

Address
Kerkstraat 6
3361 BP Sliedrecht
The Netherlands

Phone
+31 (0)184 415 474

Fax
+31 (0)184 415 242

E-mail
office@halyardsurvey.com

Website
www.halyardsurvey.com

REPORT OF SURVEY

Re

Motor yacht ARCTIC SUNRISE



Report number: 26330306

Acting surveyor: Leo van Houwelingen

Date: 21 August 2014

VRT-number
NL851394127B01
Trade Register-number
54667739

Bank details
Rabobank 1662.61.416
IBAN
NL45RAB00166261416

BIC
RABONL2U

Delivery conditions
The delivery conditions for assignments to adjusters,
surveyors and valuers are applicable.



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1. PARTICULARS

IMO number	: 7382902
GT/NT	: 949/284
Dimensions	: 49.62 x 11.50 x 4.83 m.
Built	: 1975 at Vaagen Shipyard, Norway
Propulsion	: 9-cylinder MAK diesel engine 1,619 kW (output)
Class	: DNV – 1A1 Icebreaker
Port of registry/flag	: Amsterdam/ Dutch
Owner	: Stichting Phoenix at Broek in Waterland, The Netherlands
Operator	: Stichting Greenpeace Council at Amsterdam, The Netherlands

2. INSTRUCTION

Halyard Survey B.V. has been assigned by owners/managers of the motor yacht ARCTIC SUNRISE to carry out a damage survey on board the motor yacht ARCTIC SUNRISE in Amsterdam after return of the vessel, after being arrested for nearly 10 months in Murmansk (Russia) and estimate the cost for repair and recovery of the missing equipment and/or goods.

3. SURVEY

The survey on board the motor yacht ARCTIC SUNRISE was carried out on 12 August 2014 whilst the vessel was lying safely moored port side alongside the premises of Oranje Scheepsreparatie B.V. at Nieuwendammerdijk 542 at Amsterdam.



4. **ATTENDING PARTIES**

Mr. Waldemar Wichman, captain.

Mr. Paul Ruzychi, chief mate.

Mr. David McEvitt, chief engineer.

5. **INTRODUCTION**

On 8 August 2014 the motor yacht ARCTIC SUNRISE arrived at Amsterdam after leaving Murmansk end of July 2014.

On 19 September 2013 the motor yacht ARCTIC SUNRISE was seized by the Russian Coast Guard and towed to Murmansk. In Murmansk the crew was detained and the vessel was laid up at the port of Murmansk till 27 June 2014, when the (new) crew was allowed to board the vessel.

After returning on board it was ascertained that during the 9 months the vessel was laid up in Murmansk considerable damage was caused to the vessel.

On behalf of Greenpeace International a condition survey was carried out by a local P&I surveyor and additionally an underwater video survey was carried out by a local diver.

6. **FINDINGS**

During our survey on 12 August 2014 on board the motor yacht ARCTIC SUNRISE at Amsterdam most of the pollution on board was cleaned and the mess was cleared away. Several relevant (safety and navigation) items were renewed before leaving Murmansk.

In order to ascertain the damage sustained on board the motor yacht ARCTIC SUNRISE in the afore mentioned period we interviewed crew members and received pictures of the vessel as found in the condition in June 2014 at Murmansk. Furthermore we received the condition report of the P&I Surveyor dated 2 July 2014 (see enclosure 1).

The following can be reported:



The found damage can be divided in damage as result of:

- 6.1 - pollution on deck and inside accommodation and mess made.
- 6.2 - disappeared items (ship belongings and personal belongings of crew).
- 6.3 - damage as result of (excessive) violence to equipment and ship belongings.
- 6.4 - damage as result of not using the vessel during a longer period.
- 6.5 - loss of hire.

6.1 **POLLUTION**

During the period the vessel was lying laid up at the port of Murmansk the vessel was polluted on deck and outside of the accommodation and hull as result of coal dust and/or iron ore dust originating from nearby stored bulk cargo.



The iron ore dust was also found in accommodation (cabins / wheelhouse/ mess room, etc.) as it was most likely carried inside by the ship's ventilation.

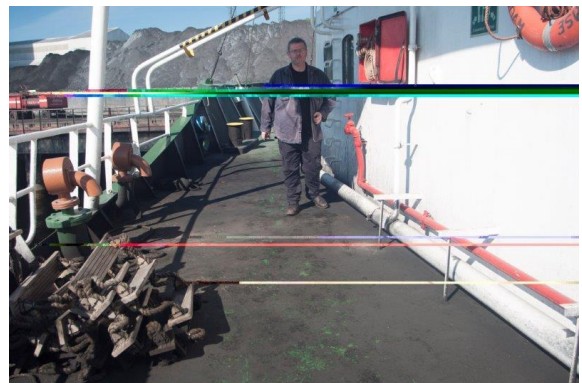
The coal dust also polluted the equipment and items placed on deck such as the mooring ropes, canopies of man overboard boat, lift rafts, etc.

Also the anchor winch of the fore deck was heavily polluted and coal dust entered the band brake.

