



VESSEL	S/Y "WEATHER BIRD"
TYPE	Classic sailing yacht of wooden construction
BUILDER	Chantelot & Lemaistre, Fécamp, France
YEAR BUILT	1931
SURVEY PURPOSE	Condition and valuation survey
INSTRUCTIONS	7 th January 2025
CASE REF.	C2296
REPORT DATE	21 st January 2025
PURPOSE	Survey report

PSP SUPER YACHTS CONSULTANTS

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RECEIPT OF INSTRUCTIONS

Instructions were received on 7th January 2025 from the Owner, Mr Leon Yohai.

SCOPE OF SURVEY

Instructions received included the following:

- Condition and valuation survey
- Checking of vessel's documents, certificates and maintenance records' file
- Reporting as necessary

INSPECTION DETAILS

Various inspections were conducted with the vessel ashore at Atlas Shipyard in Perama, Piraeus area, Greece on 8th, 9th, 13th, 16th and 20th January 2025.

Present during the inspections were the following parties:

- Owner, Mr Leon Yohai
- Various shipyard technicians
- Panos Konstantios, Marine Surveyor and Technical Consultant who is undersigning this report



Vessel at Atlas Shipyard in Perama, Piraeus area, Greece at the time of survey

QUALIFICATIONS AND PROFESSIONAL BACKGROUND

The professional background and qualifications of the undersigned include the following:

Working experience as a Marine Surveyor and Technical Consultant on yachts and super yachts for 30 years.

About two thousand inspections, surveys and technical consultancy jobs for on behalf of Owners, Managers and Underwriters of yachts and super yachts.

Supervision of repairs and upgrade refits in Greek Shipyards and in Shipyards of Germany, Holland and Italy, which are globally leaders in the field of yachts and super yachts' building.

Master Degree in Naval Architecture and Marine Engineering of NTUA (National technical University of Athens), graduated in 1996 (Prometheus' Silver Metal Award).

Member of the Greek Technical Chamber (TEE) since 1996 with membership no. 74504, as well as the following memberships:
Hellenic Marine Technical Consultants Association
Greek Naval Architects and Marine Engineers Association
International Association of Marine Consultants & Surveyors (IAMCS)
International Institute of Marine Surveying (IIMS)

The current professional activity of the undersigned on yachts and super yachts includes:

Structural and Machinery Damage Surveys
Condition & Valuation Surveys
Hull & Machinery Insurance Claims
Warranty Surveys
Coating Surveys

Recent surveys conducted by the undersigned on classic wooden yachts are as follows:

MAID MARIAN II (motor yacht built by New York Launch, Morris Heights, in the USA in 1931): Condition survey, new design on upper deck and supervision of major upgrade refit for Owners in 2021.

RAIATEA (sailing yacht built by Camber and Nicholsons in England in 1938): Pre-purchase condition survey for potential Buyer in 2022.

LADY L (wooden motor yacht built by Fairmile Construction Company Ltd in the UK in 1944): Condition and valuation survey in November 2024.

CALLE TIOSSI (wooden motor sailor built by Cantieri di Piza in Italy in 1949): Warranty survey following coating upgrade refit for Owners in December 2024.

SCOPE

The present report provides the technical opinion of the undersigned in respect of the condition and the value of WEATHER BIRD.

PARTICULARS OF VESSEL

The particulars of the vessel were noted to be as follows:

NAME OF VESSEL	WEATHERBIRD
TYPE	Classic sailing yacht
BUILDER	Chantelot & Lemaistre (ex-name of Chantier Navals de Normandie)
DESIGNER	Vladimir Orloff & Henri Rambaud
YEAR & PLACE BUILT	1931, Fécamp, France
MATERIAL	Oak carvel and iroko planking on oak frames; laid teak deck; iron ballast keel
LENGTH OVERALL	31.00 metres with bowsprit
LENGTH	27.50 metres
LENGTH REGISTERED	22.80 metres
BEAM	6.50 metres
DEPTH	4.40 metres
DRAFT	2.46 metres
GRT	71.27
NRT	48.46

MAIN ENGINE	One internal combustion, 4-stroke, turbocharged diesel engine
MAKE AND TYPE	Cummins, 6CTA 8.3 – M1
ENGINE OUTPUT	300 HP @ 2,500 rpm
SERIAL No.	21352480
GENERATORS	2 x Fischer Panda diesel generator sets, 25 KW each
RIGGING	Gaff schooner rig with stainless steel chain plates, turnbuckles and wire standing rigging; single spreader mainmast with mainsail and topsail; single spreader fore mast with foresail, topsail, fisherman, staysail, jib and flying jib sails; boom sail covers for main, foresail and staysail; and awnings over main and fore mast booms
DECK HARDWARE	Windlass with 2 wrapping drums and 2 capstans 240 m stud link galvanised anchor chain Stainless steel winches Bronze and chromed fairleads Bronze, chromed and wooden mooring cleats Stainless steel stanchions and wire lifelines
ACCOMMODATION	4 cabins for 8 guests and crew accommodation for 5 persons Deck Saloon area with U-shaped seating located forward with table and bar area on the starboard side Aft double berth VIP cabin on the starboard side with desk, sofa and ensuite bathroom Aft twin guest cabin on the port side Bathroom on the port side for the common use of port and starboard guest cabins

ACCOMMODATION	Forward double berth Master cabin on the starboard side with desk and ensuite bathroom Forward twin guest cabin on the port side Galley with 6 burner hob and oven on the starboard side Crew Accommodation with 5 berths, WC and shower and crew mess area with seating on centreline
FLAG	Greek
PORT OF REGISTRY	Piraeus
REGISTRATION No.	12975

HISTORY OF VESSEL

The following are mentioned in the web sites of www.boatinternational.com and in www.sandemanyachtcompany.co.uk:

The French two-masted Schoone WEATHERBIRD is not just a classic sailing yacht. This particular boat boasts an impressive career as one of the most historic sailing yachts to navigate the high seas. She measures 101' (31m) in length and was built in 1931 by Chantier Navals de Normandie, her design overseen by Russian aristocrat Victor Orloff and Frenchman Henri Rambaud. WEATHERBIRD is the ideal yacht for adventurers and offers a platform for exploration. The yacht has received many updates and upgrades over the years, and in 2021 she saw a complete mechanical refit, overhaul and replacement of systems, leaving her in wonderful condition.

WEATHERBIRD was commissioned for Sara and Gerald Murphy, a high-society American couple whose well-known families flourished in fortune. She has welcomed likes of the most famous names in art, literature, music and poetry. Some of her most notable guests included Cole Porter, Coco Chanel, Ernest Hemingway, Dorothy Parker and Pablo Picasso. All interior spaces showcase the classic 30s styling and have been maintained since her build; it is like she has been frozen in time.

WEATHER BIRD was launched in November 1931, based in South France until 1947 that her name changed to JAVA and her home port to Monaco.

According to Lloyds Register of Yachts, she remained Monaco-based through subsequent ownership by Madame de Luna of Brussels (1952-1955), and Fernand Trembley of Geneva (1955-1958). Mr and Mrs Maurice Sallé of Mexico City (but members of Yacht Club de France) restored her name to WEATHER BIRD in 1958 with her port listed as Cannes, and then in 1966 she became listed under corporate, New York City-based ownership, but with the home port still Cannes. She eventually disappeared from the register after 1969.

Owners over the past 20 years have given this much loved schooner just deserts and more, with details of major refits listed elsewhere here, and she has been a popular and enchanting charter boat.



DOCUMENTS AND CERTIFICATES

The following documents and certificates are attached herewith:

- Certificate of Nationality (Appendix 1) issued at Piraeus, Greece on 2nd December 2021.
- Protocol of General Inspection of Small Passenger Ship (Appendix 2) issued at Piraeus, Greece by International Naval Survey Bureau (INSB Class) on 19th June 2024 and valid until 5th February 2026 with last dry-docking inspection held on 6th February 2024 and last inspection afloat on 19th June 2024.
- Retro photo gallery (Appendix 3)
- Photo gallery from last upgrade refit (Appendix 4)

- SM Yachts list of works dated 20th January 2025 with English translation (Appendix 5)
- Advertising brochure (Appendix 6)

All the documents and the certificates of the vessel were noted to be valid.

HISTORY OF REFITS

The following information about the previous refits is provided from the web site www.sandemanyachtcompany.co.uk:

2016

Rig refit; new rigging and electric/ electronic cables

2015

Rudder removed for check; bearings replaced

2011-2012 At Marmaris, Turkey

- Making and fitting of new iron keel
- Associated new galvanised and epoxy coated steel floors
- Associated new keelbolts and fastenings
- Other hull revision
- Removal, cleaning and painting of bilge tanks
- Plumbing inspection and electrical replacement
- Engine room rationalisation and refit

2007-2008 At Marina di Scarlino, Italy

- Plank replacement and refastening
- Frame reinforcing

1997-1998 Major refit at Cantiere Navale dell'Argentario, Italy

- New teak deck
- Some planking and fastening work
- Restoration internal, including new furnishings, and external, including deckhouse
- Revision of electrical and hydraulic systems, and sea valves
- New stainless steel black and grey water tanks

MAJOR UPGRADE REFIT 2020/2022

A major upgrade refit was effected between 2020 and 2022 by the current Owner in Perama, Piraeus area, Greece.

Subject upgrade refit included substantial carpentry works involving extensive renewals in way of the stern transom, the stem, the stern tube, and the hull planking. Works were carried out by SM Yachts, one of the most reputable shipwrights in Greece. More specifically the following were carried out:

- Renewal of sternpost large sections
- New stern tube
- Partial renewal of the underside wood structure in way sternpost
- Renewal of the stern transom and stiffeners
- Reinforcement of the engine room girders' mounting
- Fitting of new longitudinal girders and reinforcements
- Renewal of 106.55 running metres of frames
- Renewal of the engine's foundations
- Renewal of 310 running metres of hull outer planking
- Calking in way of the new planking fitted
- Fitting of extra screws over the whole outer planking of the hull

A complete mechanical and electrical refit was also carried out during the same period. According to the report of Lever Group Services (www.leverteam.gr) dated March 2021 the following works were carried out.

During the 12 months refit project, operational & cruising efficiency of the S/Y WEATHER BIRD improved to the highest standards. Methodical overhauling and replacement of all major mechanical systems organized and executed with the constant and dedicated support of her owner.

- Installation of new Generators
- Main Engine Anti-Vibration mountings & High Flexible Couplings replacement
- New Air condition unit
- New watermaker
- All pumps renewed
- FM200 extinguishing system
- Brand new vintage cockpit with new standards
- New rigging
- New electric Winches
- Main engine, Gear box and their peripheral components overhauling
- Propulsion Shafting system overhauling
- Rudder & Bow Thruster overhauling
- Major operational mechanical systems overhauling included pumps, sea valves as well as capstan- windlass

For further particulars reference is requested to a set of photographs provide by the Owner (Appendix 4) and SM Yachts list of works (Appendix 6). The report issued by Lever Group Services is not attached herewith due o its size.

FINDINGS

The following were noted during survey:

- Vessel was found in an overall good condition
- Vessel is operated for commercial use purposes
- Inspection was carried out while the vessel ashore
- Underwater hull areas were examined and found to be sound. Antifouling coating was removed in way of various spot areas, condition of planking was checked in way and found to be sound and the spot areas were recoated. No rotten areas were found in way of the hull planking.
- Hull topsides were examined and were found to be sound and free of any marks or contact damages
- Vessel's structure was found to be in sound condition from the exterior and as far as accessible it was inspected from the interior during survey. Frames and internal stiffeners were inspected as far as accessible and found to be in good condition
- Condition of coating was visually examined and found to be within acceptable cosmetic standards for classic yachts
- All the deck fittings and equipment were found to be in an overall good condition
- Anchor windlass found in good condition
- Accommodation areas were found to be of good quality and in good condition. Original varnish is in very good condition and of high cosmetic standard
- Electronic and navigational equipment was found to be in good condition, operating satisfactorily and covering the needs of the vessel for safe navigation
- Bilge alarm system was tested successfully during survey
- Firefighting equipment was found in a satisfactory condition, serviced and relevant certificates which were sighted on board noted to be valid)

- Engine room and machinery were noted to be in good condition with most of the machinery items having been renewed during the last upgrade refit
- Main engines found in an apparent satisfactory condition during the inspection
- Exhaust ducting insulation of engine and generators found in satisfactory condition
- Diesel generator sets fitted new in last refit were noticed to be in very good condition
- Engine room bilge areas were found to be clean
- All sea valves and piping was noted to be in good condition
- Electrical switchboards and local control panels were found in good condition
- Auxiliary machinery including air conditioning system; main fire/bilge pumps; and automatic bilge pumps, all fitted new during last refit, were found to be in good condition, well maintained and operating satisfactorily

RECOMMENDATIONS

- Capping rails require to be re-varnished
- Bowsprit requires to be revarnished

SUMMARY

WEATHER BIRD is a classic yacht of very high quality for a wooden vessel. The vessel was found to be in an overall good condition during survey with a good standard of maintenance.

VALUATION

We were requested to provide a valuation of the vessel on the basis of our survey findings.

WEATEHR BIRD is a reputable classic yacht which has been well maintained and upgraded. The vessel was subjected to a major upgrade refit by her current Owner including extensive renewals of its hull structure and the renewal of most of the machinery and electrical items fitted on board.

The yacht's valuation is based on:

- yacht's current condition
- our experience on yacht sales of similar type classic yachts
- current market conditions

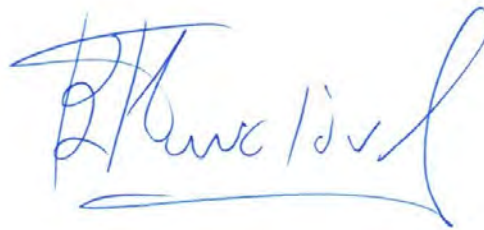
We hereby confirm that we have considered the current condition and the particulars of the subject yacht based on our findings during inspection, information supplied to us and/or we have obtained and after having studied the relevant market conditions.

It is our opinion that a fair reasonable market value of subject vessel as described above is:

€2,000,000
(Euros two million)

This opinion is provided on the understanding that the yacht would be in position to give delivery at a European port, on normal sale terms, between a willing Seller and a willing Buyer and on the presumption that the yacht would have been maintained to normal standards and in sound trading condition, having clean and valid certificates.

