

Yacht Captain 500 Gross Tonnage (International Maritime Organization)

Necati KUTLU

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Date of birth : 24.10.1981
Birthplace : Aydın / Turkey
Marital status : Married
Visa Status : Schengen 1 year term
Alcohol use : None

Education Status :

2002 – 2006 Undergraduate of Education in Finance and Economics
2008 – 2010 Fisheries and Marine Biology
2022 – Count. Undergraduate Cooking, Gastronomy, Culinary Tech – Anadolu University



Experiences(Maritime):

1992 Optimist anmaintenance on our own family boat.
2004 - 2007 Marmaris Diving School. d laser sailing training.
1998 - 2004 Cruising and Diving Instructor, Sailor.
2007 - 2010 Sailing boat and motor yacht transfer from Mediterranean countries such as Greece, Italy, Croatia, Egypt
2012 - 2014 Pasha Gulet - Sailor – 37mt long sailing boat belonging to Filiz ŞAHENK for private use and charter.
2014 - 2016 Open Sea Motoryacht Captain.
More than 1200 hours of cruises were made for the daily use of Ferit ŞAHENK and Diana ŞAHENK family, to quickly commute to regions such as Rhodes, Simi, Kos, and Bodrum for the D Maris Bay operation in the off days. Since 2012, I have experience in navigation and shipyard maintenance with all boats within the body of D Maris Company such as SunSeeker, Azimut, Gulet, custom-built motor yachts, and Benetteau sailing boat. (Other Captain's Team and Human Resources may Refer)
Owner info : https://en.wikipedia.org/wiki/Ferit_%c5%9eahenk
2016 - 2018 Lagoon 630 Catamaran Captain 3 crew pleasure craft and charter. All maintenance and repair operations were carried by management agency.
2018 - 2021 Johnson 105 Motoryacht Captain (Shared)
Private use 7 Crew 32mt motor yacht belonging to DEMİRÖREN family. All maintenance and budged of the yacht, dry dock proses was done by me or followed by me. Cruising area Aegean and Adriatic islands, Italy, Turkey (Göcek, Hisarönü Gulf, Gökova Gulf, Bodrum)
(Boat Owner Give References)
Owner Info : https://en.wikipedia.org/wiki/Demir%C3%B6ren_Group

2020 - 2021 Catamaran transfer from İstanbul to Göcek. Different type of Catamaran (Fontaine Pajot, Lagoon56, Catana Bali 5,4) 90 days in two years.

2021- Count. Princesss 85MY Motor Yacht Captain
Sacs Rebel 40 boat, Jetski, Tenders, Seabob, Watersport
Private use yacht - 4 crew All maintenance of the yacht was done by the captain or followed by the captain (Dry Dock, Antifouling paint, polish, hydraulic maintenance, windlass, gangway, stabilizer, Engine, Generator, Air Conditioner, all pumps etc.)
(Boat Owner Give References)

Computer Skill Microsoft office programs

Qualifications Yacht captain (500 GT)
Sailing Instructor
UAV Drone Operator 25kg
Scuba Diving Qualification, Scuba Diving (CMAS 3 Stars) (PADI Dive Master)



Interests : Engine room maintenance, Water sports, Motor sports federation refereeing, Musical Instruments, Photography, Motorcycle Club trips, Instrument, Camping, Free diving, Scuba diving and spear fishing.

Curriculum vitae cover letter

I am 42 years old, married and father of 3 children.

I have been cruising alone on the seas since I was 14 years old. I spend as much time at sea as possible, having much experience in stormy weather. While working with many different boat type in the summer having also great knowledge regarding maintaining boats. transferring all kinds of boats of all sizes and types.

I have also a family sailing boat. Jeanneau Sun2k

I live in Marmaris / Turkey,I have no psychological and physical health problems,I am athletic person and I do not have a habit of using alcohol and smoking.

As the captain, if I need to inform you about the operation of the boat and the preservation of its value in 5 headings,

- **Life and Property Safety on Board**
- **Mechanical Maintenance of the Boat**
- **Finance, Budget and Reporting**
- **Navigation, Meteorology**
- **Boat staff - work discipline and hospitality**

SAFETY OF LIFE AND PROPERTY ON BOAT

It is the top priority issue. Necessary measures are taken to prevent an emergency. In the event of an emergency, I take full responsibility. For this, I voluntarily repeat my emergency medical technician and first aid training every year from people approved by the Ministry of Health. I train myself and my staff for choking, burns, fractures, poisoning, allergies, poisonous animal bites, heart attacks, open wound sutures, heart massage, injections and many other first aid applications. In addition, I have a medical cabinet that I created myself with the advice of a doctor, information on the box and expiration dates are followed.

