANBUL-TURKEY
Tel: +90 216 493 93 51Fax: +90 216 493 93 52
www.trcmarine.com e-mail service@trcmarine.com
Mob 7/24 :+905321204012

S.A.R.T. TEST CERTIFICATE

This is to certify that the undersigned surveyor attended on board the below detailed vessel for the purpose of testing the SARTs.Reference : SOLAS Ch.III / Reg.6.2.2, IMO Res.A.802(19) and IEC 61097-1 Or RESOLUTION MSC.246(83)

NAME OF SHIP	SURAMA
CALL SIGN	ZGE19

SART INFO	9GHZ SART OR AIS-SART 1
MAKER	ACR
TYPE	PATHFINDER PRO
SERIAL NUMBER	00431416
BATTERY EXPIRY DATE	09-2026

PERFORMANCE CHECKS	SART 1
Visual Inspection	OK
Bracket Overhall	OK
Full Transmission on Radar Or Ais	OK
Self Test	OK

Place of Issue	ISTANBUL-TURKEY
Date of Issue	29 APRIL 2025
Radio Surveyor&Engineer	DENIZ KALYONCU
Radio Company	TRC MARINE ELEKTRONIK

TRC REV 2.0

FORM/03

CERTIFICATE of Inspection

Certifate No: **2025 / 358**

Type of Vessel / Unit	Name of Vassel Unit	Port of Registery	Place of Service
S/Y	SURAMA	GEORGE TOWN	TURGUTREİS

	CO_2 High Pressure Installation / Y.B. Merkezi CO_2 Sistemleri	
X	Fixed Fm200 Systems / Sabit Fm200 Sistemleri	SE-2
	Fixed Novec Systems / Sabit Novec Sistemleri	
	Dry Powder Installation / Merkezi Kuru Kimyevi Toz Sistemleri	
	Dry Powder Automatic Extinguishing / Kuru Tozlu Otomatik Yangın Söndürme Cihazları	
	Hydrostatic Test / Hidrostatik Test	
X	Portable Fire Extinguishers / Portatif Yangın Söndürme Cihazı	SE-7
	Gas Automatic Fire Extinguishing / Gazlı Otomatik Yangın Söndürme Cihazları	
	Foam Installation / Merkezi Köpük Sistemleri	
	Fire Hose Station / Yangın Dolapları	
	Breathing Apparatus / Solunum Seti	
	Fireman Outfit / İtfaiyeci Donanımı	
	Fire Detection Systems / Yangın İhbar Sistemi	
	Water Mist Systems / Su sisi Sistemleri	

GEÇERLİLİK SÜRESİ BİR (1) YILDIR. ***THIS CERTIFICATE IS VALID FOR ONE (1) YEAR.*** ***EXPRİY DATE :***	**16.04.2025** **16.04.2026**

ULAŞTIRMA VE ALTYAPı BAKANLIĞI GÜLLÜK LİMAN BAŞKANLIĞI **YETKİ NO** **AUTHORIZATIN CERTIFICATE NUMBER OF GULLUK HARBOUR MINISTERY.**	**2025 / 01**

Yukarıda SÖZÜ EDİLEN ARAÇLARIN EKSİKSİZ OLDUĞUNU GARANTİ EDERİZ.
We guarantee that the equipment mentioned above is in perfect condition.
Muayene ve test edilen elemanlara ait bilgiler arka sayfadadır.
For details of examined and tested elements see other side.

STAMP / SIGNATURE

SEÇKİN YANGIN SÖNDÜRME VE GÜVENLİK SİSTEMLERİ SAN. TİC. LTD. ŞTİ.
Milas V.D. No: 757 047 06 35

SEÇKİN
YANGIN SÖNDÜRME GÜVENLİK SİSTEMLERİ
MARINE SERVICE
DÖRTTEPE MAH. DÖRTTEPE MUCAVIR SK. NO: 38
/4 MILAS/MUGLA
www seckinyangin.com + ege@seckinyangin.com

İYT	01.08.2013
DÖKÜMAN NO	FR-02.01
REVİZYON TARİHİ	

FM 200 SABİT SİSTEM
FM 200 FIXED SYSTEM
SE-2

Ship Name: SURAMA **Service Date: 16.04.2025** **CERT NO: 358**

Location : ENGINEROOM
Consisting of : FM 200
Cylinders volume of kg. 2 X 25.5 KG – 1 X 7.4 KG
Cylinder test date: 2019
Cylinder Serial : 1139 – 1136 - 908