Yours faithfully



Panos Konstantios
Marine Surveyor & Technical Consultant
Naval Architect & Marine Engineer
HMTCA IAMCS - IIMS



APPENDIX LIST

1)	Certificate of Nationality
2)	Protocol of General Inspection of Small Passenger Ship
3)	Retro photo gallery
4)	Photo gallery from last upgrade refit
5)	SM Yachts list of works dated 20 th January 2025 with English translation
6)	Advertising brochure
7)	Photographs

This report has been prepared by the undersigned Marine Surveyor. The factual statements contained in this report are true and correct. The reported opinions and conclusions are limited only by the reported cases and restrictive conditions and constitute personal, unbiased professional opinions and conclusions. I have no present or future interest in the vessel which is the subject of this report and I have no personal interest or prejudice in relation to the parties involved. I have personally inspected the boat that is the subject of this report. Access was limited to those areas and parts of the vessel which were exposed, visible and accessible. Inspection of machinery, generators, equipment, piping, wiring, tanks, electrical and electronic equipment was necessarily superficial under the terms of instructions provided. No warranty as to the structural integrity of the vessel is provided and no guarantee against the existence of possible errors in design or latent defects is either implied or given. Particulars which are contained in this report are from information given to me and collated from other sources. Whilst due care has been taken and I believe the particulars and information to be correct, no warranty is given and no responsibility for their accuracy is accepted. This report is subject to the reservation and for the benefit of those concerned.

APPENDIX 1

Certificate of Nationality

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ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
REPUBLIC OF GREECE

AMYEN
GRC 100 208 803

ΥΠΟΥΡΓΕΙΟ ΝΑΥΤΙΑΣ ΚΑΙ ΝΗΣΙΩΤΙΚΗΣ ΠΟΛΙΤΙΚΗΣ
MINISTRY OF MARITIME AFFAIRS AND INSULAR POLICY

ΕΓΓΡΑΦΟ ΕΘΝΙΚΟΤΗΤΑΣ

CERTIFICATE OF NATIONALITY

Β Ε Β Α Ι Ω Ν Ε Τ Α Ι

THIS IS TO CERTIFY

με το παρόν ότι το εμπορικό πλοίο, που περιγράφεται πιο κάτω:
That the merchant vessel described below:

ΟΝΟΜΑ NAME	(α) Δ.Δ.Σ. INTERNATIONAL CALL LETTERS ΚΑΙ / AND (β) Δ.Σ.Π. Μ.Μ.Σ.Ι.	ΑΡΙΘΜΟΣ IMO IMO NUMBER	ΛΙΜΑΝΙ ΝΗΟΛΟΓΗΣΗΣ PORT OF REGISTRY	ΑΡΙΘ. ΝΗΟΛΟΓΙΟΥ REGISTER NUMBER	ΤΥΠΟΣ ΠΛΟΙΟΥ TYPE OF SHIP
"ΓΟΥΕΔΕΡ ΜΠΕΡΝΤ" "WEATHER BIRD"	(α) SVB 2740 (β) 240397700	-	ΠΕΙΡΑΙΑΣ PIRAEUS	12975	Ε/Π-ΤΙΡ PROFESSIONAL TOURISTIC
ΥΛΙΚΟ ΚΑΤΑΣΚΕΥΗΣ ΣΚΑΦΟΥΣ MATERIAL OF CONSTRUCTION ΞΥΛΕΙΑ WOOD	ΑΡΙΘΜΟΣ ΚΑΙ ΤΥΠΟΣ ΠΡΟΣΘΗΤΡΙΩΝ ΜΗΧΑΝΩΝ NUMBER AND TYPE OF PROPULSION MACHINERY ΙΣΤΙΟΚΙΝΗΤΟ ΜΕ ΒΟΗΘ. ΜΙΧ ΜΙΑ (4) ΜΕΚ SAILING WITH AUX. ENG. ONE (4) ICE			CUMMINS 6 CTA 8.3 - M1 SIN: 21352480	ΙΠΠΟΔΥΝΑΜΗ HORSEPOWER 300 BHP / 2500 RPM

έχει καταμετρηθεί σύμφωνα με τους κανόνες και τις ισχύουσες διατάξεις για
has been measured in accordance with the Rules and Regulations regarding

την καταμέτρηση της χωρητικότητας των εμπορικών πλοίων, όπως προκύπτει από
tonnage measurement of merchant ships, as per certificate of measurement
το πιστοποιητικό καταμέτρησης που εκδόθηκε από το Λιμενικό Γραφείο Επιθεωρήσεων Πλοίων την 19-11-2021
Issued by I.N.S.B. on the 19-11-2021

και έχει τα ακόλουθα στοιχεία:
and has the following particulars:

ΧΩΡΗΤΙΚΟΤΗΤΑ TONNAGE	Ολική (ΚΟΧ) / gross (g.r.t.) Καθαρή (ΚΚΧ) Net (n.r.t.)	71,27 48,46
ΔΙΑΣΤΑΣΕΙΣ DIMENSIONS	Μήκος ολικό: Length Overall Μήκος νηολόγησης: Register Length Πλάτος νηολόγησης: Register Breadth: Βάθος νηολόγησης: Register depth	27,50 M 22,80 M 6,50 M 3,40 M
ΠΛΟΙΟΚΤΗΤΗΣ OWNER	ΟΝΟΜΑ - ΔΙΕΥΘΥΝΣΗ NAME - ADDRESS	"WEATHERBIRD ΙΔΙΩΤΙΚΗ ΚΕΦΑΛΑΙΟΥΧΙΚΗ ΕΤΑΙΡΕΙΑ" (ΠΑΡΑΛΙΑ ΑΛΜΙΡΗΣ ΘΕΣΣ ΚΟΚΚΟΣΙ ΚΟΡΙΝΘΟΣ) 100% "WEATHERBIRD P.C." (ΠΑΡΑΛΙΑ ΑΛΜΙΡΗΣ ΘΕΣΣ ΚΟΚΚΟΣΙ ΚΟΡΙΝΘΟΣ) 100%

Το παραπάνω πλοίο που καταχωρήθηκε στα Ελληνικά Νηολόγια επιτρέπεται να φέρει την Ελληνική Σημαία
The vessel has been registered in the Greek Registry and is permitted to fly the Greek Flag.

ΜΕ ΤΗ ΝΗΟΛΟΓΗΣΗ
ΕΙΣΔΡΗΣΕ ΤΟ ΠΑΡΟΝ.
Ο ΝΗΟΛΟΓΟΣ.

ΠΕΙΡΑΙΑΣ 02 ΔΕΚΕΜΒΡΙΟΥ 2021.
Dated at PIRAEUS on the 02 day of DECEMBER 2021.
Ο Νηολόγος - The Registrar



ΚΕΝΤΡΙΚΟ ΛΙΜΕΝΑΡΧΕΙΟΝ ΠΕΙΡΑΙΩΣ
ΤΜΗΜΑ ΠΝΟΘΩΣΙΩΝ - Ν. ΥΠΟΘΗΚΩΝ

Το Ε/Π-Τ/Ρ "ΓΟΥΕΔΕΡ ΜΠΕΡΝΤ" Ν.Π. 12975
ΕΙΝΑΙ ΠΡΩΗΝ ΣΗΜΑΙΑΣ ΜΑΛΤΑΣ ΜΕ ΟΝΟΜΑ
"WEATHER BIRD".
ΠΕΙΡΑΙΑΣ 02 ΔΕΚΕΜΒΡΙΟΥ 2021.

- Ο ΑΓΘΛΟΣ -



ΣΤΡΟΠΟΥΛΟΣ ΘΩΜΑΣ
ΑΝΤΙΠΟΛΙΤΑΡΧΟΣ Λ.Σ.

ΚΑΠ/ΝΗΣΩΣ

Η την χαρτοσήμανση του παρόντος
ατατέθηκαν τα με αριθμ. 1).....
44.1925708952..... Παραβολ.
Τελών χαρτοσήμου Υπέρ Δημοσίου 2)
..... Απόδειξη Είσπραξης
ΥΕ υπέρ του Μ.Τ.Ν. 3)ΚΑΕ 3741.44.1908447952
Πειραιώς..... 02-12-2021



ΚΑΙΝΩ ΣΤΡΑΤΙΔΑΚΗ
Επικελευστής Λ.Σ.

APPENDIX 2

Protocol of General Inspection of Small Passenger Ship



ΠΡΩΤΟΚΟΛΛΟ ΓΕΝΙΚΗΣ ΕΠΙΘΕΩΡΗΣΗΣ ΜΙΚΡΟΥ ΕΠΙΒΑΤΗΓΟΥ ΠΛΟΙΟΥ
CERTIFICATE OF GENERAL INSPECTION OF SMALL PASSENGER SHIP

Εκδόθηκε σύμφωνα με τις διατάξεις της Υ.Α 4113.297/01/2012 μετά από αναγνώριση και εξουσιοδότηση της Κυβέρνησης της Ελληνικής Δημοκρατίας στον Οργανισμό με συμφωνία που ισχύει από υπογραφή της 20ης Ιουνίου 2012
Issued under the provision of the 4113.297/01/2012, under the authority of the Government of the Hellenic Republic by the Organization

ΔΙΕΘΝΕΣ ΓΡΑΦΕΙΟ ΕΠΙΘΕΩΡΗΣΕΩΝ ΠΛΟΙΩΝ-ΝΗΟΓΝΩΜΟΝΑΣ
INTERNATIONAL NAVAL SURVEYS BUREAU - INSB Class

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
HELLENIC REPUBLIC

Είδος πλοίου: Type of ship:	Ε/Π-Τ/Ρ Professional Touristic	Όνομα πλοίου: Name of ship:	ΓΟΥΕΔΕΡ ΜΠΕΡΝΤ WEATHER BIRD	Νηολόγιο: Port of registry:	ΠΕΙΡΑΙΑΣ PIRAEUS 12975
Κωδικός: Code:	10499	AMYEN: M.I.D.:	GRC 100208803		
ΔΔΣ: Call sign:	SVB 2740	Δ.Σ.Π. / M.M.S.I.: 240397700	ΧΩΡΗΤΙΚΟΤΗΤΑ TONNAGE	ΔΙΑΣΤΑΣΕΙΣ (μ) DIMENSIONS (m)	ΝΑΥΠΗΓΗΣΗ BUILT
ΕΠΙΘΕΩΡΗΣΕΙΣ INSPECTIONS	Νηογνώμονας: Class Society:	(Διεθνής) GT: 65	Μήκος ολικό Length Overall 27,50	Έτος: Year: 1931	ΝΑΥΠΗΓΙΚΑ ΣΤΟΙΧΕΙΑ HULL DATA
Ξηράς / Dry dock:	Κλάση/Class	Ολική (ΚΟΧ): Gross (grt) 71,27	Πλάτος/Breadth 6,50	Τόπος: Place: ΓΑΛΛΙΑ	Υψος εξάλων: 1450 xιλ
06/02/2024	Ημερ. Τελευτ. Παχυμ.: Thickness Measurement:	Καθαρή: Net (nt) 48,46	Μήκος καταστ.: Length Reg. -	Υλικό: Material: ΞΥΛΕΙΑ	Freeboard Height mm
Θάλασσας/At sea: 19/06/2024			Κοίλο/Depth: -	WOOD	

ΠΡΟΣΕΤΗΡΙΕΣ ΜΗΧΑΝΕΣ / MAIN ENGINES

Θέση Position	Είδος καυσίμου Type of fuel	Κατασκ.-τύπος Manufacturer - model	Χώρα κατασκ. Place of build	Έτος κατασκ. Year of build	Ιπποδύναμη Horsepower	Κύλινδροι Cylinders	Τελ. ημ/για εξαγ. Αξονα Last tail-shaft inspection
ME Middle	ΠΕΤΡΕΛΑΙΟ DIESEL	CUMMINS 6CTA 8.3-M1	ΗΠΑ USA	1998	300 BHP	06	19/03/2021

ΣΩΣΤΙΚΑ ΜΕΣΑ LIFE SAVING APPLIANCES	Αριθμός Pieces	Άτομα Persons	ΚΥΡΙΟ ΜΕΣΟ ΠΡΩΣΗΣ: Main propulsion system:	ΙΣΤΙΑ SAILS	ΒΟΗΘΗΤΙΚΟ ΜΕΣΟ ΠΡΩΣΗΣ: Auxiliary propulsion system:	ΜΗΧΑΝΗ ENGINE
			ΠΥΡΟΣΒΕΣΤΙΚΑ ΜΕΣΑ FIRE FIGHTING EQUIPMENT	Αριθμός Pieces	ΦΩΤ. ΜΕΣΑ ΚΙΝΔΥΝΟΥ LIGHT SIGNALS	Αριθμός Pieces
Σωσίβιες λέμβοι μηχανοκίνητες Life boats with engine	:	-	Πυροσβεστήρες σκόνης Extinguishers d. powder	02	Φωτοβολίδες αλεξιπτώτου Parachute rockets	03
Λέμβοι μηχανικά προωθούμενες Life boats mech/ly propelled	:	-	Πυροσβεστήρες αφρού Extinguishers foam	-	Φωτοβολίδες ρουκέτες Rockets	-
Λέμβοι κοπήλατες/Life rowboats	:	-	Πυροσβεστήρες CO2 Extinguishers CO2	01	Βεγγαλικά χειρός Hand flares	03
Κοινές λέμβοι/ Boats	01	05	Μόνιμο σύστημα κατάσβεσης Fixed Fire- fighting system	FM200	Καπνογόνα Smoke signals	02
Σωσίβιες οχεδίες καθαριούμενες Launching-type liferafts	:	-				
Σωσίβιες οχεδίες ρίψης Inflatable life rafts	02	12				
Πλευστικές συσκευές Buoyant Apparatus	:	-				
Σωσίβιες ζώνες (ενηλίκων) Lifejackets (for adults)	14	-				
Σωσίβιες ζώνες (παιδικές) Lifejackets (for children)	02	-				
Πεταλοειδή σωσίβια/Horseshoe lifeboys	:	-				
Κυκλικά σωσίβια/ Life buoys	02	-				

