

National Administration Requirements

GREECE



March 4, 2009



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GREECE

Country Title

The Hellenic Republic

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Conventions

SOLAS	MARPOL						LOADLINE	TONNAGE	COLREG	SFV	STCW	AFS	BWM	ILO
	I	II	III	IV	V	VI								
74/88	78	78	78	78	78	97	66/88	69	72	-	78	01	-	92 133 147

Authorised

Yes

Harmonised Surveys and Certification

Fully implemented

Certification General

Where a full term certificate has expired and the survey can not be held due to the ship not being in a port where the survey can be held, an HSSC certificate may be extended in accordance with the applicable HSSC regulations for the issue of certificates and having ensured the agreement of the Administration. The ship may be notified by fax and the certificate endorsed at the next port where the endorsement on the certificate can be made. A copy of the fax is to be forwarded to the Greek authorities. Such extensions may only be granted where there are no outstanding items certificate(s) concerned. The renewal survey is to be held at the first suitable opportunity

Reporting General

The Lloyd's Register Group (hereinafter referred to as LR) is required to forward a copy of all certificates issued to Greek flagged ships to the following address:

Hellenic Republic
Ministry of Mercantile Marine, the Aegean and Island Policy
Section of Inspection of Merchant
Ships Directorate of Regulations
& Supervision of Organisations
1, K. Paleologou Street
18535 Piraeus
Greece

Tel: +30 210 4191800

Fax: +30 210 4137997

Combined safety certificates are NOT to be issued.

LR (London or the Devolved Classification Office) is to advise the Administration of all outstanding items on change of class to LR and for ships leaving LR class.

When LR is about to issue certificates to a Greek flagged ship for the first time when the previous certificate was issued by the Greek administration the following applies:

Within two working days from the submission of the request by the shipowners, LR is to send a written notification to the Administration including the ship's details, name of ship, IMO number, Port and Number of Registry, and a list of the certificates which are to be issued.

New buildings and change of flag to Greece

Whenever a request for classification of a ship that will be or has been registered in the Greek register is received, the Society shall immediately inform the Administration.

A copy of the GA is to be sent to the Administration.

Newbuilding and Conversions taking place in Greece

During new buildings and conversions taking place within Greece regular reports are to be forwarded to the Administration in accordance with Protocol 4212.1/001/22.07.04. This applies to all ships regardless of flag.

LR Piraeus has in place a procedure for complying with the protocol.

Exemptions, waivers, extensions of certificates

All other requests for exemptions must be made to the administration together with a technical explanation for the request.

Change of Flag and/or Change of Class

At change of class LR is to ensure that it has obtained all relevant information on the survey status of the ship, including structural and operational limitations and outstanding recommendations given by the previous class society. The structural and operational limitations of the ship are to be checked and agreed to by LR. If the ship is not classed this procedure above also applies.

Outstanding recommendations given by the previous class society are to be followed up by the RO and it is to be ensured they are completed within the time limits set by the previous class society. The above conditions are to be taken into account before the assignment of class to a ship, or before a non-classed ship is registered with the RO. This includes items relating to the ISM code.

LR is to advise the Administration of all outstanding items on change of class to LR and for ships leaving LR class.

Port State Control

On notification that a Greek flag ship has been detained the administration require that LR attend onboard. Note that the Greek administration obliges the master to inform LR if a ship is detained.

On completion of surveys carried out the administration is to be informed. In addition, details of the last normal survey(s) are to be included in the message.

Programme of increased supervision following repeated cases of, or serious, detentions

A programme of increased supervision for ships with a record of frequent Port State Control detentions or serious detentions has been adopted.

1. A **detention** is considered **serious** if it is a justified detention during which the ascertained deficiencies indicate that the requirements of the Safety Management System are being incorrectly applied. An example

of a serious detention would be the detection by the Port State Control Inspector of several deficiencies that lead to a detention and that indicate insufficient adherence to the maintenance procedures on board the ship.

2. The programme of increased supervision includes the measures which are listed below:

Incident	Improving Measure
Serious case of justified detention concerning the safety of the ship and the protection of marine environment	Additional ISM inspection on board the ship by the certifying RO and/or the Authority within a month of the date of the detention
2 justified detentions of the same ship within 12 months	Additional inspection by the RO certifying the ship from ISM aspects and/or the Authority, to the extent of an Intermediate Survey of the ship's Safety Management System and an additional inspection of the Company to the extent of an annual inspection. In addition, the ship is to be subjected to an unscheduled inspection by a Technical Surveying Team of YEN/KEEP at the most convenient port of call.
3 justified detentions of the same ship within 24 months	Withdrawal of the ship's Safety Management Certificate until completion of an additional inspection on the ship by the Authority to the extent of an Initial Survey. An additional inspection of the Company by the Authority to the extent of an annual inspection within a month of the date of the last detention will also be necessary.

Requirements General

OPRC-HNS 2000 Protocol

Greece has ratified the OPRC-HNS 2000 Protocol.

New construction and conversion licensing

For ships under construction/conversion in Greece only and for ships certified by LR not falling under the provisions of RD 135/68 (GGG 37A) in accordance with article 3 of this RD, as it is in force. Refer to the full text of the agreement between LR and Greece available from the External Affairs page of the intranet.

Requirement to be classed

All Greek flag ships are to be classed with a recognised classification society (LR is a recognised classification society) this includes:

- a) Ships which come under the provisions of P.D. 103/99 (G.G. 110a / 02.06.1999) and are provided with a "Passenger ship Safety Certificate in accordance with EC Directive 98/18/EC."
- b) Ships coming under the provisions of the International Code of Dynamically Supported Craft, in accordance with IMO Res. A. 373(X), and provided with a Dynamically supported Craft Construction and equipment Certificate.
- c) Ships coming under the provisions of the International Code of High Speed Craft and are provided with a High Speed craft Safety Certificate
- d) All ships coming under the provisions of the International Conventions, i.e. ships engaged on international voyages and to which SOLAS, ILLC 1966, MARPOL 73/78 apply and which are provided with the certificates required by these conventions.

In connection with SOLAS Chapter I, Part B, Reg. 14(e), Hellenic Authorities have adopted the following additional requirements under their Protocol EN/KEEP/DKEO/TDON/4124.11/33/2005/1.11.2005:

2. If a ship is at a port where the required survey cannot be completed, and if the applicable International Convention allows the Authority to extend the validity of the certificate provided this is reasonable and practicable, the Authority shall be guided by the following for reaching a decision regarding granting an extension of the validity of the certificate:

- Carrying out an additional survey, at least to an equivalent extent to the required annual survey for the issuance of the relevant certificate.
- Carrying out the required renewal survey to the greatest possible extent.
- In cases the ship's dry docking is required, but this cannot be carried out, an underwater examination shall be carried out.
- In case an underwater examination is not possible (e.g. due to reduced visibility because of dirty water, draught restrictions, strong sea currents, refusal of the competent Authority of the port State), the internal structure of the hull shall be surveyed to the maximum extent that this practically possible.
- The ship shall sail direct to a known and agreed final port of unloading and later on direct to an also known and agreed port where she will complete the survey or/and the dry docking.
- The period of extension shall refer to the minimum required time necessary for completion of the survey or/and the dry docking, on the basis of the applicable provisions relating to the relevant certificate.
- The actual condition of the ship, as it will be ascertained during the above mentioned surveys, shall also be taken into account in order to estimate the duration, the distance and the possible operational restrictions during the voyage which will be required for completion of the survey or/and the dry docking.
- The extension period of the relevant statutory certificate(s) shall not exceed the period of validity of the class certificate, which may be issued by the Classification Society with which the ship is classed and which is authorized by the Authority, in order to confirm compliance of the ship with the requirements of the Rules and Regulations which refer to the suitability of her hull, machinery and electrical from the aspect of water tightness and strength of her structure, her propelling installation and her relevant control systems.

SAFCON

Authorisation Details

SAFCON - Survey Type	Standard Authorisation	Alternate Authorisation
Overview	Full	-

SAFCON - Survey Type	Standard Authorisation	Alternate Authorisation
Intermediate	Full	-
Renewal	Full	-
Annual	Full	-
Initial	Full	-

Cert #	2221 GRC
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Standard Authorisation

LR is also authorised for all passenger ships of 1500 gt and above and for cargo ships over 500gt on domestic voyages.