1. Çalıştırma ve dağıtım valflerinin sıkılığı kontrol edildi. *Relase system and distributon valves secured.*	☑				
2. Silindir ağırlıkları tartı yöntemi ile kontrol edildi *Contents in cylinders checked by manual weighting.*	☑				
3. Silindirler sıvı seviye tespit cihazı ile kontrol edildi. Derece C. *Contents in cylinders checked liquid level indicator, cyl. Temp. C.*	☑				
4. Tüm silindir valfleri kontrol edildi ve *All cylinder valves visually inspected*	☑	sızıntı test edildi *and leak tested.*	☑		
5. Tüm silindir kasaları ve bağlantıları sıkılık kontrolü yapıldı. *All cylinder frames and connections checked for lightness.*	☑				
6. Manifold ve dağıtım valfleri kontrol edildi. Test edildi. *Manifold and distributon valves inspected. Tested.*	☑				
7. Ana ve dağılım valfleri kontrol edildi. *Manifold and distributon valves inspected.*	☑	Test edildi. *Tested.*	☑		
8. Komple boşaltma sistemi kontrol edildi. *Total flooding relase system inspected.*	☑	Test edildi. *Tested.*	☑		
9. Çalıştırma sistemleri kontrol edildi. *Relase system inspected.*	☑				
10. Alarm fan stop test edildi. *Alarm fan stop tested.*	☑				
11. Dağıtım hatları ve nozzlelar kontrl edildi. *Distribution lines and nozzles inspected.*	☑	Test edildi. *Tested.*	☑	Hava tutuldu. *Blown through.*	☑
12. Duman ihbar sistemi test edildi. *Smoke detection system tested.*	☑				
13. Kapılar, menteşeler, kilitler kontrol edildi ve kontrol etiketleri yapıştırıldı. *Doors, hinges, locks inspected and date labels attachedd.*	☑				
14. Sistemdeki tüm talimat levhaları kontrol edildi. *All instruction plates on installation inspected.*	☑				
15. Sistem çatışma pozisyonuna getirilerek kontrol edildi. *Installation reconnected, sealed and left in operational order.*	☑				

SEÇKİN YANGIN SÖNDÜRME VE
GÜVENLİK SİSTEMLERİ SAN. TİC. LTD. ŞTİ.
Dörttepe Mah. [illegible] Mücavir Sok.
No: [illegible] MİLAS / MUĞLA
Milas V.D. No: 757 047 06 35

RINA YETKİLİ SERVİS AUTHORIZED SERVICE
TÜRK LOYDU YETKİLİ SERVİS AUTHORIZED SERVICE
Catef Marine Fire YETKİLİ SERVİS AUTHORIZED SERVICE
SEA FIRE YETKİLİ SERVİS AUTHORIZED SERVICE
ABS YETKİLİ SERVİS AUTHORIZED SERVICE
Aximar TSE tyco Fire & Security TESC

İYT	01.06.2013
DÖKÜMAN NO	FR-02.01
REVİZYON TARİHİ	

SEÇKİN
YANGIN SÖNDÜRME GÜVENLİK SİSTEMLERİ
MARINE SERVICE
DÖRTTEPE MAH. DÖRTTEPE MÜCAVİR SK. NO: 38
/4 MİLAS/MUĞLA
www.seckinyangin.com • ege@seckinyangin.com

SCBA

EEBD

SAFETY EQUIPMENT

CERTIFICATE OF SERVICE

Product	JON BUOY
Manufacturer	OCEAN SAFETY
Serial No	JB5205198112
Type	MK5

The Jon Buoy product detailed below has been serviced in accordance with the Manufacturer Requirements.

Date of Service	12/05/2025
Vessel Name	SURAMA
Next Service	05/2026
Modifications	1XSTICKER LABEL
Additions	

P.A.M. MARİN YATÇILIK VE
YAT YAPIMI TİC. LTD. ŞTİ
Çamdibi Mah. Yeni Sanayi Sitesi
C Blok No:24 Marmaris/ MUĞLA
Tel: 0252 412 00 99 info@pammarine.com.tr
Marmaris V.D.7190217777
Mersis No: 07 9021777700020

OCEAN SAFETY
APPROVED SERVICE STATION
Certificate No: 161410

INSPECTOR
Gökhan ARSLAN

Stamp&Signed.

P.A.M. MARIN LTD STI

Çamdibi Mah.Yeni San.Sit.C blok No:24/25 Marmaris/Muğla/Turkey
info@pammarine.com.tr +90 542 652 56 33 / +90 545 722 80 02

International yachtpaint.com | PRO

Tin Free Certificate

This is to certify that

"S/Y SURAMA (40m)"

was coated with

Micron 99 YBC106 (Black), TBT Free Self Polishing Antifouling Coating

(In compliance with the IMO Antifouling Systems Conventions) at

Didim D-Marin, Aydin, Turkey in March 2023

Underwater hull A/F paint scheme;
1. coat Micron 99 YBC106 (Black) 100 micron DFT
2. coat Micron 99 YBC106 (Black) 100 micron DFT

Total 200 micron DFT Micron 99 YBC106 (Black)

Micron 99 YBC106 (Black) is manufactured by **International Paint Ltd**

and contains the following active ingredients:

NAME	EINECS	CAS NO
Di Copper (i) oxide	215-270-7	1317-39-1
Zinc oxide	215-222-5	1314-13-2
Rosin	232-475-7	8050-09-7
Xylene	215-535-7	1330-20-7
Solvent naphtha (petroleum) light arom.	265-199-0	[illegible]
Bis(1-hydroxy-1Hpyridine-2-thionato-O, S)copper	238-984-0	1491[illegible]