ΑΡΙΘΜΟΣ ΕΠΙΒΑΤΩΝ ΚΑΤΑ ΠΛΟΕΣ ΚΑΙ ΠΕΡΙΟΔΟΥΣ ΧΕΙΜΩΝΑ - ΘΕΡΟΥΣ / PASSENGERS WINTER-SUMMER

ΠΛΟΥΣ (α) / Voyage (a) ΝΥΚΤΕΡΙΝΟΙ ΠΕΡΙΓΗΓΤΙΚΟΙ ΤΟΠΙΚΟΙ ΜΕΧΡΙ ΜΕΓΑΛΗΣ ΑΚΤΟΠΛΟΪΑΣ (ΚΑΤ. ΙΙ Π.Δ. 917/79) ΜΕΧΡΙ 10 Ν.Μ. ΑΠΟ ΤΙΣ ΑΚΤΕΣ ΕΝΤΟΣ ΠΕΡΙΟΧΩΝ Α1 GMDSS NIGHT LOCAL TO GREAT COASTAL NAVIGATION (CAT. II PD 917/79) UNTIL 10 NM FROM THE COAST WITHIN A1 GMDSS AREAS	ΠΛΟΥΣ (β) / Voyage (b) ΗΜΕΡΙΝΟΙ ΠΕΡΙΓΗΓΤΙΚΟΙ ΤΟΠΙΚΟΙ ΜΕΧΡΙ ΜΕΓΑΛΗΣ ΑΚΤΟΠΛΟΪΑΣ (ΚΑΤ. ΙΙ Π.Δ. 917/79) ΜΕΧΡΙ 10 Ν.Μ. ΑΠΟ ΤΙΣ ΑΚΤΕΣ ΕΝΤΟΣ ΠΕΡΙΟΧΩΝ Α1 GMDSS DAY LOCAL TO GREAT COASTAL NAVIGATION (CAT. II PD 917/79) UNTIL 10 NM FROM THE COAST WITHIN A1 GMDSS AREAS	ΠΛΟΥΣ (γ) / Voyage (c)	ΠΛΟΥΣ (δ) / Voyage (d)
Χειμ: 11 Winter	Θέρους: 11 Summer	Χειμ: 11 Winter	Θέρους: 11 Summer

ΠΛΗΡΩΜΑ/ CREW:

-ENA-(01)- ONE-

ΜΕΣΑ ΤΗΛΕΠΙΚΟΙΝΩΝΙΑΣ:
MEANS OF TELECOMMUNICATION:

VHF / DSC & EPIRB (AUTO)

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

ΑΓ.ΚΟΣΜΑΣ/ ΕΛΛΑΔΑ την **19/06/2024**
AG.KOSMAS/ GREECE on

κατά την οποία διαπιστώθηκε ότι το σκάφος, οι μηχανές και τα μηχανήματα, τα ναυτιλιακά όργανα και βιβλία, τα πλοϊκά φώτα και σχήματα, τα μέσα εκπομπής ηχητικών σημάτων, τα φωτιστικά σήματα κινδύνου, τα σωστικά και πυροσβεστικά μέσα, ως και οι εν γένει χώροι ενδιάτησης επιβατών και πληρώματος, πληρούν τις απαιτήσεις των κανονισμών και διατάξεων που ισχύουν, διατηρούνται δε σε ικανοποιητική κατάσταση.
which showed that the hull engines and machinery, the telecommunication means, navigation lights and shapes and means of making sound signals and distress signals as well as the life saving appliances and fire-fighting equipment and the accommodation spaces for passengers and crew, were on the date of inspection in condition and in accordance with the Regulations.

Το παρόν ισχύει κατά το διάστημα που το πλοίο εξακολουθεί να συμμορφώνεται με τους κανονισμούς ασφαλείας και όχι πέραν της:
This will remain in force as long as the above ship conforms to the safety regulations and not after:

05/02/2026

Εκδόθηκε στο/ην/ Issued at **Πειραιά / Piraeus**

Την/ on: **20/06/2024**



Για το /For the
ΔΙΕΘΝΕΣ ΓΡΑΦΕΙΟ ΕΠΙΘΕΩΡΗΣΕΩΝ ΠΛΟΙΩΝ-ΝΗΟΓΝΩΜΟΝΑΣ
INTERNATIONAL NAVAL SURVEYS BUREAU-INSB Class
ΙΩΑΝΝΗΣ ΤΑΚΑΚΗΣ/ΤΕΧΝΙΚΟΣ ΣΥΝΤΟΝΙΣΤΗΣ ΤΕΕΠ
IOANNIS TAKAKIS / TECHNICAL COORDINATOR of GREEK SHIP'S SURVEY DIVISION

ΕΝΤΟΛΕΣ-ΟΔΗΓΙΕΣ
INSTRUCTIONS

- Η ΙΣΧΥΣ ΤΩΝ ΠΙΣΤΟΠΟΙΗΤΙΚΩΝ ΕΛΕΓΧΟΥ ΠΥΡΟΣΒΕΣΤΗΡΩΝ, ΠΝΕΥΣΤΩΝ ΣΩΣΙΒΙΩΝ ΣΧΕΔΙΩΝ ΚΑΙ ΤΗΣ ΒΕΒΑΙΩΣΗΣ ΕΚΚΑΘΑΡΙΣΤΡΙΑΣ ΕΤΑΙΡΕΙΑΣ ΕΙΝΑΙ 12ΜΗΝΟΣ.**
THE VALIDITY OF THE INSPECTION CERTIFICATES OF THE FIRE EXTINGUISHERS, THE INFLATABLE LIFE RAFTS AND THE CONFIRMATION OF THE ACCOUNTING COMPANY, IS FOR 12 MONTHS ONLY.
- Η ΚΑΤΑΛΛΗΛΟΤΗΤΑ ΤΩΝ ΦΩΤΙΣΤΙΚΩΝ ΣΗΜΑΤΩΝ (ΒΕΓΓΑΛΙΚΩΝ, ΦΩΤΟΒΟΛΙΔΩΝ,ΚΑΠΝΟΓΟΝΩΝ) ΕΙΝΑΙ ΤΡΙΕΤΗΣ. ΤΑ ΠΑΡΑΠΑΝΩ ΘΑ ΠΡΕΠΕΙ ΝΑ ΑΝΑΝΕΩΝΟΝΤΑΙ ΕΓΚΑΙΡΩΣ ΠΡΙΝ ΤΗΝ ΛΗΞΗ ΤΟΥΣ (Η ΟΠΟΙΑ ΑΝΑΓΡΑΦΕΤΑΙ ΕΠ' ΑΥΤΩΝ).**
THE VALIDITY OF THE LIGHT DISTRESS SIGNALS (LIGHT SIGNALS, FLARES, SMOKE SIGNALS) IS FOR 3 YEARS. THOSE MUST BE TIMELY RENEWED BEFORE THEIR EXPIRY (MARKED ON THEM).
- ΤΟ ΠΛΟΙΟ, ΕΥΘΥΝΗ ΠΛΟΙΑΡΧΟΥ, ΠΡΕΠΕΙ ΝΑ ΕΙΝΑΙ ΕΦΟΔΙΑΣΜΕΝΟ, ΑΝΑΛΟΓΑ ΜΕ ΤΗΝ ΚΑΤΗΓΟΡΙΑ ΤΟΥ, ΜΕ ΤΑ ΛΟΙΠΑ ΠΡΟΒΛΕΠΟΜΕΝΑ ΑΠΟ ΤΗΝ ΚΕΙΜΕΝΗ ΝΟΜΟΘΕΣΙΑ ΠΙΣΤΟΠΟΙΗΤΙΚΑ ΣΕ ΙΣΧΥ.**
VESSEL TO BE PROVIDED WITH STATUTORY CERTIFICATES, AS APPROPRIATE ACCORDING TO VESSEL'S CATEGORY, AT MASTER'S/OWNER'S RESPONSIBILITY
- ΤΟ ΣΚΑΦΟΣ ΕΙΝΑΙ ΚΑΤΑΛΛΗΛΟ ΓΙΑ ΝΑ ΧΑΡΑΚΤΗΡΙΣΘΕΙ ΕΠΑΓΓΕΛΜΑΤΙΚΟ ΙΣΤΙΟΚΙΝΗΤΟ ΠΛΟΙΟ ΑΝΑΨΥΧΗΣ ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΔΙΑΤΑΞΕΙΣ ΤΟΥ ΝΟΜΟΥ 4926/22. ΤΟ ΣΚΑΦΟΣ ΔΙΑΘΕΤΕΙ ΕΝΤΕΚΑ (11) ΚΛΙΝΕΣ.**
THE VESSEL IS CONSIDERED FIT TO ENTER THE CATEGORY OF COMMERCIAL SAIL BOATS AS PER REQUIREMENTS OF LAW 4256/14. YACHT IS FITTED WITH ELEVEN (11) BERTHS.
- ΕΥΘΥΝΗ ΠΛΟΙΑΡΧΟΥ ΓΙΑ ΕΝΤΑΣΗ ΑΝΕΜΟΥ ΜΕΓΑΛΥΤΕΡΗ ΤΩΝ 5 ΒΕΑUFORT, Η ΠΛΗΡΗΣ ΙΣΤΙΟΦΟΡΙΑ ΤΟΥ ΣΚΑΦΟΥΣ (262,73m²) ΝΑ ΕΛΑΤΤΩΝΕΤΑΙ ΑΝΑΛΟΓΩΣ.**
FOR WIND FORCE OF 5 BEAUFORT AND ABOVE THE TOTAL DEPLOYED SAIL AREA (262,73m²) SHOULD BE REDUCED RELATIVELY TO THE WIND FORCE.
- ΓΙΑ ΕΝΤΑΣΗ ΑΝΕΜΟΥ ΜΕΓΑΛΥΤΕΡΗ ΤΩΝ 8 ΒΕΑUFORT, Η ΣΥΝΟΛΙΚΑ ΑΝΕΠΤΥΓΜΕΝΗ ΕΠΙΦΑΝΕΙΑ ΤΩΝ ΙΣΤΙΩΝ ΔΕΝ ΘΑ ΥΠΕΡΒΑΙΝΕΙ ΤΗΝ ΕΠΙΦΑΝΕΙΑ ΤΗΣ ΙΣΤΙΟΦΟΡΙΑΣ ΘΥΕΛΛΗΣ (218,927m²).**
FOR WIND FORCE OF 8 BEAUFORT AND ABOVE THE TOTAL DEPLOYED SAIL AREA SHOULD NOT BE GRATER THAN THE GIVEN STORM SAIL AREA (218,927m²) AS THIS IS INDICATED TO THE RELEVANT STABLITY SUDY OF THE VESSEL.
- ΝΑ ΓΙΝΕΤΑΙ ΤΑΚΤΙΚΟΣ ΕΛΕΓΧΟΣ ΕΚΦΟΡΤΙΣΗΣ ΚΑΙ ΕΠΑΝΑΦΟΡΤΙΣΗΣ ΤΩΝ ΣΥΣΣΩΡΕΥΤΩΝ ΕΦΕΔΡΙΚΗΣ ΠΗΓΗΣ ΕΝΕΡΓΕΙΑΣ ΤΟΥ ΡΑΔΙΟΕΞΟΠΛΙΣΜΟΥ GMDSS ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΣΧΕΤΙΚΕΣ ΟΔΗΓΙΕΣ Υ.Ε.Ν./ΚΕΕΠ.**
EMERGENCY BATTERIES (GMDSS) TO BE INSPECTED REGULARLY AND IN ACCORDANCE WITH RELEVANT GUIDELINES OF THE ADMINISTRATION.
- ΣΕ ΠΕΡΙΠΤΩΣΗ ΑΛΛΑΓΗΣ ΣΤΟΙΧΕΙΩΝ ΤΟΥ ΠΛΟΙΟΥ (ΟΝΟΜΑ, ΝΗΟΛΟΓΙΟ, ΔΔΣ, ΠΛΟΙΟΚΤΗΣΙΑ, ΡΑΔΙΟΕΞΟΠΛΙΣΜΟΣ, ΕΚΚΑΘΑΡΙΣΤΡΙΑ ΕΤΑΙΡΕΙΑ) ΘΑ ΠΡΕΠΕΙ ΝΑ ΥΠΟΒΑΛΛΟΝΤΑΙ ΕΚ ΝΕΟΥ ΔΙΚΑΙΟΛΟΓΗΤΙΚΑ ΓΙΑ ΕΚΔΟΣΗ ΝΕΑΣ ΑΔΕΙΑΣ Τ/Κ ΣΤΑΘΜΟΥ.**
IN CASE THAT THE YACHT PARTICULARS CHANGE (NAME, REGISTRY, MMSI, SHIP OWNER, RADIO STATION EQUIPMENT, ACCOUNTING COMPANY) THE YACHT SHOULD BE PROVIDED WITH NEW RADIO STATION LICENSE
- ΤΟ ΣΚΑΦΟΣ ΑΠΑΛΛΑΣΣΕΤΑΙ ΑΠΟ ΤΗΝ ΥΠΟΧΡΕΩΣΗ ΧΑΡΑΞΗΣ ΓΡΑΜΜΗΣ ΦΟΡΤΩΣΗΣ ΚΑΙ ΕΚΔΟΣΗΣ ΤΟΥ ΣΧΕΤΙΚΟΥ ΠΙΣΤΟΠΟΙΗΤΙΚΟΥ ΣΥΜΦΩΝΑ ΜΕ ΤΗΝ ΕΓΚΥΚΛΙΟ 1421.21/5/84/4-6-1984 ΥΕΝ/ΔΕΝ.**
THE VESSEL IS WAIVED FROM THE OBLIGATION TO BE EQUIPPED WITH LOAD LINE CERTIFICATE IN ACCORDANCE WITH 1421.21/5/84/4-6-1984 MINISTERIAL DECISION.

