

## **MARINE SURVEY REPORT**

**“M/S POLARWIND“**

**CONDITION SURVEY**



Type : Motor Sailing Yacht  
Location : Finike Marina / Antalya/TURKEY  
Date : 07.09.2020



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## I. INTRODUCTION

The report provides comprehensive information based upon physical survey, technical and official documents.

**"M/S POLARWIND"** has been surveyed by Ilker CIVELEK (Marine Insurance Surveyor–Naval Arch.& Mar. Eng-BSc, MSc-MIIMS/C-1002) in the name of IC Marine Survey&Consulting Services Company in Finike Setur Marina/Antalya-TURKEY on 07.09.2020

## II-SCOPE OF SURVEY

The owners requested a survey of the sailing yacht "POLARWIND" for determination of the condition of the yacht according to flag state and International rules, requirements.

Acting at the request of the owners, the surveyor attended onboard 07.09.2020 on land in Finike Marina-Antalya-Turkey

The owners were ready on board to witness the survey, the main safety items, engine, bilges, steering, navigation devices has been checked. After completion of the survey, the yacht documantations had been also checked.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors, and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

The yachts documantation (register, log book, certificates) which are attached to the report were on board and appeared to be in order. A general visual inspection and percussion sounding of accessible areas was performed, machinery and further equipment, rig visual inspection was carried out.

### III. GENERAL INFORMATION

#### GENERAL INFORMATION

FILE NUMBER: ..... IC-FOR-Rep063  
 SURVEY PREPARED FOR: ..... Sven Erik MALLOW  
 TYPE OF SURVEY: ..... Condition Survey  
 OVERALL VESSEL RATING: ..... \*ACCEPTABLE CONDITION  
 NAME OF VESSEL: ..... "POLARWIND"  
 BUILDER: ..... Peter REINKE /Bremen-Germany  
 YEAR BUILT: ..... 1994  
 MODEL OF VESSEL: ..... Steel Sloop rigged sailing yacht with two engine  
 FLAG STATE..... State of Antigua & Barbuda  
 PORT OF REGISTRY/NUMBER ..... St. Jhon's / 1912  
 CALL SIGN..... V2YJ4  
 TYPE OF VESSEL :..... SAILOR MOTOR SHIP  
 OWNER'S NAME: ..... Polarwind Shipping Ltd./St Johns -Antigua and Barbuda  
 PLACE OF SURVEY: ..... Finike Marina-ANTALYA/TURKEY  
 DATE/TIME OF SURVEY: ..... 07.09.2020  
 HULL MATERIAL: ..... Steel  
 HULL TYPE: ..... Displacement withe chine/ Sailing Yacht  
 LENGHT OVER ALL (LOA):..... 16,40 mt  
 REGISTRY LENGTH (Tonnage Conv. 1969):..... 15,30 mt  
 BEAM: ..... 4,50 mt  
 DEPTH..... 1,80 mt  
 GRT/NT ..... 20/18  
 NUMBER OF MAST ..... 2  
 PROPULSION SYSTEM: ..... Conventional Propulsion System-Saft  
 ENGINE/POWER./SERIAL NU... 2xVolvo Penta D2 55F  
 FUEL TYPE: ..... Diesel.  
 SOLAR POWER: ..... Yes  
 DC POWER: ..... Yes, 12 volt /220 Volt  
 HOLDING TANK: ..... Yes  
 SERVICE –TENDER BOAT ..... LIFE RAFT+INFLATABLE BOAT  
 ESTIMATED VALUE .....--

#### IV. DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this *Report of survey*:

**APPEARS:** Used in circumstances when the surveyor is prevented by the prevailing conditions from making a through inspection of a particular system, component or item and is limited to stating only the visible.

**(S.A.) SERVICABLE / ADEQUATE:** It indicates that a system, component or item is sufficient for the intended use.

**POWERS UP:** To indicate that a system or component was not checked in full operational condition but was checked to see if it powers up or not.

**EXCELLENT CONDITION:** An indication used to state that a system, component or item is either new or like new.

**GOOD CONDITION:** This rating indicates that a system, component or item is almost new with minor cosmetic or structural failings.

**FAIR CONDITION:** This rating is used for stating that a system, component or item functions despite its condition and repairs should be monitored regularly to detect if its state is deteriorating or not.