Yours sincerely

AkzoNobel

RADIO LICENCE

OfReg

The Utility Regulation and Competition Office

Authorised by the Government of the Cayman Islands under the provisions of the Information and Communications Technology Law (2019 Revision)

SHIP RADIO STATION LICENCE

LICENCE DE STATION DE NAVIRE LICENCIA DE ESTACIÓN DE BARCO

In accordance with the provisions of Section 23 of the Information and Communications Technology Law (2019 Revision) and the Radio Regulations annexed to the International Telecommunications Convention now in force, the vessel "SURAMA" is licensed for the installation and use of the radio equipment described below for the period from 02 October 2025 to 01 October 2026.

Name of Vessel	Call Sign/ Official Number/ IMO Number/ MMSI Number	Owner	Registered Address
SURAMA	ZGEI9 729382 319073400	Danube Financial Limited	Trident Chambers, PO Box 145, Road Town, Tortola, British Virgin Islands

Type of Equipment	Frequencies	ITU Category	Quantity Carried
VHF fixed	156 to 163 MHz	V	0
VHF DSC fixed	156 to 163 MHz	V	2
VHF portable	156 to 163 MHz	V	2
VHF/DSC portable	156 to 163 MHz	V	0
MF/HF Telegraphy (MF/WT)	415 to 535 kHz	X	0
MF/HF Telegraphy (HF/WT)	1,605 to 4,000 kHz	Y	0
MF/HF Telegraphy (HF/WT)	4,000 to 27,500 kHz	Z	0
MF/HF Telephony (MF/WT)	1,605 to 4,000 kHz	T	0
MF/HF Telephony (HF/WT)	4,000 to 27,500 kHz	U	0
AIS-SART	156-162 MHz		1
Aeronautical SAR	121.5 MHz		0
UHF portable	457/467 MHz band (ITU RR Art 5.267)		0
Radar	2,920 to 3,100 MHz; 9,320 to 9,500 MHz		2
EPIRB	406 MHz	E	2
PLB	406 MHz		0
SAR radar transponder	9,200 to 9,500 MHz	G	1
Iridium Terminal		S	0
Satellite Earth Station - Standard C		S	1
Satellite Earth Station - Fleet		S	0

Associated MMSI #:

For the Utility Regulation and Competition Office

01 October 2025

Authorised Signature

Any change to the particulars referenced in this Licence or the Licence Application should be notified immediately to

OfReg, PO Box 10189, Grand Cayman KY1-1002, Cayman Islands
Tel: +1 345 946 4282 – Fax: +1 345 945 8284 – Email: [redacted] – Web Site: www.ofreg.ky

Utm
Report of

SURAMA

ULTRASONIC
THICKNESS MEASUREMENT REPORT

ULTRA
TEKNİK HİZMETLER
SAN ve TİC. LTD.ŞTİ.

ULTRA TEKNİK HİZMETLER
SAN. ve TİC LTD.ŞTİ.

Evliya Çelebi Mah. 2.Yasemin Sok.No:7 Tuzla / ISTANBUL
Tel:0216 395 85 10 Pbx - Fax:0216 395 49 94
E-mail: info@ultrateknik.com.tr
web: www.ultrateknik.com.tr

GENERAL PARTICULAR

Ships name : SURAMA

IMO Number :

Class ID Number :

Flag : CAYMAN ISLAND

Gross tons :

Deadweight :

Date of built :

Classification society :

Name of Company performing thickness measurement

: ULTRA TEKNIK HIZMETLER SAN.TIC.LTD.STI

Thickness measurement company certified by : American Bureau of Shipping

Certificate No. : 22-5300915-B

Certificate valid from : 16/06/2022 **to:** 15/06/2025

Place of measurement : DIDIM / AYDIN / TURKEY

First date of measureme : 16.11.2022

Last date of measureme : 16.11.2022

Special survey / Intermediate survey due : Annual Survey

Details of measurement equipment : GE DM5E **Serial :** DM5EG1608045

Qualification of operator : LEVEL II

Report Number : UT-3905 consisting of **15** sheets

Name of operator : Oğuz Fatih YELEK

Name of surveyor :

Signature of operator :

Signature of surveyor :

Company official stamp : ULTRA TEKNİK HİZM. SAN. TİC. LTD. ŞTİ.

Classification society official stamp :

NOTE:Ultrasonic thickness measurements had been carried out in Didim Yacht Marine with the presence of capt Mustafa Ataman

Certificate Number	**22-5300915-B**
Effective Date	16-June-2022
Expiry Date	15-June-2025
ABS Port Office	ISTANBUL
Company's Website	www.ultrateknik.com

CERTIFICATE OF

Recognized Service Supplier

This is to certify that

Ultra Teknik Hiz.San.Tic.Ltd.Sti.

located at

Evliya Celebi Mah.Peker Sok.No:7 Icmeler Tuzla-Istanbul / Turkiye

having been audited by ABS and having given a satisfactory practical demonstration of the service listed below, is recognized by ABS as a Service Supplier to provide services which ABS Surveyors may rely on to make decisions affecting classification or statutory surveys.