ΠΑΡΑΤΗΡΗΣΕΙΣ ΠΟΥ ΠΡΕΠΕΙ ΝΑ ΑΠΟΚΑΤΑΣΤΑΘΟΥΝ ΣΤΙΣ ΠΑΡΑΚΑΤΩ ΗΜΕΡΟΜΗΝΙΕΣ
REMARKS

- ΕΩΣ 03/08/2024 ΝΑ ΕΚΔΟΘΕΙ ΝΕΑ ΑΔΕΙΑ ΕΓΚΑΤΑΣΤΑΣΗΣ ΚΑΙ ΛΕΙΤΟΥΡΓΙΑΣ ΤΗΛΕΠΙΚΟΙΝΩΝΙΑΚΟΥ ΣΤΑΘΜΟΥ ΠΛΟΙΟΥ.**
NEW LICENSE FOR INSTALLATION AND OPERATION OF SHIPS TELECOMMUNICATIONS STATION TO BE SUBMITTED UNTIL 03/08/2024.
- ΕΩΣ 18/03/2025 ΝΑ ΔΙΕΝΕΡΓΗΘΕΙ ΕΠΙΘΕΩΡΗΣΗ ΤΟΥ ΕΛΙΚΟΦΟΡΟΥ ΑΞΟΝΑ ΜΕ ΑΦΑΙΡΕΣΗ ΤΗΣ ΕΛΙΚΑΣ ΚΑΙ ΕΞΑΓΩΓΗ ΑΠΟ ΤΗ ΧΟΑΝΗ ΣΥΜΦΩΝΑ ΜΕ Π.Δ. 164/06.**
TAILSHAFT COMPLETE SURVEY TO BE CARRIED OUT UNTIL 18/03/2025 ACCORDING TO THE PROVISIONS OF LAW PD 164/06.

ΠΙΝΑΚΑΣ ΠΑΡΑΚΟΛΟΥΘΗΣΗΣ ΑΠΟΚΑΤΑΣΤΑΣΗΣ ΠΑΡΑΤΗΡΗΣΕΩΝ
OBSERVATIONS TO BE DEALT WITH BY THE FOLLOWING DUE DATES

A/A No	Ημ/νια παράτασης Extension Date	Στοιχεία σημειώματος Report No	Υπογραφή σφραγίδα Signature/Stamp	Ημ/νια αποκατάστασης Settlement Date	Στοιχεία σημειώματος Report No	Υπογραφή σφραγίδα Signature/Stamp
1.						
2.						
3.						
4.						
5.						
6.						

ΧΑΡΤΟΣΗΜΑΝΣΗ
ΚΑΤΑΤΕΘΗΚΑΝ:

- ΑΡΙΘΜ. 687909536954 1217 0027 ΠΑΡΑΒΟΛΟ ΧΑΡΤΟΣΗΜΟΥ ΑΞΙΑΣ 30,00 €
- ΑΡΙΘΜ. 687909597954 1217 0047 ΠΑΡΑΒΟΛΟ ΥΠΕΡ ΕΛΥΔΑΝΑ ΑΞΙΑΣ 20,00 €

APPENDIX 3

Retro photo gallery

Les beaux yachts de croisière

La goélette « Weather-Bird »

Le joli yacht *Weather-Bird*, dont nous reproduisons la photographie, a été construit par les Chantiers Navals de Normandie, de Fécamp, et livré en novembre 1931. Les dimensions principales sont : longueur, 28 mètres; largeur, 6 m. 50; tirant d'eau, 3 m. 50.

Les emménagements comprennent, à partir de l'avant : le poste d'équipage pour 5 hommes, avec cabinet de toilette; la chambre du capitaine; la cuisine et l'office avec frigidaire, évier, cuisinière Idéal Classic. En abord, une chambre d'invité. A la suite un grand salon et, en abord, une chambre à deux couchettes. Plus à l'arrière, la salle de bains et, séparée par une coursive, la chambre du propriétaire avec deux couchettes; de l'autre bord, une chambre et une couchette. La chambre du moteur et la soute aux voiles sont à l'extrême arrière. Un grand deckhouse forme salle à manger et donne accès aux appartements.

Les caisses à eau douce ont une contenance de 3 tonnes et les caisses à mazout de 2 tonnes 500, avec eau sous pression, froide et chaude. Une batterie d'accumulateurs assure l'éclairage sous 110 volts.

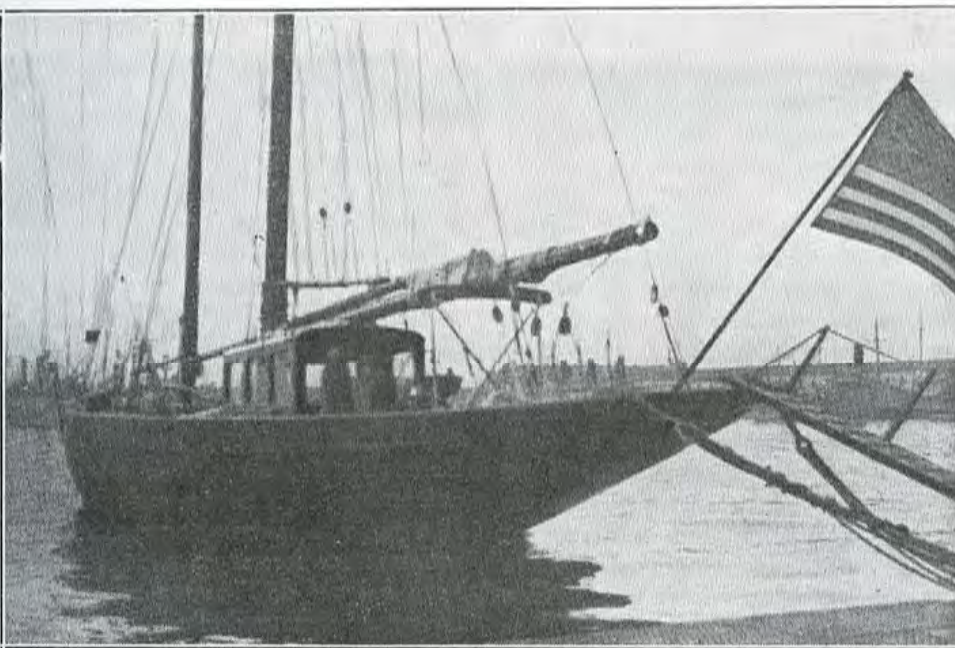
Le moteur diesel de 60 CV imprime au yacht une vitesse de 6 nœuds.

Weather-Bird a quitté Fécamp au mois de décembre et a rencontré de très mauvais

temps dans le golfe de Gascogne; il a fait preuve d'une tenue parfaite à la mer et a navigué depuis en Méditerranée. Sa voilure sort des ateliers Mariolle et Hémet.



La goélette *Weather-Bird*, de 28 mètres de longueur, à M. Morphew.



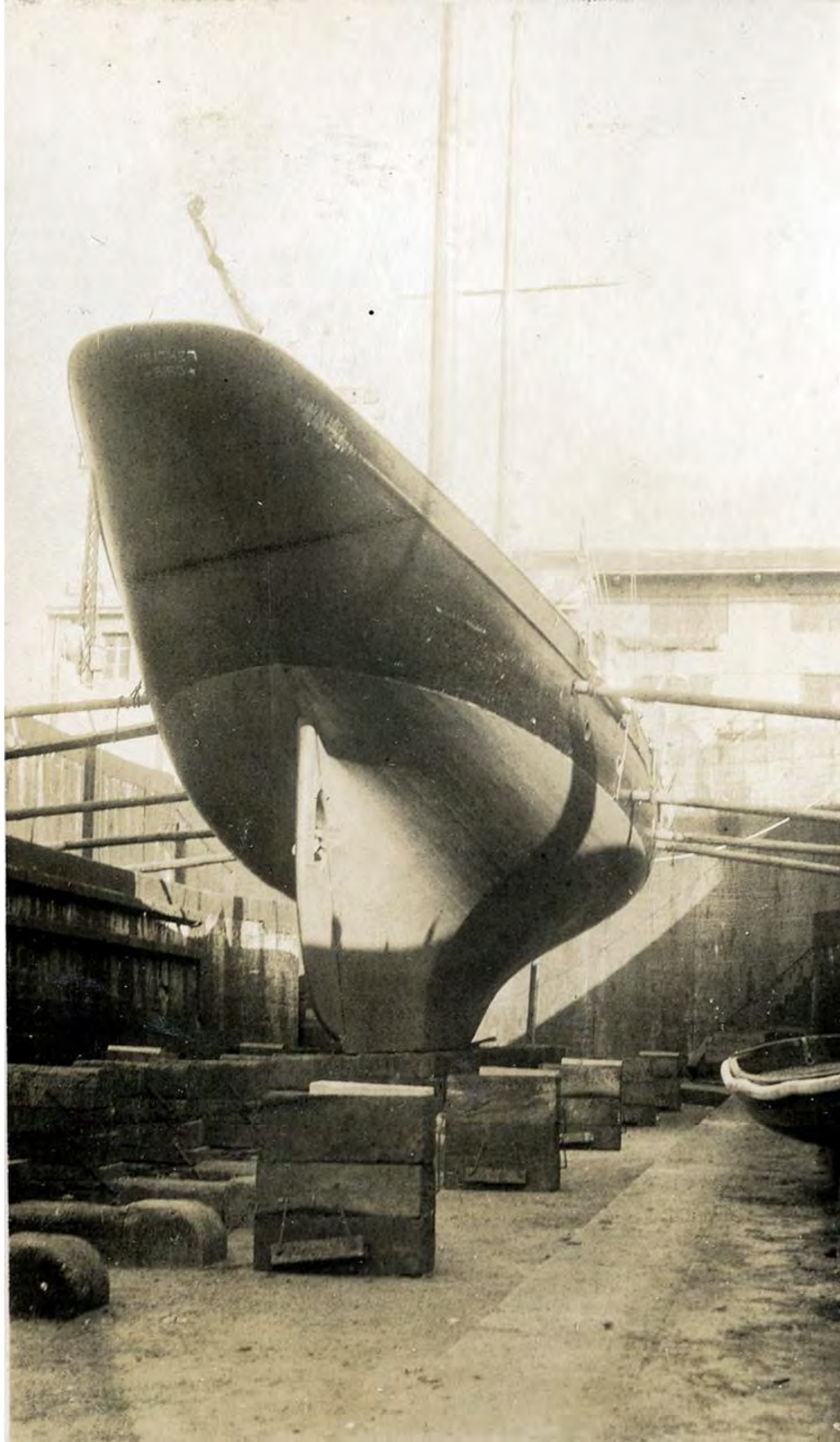
Le yacht *Weather-Bird*, mouillé à Toulon, en janvier dernier.

(Photo de M. P. Dulouost.)