**POOR CONDITION:** This is to indicate that a system, component or item is no more functional or usable and should be either repaired or replaced.

**ACCEPTABLE CONDITION:** This rating indicated that a system, component or item shows some cosmetic or structural failings, reflecting the age, but still in good appearance and operable without any repair.

**T.B.S. (To be serviced):** This is to indicate that a system, component or item needs to be serviced or repaired to regain its functionality.

**N.S.O. (NOT SEEN ONBOARD):** This is to indicate that a system, component or item could not be seen onboard during the survey.

**N.E. (not examined):** This is to indicate that the availability of a system, component or item is confirmed, but it has not been inspected by the surveyor.

Asterisks \* in this General Information section refers to the source of such information as follows: \* **Per Manufacturer's Specifications    \*\*Refer to Summary and Valuation Section**

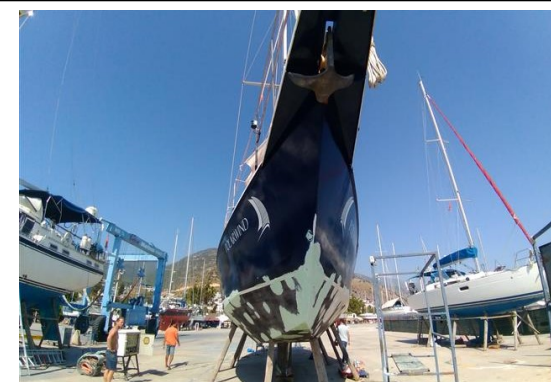
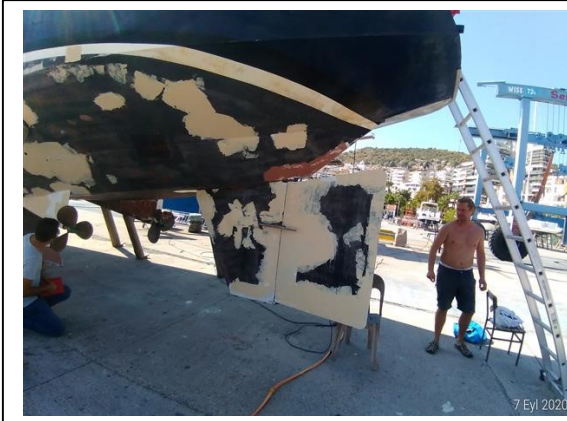
**Limitations:**

*The scope of the survey is limited to visual inspection of those areas of the vessel which are exposed to view. Areas which are not exposed to view or are otherwise concealed or inaccessible because of structural members, fixed side and head linings, built in furnishing are not included in this survey. The survey does not include any destructive testing or dismantling of the hull or its equipment. This survey does not include any performance tests, tank testing, stability evaluations, internal testing of engine and related systems and safety equipment.*