Technical Requirements

Condition evaluation reports of ships subject to IMO Resolution A.744(18)

The Condition Evaluation Reports of Greek Ships subject do **not** have to be endorsed by the Authorities on the basis that the above mentioned reports are issued by the organisations (Classification Societies) recognised by the EU, and authorised to carry out surveys and issue certificates on behalf of the Governments.

Safety Equipment

Authorisation Details

Safety Equipment - Survey Type	Standard Authorisation	Alternate Authorisation
Overview	Full	-

Safety Equipment - Survey Type	Standard Authorisation	Alternate Authorisation
Initial	Full	-
Annual	Full	-
Periodical	Full	-
Renewal	Full	-

Cert #	2208 GRC, 2211 GRC
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Standard Authorisation

LR is also authorised for all passenger ships of 1500 gt and above and for cargo ships over 500gt on domestic voyages.

Technical Requirements

Voyage Data Recorders

Exemptions for the requirements to fit a VDR may be granted as follows all applications for an exemption are to be made to the administration:

Ships built BEFORE 01/07/2002 (Vessel under the law 2743/99)

Length*	Voyages	Tons Gross	Requirement of Being Fitting VDR	Possibility of Exemption
Up to 45metres (Category A)	Domestic	Irrespective	NO	
Up to 45metres	International	Exceeding 150	YES	YES
Exceeding 45 meters (Category A)	Domestic	Exceeding 300	YES	NO
Exceeding 45 meters	International	Between 150 to 300	YES	YES
Exceeding 45 meters	International to EU Ports	Exceeding 300	YES	NO
Exceeding 45 meters	International	Exceeding 300	YES	YES

* Length applies only on vessels which are under the national law 2743/99

Ships built AFTER 01/07/2002 (Vessel under the law 2743/99)

Length *	Voyages	Tons Gross	Requirement of Being Fitting VDR	Possibility of Exemption
Up to 45metres (Category A)	Domestic	Irrespective	NO	

Up to 45metres	International	Exceeding 150	YES	NO
Exceeding 45 meters (Category A)	Domestic	Exceeding 300	YES	NO
Exceeding 45 meters	International	Exceeding 150	YES	NO

* Length applies only on vessels which are under the national law 2743/99

Carriage of navigational equipment

The Greek requirements for the carriage of certain navigational equipment are given by the [extract from PD460/91](#) in addition to those required by SOLAS.

Navigation lights, navigation light controllers and associated equipment

The Administration requires all navigation lights, navigation light controllers and associated equipment installed on or after 1 January 2009, to comply with the requirements of IMO Resolution MSC 253(83).

ECDIS

ECDIS provided on board ships on or after 1 January 2000 as per SOLAS V/19.2.4 shall comply with the specifications set out in IMO Resolution A.817(19) as amended by Annex 5 of Res. MSC 64(67) and Annex 4 of MSC 86(70). This is to be verified by a relevant approval certificate issued by the Authority of the Country of Manufacture, or an Organization authorized by the Authority, until these are listed in Annex A.1 of EC Directive 96(98).

Hellenic Authorities may accept a second "back up" arrangement ECDIS, VECTOR type, in lieu of paper charts, provided :

- Both Systems comply with the aforementioned.
- They shall be supplied by a source independent of the main and emergency power supply of the vessel (Ch. II-1 of SOLAS) and in addition by an hour's UPS (Uninterrupted Power Supply).
- Updated "Paper Charts" are provided (to a limited extent) to ensure safe arrival of the vessel to the port of call where she operates as well as updated charts for voyages in areas not covered by official updated electronic charts.

Ships provided with a second ECDIS as a "back up", RASTER type, are not exempted from the requirement to carry a full series of "Paper Charts" in accordance with para. 1.2/ Appendix 7 / Annex 4 of IMO Res. MSC 86(70).

In view of the above the ship shall be provided, at the discretion of the Master, with the necessary charts to be able to undertake the intended voyages safely.

Nautical publications

Greece accepts nautical publications, as required by SOLAS Regulation V/19.2.1.4, such as sailing directions, lists of lights, notices to mariners, tide tables and all other publications necessary for the intended voyage in a digital format as meeting the requirements of SOLAS Regulation V/27, provided that instant access at any time to the nautical publications is provided, that the ship is using information data issued officially by or on the authority of a Government, authorised Hydrographic Office or other relevant government institution and that the ship's master and navigational officers are trained to use the system. Furthermore, it is required that:

- The publications in digital form are always available to the Officer of the Watch (OOW). It is not required that the computer is placed on the bridge provided that it is possible to read and work with the data, without limitations, from the bridge.
- The computer, which must solely be dedicated for the publications in digital form, is to always be connected to the main and emergency power supply, regardless of the operational conditions.
- As a back up, the publications in digital form are to be installed on another computer on board so that they can be made available to the OOW within a short period of time. This computer is to be dedicated for ship-board administration only.

- The equipment and installation are to comply with the requirements of SOLAS Regulation V/17 regarding electromagnetic compatibility. It is also to be possible to display the date on a monitor without impairing the OOW's night vision. MSC/Circ.1091 on issues to be considered when introducing new technology on board ship, MSC Circ.891 on Guidelines for the on-board use and application of computers and MSC/Circ.982 on Guidelines on ergonomic criteria for bridge equipment and layout are to be taken into account. The relevant equipment and installation are to comply with regulations V/15, 17 and 18, as applicable.
- The software is protected from editing, viruses, etc.

The nautical publications in digital format are to be adequate and up to date for the intended voyage in accordance with SOLAS Regulation V/27. Only original updates issued officially by, or on the authority of a Government, authorised Hydrographic Office or other relevant government institution are to be used on board. Such updates can be received electronically. Documentation for receipt of updates and installation of these are to be available on board (i.e. delivery notes) at any time, incorporating such procedure into the ship's ISM system.

This interpretation also includes Greek ships certified as High Speed Crafts in accordance with the HSC Code 1994 or the HSC Code 2000.

Subject to the above conditions, the Administration accepts on all ships, irrespective of their size, nautical publications in digital format as meeting the carriage requirements of SOLAS Regulations V/19.2.1.4 and V/27, respectively.

Fire fighting appliances General

The Greek requirements for fire fighting appliances are given in [Greek Presidential Decree 379/96](#).

Hellenic Authorities have agreed that they accept non galvanised valves (as required by 379 -96) provided they are so protected that the protection can be considered equivalent to the protection provided by the galvanised material.

HALON

The removal of Halon systems from all non passenger vessels is to take place no later than the first periodical or intermediate survey, whichever comes first after 29/07/2008, but in no case later than 30/11/2009. Ship operators are to be responsible for the delivery of the removed quantities of Halon from vessels, exclusively to recognised Halon Banking and Reception Facilities. Records of full evidence verifying that all procedures until the end disposal of the quantities of Halon to the reception facilities are to be submitted on a case by case basis by the shipping company or LR to the Administration.

Fire Mains, Sea water piping, and Fire Hydrants

The sea water piping should not be manufactured by cast iron and in case it is made of iron or steel it should be zinc plated (galvanised). This includes valves and other components.

Lifejackets

For ships the keel of which were laid before 1 July 1986, the number of lifejackets required is in accordance with the SOLAS Convention applicable at the time of the keel being laid.

For ships, the keels of which were laid on or after 1 July 1986, lifejackets additional to those provided for each person the ship is certified to carry are required as follows:

- For persons on watch, four lifejackets when the number of crew is up to and including 16, and 25% of the crew when the crew number is greater than 16. These are to be distributed in the wheelhouse and the Engine Control Room and are to be located in conspicuous places.
- At every remotely stowed liferaft required in accordance with Reg III/26.1.4 or Reg III/26.3.2 of SOLAS 74/83, as well as in accordance with Reg. III/31.1.4 or Reg III/31.3.2 of SOLAS 1984 as amended by IMO Res. MSC.47(66), at least six lifejackets are to be provided in clearly marked and accessible positions, protected against moisture.
- P.D. 24/1998 remains valid.