ESP Hull Gauging

Attached Certificate Appendix provides specific scope of approval, authorized personnel, manufacturer authorizations, and subcontractors.

It is the responsibility of the Service Supplier to employ, train and qualify persons in the service provided. If the service requires approval from manufacturers, the Service Supplier is responsible to maintain contact with the manufacturer and maintain any service manuals up to date. Where required by the category of service, the Service Supplier shall provide valid evidence that it is authorized or licensed by the equipment manufacturer to service the makes and models of equipment for which approval is sought. If approval from the manufacturer is not attained, a surveyor must be present at time of survey to continue work. Alternatively, current written instructions from the flag state are to be obtained to continue work without the surveyor present. Service Suppliers must present photo identification, evidence of qualification and authorizations from manufacturers, as applicable, at the time of service.

The ABS office issuing this certificate is to be kept updated with changes to the management of the company, employees, equipment and models on the authorization list and any changes made.

EVREN ERDIR , Surveyor

ABS

TERMS AND CONDITIONS

The issuance and interpretation of this Certificate of Service Recognition (hereinafter referred to as "certificate") is subject to the following terms and conditions.

1. REPRESENTATIONS AS TO SERVICE RECOGNITION

The Certificate is a representation only that the specified Company has been audited by ABS and has given a satisfactory practical demonstration of the listed services which ABS Surveyors may rely on to make decisions affecting classification or statutory surveys and is issued solely for the use of ABS and its committees. The validity, applicability and interpretation of this certificate are governed by the Rules, Guides, or standards of ABS who shall remain the sole judge thereof.

2. RESPONSIBILITY AND LIABILITY

The Company is not a subcontractor of ABS and is not an agent of ABS for any purpose. The Company remains solely responsible for its equipment, the qualifications and competency of its personnel, the supervision of its personnel, and the safety of its personnel while performing its services. Nothing contained in this certificate or any letter or report issued in contemplation of this certificate shall be deemed to relieve Company or any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied nor to create any interest, right, claim or benefit in any third party. It is understood and agreed that nothing expressed herein is intended or shall be construed to give any person, firm or corporation, other than the parties hereto, any right, remedy or claim hereunder; all provisions hereof are for the sole and exclusive benefit of the parties hereto.

3. LIMITATION

ABS makes no representations beyond those contained herein regarding its reports, letters, audits, certificates or other services.

4. HOLD HARMLESS

The party to whom this certificate is issued, and his assignee and successor in interest, agree to indemnify and hold harmless ABS; from and against any and all claims, demands, lawsuits, or actions for damages, including legal fees, to persons and property, tangible, intangible, or otherwise which may be brought against ABS incidental to, arising out of or in connection with the work done, services performed or material to be furnished under this certificate, except for those claims caused solely and completely by the negligence of ABS, its agents, employees, officers, directors or subcontractors.

Company shall defend, indemnify, and hold harmless ABS and its affiliates from and against any and all third party claims and liabilities (including, without limitation, reasonable attorneys' fees and costs), regardless of the form of action, arising out of or in connection with a claim that the service(s) offered by Company for which Company has sought recognition from ABS infringes, violates, or misappropriates a valid third party patent, copyright, or other proprietary right, provided that Company is promptly notified in writing of such claim, and ABS has not reached any compromise or settlement in such action or made any admissions in respect of the same.

5. ARBITRATION

Any and all differences and disputes of whatsoever nature arising out of or relating to this certificate shall be put to arbitration in the City of New York pursuant to the laws relating to arbitration there in force, before a board of three persons, consisting of one arbitrator to be appointed by ABS, one by Company, and one by the two so chosen. The decision of any two of the three on any point or points shall be final. Until such time as the arbitrators finally close the hearings either party shall have the right by written notice served on the arbitrators and on an officer of the other party to specify further disputes or differences under this Agreement for hearing and determination. The arbitration is to be conducted in accordance with the rules of the Society of Maritime Arbitrators, Inc. The arbitrators may grant any relief, other than punitive damages which they, or a majority of them, deem just and equitable and within the scope of the agreement of the parties, including, but not limited to, specific performance. Awards made in pursuance to this clause may include costs including a reasonable allowance for attorney's fees and judgment may be entered upon any award made hereunder in any court having jurisdiction. ABS and Company hereby mutually waive any and all claims to punitive damages in any forum. Company shall be required to notify ABS within thirty (30) days of the commencement of any arbitration between it and third parties which may concern ABS' work in connection with this certificate and shall afford ABS an opportunity, at ABS' sole option, to participate in the arbitration.

6. TIME BAR TO LEGAL ACTION

Any statutes of limitation notwithstanding, Company expressly agrees for itself and its affiliated companies that its right to bring or to assert against ABS any and all claims, demands or proceedings whether in arbitration or otherwise shall be waived unless (a) notice is received by ABS within thirty (30) days after Company or its affiliates had notice of or should reasonably have been expected to have had notice of the basis for such claims; and (b) arbitration or legal proceedings, if any, based on such claims or demands of whatever nature are commenced within one year of the date of such notice to ABS.