## V. HULL BELOW THE WATERLINE

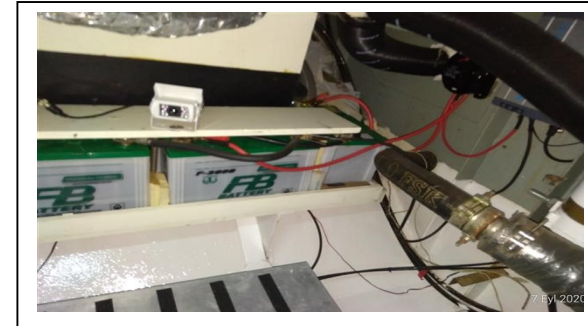
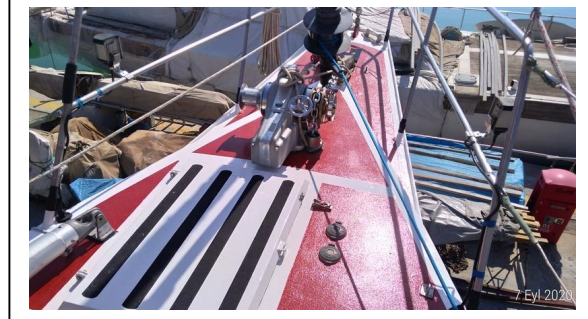
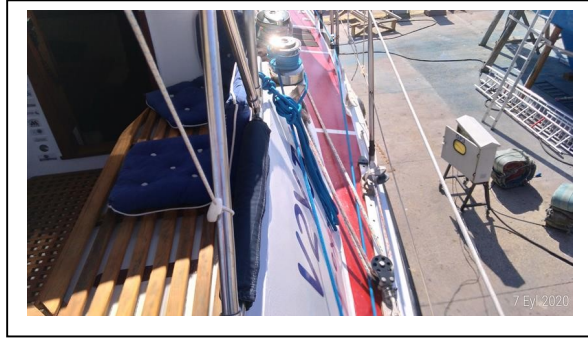
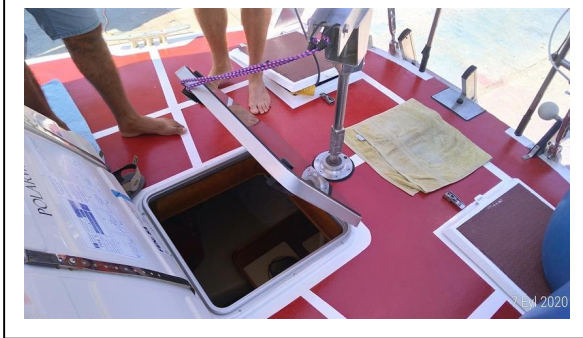
The yacht was on land so the hull below the waterline had been examined. The underwater area, the freeboard area (above the waterline) is free of any damage and visually in “ACCEPTABLE CONDITION”. The discharge of waters and the clearances of the propeller shafts and boss had been examined and found in tolerable condition. The shell plating had been partially painted and covered with paste already so had to be examined by visually. The last steel thickness measurements report are required but the owner could not verify the report. The shell thickness has to be verified by NDT methods for the next docking.



## **VI. HULL DECK AND SUPERSTRUCTURE**

The hull and the deck made from steel. The deck painted with anti-skid paint and found in ACCAPTABLE CONDITION. The hull is provided with satisfactory structural elements/reinforcements. Due to fixed interiors and lining, access to the structure was very limited.

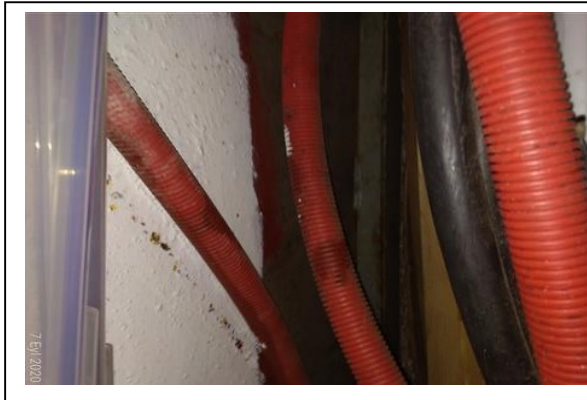
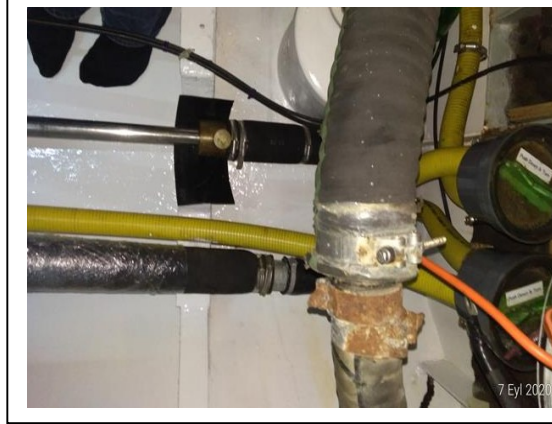
The parts of deck-hull joints, bulkhead-deck joints, frames, floors, longitudinal stiffeners, reinforcements, mast step, as far as seen at visual inspection were found in "ACCAPTABLE CONDITION". The structural integrity of the hull, as far as seen, was found to be good.





## **VII.INSIDES AND BILGES**

The bilges were found dry and and satisfactory, the equipments are assambled and found in “ACCAPTABLE” condition. Also the pipelines, valves, electrical cables, connections with the equipments are seemed to be in order, There were some metallic corrosions found on the exhaust flexible pipes connections and asked to be renewed. The bilge pumps, other pumps and the pipe connections are found satisfactory.The tanks had no leakage and had been found in “ACCAPTABLE” condition.