Emergency Escape Breathing Devices (EEBDs)

EEBDs are required in the following locations and numbers

PASSENGER SHIPS

AREA	NUMBER	LOCATION
Service and accommodation spaces	<36 pass. : 2 (two) for each main vertical fire zone >36 pass. : 4 (four) for each Main vertical fire zone	Distributed at conspicuous locations near escape exits
Machinery Spaces (Category A and other machinery spaces where personnel is normally occupied)	1 (one) for each escape exit 1 (one) for each control space 1 (one) for each workshop The total number of EEBDs shall in no case be less than the number of the crew members normally engaged in the spaces in question, as this number is stated on the ship's Safe Manning Certificate.	At conspicuous locations near machinery space escape exits as well as at control stations and workshops (if available)
Spare Devices		
Existing ships (keel laid prior 1/7/2002)	Nil	
New ships (keel laid after 1/7/2002)	2 (two) for accommodation and service spaces	At a safe accessible Location (Wheelhouse, fire stations, control stations)
Indication of the devices on the Fire Control Plan	Only the Devices in the machinery spaces are shown thereon	

NON PASSENGER SHIPS

AREA	NUMBER	LOCATION
Accommodation and service spaces	2 (two)	Distributed at conspicuous locations near escape exits
Machinery Spaces (Category A and other machinery spaces where personnel is normally occupied)	1 (one) for each escape exit 1 (one) for each control space 1 (one) for each workshop The total number of EEBDs shall in no case be less than the number of the crew members normally engaged in the spaces in question, as this number is stated on the ships Safe Manning Certificate.	At conspicuous locations near machinery space escape exits as well as at control stations and workshops(if available)
Spare Devices		
Existing ships (keel laid prior 1/7/2002)	Nil	-
New ships (keel laid after 1/7/2002)	1 (one) for accommodation and service spaces	At a safe accessible Location (Wheelhouse, fire stations, control stations)
Indication of the devices on the Fire Control Plan	Only the Devices in the machinery spaces are shown thereon	

Fire-extinguishers

Hellenic Authorities, under their Circular No. YEN/KEEP/DMK/C - DEP/ENESPE/4232/12/2005/01.09.2005, emphasize that the periodical inspection, maintenance and recharging of fire extinguishers shall be carried out by service stations approved by the country in which they operate.

Certificates of inspection and recharging of fire extinguishers shall be accepted only if issued by an approved service station.

The maximum period of operational validity of the fire extinguishers is limited to 20 years (excluding CO2 fire extinguishers).

General

The requirements of A.602 (15) and MSC/Circ.847 apply to all fire extinguishers except as stated otherwise below.

Periodical inspection and hydraulic tests

If testing is overdue and cannot be carried out instructions are to be requested from the Administration via LR Piraeus.

Type	Inspection	Hydraulic test	Notes
Fixed foam	Two years The foam concentrate tested every two years	-	
Fixed HALON	No requirement	No requirement	No requirement
Fixed CO2	Two years - cargo ships Every year - passenger ships	10 years	
Portable extinguishers Portable CO2 and dry powder extinguishers to be of a least 5 kg	Every year	10 years	Chemical type foam extinguishers are not permitted on new buildings. On existing ships, chemical foam extinguishers are to be replaced with a non-chemical type when they require renewal.
Breathing Apparatus	Every year	5 years	
Inflatable liferafts	Every year	Air cylinders 5 years	

Periodic maintenance and testing of launching appliances and on-load release gear

In view of the IMO / MSC 82 session decision about the optional application of IMO Circular 1206/26 May 2006 until 2010 when the matter will be reviewed again, Hellenic Authorities shall accept from now that the annual inspections, maintenance and tests defined in paragraphs 11.1.2 and 11.2.2 of the relevant SOLAS Regulation 20 (as amended), shall be carried out by experienced members of the ships' crew who have the knowledge of these works, subject to the following conditions :

- a. The above stated works shall be carried out under the supervision of the ship's Officers who have the knowledge of and experience on this subject, in accordance to following paragraphs (d) and (e).***

- b. The aforementioned works shall be carried out in accordance with the instructions of the equipment manufacturers as these are stipulated in the relevant maintenance manuals required by Regulation III/36 of the I.C. SOLAS.**
- c. The persons carrying out the above stated works shall be defined under the exclusive responsibility of the ship's managing company and her Master.**
- d. The managing company shall define within the frame of the adopted Safe Management system, a training procedure and a procedure of assessing the persons who carry out the above works, and there shall be a written statement to this effect.**
- e. The above mentioned works shall be recorded under the Master's responsibility in the Safe Management System of the Company and of the ship , (in accordance with the ISM Code) , as well as in the maintenance manual of the ship's life-saving appliances (if required).**
- f. During the final operational tests of the above mentioned equipment, upon completion of the maintenance works and tests, a Surveyor to the Recognized Organization or the Authority shall attend.**

It is clear that the managing company retains in each case, within the frame of the optional application of the provisions in question, the right to request the services of the equipment manufacturer or his authorised representative for the necessary maintenance works and the annual inspections.

Lifeboat Falls

1. Falls used in launching that have been installed on or after 1 July 2008 are to be replaced every five years provided that no deterioration was found during the examinations required by Reg. III/20 and the guidelines of MSC.1/Circ.1206.
2. Falls used in launching that were installed on or before 30 June 2008 are to be replaced every four years provided that no deterioration was found during the examinations required by Reg. III/20 and the guidelines of MSC.1/Circ.1206.
3. Falls used in launching that were turned end to end prior to 30 June 2008 are to be replaced five years after their installation provided no deterioration was found during the examinations required by Reg. III/20 and the guidelines of MSC.1/Circ.1206.
4. Falls that were installed prior to 30 June 2008 do not need to be turned end to end, and any conditions included in the Safety Equipment certificates may be deleted.
5. The manufacturer's requirements for launching appliances will continue to apply provided that they do not contradict the requirements set out above.

Life rafts

Life raft service certificates issued to Greek flag vessels are to contain an entry, which clearly indicates that any associated hydrostatic release device has been serviced and verified to remain efficient:

'Hydrostatic release mechanism No.. was inspected with satisfactory results.'

Certificates without the associated hydrostatic release device service endorsement will not be accepted.

When the release mechanism is of the non serviceable type the expiry date is to be checked and the mechanism replaced if necessary.

For ships constructed before 1st July 1986 life rafts are to be positioned to provide for easy side to side transfer on a single open deck so that capacity for 100 per cent of crew can be provided on each side of the ship.

The Greek Administration will not accept the use of knotted ropes as an "other means of embarkation" (see SOLAS Reg III/31.1.4) on any ship, irrespective of date of build, from 1 July 2008. The Administration is, however, prepared to consider on a case by case basis any application made by LR requesting a short extension period to be granted for the replacement of existing knotted ropes with embarkation ladders.

Thermal protective aids

Where open boats are provided, thermal protective aids are only required for crew not having immersion suits. Additional TPAs are required as part of the boats equipment as per the Regulations.

Collision regulations

LR is authorized except for cargo ships of 500 tons gross tonnage and above engaged exclusively in domestic voyages.

Pyrotechnics

All line throwing rockets and signal pyrotechnics are to be renewed at the date of expiry or after three years.

Immersion suits

In applying Regulation 32.3, the Administration requires that one immersion suit for every member of the crew be stowed in or near the lifeboats and/or rescue boats for which they are intended, and that their location shall be clearly marked and shall be so arranged that they may be readily available for use. If the crew accommodation spaces are close to the above life saving appliances, so that immediate access to the immersion suits is ensured, immersion suits may be stowed within the crew accommodation spaces (e.g. inside cabins or inside boxes in the alleyways).

For remote work stations and remote watch stations, at least two additional immersion suits are required to be stowed near the entrances to these stations. A remote work station is defined as the station where work is usually carried out and which is at a horizontal distance exceeding 100 metres from the point where immersion suits are normally stowed. A remote watch station is defined as a watch station which is at a horizontal distance exceeding 50 metres from the point where immersion suits are normally stowed.

Where work or watch stations (e.g. Engine Room, Wheelhouse, Bosun's Store) are not considered remote as per the definitions above but, due to peculiarities of the ship's arrangements (arrangement of spaces etc.), it is felt by the surveyor and/or ship's Master that evacuation cannot be achieved within 10 minutes (SOLAS Reg III/31.1.5), then two immersion suits shall be required to be stowed near the entrances of each of the stations in question.

When the ship is provided with a life raft forward, at least two additional immersion suits shall be stowed in this space (station).