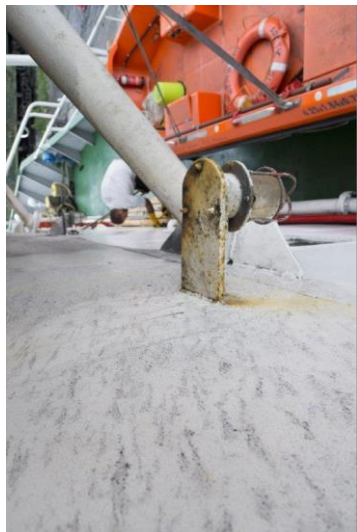
We refer to the following pictures:



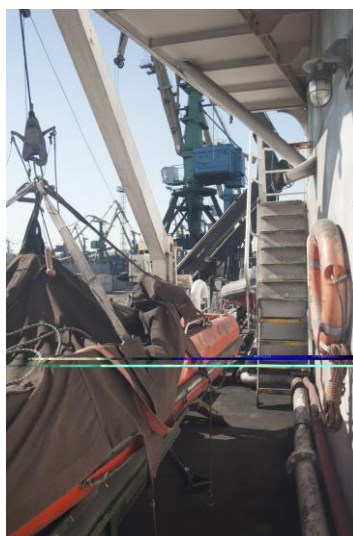
Hull polluted



Deck polluted



Outside accommodation polluted





Deck equipment polluted



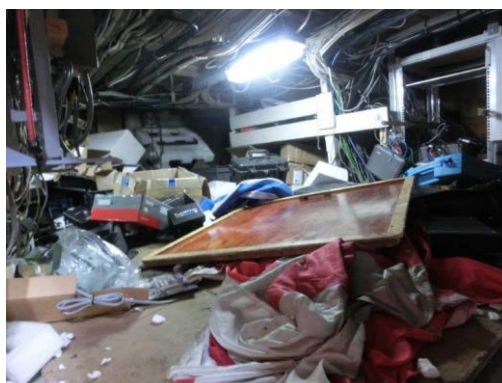
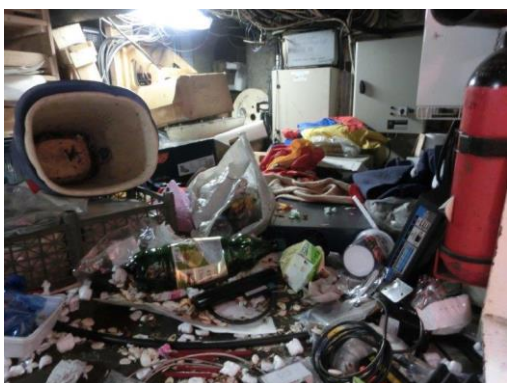


Re: motor yacht ARCTIC SUNRISE

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Accommodation inside





Mess in accommodation



6.2 **DISAPPEARED ITEMS**

After returning to the vessel a lot of items belonging to the ship's equipment, inventory and personal belongings of the crew could not be found on board and are reported missing.

6.2.1 **SHIP EQUIPMENT**

a. Rigid hulled inflatable boat

Manufacturer	: Parker
Type	: 650 stern drive
Dimensions	: 6.50 x 2.49 m.
Engine	: Cummins Mercruiser approx. 150 hp
No.	: 03-74-YS

b. Rigid hulled inflatable boat

Manufacturer	: Mulder & Rijke
Type	: Rib Sea 750
Length	: 7.50 m.
Engine	: inboard diesel engine with Parker 115 waterjet
No.	: 13-19-YD

c. Rigid hulled inflatable boat

Manufacturer	: Zodiac Hurricane
Engine	: Mercury Optimax outboard engine 200 hp
No.	: YP-15-06

d. 2x rigid hulled inflatable boat

Manufacturer	: Nouverania
Engine	: 50 hp outboard engine
No.	: 10-74-YS 10-75-YS



- Underwater camera in high pressure housing.

6.2.2 **SHIP INVENTORY**

Engine room

- Electric toolbox containing electric tools, wire cutter, screw driver etc. for electrical work.
- Torch, make Maglite.
- Led torch, make Maglite.
- 2 Multimeters, make Fluke with test leads.
- Insulation/resistance tester, make Fluke.
- Clamp meter, make Fluke.
- 2 crimping/cutting tools make Klauke
- Laser temp gun, make Fluke 56X.
- Shock and water proof camera, Olympus TG 320.
- Clock gauge with magnetic holder, make Mahr.
- Micrometer (bore gauge) 320 mm in wooden box.
- Electric tool make Dremel with accessories.
- Set feeler gauges
- Diagnostic tool for Mercury Optimax engine.
- Small ¼ " ratchet set.
- Various small tools and pipe cutters.
- Dymotape labeling machine.

Action boxes

- 7x UHF hand hold radios with chargers.
- Batteries 20x AA and 20x AAA alkaline batteries.
- 8x hand held GPS, make Garmin.
- Digital video camera make Sony Handicam 2080.
- 1 x binoculars, make Canon 10 x 42 image stabilized.
- 2 x binoculars ,make Canon 8 x 25.
- 2 helmet cameras, make Go Pro.