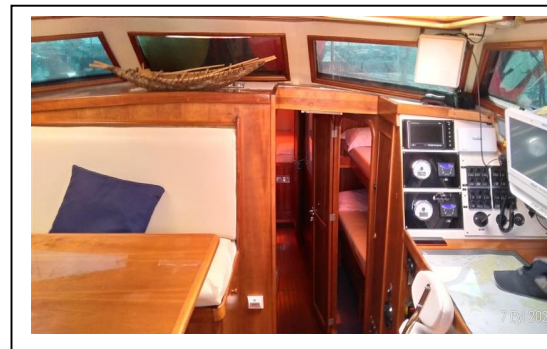
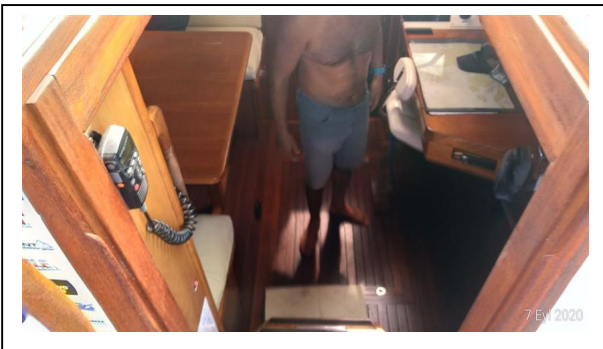
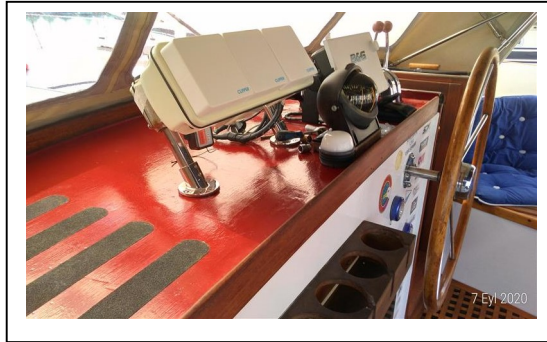
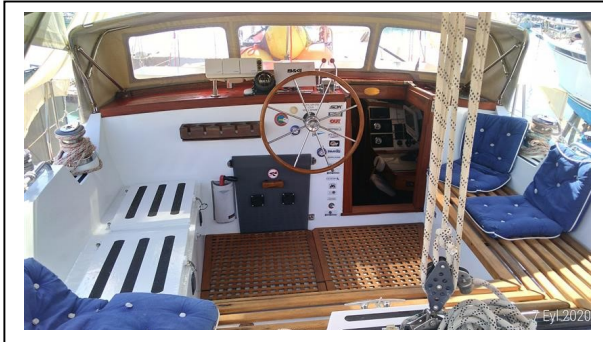




## **VIII. AFT DECK POOL & INTERIORS**

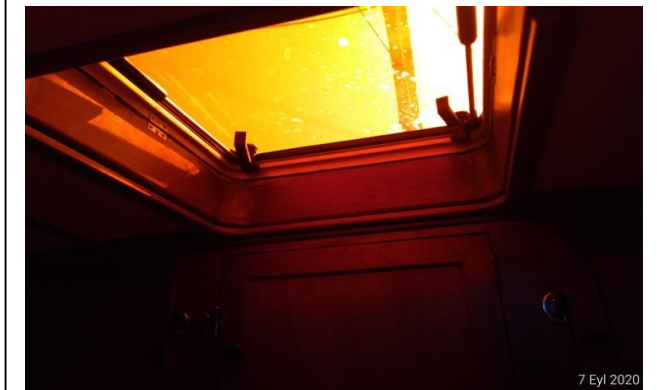
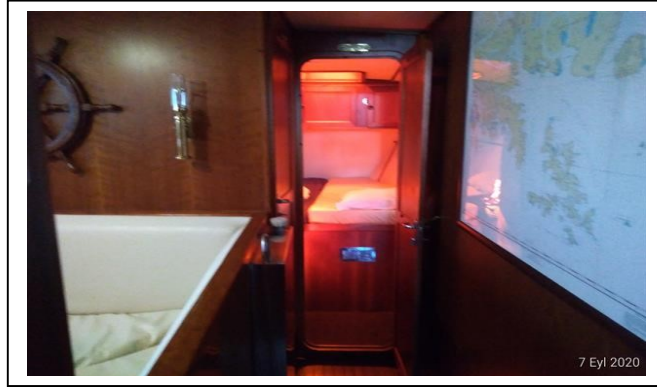
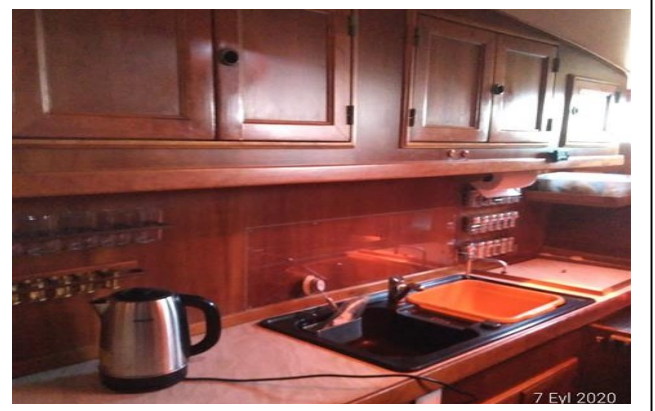
The aft pool started with a center console than seats on the both sides and a passage to the saloon. The saloon area is at the mast area and the L-type seat are located on the portside to the back side, also there is a chart table on the starboard side. The front of the saloon is arranged for the kitchen.