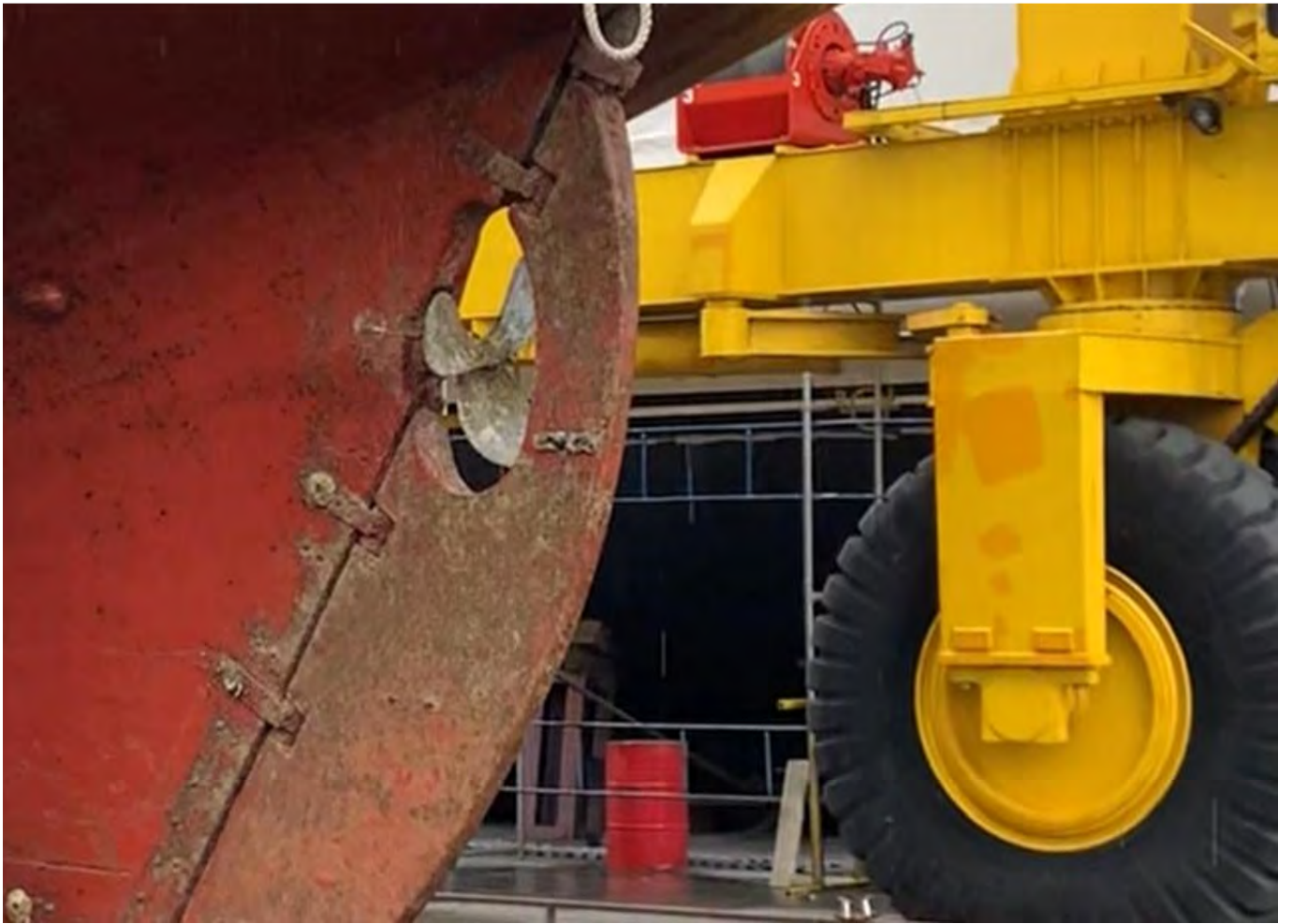


APPENDIX 4

Photo gallery from last upgrade refit







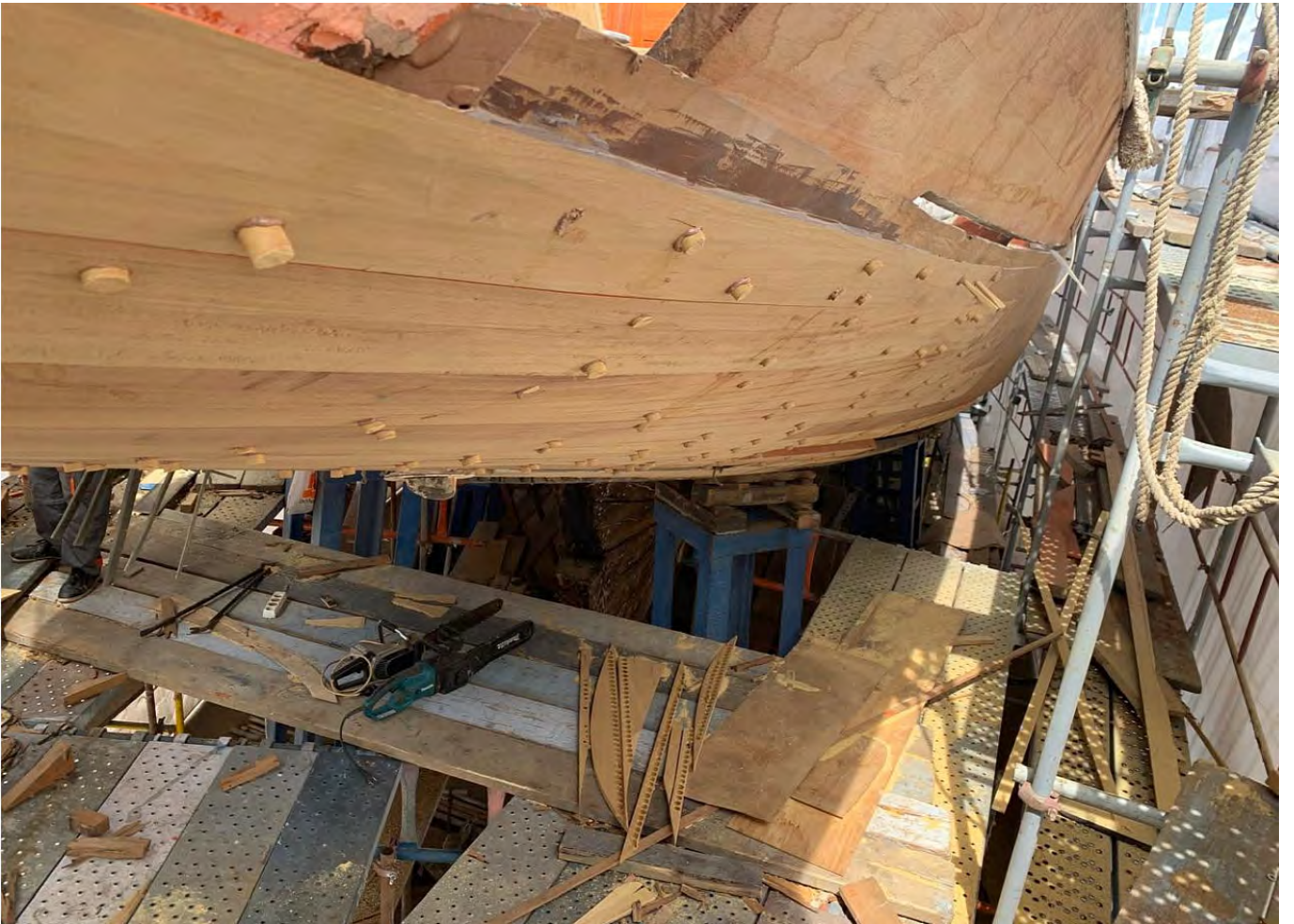






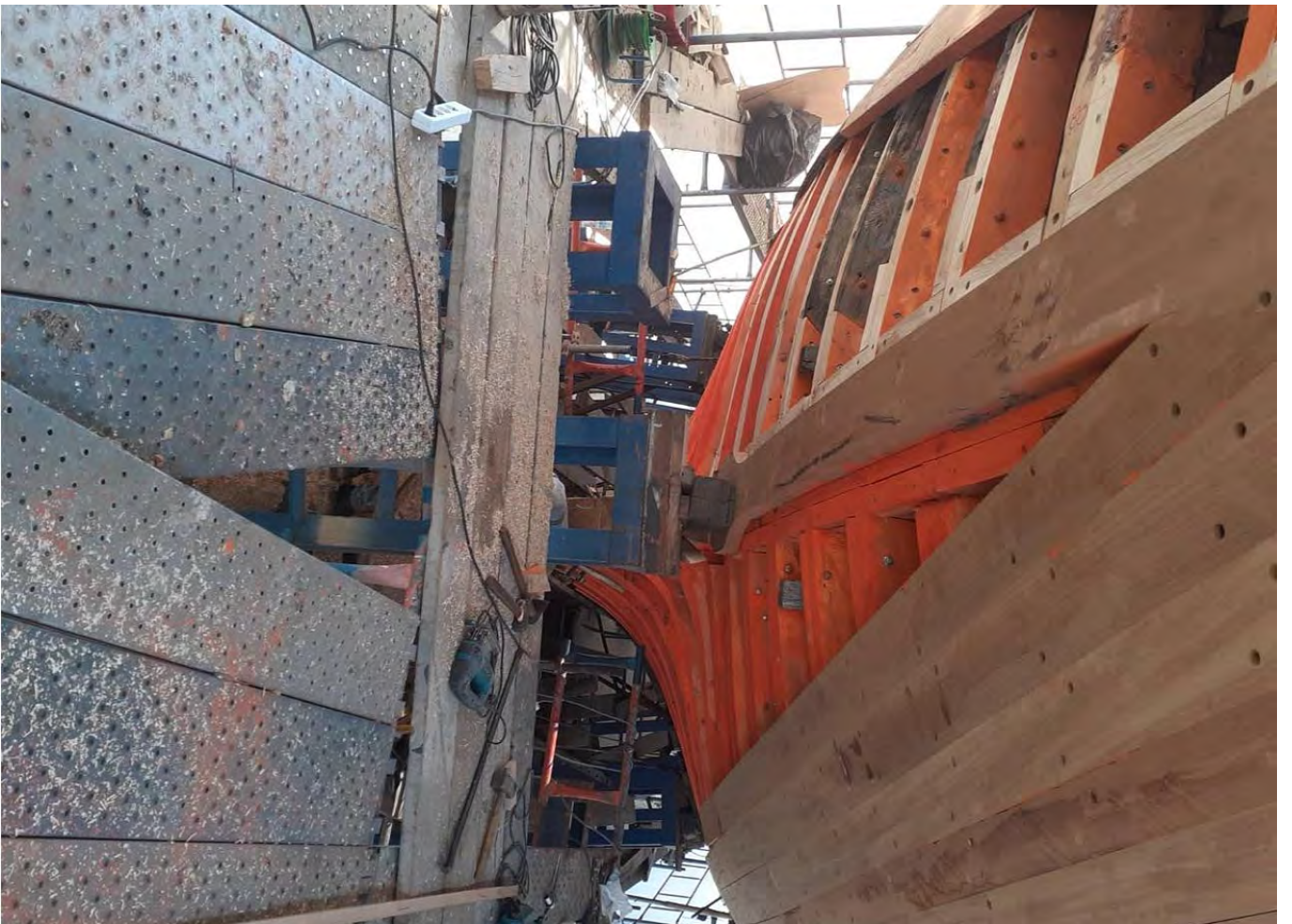








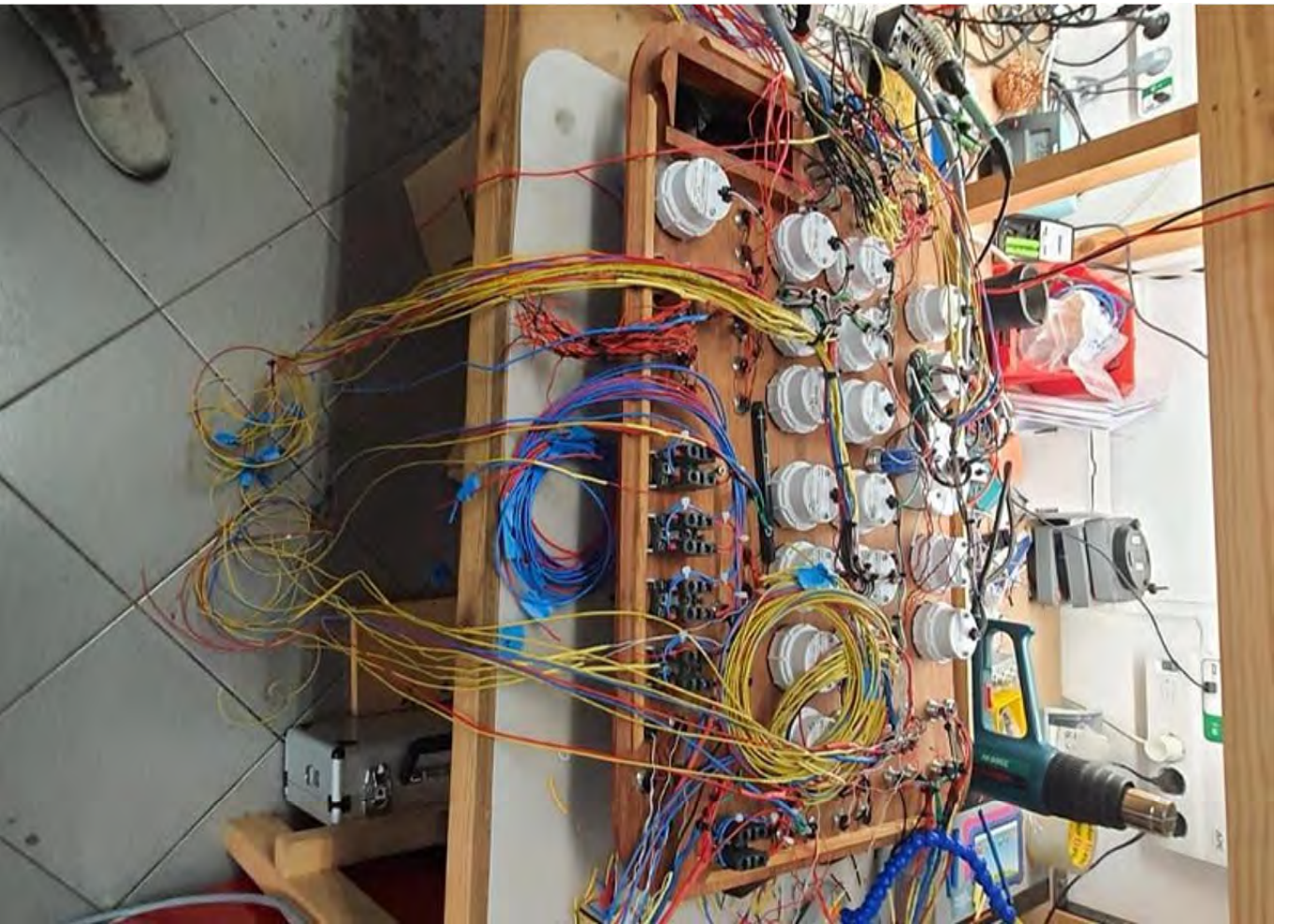


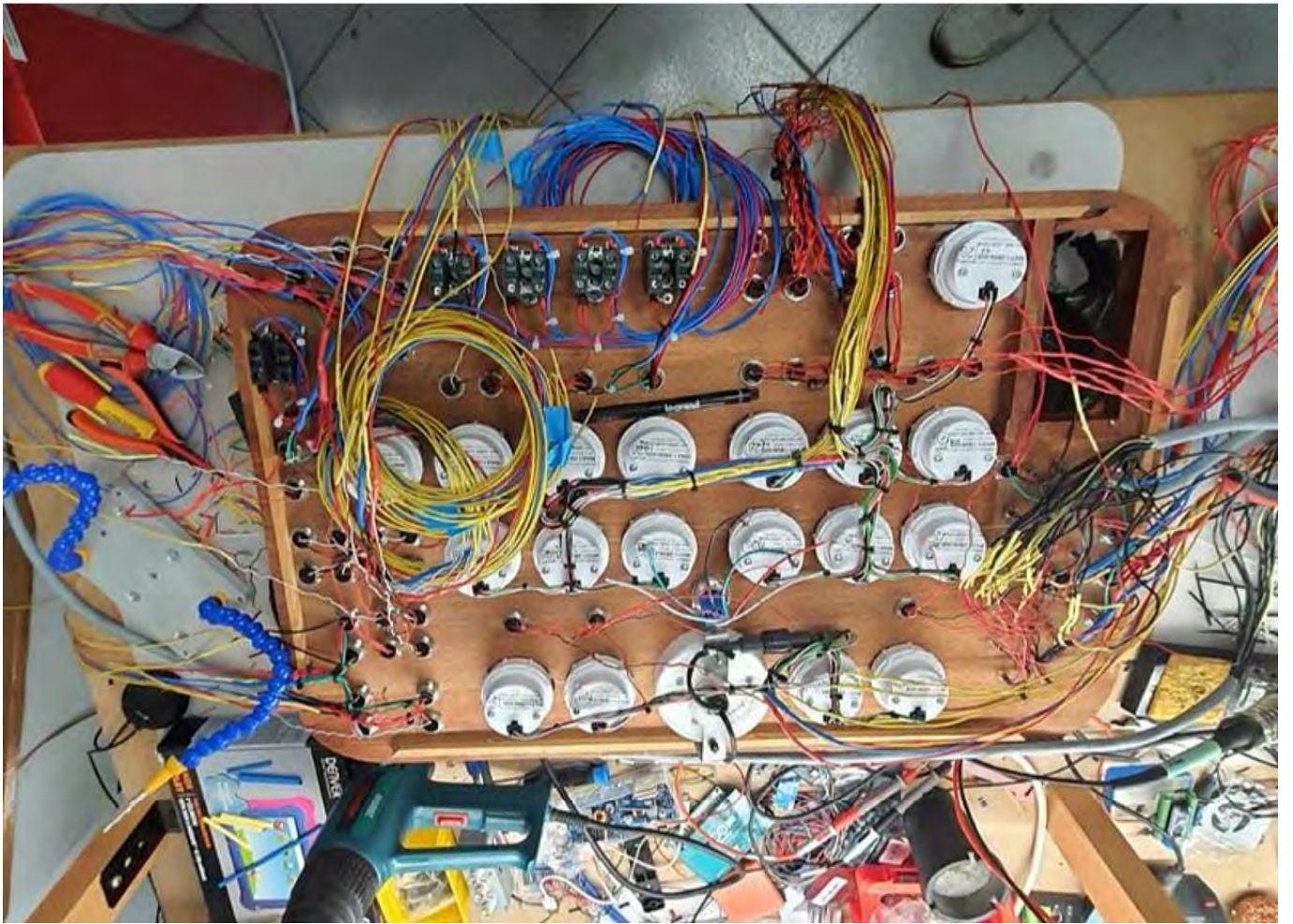














APPENDIX 5

**SM Yachts list of works dated 20th January 2025
with English translation**



SM Yachts

MEGA YACHT REFIT & REPAIR WORK

ΑΝΑΦΟΡΑ ΕΡΓΑΣΙΩΝ
S/Y WEATHER BIRD

Οι εργασίες που έχουν γίνει είναι οι εξής:

