

*XXXXXXYacht "N I K I"

(now to be renamed "SABRA")

Upon request of Comm. Nissim Alhadeff, the undersigned or his representatives, visited on the 3rd February 1962 and subsequently the above named yacht with the purpose of ascertaining the general condition of the hull and machinery, so far as now requested.

The vessel was lying on the slipway at a Yard at Perama, Greece.

From documents made available to us it was noted that the vessel, a Motor Sailor, of 85 G.R.T. and 67 N.R.T., was built in 1940 by Luders Marine Construction U.S.A..

Her principal dimensions are given as :

L.O.A.	85' - 0"
L.W.L.	66' - 0"
Beam	13' - 9"
Depth	7.35'
Draught	6' - 0"

The topsides and bottom are of mahogany; deck and superstructure of teak; frames, floors, keelson, stringers, beams and brackets of steel with iron ballast keel; subdivision by four steel bulkheads; two hollow spruce masts with main mizzen and boat, stainless steel standing rigging, manila and stainless steel running rigging; transmission of steering through wire ropes; windlass electric.

The main engines consist of two General Motors, model 6071A and 6072A, 6-cyl., 2000 r.p.m., 170 B.H.P. each with reduction gearing 4.5:1.

Auxiliary machinery comprise one dependent generator, one independent Diesel driven, bilge pump, S.W. pump, emergency hand bilge pump, fresh water pump, air compressor for typhoon, and refrigerating unit. Fire fighting equipment consists of 2 - CO₂ Bottles in E.R., remote controlled and 5 portable extinguishers in machinery and accommodation spaces.

The vessel is supplied with 2 bower anchors and about 90 m. of cable.

The hull and superstructures of the vessel were examined externally and internally and found in good condition.

The following repairs were now carried out :

1) The sole of ss V - bracket was found loose from the shell, cracked in way of a rivet hole and the rubber bearing wasted; the crack was now welded, the bracket refastened on the shell and the rubber bearing renewed.

2) The rubbing steel straps at stem, lower part and keel aft, were found wasted and were now renewed.

Further five floor plates, counting from the E.R. aft bulk-head, were found somehow wasted locally, but still remaining efficient; it is recommended, as repairs were now impossible, that they should be dealt with in suitable opportunity.

The tailshafts p & S were drawn and examined in way of the bearings and were found in order.

The rudder, steering arrangements, overboard discharges and sea valves, anchors and cable, masts and booms, standing and running rigging, sails and covers, side scuttles, companionways and closing appliances, were now examined and found in good condition.

The main and auxiliary machinery and the electrical installation of the vessel were not examined, but it is being noted from a certificate presented to us (translated copy attached herewith) that they were generally overhauled in 1961 and maintenance repairs carried out in January 1962. However it is recommended that trial runs should be carried out, the auxiliaries and pumping arrangements, electrical circuits, appliances and fittings tested, to ascertain their efficient condition. Also the efficiency of the windlass should be ascertained, and fire extinguishers kept loaded at all times.

The Naval Architect

Signed

Alex. Philippou B.Sc.

TRANSLATED COPY

C E R T I F I C A T E

The undersigned Commander Paul Kountouriotis certifies that: On the Yacht "NIKI", owned by N. Angleton Esq., under American flag, the following repairs were carried out during the year 1961:

General overhaul of both the main engines G.M. 6/71

General overhaul of the auxiliary engine

Checking of the shaft alignment

Examination and repairs of the electrical installation and renewal of all the batteries.

The above repairs were done at a cost of 130000 drs..

The repairs were carried out under my supervision on Mr. Angleton's request.

Further I inform you that in spite the low wear of the cylinder liners and pistons, these were renewed.

Last in January 1962 the main and auxiliary engines were re-examined and the valves of the two of them renewed.

Athens on the 3rd February 1962

Signed

Paul Kountouriotis
Commander P.H.N.

Βεβαίωση

Ο υπογραμμισμένος Πρωθυπουργός ΚΟΥΝΤΟΥΡΙΩΤΗΣ ΠΑΥΛΟΣ βεβαιώνει ότι :

Επί το κείμενο ΝΙΚΗ ιδιοκτησίας Ν. ANGLETON υπό Αρχειομασίαν Συμμετοχών Σχίσματος το 1961 επί της σφραγισίας.

Γενική εγγραφή του δικού κτηρίου μηχανών G.M. 6/71 και της Ηλεκτρογεννητριας.

Ευδωγραφία σφραγισίας Ευδωγραφία και εγγραφή του κτηρίου συστήματος και αντιστάσεως όσον ως παραπάνω.

Αι ανωτέρω σφραγισίες εστάθησαν εν συνεχεία επί δραχμίας εκατόν τριάντα χιλιάδων 130.000

Η εγγραφή εστάθησαν εν συνεχεία επί κορυφισίας του Ν. ANGLETON.

Επίσης εστάθησαν επί παραπάνω κτηρίου γδάρων ως κτηρίου και μηχανισμών και αντιστάσεων δικού κτηρίου.

Επίσης ως ανωτέρω από μισό ήτοι τον Ιανουάριο 1962 εστάθησαν επί κτηρίου και μηχανών και αντιστάσεων επί βεβαίωσης του δικού σφ. αμνών.

Αθήνα εν 3 - 2 - 1962

Βεβαιώνεται το κείμενο

βεβαιώνεται
[Signature]

ΚΟΥΝΤΟΥΡΙΩΤΗΣ ΠΑΥΛΟΣ

ΠΡΟΤΑΡΧΗΣ Β. ΝΑΥΤΙΚΟΥ



[Signature]
ΚΟΥΝΤΟΥΡΙΩΤΗΣ ΠΑΥΛΟΣ
ΠΡΟΤΑΡΧΗΣ Β. ΝΑΥΤΙΚΟΥ