The navigation table, navigation equipment and DC/AC panels are placed on the console and starboard side of the entrance salon. The equipments had been tested with on/off positions.



The console on the deck equipped with digital navigation devices with engine watches. The VHF has been tested and found working in good condition.

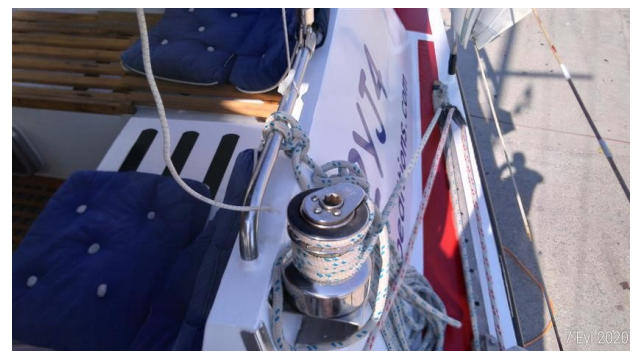
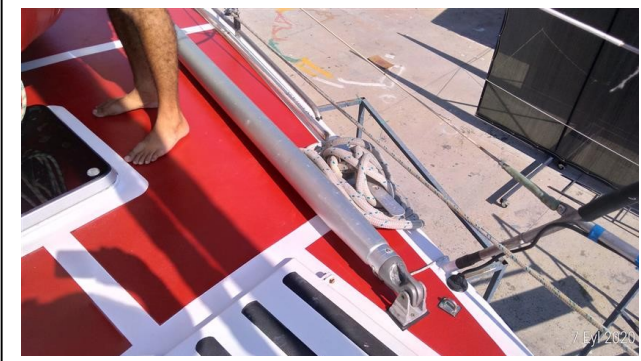
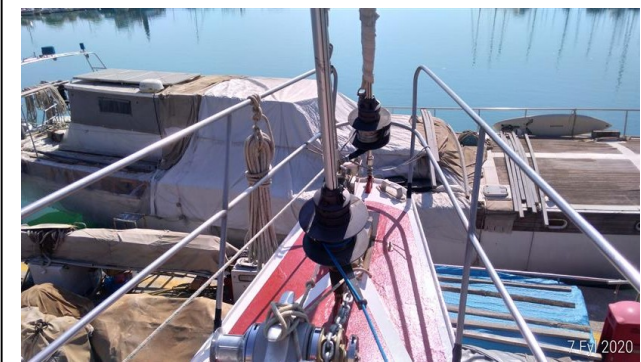
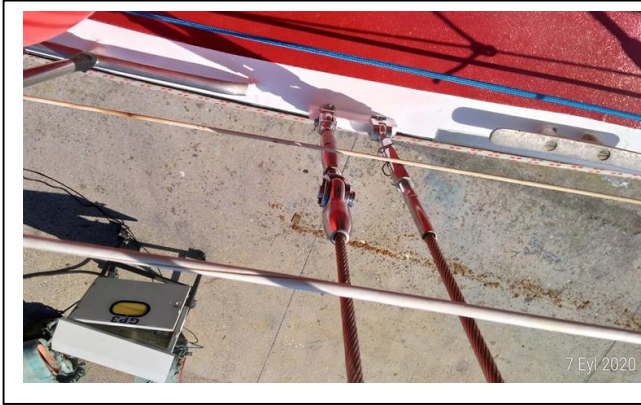
The interior of the yacht, saloon and the cabins are furnished and seems to be in "ACCAPTABLE CONDITION" .