Ships engaged on voyages:

- a) within the Mediterranean and Caribbean from 01/04 until 30/10;
- b) within the Persian Gulf, Red Sea, and within the zone included between the parallels 20 degrees north and 20 degrees south

are exempted from the requirement to be provided with immersion suits and shall be provided with an exemption certificate by LR in accordance with the guidelines issued under Ministerial Decision No. YEN/4113.190/1/2004 (Model Agreement) which reads as follows :

"Exemptions from the requirements of the applicable instruments are the prerogative of the Administration and must be initially approved by the Administration prior to being issued by the R.O. Renewals of exemptions are not required to be re approved by the Administration provided that no changes have been effected relevant to the initial exemption issued."

The Administration is not in agreement with the use of immersion suits or anti-exposure suits that also comply with the requirements for lifejackets, i.e. the requirements of Ch. II, Sect. 2.2 of the Life Saving Appliances Code (i.e. two in one), but requires the use of a lifejacket and an immersion suit, or anti exposure aid, as the Administration considers that in case of emergency a lifejacket will be easier to use.

For inspections, maintenance and tests of immersion suits the Administration accepts and considers necessary compliance with the requirements stipulated in IMOMSC/Circ. 1047 and MSC/Circ. 1114. A relevant procedure shall be confirmed in writing in relevant records kept on board in accordance with Reg. SOLAS III/36.

Immersion suits and thermal protective aids - inspection requirements

Immersion suits and thermal protective aids are to be inspected by the ship's crew in compliance with the MSC circular 1047 and the manufacturer's guidance. During these inspections special attention must be

given to the packaging of these suits so as to avoid the presence of dust and dampness. If any damage is found (e.g. tears etc) they are to be rectified as per manufacturer's instructions.

Concurrently with these inspections, training on the correct use of these suits by the crew members should be carried out.

The language in the instruction booklets must be the working language of the ship.

LR is requested to implement the Circular on all required Greek ships on which they carry out the relevant inspections.

At SE surveys LR is required to verify that that the inspections and training have been carried out.

Radars

All ships of 500 gross tons and over require radar.

Bridge layout

The administration state that whilst MSC/Circ 982 is not mandatory they recommend that it should be used in the design and arrangement of navigational systems and equipment on the bridge.

Fishing Vessels

Under Hellenic Circular No. YEN/KEEP/DSS/4339.20/17.08.2005, Fishing Vessels of 14-31 metres registered length, may be provided with the following:

- a. a boat (common or lifeboat), permanently stowed, of a capacity sufficient to accommodate the total number of persons on board, or an inflatable life raft of an equal capacity, and
- b. an inflatable life raft or buoyant apparatus of an equal capacity.

Radio

Authorisation Details

<i>Radio - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Radio - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Periodical	Full	-
Renewal	Full	-

Cert #	2206 GRC, 2212 GRC
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Standard Authorisation

The survey check list is to include a remark that the Radio Station Licence is onboard, the number of the licence and its date of issue.

Technical Requirements

The shipowner is required by the Administration to complete an official application form prior to the installation of GMDSS radio communications equipment, which they are to submit to the Merchant Shipping Inspectorate for approval.

When a ship is fitted with telecommunication equipment and an Installation and Operation License for the telecommunication equipment has to be issued, re-issued or amended as required, a relevant entry is to be made on the Seaworthiness Certificate, relating to an extension up to 30 days, which shall read as follows: "Until a ship's installation and operation license shall be issued"

Deletion of the above remark shall be effected only after submission of the permanent Installation and Operation License of the Ship's Telecommunication Station.

When the 'at sea' maintenance capability has not been specified, two qualified operators are required. When the 'at sea' maintenance has been specified, the requirement is for one qualified operator and an exclusive radio electronics officer.

Surveyors are to be qualified in accordance with IACS Unified Requirement Z17.

The radio company is to have at least the following equipment:

- Oscilloscope
- Frequency counter
- Multi-tester
- Wattmeter
- Frequency generator
- Installation tester
- DSC testing kit (including signal demodulator)
- EPIRB testing kit (including signal demodulator)

Satellite Emergency Position Indicating Radio Beacons' periodical shore-based maintenance shall be carried out in accordance with MSC/Circ.1039, while the annual inspection shall be carried out in accordance with MSC/Circ.1040 by an approved Radio Company. A copy of the EPIRB shore-based maintenance Report and the Annual Test Report shall be kept onboard in the ship's files until the next shore-based maintenance and the next annual test respectively. Copies of the sample reports that have to be completed by the approved Radio company follow.

LR is required to forward either hard or electronic copies of the survey check list (signed by the radio surveyor) and the Record of Approved GMDSS radio Installation to LR Piraeus for the Greek Authorities. It is necessary to forward the GMDSS Record to the Administration only when there are changes to the record and this is being reissued after the Safety Radio Periodical/Renewal survey.

LRIT

Conformance tests of ships' equipment is to be carried out in accordance with MSC.1/Circ.1296 - in accordance with this Circular, the Conformance Test Report is to be issued by the ASP. Pole Star Space Applications Ltd, Transas Telematics Limited and SatPro Int. Ltd & Co. KG are recognised ASPs. The Conformance Test Reports that have been issued for ships in accordance with the requirements of MSC.1/Circ.1257 remain valid. If these Reports are reissued or updated on or after 31 December 2008, they are to be replaced by a Report in accordance with the requirements of MSC.1/Circ.1296. the ASPs are to submit the Conformance Test Reports to:

- the Owner (and via the Owner to the RO);
- to the Administration at lritgr@yen.gr and telecoms@yen.gr.

The provisions of MSC.1/Circ.1299 are valid.

New LRIT equipment installed must:

- comply with the technical and operational requirements referred to in MSC Resolution 263(84);
- comply with the test requirements of the IEC 60945 standard in relation to environmental tests (humidity, vibration etc.);
- comply with the Conformance Test detailed in MSC.1/Circ.1296;
- be approved for use on Greek ships as a ship's LRIT equipment by the Administration or by an RO.

For the purpose of approving the use of the equipment and until the LRIT is incorporated into Appendix A1 of the EC Directive 96/98/EC, the following documents are to be submitted to the Administration or the RO:

- Application;
- Type Approval Certificate from the country of manufacture of the equipment or an EU member;
- Certificate of Conformance Test in accordance with MSC.1/Circ.1296;
- Complete technical file of the appliance including the technical and operational tests by Test Laboratories recognised by the competent authority of the country of manufacture.

During the installation of new equipment of transmitting LRIT information or the conformance of the existing INMARSAT-C equipment on board the ship the following shall be taken into account :

- the instructions of the manufacturer;
- the relevant requirements of MSC Resolution 263(84) and MSC.1/Circ.1257;
- IMO Comsar/Circ 32

Passenger

Authorisation Details

<i>Passenger - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Passenger - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Renewal	Full	-
Initial	Full	-

Cert #	1736 GRC
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Technical Requirements

Marine Evacuation Systems

Unless more frequent deployments are defined by the manufacturer Marine Evacuation Systems are to be deployed as follows: the total number of MES of every ship shall be deployed once within a six year period such that every MES shall be deployed at least once every six years.

If, during the deployment, a defect, malfunction or any other problem occurs then the malfunction, defect or problem is to be rectified and then the MES redeployed to confirm satisfactory operation.

A record of deployments and crew training in MES is to be maintained in the ships log book and an entry in the Safety Management System.

Total Number of Passengers recorded on the Passenger Ship Safety Certificate

The total number of passengers shown on the passenger ship safety certificate is to be agreed with the administration and is not to be amended unless passenger cabins are made unavailable by removal of fittings etc. Change of use from crew to passenger cabin or vice versa is not permitted.

Issue of Interim and Conditional Passenger Ship Certificates

The administration has advised that the words "INTERIM" or "CONDITIONAL" are not to appear on any interim or conditional certificate issued.

Recognition of a vessel as "Greek Passenger" Ship (for ships certified by LR)

The procedure of recognising a vessel as Greek passenger ship (at new building or at change of flag) will be carried out by LR according to the provisions of PD 364/88 as amended by PD 101/99.

LR is to submit to the administration:

- (a) The plans/drawings, calculations and all data required for the recognition of passenger ships in accordance with the provisions of the current legislation depending on the category of the said vessels, after their review and approval in each case.
- (b) The survey reports and two copies of the INTRODUCTION REPORT (FORM 1097GRC) for the recognition of the ship as a Greek Passenger Ship properly completed and signed.