- Αντικατάσταση ποδοστάματος χοάνης-προπέλας από ξυλεία Ιρόκο, άνοιγμα νέας τρύπας χοάνης και ευθυγράμμιση χοάνης. Για την τοποθέτηση του ποδοστάματος στο ακράπι χρησιμοποιήθηκαν επωξικές κόλλες.
- Μερική αντικατάσταση ενός μέρους του ποδοστάματος από ξυλεία Ιρόκο κολλητό και βιδωτό.
- Αντικατάσταση κεντρικού ποδοστάματος στον καθρέπτη.
- Μερική αντικατάσταση το ακράπι στο ποδόσταμο.
- Αντικατάσταση καθρέπτη πρύμα από ξυλεία Ιρόκο λαμινέ.
- Αντικατάσταση τα ενισχυτικά του καθρέπτη.
- Μερική επισκευή σύνδεση κατάστρωμα με καθρέπτη και αντικατάσταση κουρζέτα με λάστιχο καταστρώματος και ενίσχυση εσωτερικά.
- Νέος τάκος χοάνης βαθικού.
- Στήριξη τους λούρους του μηχανοστασίου με στριφώνια γαλβανιζέ.
- Τοποθέτηση νέοι λούροι (τεμάχια 4).
- Μέχρι τις 30/07/2020 αντικαταστήθηκαν 106,55 μέτρα νομείς με διπλοσκαρμούς σε κάποια σημεία από ξυλεία δρυς με περαστές βίδες μεταξύ παλαιού και καινούριου (για την ολοκλήρωση του μηχανοστασίου χρειάστηκε να αντικατασταθούν 7 επιπλέον νομείς συνολικού μήκους 7,5 μέτρα.
- Αντικατάσταση βάσης μηχανών από ξυλεία δρυς.
- Τα μαδέρια από ξυλεία Ιρόκο τα οποία αντικαταστάθηκαν στο εξωτερικό πέτσωμα του σκάφους σύμφωνα με την τελική καταμέτρηση που έγινε στις 3/9/2020 παρουσία εκπροσώπου σας είναι 310 μέτρα. Η τοποθέτηση αυτών έγινε με σταύρωμα μεταξύ τους για πάνω από 1 μέτρο με χρώμα πράημερ για την εσωτερική τους πλευρά και με βίδες inox (πάχους 10 χιλιοστών).
- Τοποθέτηση νέου βαθικού στο κεντρικό ποδόσταμο εσωτερικά διαστάσεων 30 X 3 μέτρα και πάχος 8 από ξυλεία δρυς με βίδες inox.
- Καλαφάτισμα στα καινούρια ξύλα.
- Βίδωμα όλο το σκάφος.

Με εκτίμηση,
Σταύρος & Κωνσταντίνος Μανδραγός



SM Yachts

MEGA YACHT REFIT & REPAIR WORK

20/01/2025

REPORT OF WORKS ON
S/Y WEATHER BIRD

The works done are as follows:

- Renewal of the sternpost at the stern tube of propeller by iroko wood, reaming of new stern tube and alignment. To fit the new sternpost to the underside wood structure we used epoxy glues.
- Partial renewal of the sternpost by iroko and fitting of it with screws and epoxy glues.
- Renewal of central sternpost at the stern transom.
- Partial renewal of the underside wood structure in way of the above areas of the sternpost.
- Renewal of the stern transom with iroko laminated wood.
- Renewal of the stern transom stiffeners.
- Spot repairs in way of the joint between the stern transom and the deck structure, renewal of the gunwale deck planking with associated deck caulking and reinforcement of the area from the inner side.
- New wooden block under the stern tube was fitted.
- Reinforcement of the engine room girders' mounting using rods made of galvanized steel.
- Fitting of new girders (4 pieces).
- Until 30/07/2020 106.55 running metres of frames were renewed. In some areas overlapping frames were fitted by oak wood using passing through bolts to mount the old and the new sections. To complete the works in the engine room area it was necessary to replace 7 extra frames of total length of 7.5 metres.
- Renewal of the engine's foundations using oak wood.
- The total length of the hull outer planking which were renewed according to measurements carried out on 3/9/2020 in the presence of Owner's representative was 310 metres. The furring of the new planking was done with overlapping exceeding one meter. Primer was applied on the inner side of the planking before fitting and stainless steel bolts were used (10 mm diameter).
- Fitting of new inner side stem post in way of its central area with dimensions 30 m widthX 3metres length x 8 cm thickness by oak wood and using stainless-steel bolts.
- Calking in way of the new planking fitted.
- Fitting of extra screws over the whole outer planking of the vessel.