- 6 led head lamps.
- 1 backpack, 20 ltr. (Go Pro).
- 4x backpack, unknown.
- 1 backpack 50 ltr. (Black Diamond).
- 2x backpack 60 ltr. (1 x Terra 60 and 1 x Rei).
- 3x backpack 80 ltr. (2 x Life Venture and 1 x Rei).
- 1x backpack 90 ltr. (Sky Walk).

Diving gear

- 1 Scubapro Mk 17 C300-regulator.
- 1 Scubapro Octopus C200-regulator.
- 3x titanium knife, make Mako.
- 3x dive lights.

Hospital

- 1 digital blood pressure make Omron.
- 1 stethopho endoscope
- 1 otoscope.
- 1 digital thermometer.
- drug test equipment.

Deck tools

- 1 grinder, 750 W make Metabo.
- 1 grinder, 1400 W make Metabo.
- 1 drill, 790 W make Hitachi.
- 1 drill, 620 W make Metabo.
- 1 battery drill with charger make Metabo.
- 1 bolt cutter.
- Inventory in port side deck locker, helicopter crash equipment.



Bridge

- 1 pair of fire resistant gloves.
- 4 line throwing apparatus make Comet.
- BNWS sensor port side bridge.
- Laptop from safety officer.
- 1 binocular with stabilizer all weather, make Canon 18 x 50.
- 1 binocular Canon 20 x 50.
- 1 binocular Delta 10 x 50.
- 1 binocular Steiner 10 x 26 Predator.
- 1 barometer.
- 1 x Electronic Chart Display Information System (ECDIS), make Furuno FEA 2 x 07.
- 2 x GPS make Furuno, model GP150.
- 1 Windows computer for navigation purposes, programs and software.
- 1 computer for Konsberg Eco sound software.
- 1 Pendrive 8 GB.
- 1 manuals of navigation and communication equipment missing.

Radio room

Several communication equipment.

6.2.3 PERSONAL BELONGINGS CREW

Of 30 crew members the personal effects, laptops, jewelry, etc. disappeared.

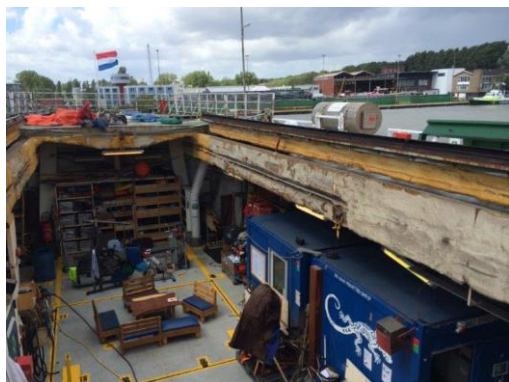
6.3 DAMAGE AS RESULT OF VIOLENCE

- Door radio room broken.
- Action boxes damaged.
- Magnetic compass broken.
- Several drawers in cabins and wheelhouse.



6.4 DAMAGE SUSTAINED AS RESULT OF USE DURING LONGER PERIOD OF TIME

- Leaking of hedge cover seal of Mac Gregor hatch.



- Satellite antenna dome filled with moisture.



- Certificate of 4 life rafts expired and 3 Russian made life rafts purchased.



- Additional works: underwater video inspection carried out by local diver to inspect the underwater hull, water inlets, propeller and thrusters for damages.



- Stores of food / provisions spoiled.

6.5 **LOSS OF HIRE**

As a result of the arrest of the vessel a loss of hire sustained over the period of 19 September 2013 up to 30 July 2014, in total 314 days.

7. **REPAIRS**

In order to restore the vessel in the condition as it was on 19 September 2013 the following cost for repairs, renewal and works are estimated as follows:

Pollution as mentioned under 6.1:

Cost for cleaning the vessel by ship's crew as carried out in the period between 27.06.2014 and 20.08.2014, incl. external contracted cleaners

EUR 25,000.00

Disappeared items as mentioned under 6.2:

Renewal of ship equipment, ship inventory and personal belongings

EUR 90,000.00

Rigid hulled inflated boat (see 6.2.1)

EUR 250,000.00

Repairs as mentioned under 6.3:

Total 6.3

EUR 15,000.00

Repairs as mentioned under 6.4:

Total 6.3

EUR 18,000.00

Total, excl. loss of hire

EUR 398,000.00



8. **REMARKS**

To both survey and report the “Delivery Conditions for Assignments to Adjusters, Surveyors and Valuers” are applicable. These conditions have been filed in the registry of the Arrondissementsrechtbank in Amsterdam (Amsterdam district court) on 2 July 1998 under number 149/1998 and in the registry of the Arrondissementsrechtbank in Rotterdam (Rotterdam district court) on 2 July 1998 under number 56/98.

Sliedrecht, 21 August 2014

Leo van Houwelingen

HALYARD SURVEY BV