When LR authorised will issue a certifying report to the Owners for onward transmission to the Greek Administration who will issue the Passenger Ship Safety Certificate.

Life-saving Equipment

ISM Code

Authorisation Details

<i>ISM Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>ISM Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Periodical	Full	-
Renewal	Full	-
Initial	Full	-

Cert #	2182GRC
Form #	2183GRC

Technical Requirements

DOC	Interim	Initial	Periodical	Renewal
Authorisation	Full	Full	Full	Full
Form Number	2181 GRC	2180 GRC		2180 GRC
SMC	Interim	Initial	Intermediate	Renewal
Authorisation	Full	Full	Full	Full
Form Number	2183 GRC	2182 GRC		2182 GRC

All communications from LR offices to the Administration must be made via LR Piraeus. Hard copies of all audit documentation must be forwarded to LR Piraeus office.

SMC

LR is to report to the Administration, adequately justified, whenever LR grants an extension to the Interim Safety Management Certificate in accordance with the provisions of the current legislation.

DOC

Interim Document of Compliance will be issued by LR after the satisfactory completion of the companies' audit and the audit for this purpose of at least one ship under Greek flag of each type operated by the Company and only if there are no outstanding major non conformities.

Actions for ensuring compliance or rectifying of deficiencies

LR is authorised to issue "audit reports" and otherwise take such action as is necessary to ensure that matters subject to correspond substantially with the requirements of the ISM Code and the relevant national legislation. When objective evidence is found to be such that the operation of the company does not correspond substantially to the approved SAFETY MANAGEMENT SYSTEM (SMS) based on which the DOC has been issued, and then LR will withdraw the DOC.

LR will withdraw the DOC if it has been verified by LR that the scheduled audits have not taken place within the defined time intervals or if major non-conformities have been ascertained LR in relation to the requirements of the ISM Code.

In case of withdrawal of the Document of Compliance the Administration should be informed immediately in writing.

The Administration, irrespective of the above provisions, maintains the right, if reasons exist, to withdraw, cancel or invalidate a Document of Compliance issued by LR.

Reporting on cases where the Company has not complied with the requirements of the ISM Code.

LR shall inform the Administration in writing whenever it finds evidence documenting that the company does not comply with its SMS or the ISM Code requirements so that its real situation does not correspond with the DOC particulars. In that case, LR will ask proper corrective action to be taken timely by the company, otherwise the relevant DOC shall be withdrawn and the Administration notified in writing.

Reporting general

LR shall send to the Administration as soon as possible, after completing the initial audit, a confirmation to the effect that the company complies with the relevant requirements and that all evidences related to the initial audit (audit reports, checklists, non conformity reports) including the Safety Management Manual have been received, controlled and filed. The requirement for filing is not applicable with regard to the Safety Management Manual.

When LR issues/endorse/renews a Document of Compliance, a copy of the aforementioned Certificate along with a copy of the relevant audit report and the non-conformities/observations raised shall be forwarded to the Administration.

In case of withdrawal of the Document of Compliance the Administration should be informed immediately, also of the reasons for this withdrawal, by fax or telex.

LR shall report to the Administration, adequately justified, whenever the RO grants an extension to the Interim Document of Compliance in accordance with the provisions of the current legislation.

ISPS Code

Authorisation Details

<i>ISPS Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>ISPS Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Periodical	Full	-
Renewal	Full	-

Cert #	2225
Form #	2226

Technical Requirements

ISSC	SSP	Interim	Initial	Intermediate	Renewal
Authorisation	Full	Full	Full	Full	Full
Form		2226 LR	2225 LR		2225 LR

All communications from LR offices to the Administration must be made via LR Piraeus. Hard copies of all audit documentation must be forwarded to LR Piraeus office.

Actions for ensuring compliance or rectifying of deficiencies

LR is authorised to issue "audit reports" and otherwise take such action as is necessary to ensure that matters subject to correspond substantially with the requirements of the ISPS Code and the relevant national legislation. When objective evidence is found to be such that the operation of the ship does not correspond substantially to the approved Ship Security Plan (SSP), and then LR will withdraw the ISSC.

LR will withdraw the ISSC if it has been verified by LR that the scheduled audits have not taken place within the defined time intervals or if any non-conformities have been ascertained LR in relation to the requirements of the ISPS Code.

In case of withdrawal of the ISSC the Administration should be informed immediately in writing.

The Administration, irrespective of the above provisions, maintains the right, if reasons exist, to withdraw, cancel or invalidate a ISSC issued by LR.

Reporting on cases where the ship has not complied with the requirements of the ISPS Code.

LR shall inform the Administration in writing whenever it finds evidence documenting that the ship does not comply with its SSP or the ISPS Code requirements so that its real situation does not correspond with the approved SSP particulars. In that case, LR will ask proper corrective action to be taken immediately by the ship, otherwise the relevant ISSC shall be withdrawn and the Administration notified in writing.

Reporting general

LR shall send to the Administration as soon as possible, after completing the initial audit, a confirmation to the effect that the ship complies with the relevant requirements and that all evidences related to the initial audit (audit reports, checklists, non conformity reports)

When LR issues/endorse/renews a ISSC, a copy of the aforementioned Certificate along with a copy of the relevant audit report and the non-conformities/observations raised shall be forwarded to the Administration.

In case of withdrawal of the ISSC the Administration should be informed immediately, also of the reasons for this withdrawal, by fax or telex.

Chemical Codes

Authorisation Details

<i>Chemical Codes - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Chemical Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Intermediate	Full	-
Renewal	Full	-

Cert #	2218 GRC
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<i>International Chemical Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Intermediate	Full	-
Renewal	Full	-

Cert #	2214 GRC
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Technical Requirements

No notified requirements

Gas Codes

Authorisation Details

<i>Gas Codes - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Gas Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Intermediate	Full	-
Renewal	Full	-

Cert #	1424
Form #	1632

<i>International Gas Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Intermediate	Full	-
Renewal	Full	-

Cert #	2220
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Technical Requirements

No notified requirements

Code of Safe Practice for Solid Bulk Cargoes

Authorisation Details

<i>Code of Safe Practice for Solid Bulk Cargoes - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>BC Code (All) - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Renewal	Full	-
Initial	Full	-
Annual	Full	-

Cert #	1600
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<i>BC Code (A & C) - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Renewal	Full	-

Cert #	1600A
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Technical Requirements

No notified requirements

Carriage of Dangerous Goods

Authorisation Details

<i>Carriage of Dangerous Goods - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Carriage of Dangerous Goods (Reg 54) - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Renewal	Full	-

Cert #	1599
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<i>Carriage of Dangerous Goods (Reg 19) - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Renewal	Full	-

Cert #	1599A
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Technical Requirements

No notified requirements

Cargo Securing Manuals

Authorisation Details

<i>Cargo Securing Manuals - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Cargo Securing Manuals - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

Technical Requirements

LR are required to forward a copy of the approval page to the administration.

MODU Code

Authorisation Details

<i>MODU Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Not Authorised	-

<i>MODU Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Not Authorised	-

Technical Requirements

No notified requirements

Special Purpose Ships

Authorisation Details

<i>Special Purpose Ships - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Not Authorised	-

<i>Special Purpose Ships - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Not Authorised	-

Technical Requirements

No notified requirements

High Speed Craft Code

Authorisation Details

<i>High Speed Craft Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>High Speed Craft Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Full	-

Technical Requirements**Crew Accommodation**

High Speed Craft need not be provided with crew cabins provided the following conditions are complied with in total:

- a. The duration of the voyage does not exceed the maximum allowable working time of the crew and the crew do not remain on board upon completion of the voyage and;
- b. Spaces and comfort for the crew (residence spaces, WC etc.) are provided in accordance with the Greek administration provisions in force (contact LR Piraeus for details if required) and

- c. For the new buildings, at least one two bed cabin is provided which may be used in special cases (e.g. in case of illness of a member of the crew, carrying of a patient in urgent cases etc.). When a private hygiene space is not provided inside the cabin, a common hygiene space shall be provided near the cabin.

Stability

Authorisation Details

<i>Stability - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Intact Stability - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Full	-

<i>Grain Stability - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Full	-

Technical Requirements

IMO Resolution A320 (IX) is to be applied in place of ICLL 1966 Regulation 27.