7. LIMITATION OF LIABILITY

The combined liability of American Bureau of Shipping, its officers, employees, agents or subcontractors for any loss, claim, or damage arising from negligent performance or non-performance of any services under this Agreement, or from breach of any implied or express warranty of workmanlike performance in connection with the services, or from any other reason, to any person, corporation, partnership, business entity, sovereign, country or nation, shall be limited to the greater of a) $100,000 or b) an amount equal to ten times the sum actually paid for the services alleged to be deficient. The limitation of liability may be increased up to an amount twenty-five times that sum paid for services upon receipt of Company's written request at or before the time of performance of service and upon payment by Company of an additional fee of $10 for every $1,000.00 increase in the limitation.

8. ETHICS AND COMPLIANCE

Falsification of this certificate, including any alterations by an entity other than ABS, may result in actions against the culpable entity up to and including legal proceedings for the misrepresentation of this document. Measures may include but are not limited to the immediate and indefinite suspension of the certificate in question, delisting of the entity from ABS online certification database, and immediate restriction of use of the authorized ABS service logos. Upon investigation by ABS, ABS reserves the right to permanently disqualify the implicated entity or its Principals from holding any service certifications from ABS.

This certificate is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited.

APPENDIX TO ABS SERVICE SUPPLIER CERTIFICATION NO. 22-5300915-B

Scope of Approval, Limitations or Restrictions

The service recognition is for thickness measurement of hull structure on ESP vessels.

Authorized Personnel

Mustafa Teke (Supervisor),

Oguz Fatih Yelek,

Taner Sahinturk ,

Nusret Guler .

Quality Manual/Process: Authorized personnel listing (Document name : Organization Chart , Version :,01 Date: 18.05.22) was reviewed and verified at the time the audit was carried out. Upon request, the firm is to provide the latest authorized personnel listing.

Quality Manager

Mustafa Teke

Authorization(s) from Equipment Manufacturers and Flag Administrations*

NA

Subcontractor and Scope of Subcontracting Work

NA

NOTE: This certificate evidence compliance with one or more of the Rules, Guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau. This certificate is a representation only that the Company has been assessed in accordance with ABS procedures and found capable of providing the listed service as limited by the associated recognition letter. This certificate is governed by the Terms and Conditions on the above page hereof and by the Rules, Guides or Standards of the American Bureau of Shipping, who shall remain the sole judge thereof.

* For statutory related activities, unless specially directed by the Administration, this approval is not to be construed as a substitute or a Flag Administration's approval for the purpose of SOLAS (2020 Consolidated Edition), as amended.

INSTITUTUL NAȚIONAL DE CERCETARE – DEZVOLTARE ÎN SUDURĂ ŞI ÎNCERCĂRI DE MATERIALE
NATIONAL R&D INSTITUTE FOR WELDING AND MATERIAL TESTING
ORGANISM DE CERTIFICARE PERSONAL EXAMINARI NEDISTRUCTIVE, PERSONAL SUDOR SI CALIFICARE PROCEDURI SUDARE
CERTIFICATION BODY FOR NDT PERSONNEL, WELDING PERSONNEL AND WELDING PROCEDURES QUALIFICATION

TIMIŞOARA

ISIM CERT END

Accredited body for personnel certification according to EN ISO/IEC 17024:2012, recognized 3rd party certification body notified to Directive Pressure Equipment 2014/68/EU, Annex I, 3.1.2, 3.1.3 / Organism acreditat pentru certificare de personal conform EN ISO/CEI 17024:2012, organizație de terță parte notificată în conformitate cu Directiva 2014/68/UE, Anexa I, 3.1.2, 3.1.3 Echipamente sub Presiune

CERTIFICATE
CERTIFICAT

ISIM CERT END

No. /Nr.
0225 – UT 2

We hereby certify that
Certificăm că

First name, surname/ Prenume, nume

Oğuz Fatih YELEK

Date of birth/ Data naşterii
03.07.1988

Place of birth/ Locul naşterii
GEBZE/ TURKEY

is competent according to EN ISO 9712:2013 for
este competent conform EN ISO 9712:2013 pentru

NDT method, level/ Metoda END, nivelul

Ultrasonic testing, level 2 (UT)

Examinare cu ultrasunete, nivel 2 (UT)

Industrial sector/ Sector industrial**

Metal processing/ Prelucrarea metalelor;
Inspection before and during the service of equipments, plants and structures/
Inspecția înaintea și în timpul exploatării echipamentelor, instalațiilor și structurilor