Fire drills are carried out in areas such as the deck, cabins, engine room, and the crew must be ready to intervene quickly. Brief information about fire extinguishers and medical cabinets is given to guests who will come to the boat for the first time.

MECHANICAL MAINTENANCE OF THE BOAT

I regularly apply, sign and archive my 4 types of checklists: daily, weekly, monthly, before and after the cruise. I give great importance to this routine so that possible malfunctions do not occur. It is ensured that the devices work properly by comparing them with the manual books. In these lists, the level, temperature, pressure of all liquids (Oil, Hydraulic, Water) in the boat are controlled. All pumps, battery and electrical groups, working hours of all machines, working sounds, vibrations, odor are regularly examined and changes are recorded.

All equipment's user manuals, necessary parts must be ready and translated into relevant languages and evaluated regularly with sailor and engineer personnel.

I set up a workshop consisting of small hand tools in the engine room and do my own repairs, such as simple electrical operations, oil, pump change, watermaker, maintenance, air conditioner maintenance, for where the service warranty does not continue.

In addition to mechanical maintenance, I have experience in protecting surfaces such as paint, gelcoat, chrome, varnish, deck teak and making necessary applications. All lists and work done are recorded and signed in the machine logbook down to the smallest detail. In case of possible material damage, it is in the form of evidence for insurance and service.

A separate study is prepared for the land maintenance during the shipyard, I do the maintenance myself for the worn parts, installations, pipes, locks, valves, anodes, pumps, equipment that does not have a service guarantee.

FINANCE, BUDGET and REPORTING

The finance of the boat will be managed like the finance of big companies.

- As machinery equipment,

First of all, all fixtures, machinery and equipment, all materials from plates to cutlery to towels will be counted and as well a regular count will be made throughout the year. Thus, nothing will be missing and disappear, and the missing materials will be determined by counting and the deficiencies will be completed.

- Expenses

All expenses will be accounted for, and it will be determined how much has been spent on many items such as food and beverage expenses, repair maintenance expenses, fuel expenses. All transactions will be made with receipts, invoices and multiple offers and will be reported regularly without compromising the principle of 'Openness and Accountability', which is the purpose of accounting. It can be accessed at any time and can contain as many details as desired. For example, information such as how much food and drink was used in August 3 years ago and how the payment was made will be reached in a short time. A detailed and accountable order will be created that will not leave any question marks in the mind about spending. In order to keep track of expense items, all food and beverage, cleaning, repair and maintenance expenses can be processed one by one and tracked as stocks.

- Budget preparation

Expenditures made at the end of the summer season will be examined, a budget for the next year will be created and the expenses for the next season will be estimated and planning will be made in the reflection of these data.

NAVIGATION - METEOROLGY - WEATHER CONDITION

I follow the maritime publications, I review the pilot books for the regions I will cruise for the first time and create a cruise plan. I have extra Radar and Piloting training. On long cruises, I apply classical methods as well as electronic navigation aids, I navigate by calculating map and compass deviations and train personnel on this subject. I have sailed with this method in all Aegean, Mediterranean and Red Seas. Apart from that, I also have knowledge about astronomical navigation. Apart from the 'Machinery Log', a detailed 'Navigation Log' is kept, and logs of the destination, distance, weather, fuel spent, personnel information and many more are archived day by day as signed. As a hobby, I make forecasts based on barometer, thermo meter and wind changes.

BOAT STAFF - WORK DISCIPLINE AND HOSPITALITY

As the captain, I spend 5 hours of sleep, 4 hours at night and 1 hour during the day, during the time I stay at sea, at anchor, except for the port. All personnel, including the cook and hostess, are given information and training on the safety of the boat, safe navigation, boat and cabin maintenance. A peaceful working environment that respects each other and the work they do should be created by motivating the employees in a way that creates a sense of belonging for the boat. I believe that the peaceful, rested and sane personnel will provide better quality guest hospitality and service, and a self-paced working discipline will be established for the boat instead of coercion.

Since I keep the records of the boat regularly during the time that I work with this work order, in case of boat sale or personnel change, the Machinery Journal and the Navigational Journal containing will be the guiding information and statistics will provide necessary information for the next team members.

Regards,

Necati Kutlu