## **IX. RIGGING & SAILS**

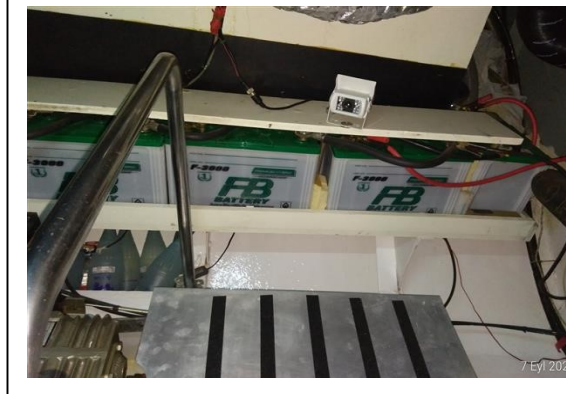
Main mast stepped on deck and supported via stainless steel ropes which is mounted on the deck. The mast, furling, railings and base are in good condition. Mast and spar is free of any visible damage and it's joints to boom and mast are in good condition. The sails, winches, peripherals are in "ACCAPTABLE CONDITION".



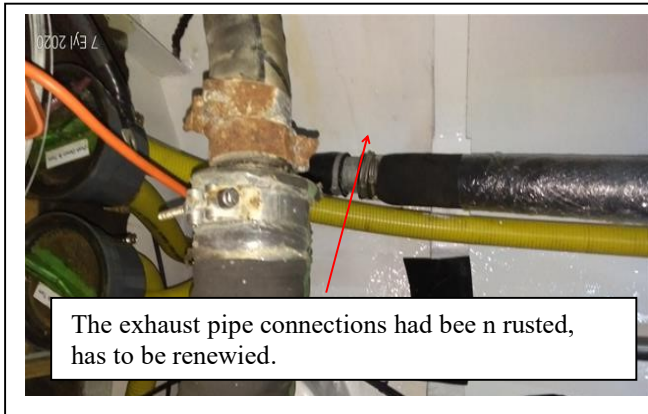


## **X. MACHINERY & PROPULSION**

The yacht engine room is located under the main deck where the entrance can be done from the back cabin. There were two main engines are located in the engine room and emergency generator on deck. The engines are Volvo Penta D2- 55F (55 HP) connected to the conventional shaft system. The engines can be controlled on the main center console . The coupling on the gearbox and the shafts were found in good condition. The general condition of engines, mountings, gearbox, shaft connections are in "GOOD CONDITION". The steering is on the main deck console which is located on the center. The rudder has been tested and can rotate with a hand force. The batteries are located on the starboard side in the engine room.

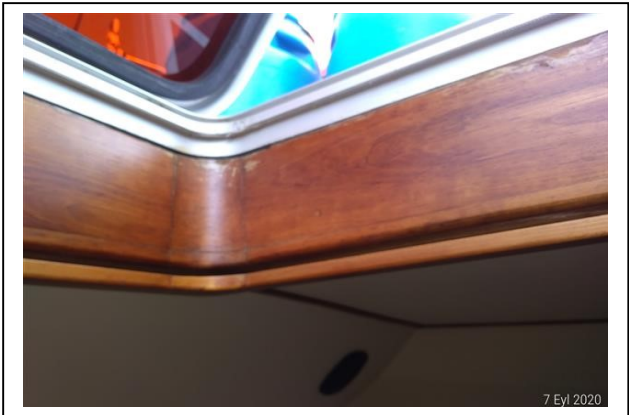






### **XI- OPENNINGS & HATCHES**

All the openings has been checked for tightness. The main salon entrance door, deck hatches, portholes found to be in "ACCAPTABLE CONDITION, there was no leakage founded .