Date of certification/ Data certificării
25.04.2018

Expiry date/ Data expirării
24.04.2023

Președinte ISIM-CERT END
Chairman ISIM-CERT END Governing Board

Prof. dr. Ing. Traian Fleşer

ISIM CERT END

Conducător Executiv ISIM-CERT END
Scheme Manager of Certifying Body

Ing. Marius Oprou

ISOKAL KALİBRASYON DANIŞMANLIK
EĞİTİM SAN.TİC.LTD.ŞTİ
Aydıntepe Mahallesi Tayfun Sokak Gülşah Apartmanı No:13 TUZLA - İSTANBUL
Tel: 0 (216) 446 99 29 Fax: 0 (216) 446 40 22
E-Mail : isokal@isokal.com.tr **Web:** www.isokal.com.tr

AB-0093-K
22-02584
02 - 2022

KALİBRASYON SERTİFİKASI

Calibration Certificate

Sertifikanın Sayfa Sayısı : 3

Cihazın Sahibi	:	ULTRA TEKNİK HİZMETLER SAN. VE TİC. LTD. ŞTİ.
Adres	:	EVLİYA ÇELEBİ MAH. 2. YASEMİN SOK. NO:7 34944-TUZLA-İSTANBUL
Sipariş Numarası	:	23546
Makine / Cihaz	:	ULTRASONİK KALINLIK ÖLÇER
İmalatçı	:	GE
Tip	:	DM5E
Seri Numarası	:	DM5EG1608045
Envanter No:	:	---
Bulunduğu Yer	:	---
Kalibrasyon Tarihi	:	14.02.2022
İsokal Kodu	:	U0592310005

ISOKAL Kalibrasyon, TS EN ISO/ IEC **17025:2017** standartlarına göre **TÜRKAK** tarafından **AB-0093-K** kodu verilerek akredite edilmiştir.

***ISOKAL** Calibration has been accredited by TÜRKAK according to **TS EN ISO / IEC 17025:2017** standard and given **AB-0093-K** code.*

TÜRKAK Akreditasyon Kurumu (**TÜRKAK**) Kalibrasyon sertifikalarının tanınması konusunda Avrupa Akreditasyon Birliği(**EA**) ve Uluslararası Laboratuvar Akreditasyon Birliği (**ILAC**) ile karşılıklı tanınma anlaşmasını imzalamıştır.

*The Turkish Accreditation Agency (**TURKAK**) is signatory to the multilateral agreements of the European Co-operation for the Accreditation (**EA**) and of the International Laboratory Accreditation (**ILAC**) for the mutual recognition of calibration certificate.*

Bu kalibrasyon sertifikası, Uluslararası Birimler Sisteminde (SI) tanımlanmış birimleri realize eden ulusal ölçüm standartlarına izlenebirliği belgeler.

This calibration certificate documents the traceability to national standards, which realize the unit of measurement according to the International System of Units (SI)

Ölçüm sonuçları, genişletilmiş ölçüm belirsizlikleri ve kalibrasyon metotları bu serifikaların tamamlayıcı kısmı olan takip eden sayfalarda verilmiştir.

The measurements, the uncertainties with confidence probability and calibration methods are given on the following pages which are part of this certificate.

Mühür / Kaşe	Yayımlandığı Tarih	Kalibrasyonu Yapan	Onaylayan / Tarih
ISOKAL KALİBRASYON MERKEZİ ISOKAL	14.02.2022	Onur ÇALIŞKAN E-imza Seri No : 6422703569 Elektronik olarak imzalanmıştır.	14.02.2022 Volkan YAVUZÖZBEK E-imza Seri No : 1422493043 Elektronik olarak imzalanmıştır.

Bu sertifikanın orjinalliğini "www.isokal.com.tr" adresinden doğrulayabilir ve sertifikayı indirebilirsiniz.

ISOKAL Kalibrasyon Danışmanlık Eğitim San. Tic. Ltd. Şti.

Aydıntepe Mahallesi Taylun Sokak Gülşah Apartmanı No:13 TUZLA - İSTANBUL

Tel: 0 (216) 446 99 29 Fax: 0 (216) 446 40 22

E-Mail : isokal@isokal.com.tr **web:** www.isokal.com.tr

AB-0093-K
22-02584
02 - 2022

Ölçme Aralığı : 0,5 ... 500 mm

Çözünürlük : 0,01 mm

Kalibrasyonun Yapıldığı Yer : İsokal Kalibrasyon

Çevre Şartları : Sıcaklık : (20±1) °C , Nem : (50±15) %rh

Görüş ve Yorumlar :

Opinions and Interpretations

Kalibrasyon Prosedürü : Ultrasonik Kalınlık Ölçer Kalibrasyon Talimatı

Kalibrasyon Yöntemi : Cihazın kalibrasyonu referans blok mastar ile DIN EN ISO 2360'e göre ölçülerek gerçekleştirilir.

Ölçüm Şartları :

Ölçüm Belirsizliği : Beyan edilen genişletilmiş ölçüm belirsizliği, standart belirsizliğin, k=2 olarak alınan genişletme katsayısı ile çarpımı sonucunda bulunan değerdir ve %95 oranında güvenilirlik sağlamaktadır. Belirsizlikler ölçüm sonuçları sayfasında belirtilmiştir.