With regards,

Stavros & Konstantinos Mandragos

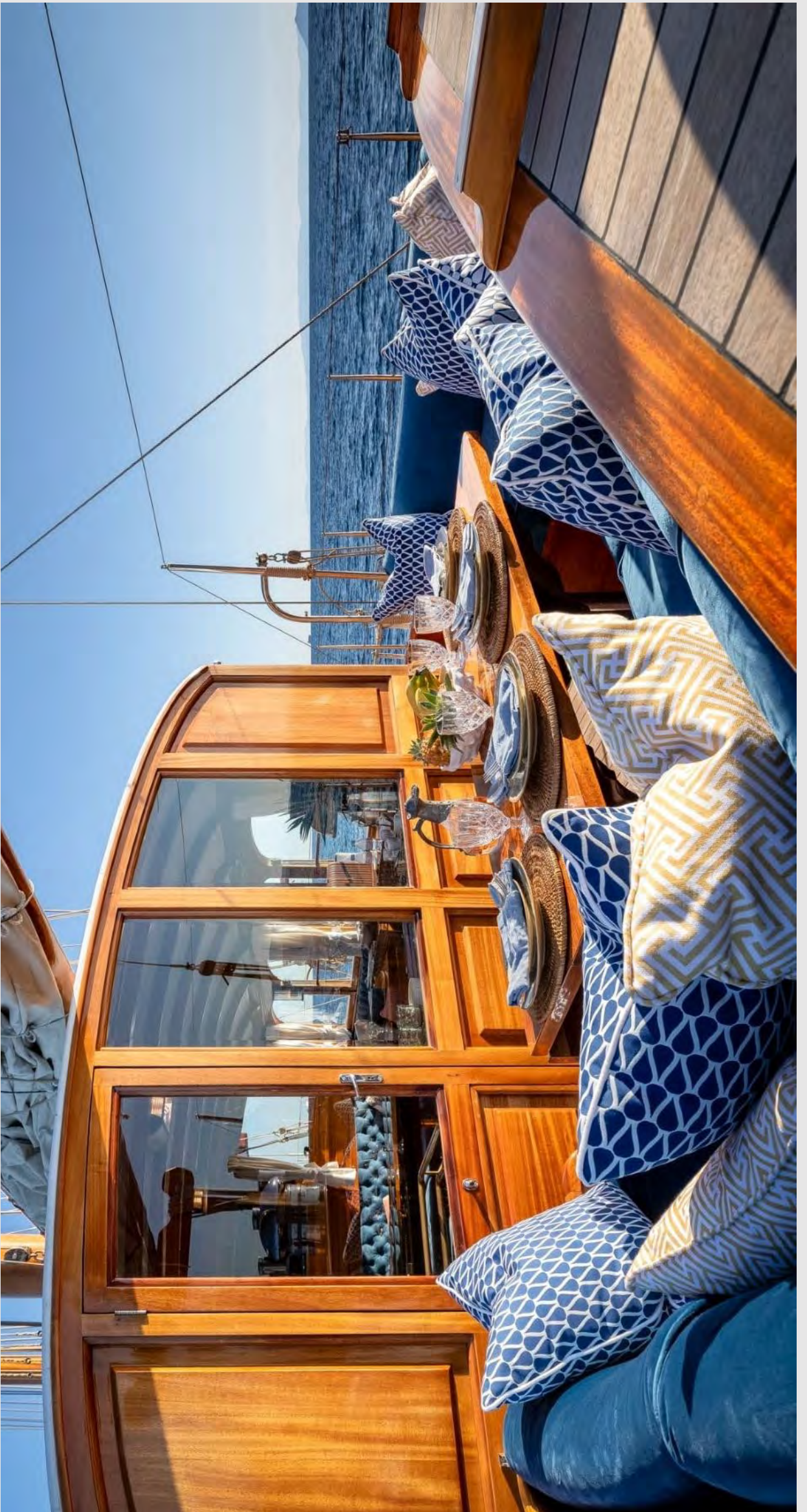
www.sm-yachts.com

APPENDIX 6

Advertising brochure



Chantelot & Lemaistre | WEATHERBIRD



































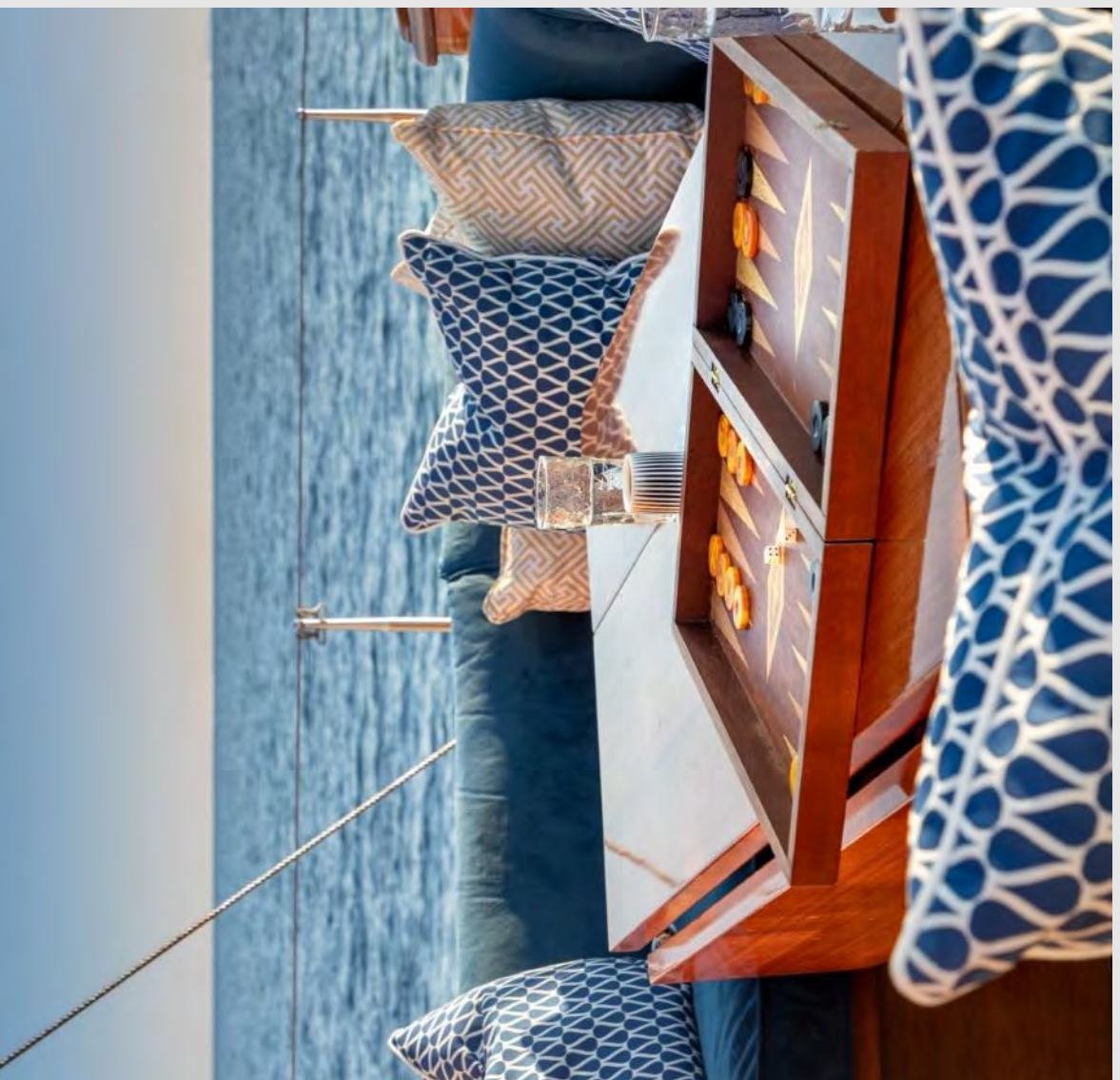


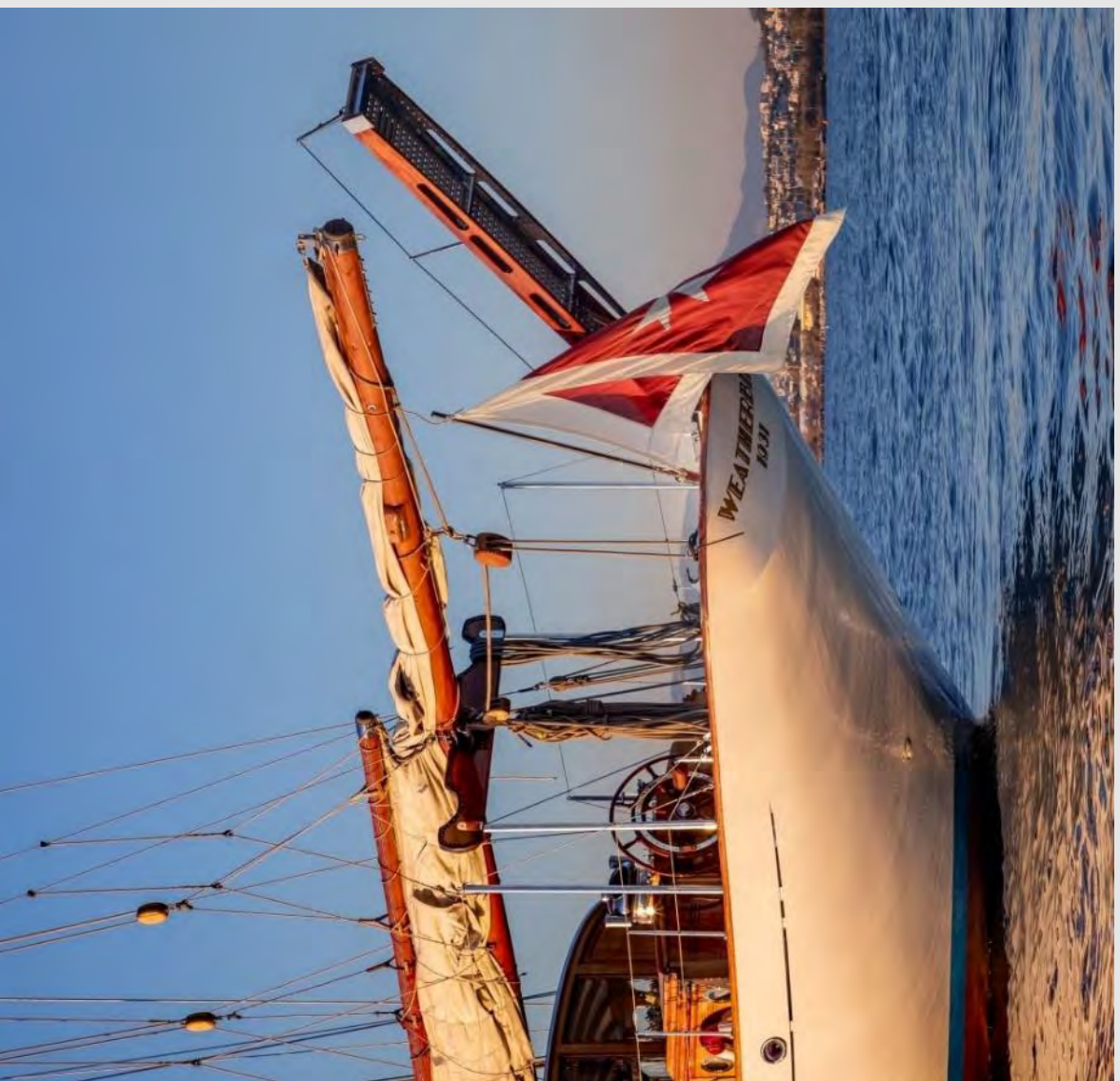














WEATHERBIRD

LENGTH: 30,00m (98,5')

BEAM: 6,5m (21,4')

DRAFT: 3,4m (11,2')

BUILD | REFIT: 1931 | 2022

BUILDER: Chantelot & Lemaistre

ENGINES: 1 x Cummin 300 HP

GENERATORS: 2 x Fisher Panda 25 KW

CRUISING SPEED: 7,5 Knots

FUEL CONSUMPTION: 35 Liters/Hr + 120 Liters/day
generators

BASE: Mykonos, Greece

NUMBER OF GUESTS SLEEPING: 8

NUMBER OF GUESTS CRUISING: 12

TOTAL CREW: 4

GUEST CABINS: 4

TENDER & SEA TOYS:

1 x tender Williams 3.85

Further Toys still to be determined

LEISURE:

Fireplace in the Salon

Piano that acts also as a table in the Salon

WiFi

CABIN CONFIGURATION: 1 Master with double bed & en suite facilities with shower, 1 VIP with double bed & en suite facilities with shower, 2 Twin cabins with upper & lower single beds, sharing a bathroom with a bathtub accessed from the corridor

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APPENDIX 7

Survey photographs



Photo 1

Vessel arrived at Atlas Shipyard on 8th January 2025 for dry-docking survey.

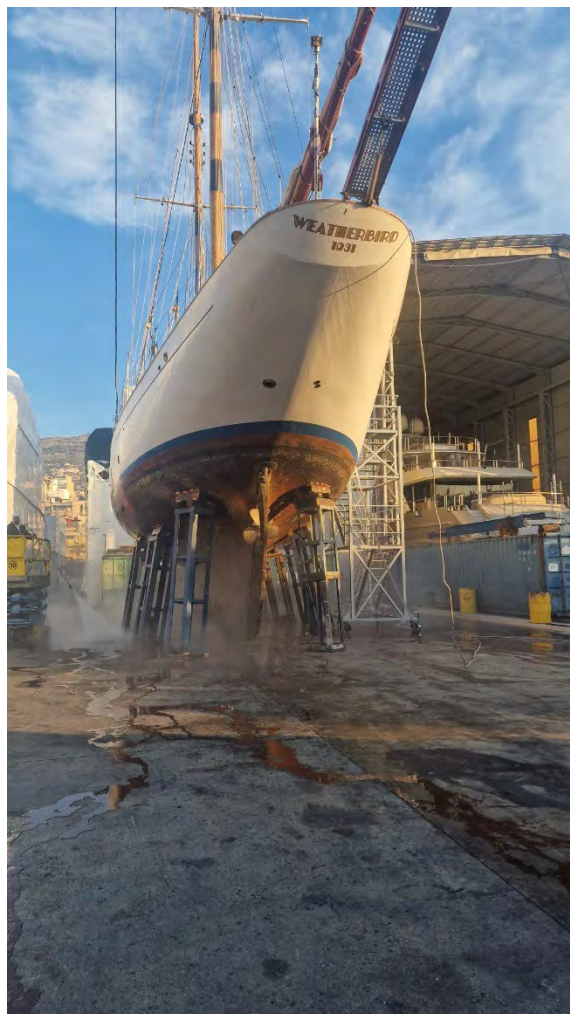


Photo 2

Stern view of the vessel after dry-docking during hull bottom cleaning.



Photo 3
View of starboard side



Photo 4
View of bow area.



Photo 5
View of stern area, rudder and propeller.



Photo 6
Forward deck area.

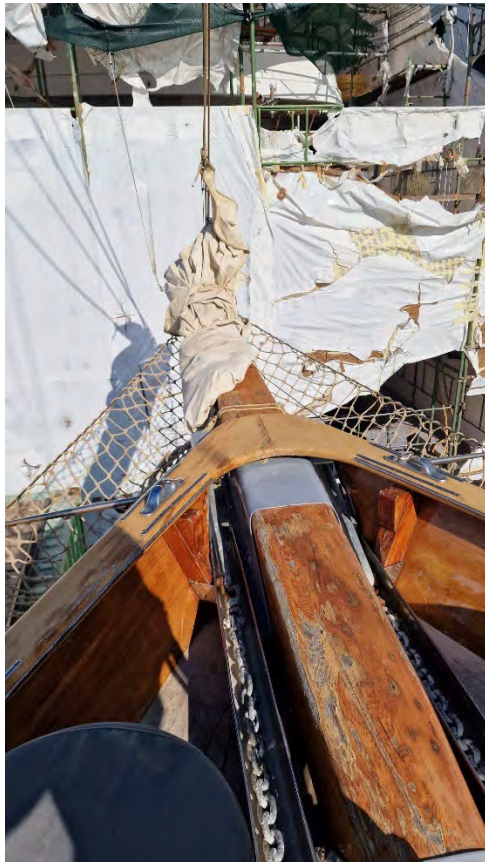


Photo 7
Bowsprit.



Photo 8
View of deck area.



Photo 9
Fore mast, and gear for the running rigging.

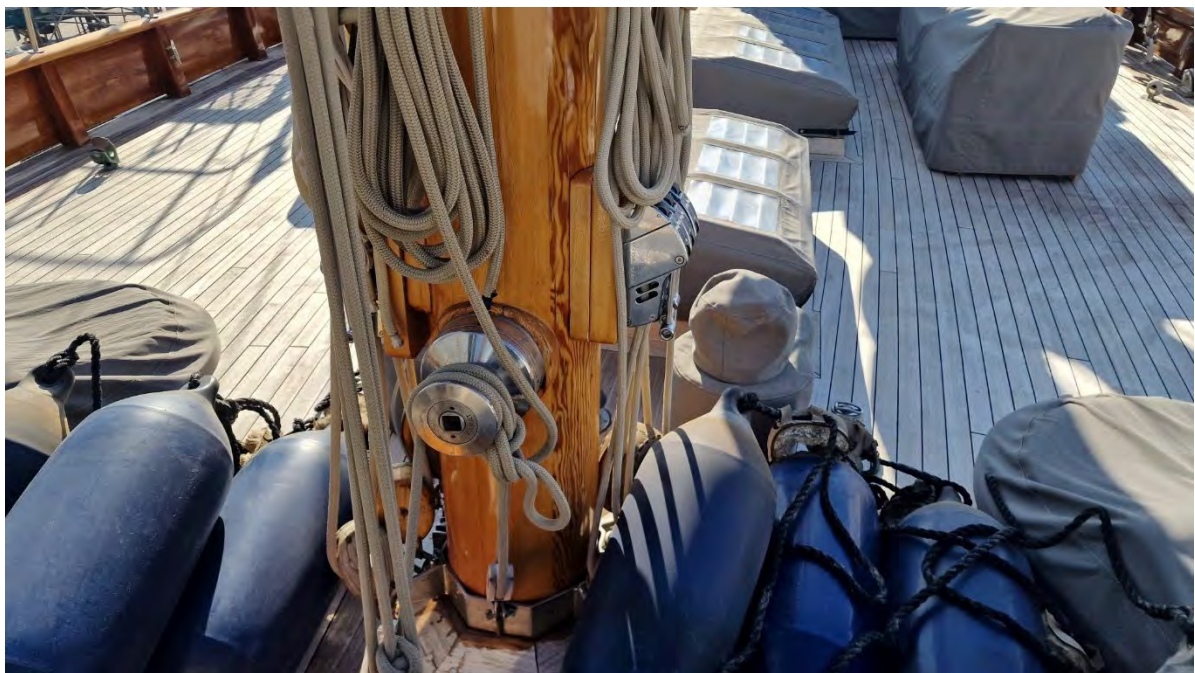


Photo 10
Halyard winch on fore mast.



Photo 11
Forward view of superstructure and main mast.

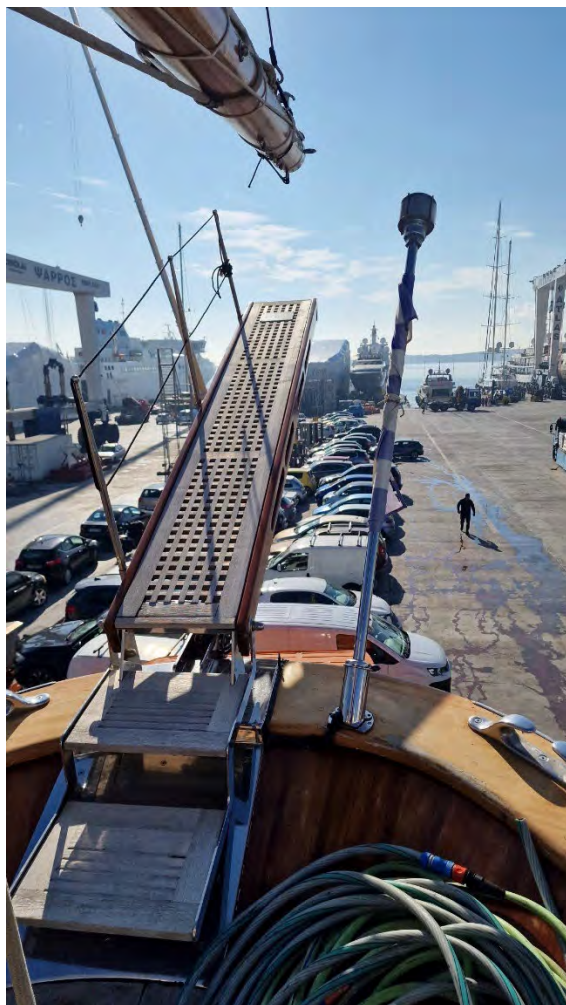


Photo 12
Stern passerelle.



Photo 13
Aft view of superstructure.



Photo 14
Cockpit area.



Photo 15
View of masts and rigging.



Photo 16
Starboard side area of deck.



Photo 17
Port side area of deck.



Photo 18
Stern area of deck.



Photo 19
Resting post of main mast boom.



Photo 20
Special stainless steel structure for supporting the main mast boom.