## XII. FIRE & SAFETY EQUIPMENTS

The portable fire extinguishers are found on board ,The portable extinguishers has to be serviced and cetrificated. The validity has been finished on 2018 . It is recommended to install automatic fire extinguishers in the engine room and smoke alarm . The yacht has a life raft but it is not serviced. The owner will service or will buy a new one. The RIB tender boat was on the deck with a 6 HP Suzuki – outboard engine. There were signal flags, pyrotechnics and life jackets on board. There are smoke alarms in the cabin areas, and recommended to install one in the engine room. There were also cameras in the engine room.

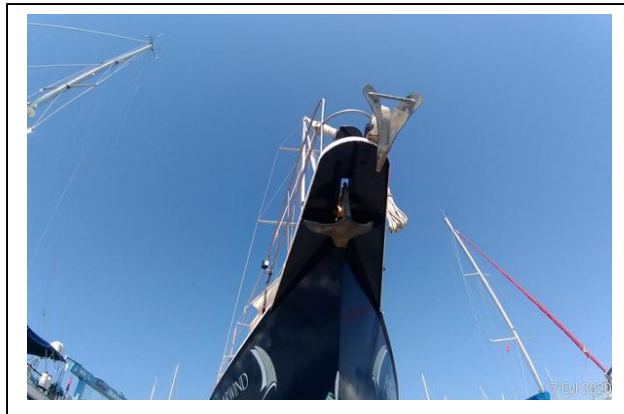




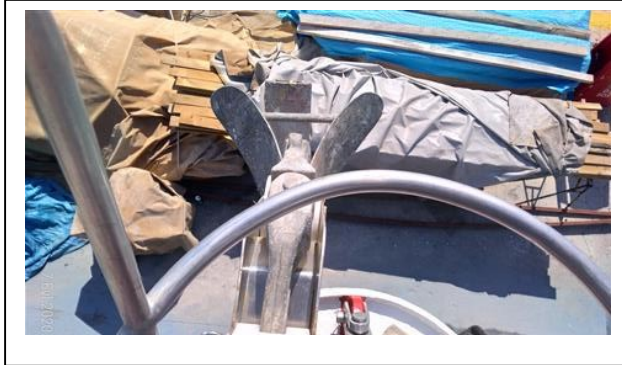


### **XIII. ANCHOR WINCH AND CHAIN**

The anchor winch, anchors, the ropes and the chain, has been examined and found in ACCEPTABLE CONDITION.







#### XIV-SMALL CRAFT OPERATORS CHECK LIST

See below table for flag state rules.

| ISRAEL GOVERNMENT-FLAG STATE RULES                                                                                                                                                                                   | STATUS | EXPLANATION                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------|
| 1. The boat visually for breaks, cracks and fissures on it's deck and sides.<br>Check for alterations and additions to the boat.                                                                                     | OK     | The hull below waterline has been checked.                                                                                       |
| 2. Check the boat's identification markings acc. to it's Sailing License.                                                                                                                                            | OK     | FORE SIDE PORT&STARBOARD                                                                                                         |
| 3. Check the soundness of the railings' stanchions and cables.                                                                                                                                                       | OK     | ACCEPTABLE                                                                                                                       |
| 4. Board the boat to inspect:                                                                                                                                                                                        | OK     |                                                                                                                                  |
| . The condition of the bilges.                                                                                                                                                                                       | OK     | ACCEPTABLE                                                                                                                       |
| . The motor: Get a general impression of the motor and it's accessories, check it's ID number and it's output according to it's ID plates, write them down and compare them with the same data given on the license. | OK     | THE ENGINES ARE YANMAR IN THE REGISTER,HAVE TO BE RENEWED.                                                                       |
| . Check deck-access openings and portholes/windows visually from the interior. Get an impression of their condition.                                                                                                 | OK     | ACCEPTABLE                                                                                                                       |
| . Check the cooking stove's condition in the galley. If the stove uses gas - check the integrity of the rubber-hose, look for fissures.                                                                              | OK     | ACCEPTABLE                                                                                                                       |
| . Check for fuel-leaks in the fuel pipe system.                                                                                                                                                                      | OK     | ACCEPTABLE                                                                                                                       |
| . If the boat has an internal gasoline engine: Check for the existence of a starting-delay arrangement (until the compartment is ventilated and free of all gasoline fumes).                                         | OK     | ACCEPTABLE                                                                                                                       |
| . Check main steering wheel (30deg to port and 30deg to starboard). Check action of secondary steering. In absence of an emergency tiller, the boat should carry a suitable steering-oar.                            | OK     | ACCEPTABLE                                                                                                                       |
| Check whether the various bilge-pumps are functioning according to standards. If one of the pumps is of the three mode style (Aut.- Manual-Off), check it on it's aut. setting by manually lifting the float.        | OK     | ACCEPTABLE                                                                                                                       |
| <b>Fire Fighting:</b>                                                                                                                                                                                                |        |                                                                                                                                  |
| 1) Check the proper amount and size of the extinguishers, and their validity date.                                                                                                                                   | OK     | The fire extinguishers has to be maintained /certificated & validated. Automatic fire extinguisher in the engine room, advised . |
|                                                                                                                                                                                                                      |        |                                                                                                                                  |