The reported expanded uncertainty of measurement is stated as the standard uncertainty of measurement multiplied by the coverage factor k=2, which for a normal distribution corresponds to a coverage probability of approximately 95% Uncertainties are expressed at Measurement Results page

Açıklamalar : Kalibrasyon sonuçları sadece İsokal tarafından atanan kalibrasyon kodu ve cihaz üzerinde yer alan seri numaralı cihaz / maddi ölçüte ait olup, kalibrasyon tarihinden itibaren ve sertifikada belirtilmiş şartlar altında geçerlidir.

Bu sertifikada raportanan sonuçlar, cihazın kalibrasyon tarihindeki durumunu göstermekte olup,cihazın uzun dönem kararlılığı ile ilgili hiçbir bilgi içermez.

Feragat Beyanı :

Uygunluk Değerlendirme ve Karar Kuralı : Müş.talep etmediği için uygunluk değ.yapılmamıştır

TS EN ISO 14253-1'de belirtilen şartlara uyulur ve ölçüm belirsizliği, müşteri ile yapılan sözleşme (Onaylı Teklif) dahilinde dikkate alınır.

Cihazın Lab. Kabul Tarihi : 08.02.2022

Cihaz/Ekipmanın uygun periyodlarde kalibrasyonundan kullanıcı sorumludur. Gelecek kalibrasyon tarihi, müşteri isteği halinde yazılır.

Kalibrasyonda Kullanılan Referanslar

Cihaz	Seri No	Sertifika No	Gel. Kalibrasyon Tarihi	İzlenebilirlik
IC-078	110915	2090843	31.12.2022	AB-0012-K

ISOKAL Kalibrasyon Danışmanlık Eğitim San. Tic. Ltd. Şti.

Aydıntepe Mahallesi Tayfun Sokak Gülşah Apartmanı No:13 TUZLA - İSTANBUL

Tel: 0 (216) 446 99 29 Fax: 0 (216) 446 40 22

E-Mail : isokal@isokal.com.tr web: www.isokal.com.tr

AB-0093-K
22-02584
02 - 2022

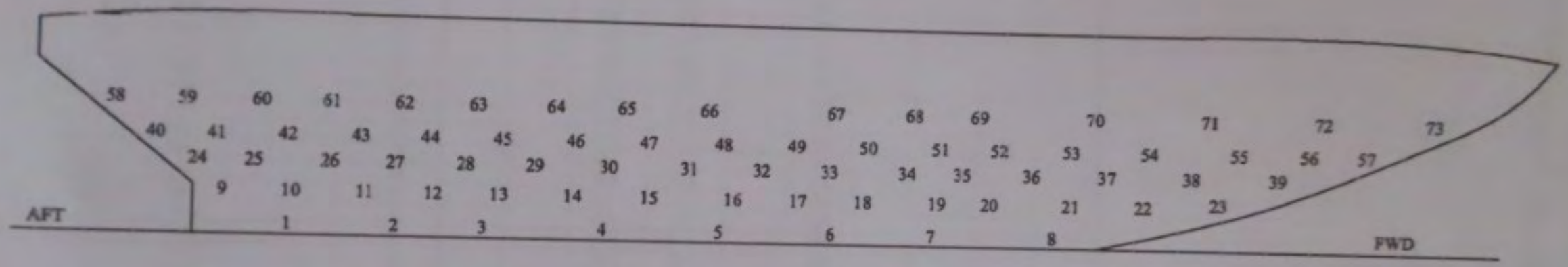
Ölçüm Sonuçları / Measurement Results

Isokal Kodu : U0592310005
Seri No : DM5EG1608045
Envanter No: —
Ölçme Sahası / Çözünürlük : 0,5 ... 500 mm / 0,01 mm

5 mm ile ayar sonrası yapılan ölçümler

	Referans Değer (mm) *Reference value*	Okunan Değer (mm) *Measured value*			Ortalama (mm) *Average*	Sapma (mm) *Deviation*	Belirsizlik (mm) *Uncertainty*
		1. Ölçüm *1.Measurement*	2. Ölçüm *2.Measurement*	3. Ölçüm *3.Measurement*			
	3,0	3,20	3,20	3,20	3,20	0,20	0,016
	5,0	5,15	5,15	5,15	5,15	0,15	0,016
***	7,0	7,13	7,13	7,13	7,13	0,13	0,016
	10,0	10,07	10,07	10,07	10,07	0,07	0,016
	30,0	30,00	30,00	30,00	30,00	0,00	0,016
	50,0	49,96	49,96	49,96	49,96	-0,04	0,016
	70,0	69,93	69,93	69,93	69,93	-0,07	0,016
	90,0	89,97	89,97	89,97	89,97	-0,03	0,016
	100,0	99,95	99,95	99,95	99,95	-0,05	0,016