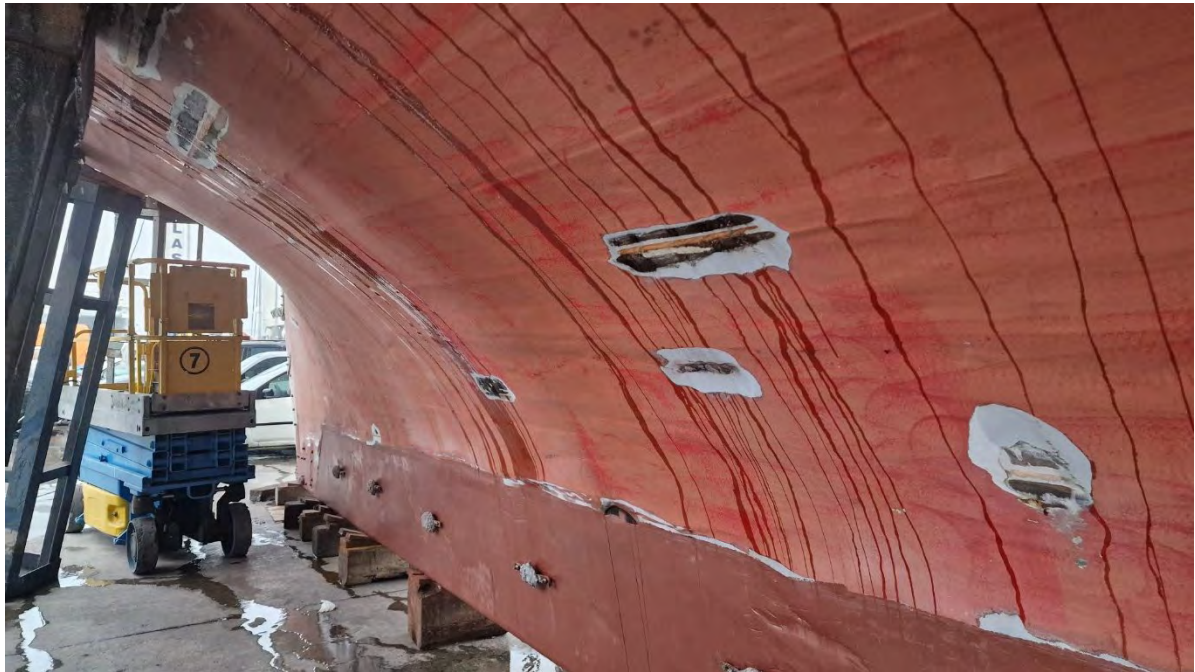


Photo 21

Spot maintenance works in way of the starboard side underwater hull area.



Photo 22

Spot maintenance works in way of the starboard side underwater hull area.

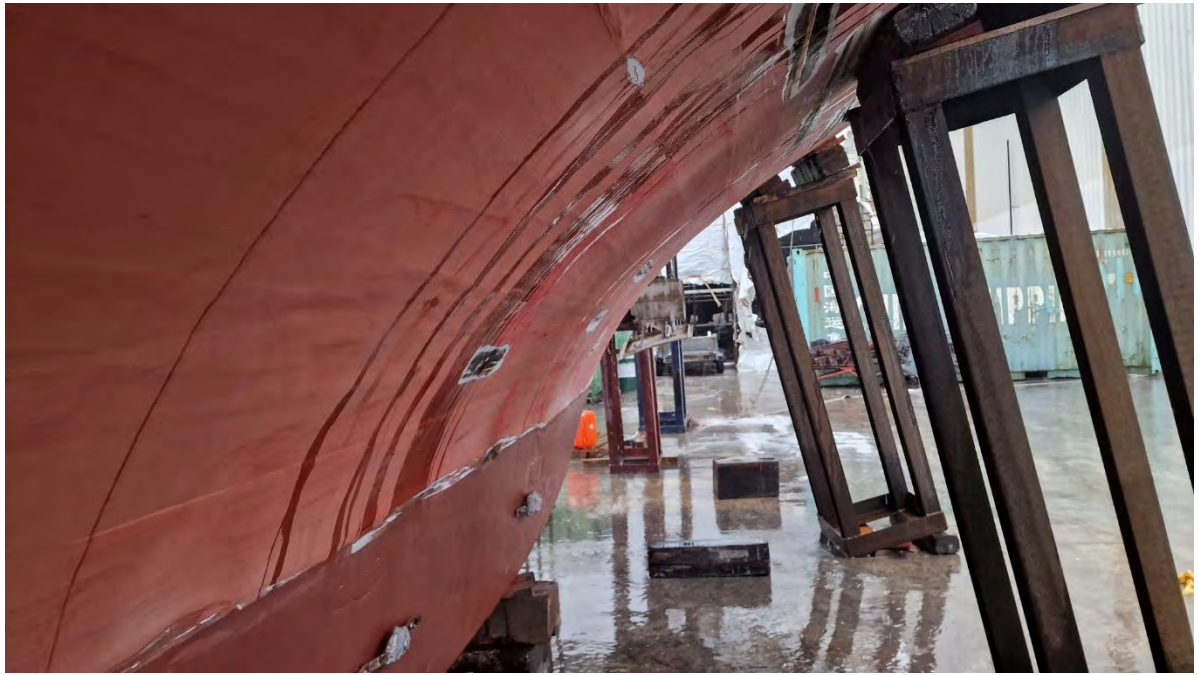


Photo 23

Spot maintenance works in way of the starboard side underwater hull area.

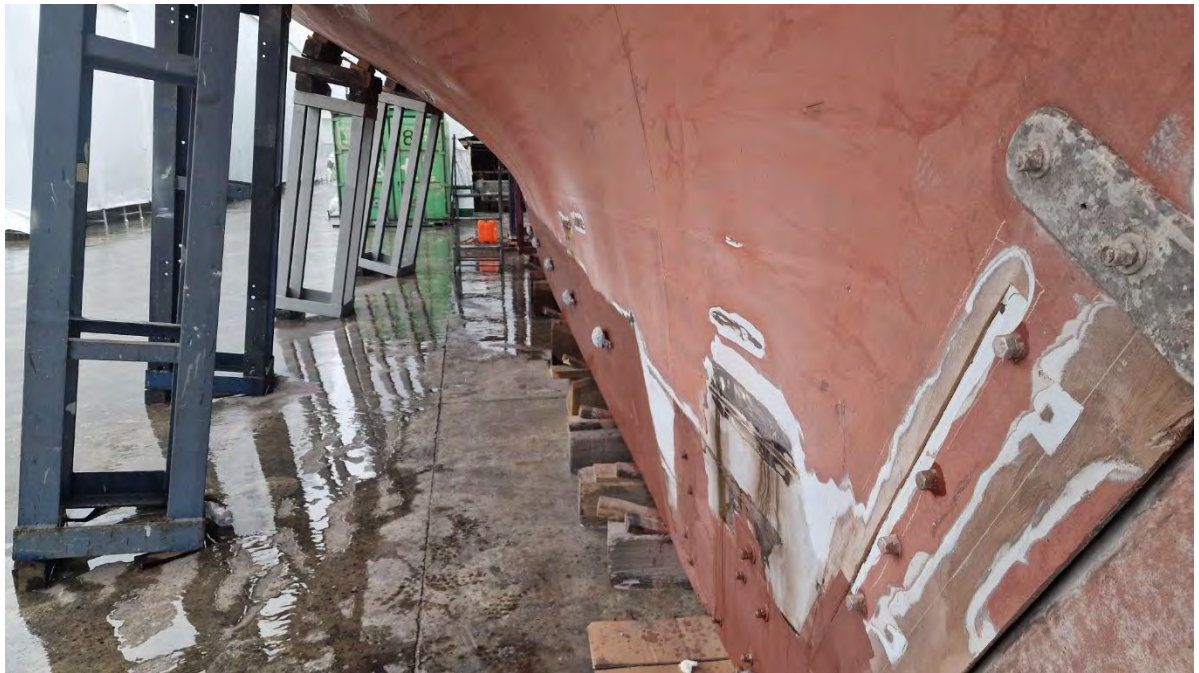


Photo 24

Spot maintenance works in way of the port side underwater hull area.



Photo 25
Spot maintenance works in way of the port side underwater hull area.



Photo 26
View of saloon area.



Photo 27
View of ceiling in way of saloon area.



Photo 28
TV control system for the salon area.



Photo 29
Stairs leading to the cabins area.



Photo 30
Corridor in lower deck cabins' area.



Photo 31
Port side aft twin guest cabin.



Photo 32
View of woodwork in the port side aft twin guest cabin.



Photo 33

Special frame for the TV set in the port side twin guest cabin.



Photo 34

TV control for the port side aft twin guest cabin.



Photo 35
Starboard side aft double berth VIP cabin.



Photo 36
Woodwork and special frame for the TV set in the starboard side aft double berth VIP cabin.



Photo 37
Woodwork in the starboard side aft double berth VIP cabin.



Photo 38
Bathroom of the starboard side aft double berth VIP cabin.



Photo 39

Bathroom for the port side aft and forward twin guest cabins.



Photo 40

Port side forward twin guest cabin.



Photo 41

View of woodwork and special frame for the TV set in the port side forward twin gest cabin.



Photo 42

Ceiling and woodwork in the port side forward guest cabin.



Photo 43
Starboard side forward double berth Master cabin.



Photo 44
View of woodwork and ceiling in the starboard side forward double berth Master cabin.



Photo 45

View of woodwork in the starboard side forward double berth Master cabin.



Photo 46

Ceiling and roof hatch in the starboard side forward double berth Master cabin.



Photo 47

Bathroom of the starboard side forward double berth Master cabin.



Photo 48

Woodwork in the bathroom of the starboard side forward double berth.



Photo 49
View of galley area.



Photo 50
View of galley area with original design gas stove and oven.



Photo 51
Main engine



Photo 52
Diesel generators.



Photo 53
Engine room bilge area.



Photo 54
Main engine's exhaust and electronic control units of diesel generators.



Photo 55
Battery charger.



Photo 56
Set of batteries.



Photo 57
Water making system.



Photo 58
Air conditioning system.



Photo 59
Galvanic isolator.



Photo 60
Main switchboard.



Photo 61
Main switchboard.



Photo 62
Stern view after completion of dry-docking works.

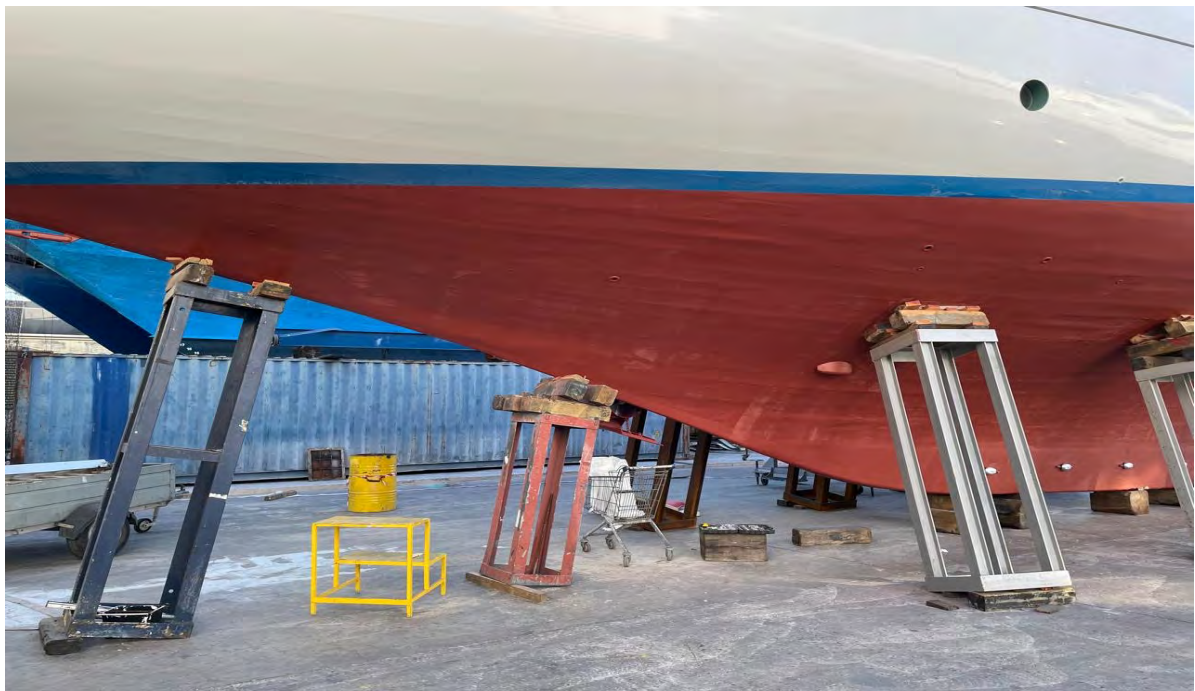


Photo 63
Forward underwater hull painted with new antifouling.

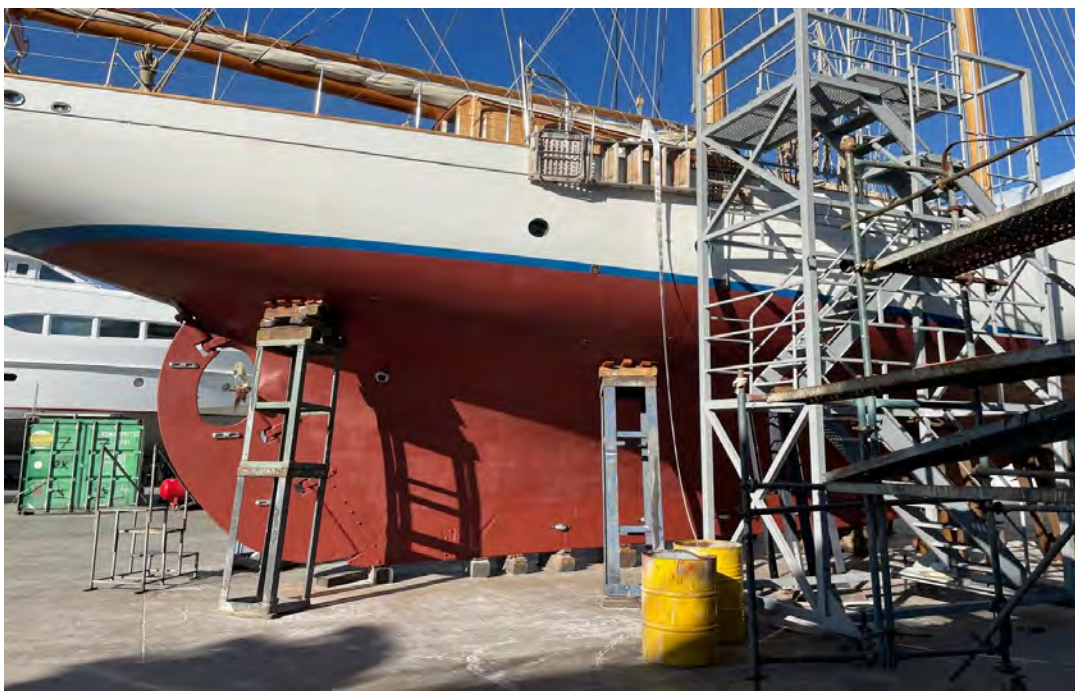


Photo 64
View of starboard side stern area after completion of dry-docking works.



Photo 65
View of port side after completion of dry-docking works.



Photo 66
General view of the vessel after completion of dry-docking works and before launching.