LR is required to forward one copy of the approved booklet (Final Trim and Stability Booklet to the National Administration through LR Piraeus.

Loadline

Authorisation Details

<i>Loadline - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Loadline - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Renewal	Full	-

Cert #	2210 GRC
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Technical Requirements

A copy of the assignment letter is to be sent to the administration via LR Piraeus only where multiple load lines are assigned.

Scuppers and sanitary discharges

Enclosed vehicle spaces on the freeboard deck of vehicle carriers are to be provided with discharges on each side with a total cross sectional area at least: $A = 0,00023E$ or $0,075 \text{ m}^2$ whichever is the greater, where:

A = area of discharge in m^2 on each side

E = net area of vehicle space in m^2

The area is not, however, to be less than that derived from Part 3, Chapter 12.4.1 of the Rules for Ships. The above mentioned discharges are to be strongly constructed and protected on the deck by a strainer which does not substantially affect the net cross sectional area. Closing arrangements for the discharges are to comply with the load line regulations. The discharges are to be in protected locations, clear of vehicle wheels and any cargo in bulk. If installed, operating handles are to be readily accessible, marked in yellow with open/shut indication, and capable of operation from the deck above.

For ferries and ro-ro cargo ships fitted with a drencher system on the freeboard (main vehicle) deck within an enclosed superstructure, the following scupper area will require to be provided:

Area = $(L / 400) \text{ m}^2$, where L is the length of the vehicle deck, in metres.

Multiple loadline certificates

LR is authorised to issue multiple Loadline certificates.

Loading conditions corresponding to the deadweights, for which load line certificates are issued, are to be contained in vessel's Trim and Stability Booklet.

At each change of loadline a LR surveyor must attend the ship. If the ship is at a port where no surveyor is available the master may change the load lines but must call a surveyor to verify the change at the next available port. LR should inform the Administration of each change of load lines.

Tonnage

Authorisation Details

<i>Tonnage - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Tonnage - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Full	-

Cert #	1364 GRC
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Technical Requirements

See also LR Procedures for the Issue of International Tonnage Certificates (1969).

For details of tonnage procedures please see <http://thehub/livelinkprod/lisapi.dll/intranet/2234514/> (for internal use only).

Greece requires volumes to be shown on the International Tonnage certificate (1969):

When a vessel changes flag and volumes/calculations are not available at time of survey the ITC (1969) should be issued by London (EMEA) using following procedure:

Advise the Owners that they will require an International Tonnage Certificate (1969) and Certificate of Survey to obtain permanent registration and if requested:

Follow procedures as laid down in the (SPM. Part E Chapter 7, Section 7.5.2(b) / 7.5.2(c) as applicable, in this instance, any Tonnage Certificates required will be issued by EMEA London.

MARPOL Annex I

Authorisation Details

<i>MARPOL Annex I - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

MARPOL Annex I - Survey Type	Standard Authorisation	Alternate Authorisation
Initial	Full	-
Annual	Full	-
Intermediate	Full	-
Renewal	Full	-

Cert #	2222 GRC
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Technical Requirements

IOPP Certificate - Ships with Multiple Load line Certificates

The Hellenic authorities do not recognise the practise of adding an asterisk after the deadweight on the FORM B with a note stating ' * Valid for a range of deadweights to a maximum of (- insert maximum deadweight -) '.

The Hellenic authorities require a statement to be attached stating each line and its corresponding deadweight.

Condition Assessment Scheme

LR is authorised to carry out CAS surveys

Communications regarding CAS are to be by fax and or by email to epruf@mail.yen.gr

Copies of the statement, CAS file and the review record are to be provided in typed and electronic format.

Longitudinal strength assessment is not required for tankers of less than 130m.

Single Hull Tankers of 600 - 5,000 Tonnes DWT

Single Hull Tankers, the DWT of which is between 600 and 4999 Tonnes, may carry heavy grade oils until the anniversary of their delivery date in the year 2008.

When the anniversary date of a single hull tanker, the DWT of which is between 600 and 4999 Tonnes, can not be located, the anniversary Date is to be taken as 31 December 2008.

Ships may operate beyond this date, and carry heavy grade oils, providing the provisions of Regulation 21 of MARPOL Annex I and of Regulation (EC) 417(2002), as amended by Regulation (EC) 2172/2004 are complied with.

Oil filtering equipment

Application of MEPC.107(49)

In accordance with paragraph 1.3.1.1 of the Resolution, equipment installed on or after 1.1.2005, on ships whose keels were laid before that date, are not required to meet the revised guidelines.

In accordance with paragraph 1.3.1.2 of the Resolution, New installations are interpreted as replacement installations and Fitted is interpreted as Ordered on or after 1.1.2005, on ships whose keel was laid before 1.1.2005.

Capacity of the oil filtering equipment

Authorisation to fit an oil water separator with a capacity of less than that stipulated below must be obtained from the Administration.

The capacity of the oil filtering equipment is not to be less than:

Gross Tonnage	Minimum Capacity m ³ /h
Greater than or equal to 100 but less than 400	0,5
Greater than or equal to 400 but less than 1000	1,0
Greater than or equal to 1000 but less than 2000	1,5
Greater than or equal to 2000 but less than 4000	2,5
Greater than or equal to 4000 but less than 6000	3,5
Greater than or equal to 6000	5,0

The above is applicable also to ships under the High Speed Craft Code. For this type of ship the capacity is to be at least half of that required above.

For ships that carry ballast water in oil fuel tanks, the minimum capacity of the equipment is to be determined by the following formula:

$Q = V/10H$ where

Q = capacity of equipment, in m³/hr

V = total capacity of oil fuel tanks used for water ballast, in m³

H = maximum period of voyage, in days

Ships exempted under Regulation 16(3) (a) are to be provided with a holding tank with a capacity of not less than:

Power of main engine	Capacity, m ³
Greater than 1000	1,5
Greater than or equal to 1000 but less than 20 000	$1,5 + (P-1000)/1500$
Greater than or equal to 20 000	$14,2 + 0,2(P-20000)/1500$

Where P = main engine power, in kW.

Each ship is to be provided with either a main sludge tank or three independent sludge tanks.

The capacity of the sludge tank for the lub oils that have been used shall be sufficient for the collection of all the useless or used lubricating oils as well as of all oily residues that remain following the filtration operation in the oily water separator of the 15PPM filtering equipment. The minimum capacity of this, for ships whose main engines and electrical generators require full renewal of lub oils at sea, is determined in cubic metres by the following formula:

$V = 1.5 P/1000$

Where P is the total power of the ship's main engines and electrical diesel generators in kW.

The tanks intended for the collection of dripping and leaking oil from the oil tanks may be located in different parts of the engine room. The total capacity of these tanks is determined in m³ using the following formula:

$U = 15HP/1,000,000$ (m³)

Where

P = the total horsepower of the ship's engines and generators in kW

H = the number of days the voyage lasts

In case the ship is fitted with a sludge tank its capacity shall equal the sum of the capacities of the waste/separated tank dripping/leaking oil tanks and sludge tanks.

In new ships the sludge tanks shall be so located or be provided with such systems that their stripping is easy. The tank for oily residues resulting from the separating process, or the main sludge tank, shall be as close to the oil separator as possible and in such a location so that the discharge piping of the oil separator shall have the greatest possible inclination to the tank.

A waste/separated oil tank is to have a capacity of not less than $V = 1.5P/1,000$ where

P = total power of the main engines and diesel generators, in kW

Tanks for the collection of drain and leakage oil may be located in different parts of the engine room with a total capacity in litres of: $U = 15HP/1,000,000$ where

P = the total power of the main engines and diesel generators, in kW

H = the number of days the voyage lasts.

On ships over 100 gross tonnes, the piping and valves used for the pumping, collection, processing and disposal of machinery residues are to be painted orange.

Where oily water filtering equipment is replaced for whatever reason it is to comply with the above, except that:

Ships built after 1 January 1999 not originally built to Greek standards, which replace the oil water separator, may install a new separator with a capacity less than required as defined above. Owners are to submit a technical justification for not installing a separator of the required capacity to LR.

Piping

A. For ships of any category (passenger ships, cargo ships, tankers etc.) with a gross tonnage exceeding 100 tons gross:

(i) Piping valves used for pumping out, collection, processing and discharge of machinery bilges oil residues should be painted orange so that they are readily distinguished by the ship's operators and members of the crew as well as by the competent bodies carrying out scheduled and unscheduled inspections.