*** *Ultrasonik kalınlık ölçer mastarı ölçüm değeri.*



SIDE SHELL PLATING
PORT / STBD

Report on THICKNESS MEASUREMENT OF MISCELLANEOUS STRUCTURAL MEMBERS

Ship Name : *SURAMA*
Class ID :
Report No : *UT-3905*

STRUCTURAL MEMBER		SIDE SHELL PLATING										
LOCATION OF STRUCTURE		SIDE SHELL PLATING										
DESCRIPTION		Org. Thk.	Min. Thk.	Gauged		Max. Alwb. Dim.	Prmsb. Dim. Level	Diminution P		Diminution S		SKETCH
		mm	mm	P	S	mm	%	mm	%	mm	%	
Plate	1			11.8	12.0		20%					
Plate	2			12.0	11.9		20%					
Plate	3			11.9	12.0		20%					
Plate	4			12.0	11.9		20%					
Plate	5			11.9	11.8		20%					
Plate	6			11.8	11.9		20%					
Plate	7			12.0	11.9		20%					
Plate	8			12.0	12.0		20%					
Plate	9			10.8	10.9		20%					
Plate	10			10.4	10.5		20%					
Plate	11			10.9	10.9		20%					
Plate	12			10.4	10.3		20%					
Plate	13			10.7	10.8		20%					
Plate	14			10.8	10.9		20%					
Plate	15			10.7	10.8		20%					
Plate	16			10.9	11.0		20%					
Plate	17			11.0	11.1		20%					
Plate	18			10.8	10.9		20%					
Plate	19			11.0	11.0		20%					
Plate	20			10.8	10.9		20%					
Plate	21			10.7	10.8		20%					
Plate	22			10.8	10.9		20%					
Plate	23			10.9	10.8		20%					
Plate	24			10.8	10.9		20%					
Plate	25			10.7	10.8		20%					
Plate	26			10.8	10.9		20%					
Plate	27			10.7	10.6		20%					
Plate	28			10.8	10.9		20%					
Plate	29			10.7	10.8		20%					
Plate	30			10.7	10.6		20%					

Operator Signature: .....

Report on THICKNESS MEASUREMENT OF MISCELLANEOUS STRUCTURAL MEMBERS

Ship Name : SURAMA
Class ID :
Report No : UT-3905

STRUCTURAL MEMBER		SIDE SHELL PLATING										
LOCATION OF STRUCTURE		SIDE SHELL PLATING										
DESCRIPTION		Org. Thk.	Min. Thk.	Gauged		Max. Alwb. Dim.	Prmsb. Dim. Level	Diminution P		Diminution S		SKETCH
		mm	mm	P	S	mm	%	mm	%	mm	%	
Plate	31			10.7	10.8		20%					
Plate	32			10.7	10.6		20%					
Plate	33			10.8	10.9		20%					
Plate	34			10.6	10.7		20%					
Plate	35			10.7	10.8		20%					
Plate	36			10.8	10.8		20%					
Plate	37			10.7	10.8		20%					
Plate	38			10.9	10.8		20%					
Plate	39			10.6	10.7		20%					
Plate	40			8.4	8.5		20%					
Plate	41			8.3	8.4		20%					
Plate	42			8.5	8.4		20%					
Plate	43			8.4	8.5		20%					
Plate	44			8.3	8.4		20%					
Plate	45			8.4	8.5		20%					
Plate	46			8.3	8.5		20%					
Plate	47			8.2	8.1		20%					
Plate	48			8.1	8.2		20%					
Plate	49			8.3	8.1		20%					
Plate	50			8.2	8.3		20%					
Plate	51			8.2	8.3		20%					
Plate	52			8.2	8.3		20%					
Plate	53			8.4	8.1		20%					
Plate	54			8.2	8.1		20%					
Plate	55			8.2	8.3		20%					
Plate	56			8.3	8.4		20%					
Plate	57			8.4	8.5		20%					
Plate	58			6.8	6.9		20%					
Plate	59			6.9	6.8		20%					
Plate	60			6.8	6.7		20%					

Operator Signature:.....

Report on THICKNESS MEASUREMENT OF MISCELLANEOUS STRUCTURAL MEMBERS

Ship Name : SURAMA
Class ID :
Report No : UT-3905

STRUCTURAL MEMBER		SIDE SHELL PLATING										
LOCATION OF STRUCTURE		SIDE SHELL PLATING										
DESCRIPTION		Org. Thk.	Min. Thk.	Gauged		Max. Alwb. Dim.	Prmsb. Dim. Level	Diminution P		Diminution S		SKETCH
		mm	mm	P	S	mm	%	mm	%	mm	%	
Plate	61			6.8	6.7		20%					
Plate	62			6.9	6.8		20%					
Plate	63			6.8	6.9		20%					
Plate	64			6.8	6.7		20%					
Plate	65			6.6	6.5		20%					
Plate	66			6.3	6.2		20%					
Plate	67			6.4	6.5		20%					
Plate	68			6.2	6.3		20%					
Plate	69			6.2	6.3		20%					
Plate	70			6.5	6.4		20%					
Plate	71			6.4	6.5		20%					
Plate	72			6.2	6.3		20%					
Plate	73			6.3	6.2		20%					

Operator Signature: .....

TMG-T