## XV. SUMMARY & RECOMMANDATIONS

The vessel has been found generally to be in **“ACCEPTABLE CONDITION”**. The structural integrity of the hull has been inspected from outside and only at accessible areas of insides. No major damage or weakness has been observed.

*The systems, outfitting and equipment of the vessel have been found to be in acceptable condition and properly maintained. The yacht has been finished the preparations also the hull paint and launched on 14.09.2020.*



### Deficiencies Noted

#### A: SAFETY DEFICIENCIES-RECOMANDATIONS:

1. The steel hull shell plating and main structure has to be NDT tested for the thickness and reported by a verified company.
2. All the fire extinguishers -To be serviced & certificated
3. Advisory-Installation of an automatic extinguisher in the engine room.
4. Installation of a smoke alarm in the engine room.
5. The Liferaft has to be Serviced or renewed.
6. The register has to be renewed for the new engines.





İlker CİVELEK (Marine Surveyor)  
(Naval Architect & Marine Eng. –BSc, MSc)  
(Turkish Treasury Dep. Registration Number : E11/G0272)  
(Chamber of Naval Architects-Registration Number : 1185)  
(Int.Inst. of Marine Surveying-MIIMS/C-1002)

References /Attachments :

- Register
- Photographs

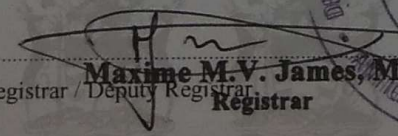
----- Presented as a complete neutral party,



## CERTIFICATE OF ANTIGUA AND BARBUDA REGISTRY

### PARTICULARS OF SHIP

|                                                                               |                    |                                                        |                   |
|-------------------------------------------------------------------------------|--------------------|--------------------------------------------------------|-------------------|
| Name of Ship                                                                  |                    |                                                        |                   |
| POLARWIND                                                                     |                    |                                                        |                   |
| Port of Registry                                                              | IMO No             | Call-sign                                              | Official No       |
| St. John's                                                                    |                    | V2YJ4                                                  | 1912              |
| Type of Ship                                                                  |                    | Description of Ship                                    |                   |
| Pleasure Yacht                                                                |                    | Steel sloop rigged sailing yacht with auxiliary engine |                   |
| Name and Address of Builders                                                  |                    |                                                        | Keel Laying Date  |
| Peter Reinke, Bremen, Germany                                                 |                    |                                                        | 1994              |
| Registry Length (m)<br>(Art 2(6) Int'l Tonnage Convention 1969)               | Length Overall (m) | Beam (m)                                               | Moulded Depth (m) |
| 15.3                                                                          | 15.3               | 3.8                                                    | 1.8               |
| Gross Tonnage                                                                 |                    | Net Tonnage                                            | Engine Power (kW) |
| 20                                                                            |                    | 18                                                     | 82                |
| Name and Address of Owners                                                    |                    |                                                        | Shares            |
| Polarwind Shipping Limited., 60 Nevis Street, St. John's, Antigua and Barbuda |                    |                                                        | 64                |
| Date of Registry                                                              |                    | Date of Expiry                                         |                   |
| 17 January, 2013                                                              |                    | 16 January, 2021                                       |                   |

  
**Maxime M.V. James, MSc.**  
Registrar / Deputy Registrar  
**Registrar**



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, sold to Foreigners, or broken up, notice thereof, together with the Certificate of Registry, if in existence should immediately be given to the Registrar of Antigua & Barbuda Ships. Visit [www.abregistry.gov.bb](http://www.abregistry.gov.bb) for further information.