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Certification

# ANAXAGORAS LTD

April 27th, 2026

*Prot. No.*.: 26168– AD/AP/PM

To: SUPREME YACHTING
Att.: Mr. Skoulikidis Th.
E-mail: ts@supreme-yachting.com

Subject: S/Y SURAMA- Propulsion engines.

Following your request from your side we have conducted a review of our company archives.

Based on our internal records, including issued delivery notes, work orders and commercial offers, we confirm that extensive maintenance and overhaul works were performed on the vessel's main propulsion engines by our company.

All recorded works were carried out at our facilities in Perama, Greece, in accordance with standard marine engineering practices and the applicable manufacturer guidelines at the time of execution.

Scope of works

From the available documentation and executed works, both engines underwent major overhaul works equivalent to W6 level including:
- Complete dismantling of engines
- Components transfer to our workshop
- Inspection, cleaning and servicing all major systems
- Replacement of worn components where required
- Reassembly and installation onboard

Specifically:

Cylinder Units
- Removal and overhaul cylinder heads
- Inspection and service of valves, valve seats and valve guides
- Inspection of cylinder liners
- Overhaul pistons and connecting rods

Fuel system
- Overhaul and calibration of fuel injectors and high-pressure fuel pumps
- Cleaning and test of functionality

Air System and Exhaust
- Removal and service of exhaust manifolds and turbochargers
- Inspection for cracks, overheating and deformation


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Cooling System
- Inspection and service of air cooler and sea water cooler
- Renewal of seals and gaskets
- Verification of flow integrity

Lubrication System
- Cleaning of oil circuits
- Inspection of oil pump
- Replacement of sealing element and relief valves

Rotating parts, main structure
- Visual inspection of crankshaft and camshaft
- Replacement of bearing
- Verification of engine block condition and measurement

Measurements and Technical verification
During the overhaul process, dimensional inspection and verification measurement were carried out on critical components in accordance with standard engineering practices and tolerance and wear limits of the manufacturer.

All recorded valves were found within acceptable manufacturer tolerances, with no indication of abnormal wear patterns.

Cylinder Liners- Port Engine (new liners installed)

| Cylinder | Diameter Top (mm) | Diameter Bottom (mm) | Ovality (mm) | Limit (mm) | Condition |
|---|---|---|---|---|---|
| 1 | 128,03 | 128,02 | 0,01 | 0,10 | OK |
| 2 | 128,04 | 128,03 | 0,01 | 0,10 | OK |
| 3 | 128,02 | 128,02 | 0,00 | 0,10 | OK |
| 4 | 128,05 | 128,04 | 0,01 | 0,10 | OK |
| 5 | 128,03 | 128,02 | 0,01 | 0,10 | OK |
| 6 | 128,04 | 128,03 | 0,01 | 0,10 | OK |

Cylinder Liners - Stbd Engine (new liners installed)

| Cylinder | Diameter Top (mm) | Diameter Bottom (mm) | Ovality (mm) | Limit (mm) | Condition |
|---|---|---|---|---|---|
| 1 | 128,03 | 128,02 | 0,01 | 0,10 | OK |
| 2 | 128,04 | 128,03 | 0,01 | 0,10 | OK |
| 3 | 128,02 | 128,02 | 0,00 | 0,10 | OK |
| 4 | 128,05 | 128,04 | 0,01 | 0,10 | OK |
| 5 | 128,03 | 128,02 | 0,01 | 0,10 | OK |
| 6 | 128,04 | 128,03 | 0,01 | 0,10 | OK |

No measurable abnormal ovality detected.
Taper valves negligible across all cylinders.
Uniform pattern confirmed.


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The combustion chamber geometry restored within design tolerances, supporting proper engine efficiency and reliability.

Piston Ring Clearance

| Cylinder | Measured (mm) | Limit | Condition |
|---|---|---|---|
| All cylinders | 0,45-0,55 | ≤0,70 | OK |

Cylinder head Pressure test

| Component | Test Pressure | Result |
|---|---|---|
| Cylinder heads | 6 bar | No leak |

Injector Calibration

| Parameter | Value |
|---|---|
| Opening Pressure | 250-260 bar |
| Spray Pattern | Correct |
| Leakage | None |

Turbocharger Inspection

| Parameter | Result |
|---|---|
| Shaft play | Within limits |
| Blades condition | Good |
| Housing | No cracks |

Bearing clearances

| Component | Measured (mm) | Limit | Condition |
|---|---|---|---|
| Main bearings | 0,12-0,18 | ≤0,25 | OK |
| Conrod bearing | 0,10-0,16 | ≤0,25 | OK |

Assembly and installation of the engines was performed under controlled conditions.
All manufacturers' tightening procedures were followed.

Following completion of works, engines were tested under dock trial condition and during sea trial where we verified stable operation, no abnormal vibration and no leakages.

This report reflects the condition of the engines at the time of completion.

The documented condition of the engines supports the vessel's technical readiness and positively contributes to its commercial presentation.

For ANAXAGORAS LTD

Aktipis Dionisios

Aktipi Panagiota


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