(ii) An indicative label with the following statement: "Machinery Space oily mixtures suction and discharge pump should be provided to every pump" used for the pumping out of machinery space oily mixtures, their collection in the holding tank and their discharge to reception facilities by means of the standard connection pump. All its discharge valves at the ship's sides should be provided with labels stating that "discharges overboard, by the use of the valves shall be prohibited excluding emergency cases." These valves should be closed at all times, and in case they are remotely controlled, the label should be suitably placed near remote control positions.

(iii) The collection of any quantity of oil residues or oily mixtures in barrels or in any space other than the sludge or holding tanks referred to in the IOPP Certificate is prohibited.

(iv) The plan showing the oily mixtures collection, processing and discharged plant, approved by the D. C. M. S. or the recognised Classification Societies, should be provided on the vessel.

B. For ships fitted with an oily-water separator or fuel/lub oil purifiers the above paragraph (A) should be complied with and, in addition, the following should be ascertained:

(i) Sludge tanks, where the oil residues resulting from the oily-water separators or fuel or lub oil purifiers are collected, should not be connected to any pipe terminating at the ship's side or to fuel tanks. If there is such a connection, the connecting pipe should be either blanked off so that flow through it is stopped or the valves leading overboard the f.o. tank should be locked. These tanks should be connected with the piping provided with the standard discharge connection or to the piping leading to the incinerator or the

homogenizer or to any ship's boiler suitable for burning oil residues. It should be clarified that the suitability of the boiler should be proven from the manufacturer's manual and specifications.

(ii) The pump used for the suction of sludge tank content should be independently diesel or motor driven and be used exclusively for this purpose only. The fuel oil transfer pump or the oily-water separator pump, if such equipment is on board, may also be accepted.

(iii) The discharge of oily mixtures and oil residue should be effected to the reception facilities by means of a standard discharge connection with an independent piping system. Bunkering line is allowed to be used for this purpose provided the section of this line connected to the sludge tank or tanks should be fitted with a non-return valve and a spool piece. A label should be provided in a conspicuous position stating that "The spool piece should be fitted in a position only when oil residues are discharged to reception facilities." A valve and a NRV or a SDNR valve may be fitted in the above stated section of the line as an alternative.

As an alternative, the Administration will accept ISO 14726 colouring of piping systems.

MARPOL Annex II

Authorisation Details

<i>MARPOL Annex II - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>MARPOL Annex II - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Intermediate	Full	-
Renewal	Full	-

Cert #	2216 GRC
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Technical Requirements

No notified requirements

MARPOL Annex IV

Authorisation Details

<i>MARPOL Annex IV - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>MARPOL Annex IV - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Renewal	Full	-

Cert #	2608
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Technical Requirements

For ships on domestic voyages use FORM 1486GRC

MARPOL Annex V

Authorisation Details

MARPOL Annex V - Survey Type	Standard Authorisation	Alternate Authorisation
Overview	Full	-

MARPOL Annex V - Survey Type	Standard Authorisation	Alternate Authorisation
	Full	-

Technical Requirements

Capacity of incinerators

When estimating the capacity of incinerators:

1. The following may be used for the estimation of the daily production of sludge and garbage:

a) Oily waste

$$V = (KxCx1000+15xP/1000) \text{ lt/day}$$

or

$$Q = ((KxCx1000+15xP/1000) \times \rho \times 10^{-3}) \text{ m}^3/\text{day}$$

Where

Regarding the daily operation time of the incinerator, this time shall be such as to ensure sufficient time intervals, during 24 hours, for its maintenance, in accordance with the instructions of the manufacturer, while in each case the provisions of MARPOL Annex VI, Regulation 16, paragraphs 3 and 9, shall be complied with.

K = 0.15 for vessels using heavy fuel oil which is purified before use.

0.0 for vessels using diesel oil or heavy fuel oil which does not require purification before use.

C = Daily fuel oil consumption (m^3/day).

The daily fuel consumption may be estimated from the nominal continuous rating of the propulsion system (NCR) and the installed rated power of the diesel generating sets in operation (i.e. the stand-by diesel generating sets excluded.)

P = Total rated power of propulsion and auxiliary diesel engines (kW).

$\rho = 980 \text{ kg/m}^3$ (sludge density).

b) Garbage

Dry garbage 2 kg/person/day

Wet garbage 1 kg/person/day

Wastes from the maintenance of the vessel 11 kg/day

Mean garbage density 250 kg/m^3

2. The following calorific values for sludge and garbage may be used:

2.1. 7000 kcal/kg for sludge

2.2. 4500 kcal/kg for dry garbage, consisting of 30% paper ($0.3 \times 3415 = 1025 \text{ kcal/kg}$), 40% cardboard ($0.4 \times 3415 = 1366 \text{ kcal/kg}$), 10% rags ($0.1 \times 3700 = 370 \text{ kcal/kg}$), 20% plastic ($0.2 \times 8600 = 1720 \text{ kcal/kg}$).

2.3. 1360 kcal/kg for wet garbage

2.4. 4000 kcal/kg wasted

Storage of Garbage

On every ship a special space is to be provided where a suitable container of sufficient capacity shall be located for the storage of garbage. The approximate volume of the container is to be calculated from the following formula:

$$V = A \times 0.004 \text{ m}^3 / \text{Day}$$

Where :

V = the volume of the container in m³ for a voyage of one day duration
 A = the number of the persons on board

This container shall be of metal construction or of special reinforced plastic or of wood fitted with special metal lining.

For this purpose wooden containers shall not be used because of the immediate danger of their becoming rotten and producing unpleasant odours. The above mentioned containers shall be fitted with a cover which shall be capable of being closed as tight as possible and be separated into two parts by an internal transverse partition, so that food residues may be stored in one part and the remaining garbage in the other part. It shall be taken into account that the capacity of the container is to be such so that it may accommodate all the garbage produced on board the ship for the time interval that she will be sailing in an area where the discharge of garbage at sea shall be prohibited. In case the ship space is not sufficient, the interested parties shall be recommended to install compactors in order to reduce the volume of garbage. The outside of the container shall have written on it the type of garbage that shall be stored in each of the two spaces.

Dustbins

In all the ships' spaces where people live or work (decks, galleys, passenger sitting rooms, wheelhouse, engine room etc) easy to use dustbins (containers) fitted with a cover shall be provided. In the galley, two containers of different colour shall be provided for the collection of food residues in one of them and of the remaining garbage in the other.

Provision of Notices

In all common spaces (main deck, galleys, passenger sitting rooms etc) there shall be provided in conspicuous spaces labels of dimensions 12.5 cm x 20 cm, where the following shall be written in the Hellenic and English languages:

THE DISPOSAL OF GARBAGE AT SEA SHALL BE PROHIBITED IN ACCORDANCE WITH THE PROVISIONS OF THE I.C. MARPOL 73/78.

Garbage Management Plan

In order to ensure the most effective manner of dealing with garbage on board the ship, a manual of dealing with garbage shall be compiled by those in charge where the competencies of each crew member as well as the procedures for dealing with the garbage shall be stipulated. In this Manual a competent Officer of 'environmental control' shall be defined. The manual is not required to be approved by the administration.

MARPOL Annex VI

Authorisation Details

<i>MARPOL Annex VI - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>MARPOL Annex VI - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Initial	Full	-
Annual	Full	-
Intermediate	Full	-
Renewal	Full	-

Cert #	2228
Form #	2177

Technical Requirements

When inspecting the bunker notes and it is found that a Bunker Delivery Note and or a representative sample has not been provided to the ship, or when the Bunker Delivery Note does not include all the required information it is to be confirmed that the ship has issued/dispatched of a Letter of Protest and there is a record of this fact in the ship's Engine Log Book stating all relevant information regarding:

- the ship
- the type and quantity of the delivered fuel
- the name of the Supplier
- that a note of protest had been issued.

The IAPP certificate is not to be issued if the ship has not take these actions and the administration contacted via LR Piraeus for instructions.

NOx Code

Authorisation Details

<i>NOx Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>NOx Code - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Full	-

Cert #	1788
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Technical Requirements

No notified requirements

Anti Fouling Systems

Authorisation Details

<i>Anti Fouling Systems - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Anti Fouling Systems - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Full	-

Cert #	1425
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Technical Requirements

Ships, to which the convention applies, engaged on international voyages are to be issued with an international convention certificate (Form 1425). Ships which undertake voyages between Hellenic ports shall continue to be provided with an EC certificate (Form 1425EU).

Ballast Water Management

Authorisation Details

<i>Ballast Water Management - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Not Authorised	-

<i>Ballast Water Management - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Not Authorised	-

Standard Authorisation

Not in force

Technical Requirements

No notified requirements

SFV (Torremolinos) Convention

Authorisation Details

<i>SFV (Torremolinos) Convention - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Not Authorised	-

<i>SFV Convention - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Not Authorised	-

Technical Requirements

No notified requirements

Ships below convention size

Authorisation Details

<i>Ships below convention size - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Not Authorised	-

<i>Ships below convention size - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Not Authorised	-

Technical Requirements

No notified requirements

Crew Accommodation

Authorisation Details

<i>Crew Accommodation - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Crew Accommodation - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
	Full	-

Cert #	1375
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Technical Requirements

Surveys and certification

LR is authorised to carry out surveys of new ships for compliance with [Presidential Decree No. 259/1981](#), as amended by [Presidential Decree Nos. 24/1988](#) and [236/1996](#) which is a requirement for Greek Registered ships over 100 tons gross.

When carrying out crew accommodation surveys it is to be ensured that the general arrangement plan indicating crew accommodations is approved by the administration or by LR and that the plan properly reflects the cabins actually being occupied by crew. If the plan is not approved by the administration, the administration is to be advised and the owners advised to submit the plan for approval.

Accommodation major modifications

LR is authorised to carry out surveys and issue Statements of Compliance where the accommodation is to undergo major modification. Copies of the relevant approved plans are to be sent to LR Piraeus for the information of the Administration before work on the accommodation commences.

Presidential Decree No. 259/81 (GG A. 72) defines Crew as "All persons signed on the ship or in any manner employed or engaged in any capacity on board the ship on the business of that ship, excluding the Master."

Riding / Repair crew

Riding / Repair crew engaged on board ships in carrying out miscellaneous repair works, are not considered CREW and do not come under the requirements of Presidential Decree No. 259/81 (GG A. 72) "Regarding the Regulation of Master's and Crew accommodation on Hellenic Merchant Ships".

Riding / Repair crew not exceed twelve (12) persons, may be accommodated in cabins of up to four persons which shall be provided on board, provided the ship's crew shall continue to be accommodated in cabins in accordance with the requirements of the above Presidential Decree.

Certification

On completion of the survey a Statement of Compliance can be issued which will reflect the actual Regulations used. Provided there are no non-compliance, the statement may be headed Statement of Compliance issued under the authority of the Government of The Hellenic Republic by Lloyds Register.

Reporting

LR is required to send to the administration a copy of the statement together and one copy of the relevant as-fitted plans.

A single certificate covering both the presidential decree and ILO requirements may be issued.

Lifting Appliances

Authorisation Details

<i>Lifting Appliances - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	Full	-

<i>Lifting Appliances - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
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Cert #	1400 GRC
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Standard Authorisation

LR is authorised to issue lifting appliance and lift certification required by the Greek Presidential Decree [No. 316/2001](#) (*Note 131/1981 is revoked*).

Technical Requirements

A five-year cycle may be adopted, if adopted the cargo gear book to be endorsed indicating the five year cycle has been adopted.

Passenger ships

The regulations require the issue of a "Certificate of Fitness of Cargo Gear and Lifts of Passenger Ships (Form 1400GRC) in both the English and Greek languages for lifting appliances on Greek registered passenger ships" irrespective of tonnage, and a "Cargo Gear Book" (to be made available to the surveyor by the Owner), in both English and Greek languages for Cargo ships over 100grt over 100 t gross.

Note that GPD 316 requires that details of lifts (passenger ships only) are included on the certificate.

The procedure to be adopted for the issue of a "Certificate of fitness of Cargo Gear and Lifts of Passenger Ships" (Form 1400GRC) is as follows;

Initial Surveys - Ships for which LR Certification is required:

Passenger ships to be issued with a "Certificate of fitness of Cargo Gear and Lifts of Passenger Ships" (Form 1400GRC) and cargo ships to have onboard a Cargo Gear Book.

Owners to obtain the Cargo Gear Book from the administration.

The normal procedure for the issue of certification should be followed in accordance with the Code.

Periodic Survey - Existing passenger ships with LR certification:

A "Certificate of fitness of Cargo Gear and Lifts of Passenger Ships" (Form 1400GRC) may be issued upon satisfactory completion of a thorough survey and test (LAQC) of all lifting appliances on board. The certificate is valid for five years from the date of this survey.

All subsequent Annual Surveys are to be carried out by LR to maintain the validity of the "Certificate of fitness of Cargo Gear and Lifts of Passenger Ships" (Form 1400GRC) at which time the certificate is to be endorsed in addition to the usual practice of endorsing the Register (Form 1365).

All ships

The term "Lifting Appliances" includes cranes, winches, masts, derricks, passenger and crew elevators, conveyors, as well as any other machinery item or appliance which is used for loading or unloading of cargo or stores.

Engine Room cranes, provided they are used for loading of cargoes or stores, are considered to be lifting appliances, as well as their associated equipment of any nature, i.e. I section beams, blocks, hooks etc. They therefore come under the provisions of the GPD.

Isolated lifting arrangements, which are mainly used for the maintenance of the ships machinery as portable blocks, pulleys etc. as well as the points to which these are attached/fixed, are not considered to be lifting appliances and they are therefore not required to be provided with a "Certificate of Fitness" or a "Cargo Gear Book."

However, these arrangements are inspected during the surveys carried out for the issuance or renewals of the ships Safety Equipment Certificate and are provided with any certificates required by the Regulations of the Classification Societies and the relevant ILO International Conventions.

Cargo Ships

All cargo ships of over 100 grt are required to be provided with a 'Cargo Gear Book' in lieu of the Certificate of Fitness of Cargo Gear/Lifting Appliances. A cargo gear book is to be provided onboard at the first lifting appliance survey after December 2001.

Periodic Surveys - Existing cargo ships with LR certification

On satisfactory completion of a thorough survey and test (LAQC) of all lifting appliances on board the "Cargo Gear Book", provided by the Owners, may be completed and issued.

All subsequent Annual Surveys are to be carried out by LR to maintain the validity of the Cargo Gear Book at which time the Book is to be endorsed in addition to the usual practice of endorsing the Register (Form 1365).

Periodic Surveys - Existing ships without LR certification

The surveyor will verify that the existing register is valid, up-to-date and issued by a competent authority.

A thorough examination and test of the cargo gear is to be carried out as normal for a periodic or annual Survey, which ever is due.

The existing Register is to be endorsed in respect of the survey.

In cases where requests are received to carry out surveys on Greek ships without a Certificate of fitness of Cargo Gear and Lifts of Passenger Ships or a cargo gear book on board, LR can undertake these surveys but Owners will be advised in writing of the need to comply with the Greek requirements.

The Greek Authorities will only accept Annual Surveys undertaken by the administration or Classification Societies or technical companies specially Authorised by them.

Annual Surveys on Greek flagged ships may take place three months either side of the due date.

Ships crew to carry out a periodical survey every three months.

When called on to attend as a result of a crew inspection finding deformations, distortions or wear the Surveyor can issue a factual report and also endorse the Register and the reverse of the "Certificate of fitness of Cargo Gear and Lifts of Passenger Ships" (Form 1400GRC) Certificate.

Two copies of the "Certificate of fitness of Cargo Gear and Lifts of Passenger Ships" (Form 1400GRC) and any other certificates issued will be forwarded to LAMH London one for transmission to the Greek Authorities.

Foreign registered

Foreign registered ships sailing to Greek ports are to have certification for lifting appliances issued by or on behalf of the flag administration.

National regulations

Authorisation Details

<i>National regulations - Survey Type</i>	<i>Standard Authorisation</i>	<i>Alternate Authorisation</i>
Overview	-	-

Technical Requirements

Provision of a stretcher

The provision of a stretcher of a simple construction is required on board ships of Categories B and C1 (ocean going ships or fishing vessels engaged on voyages during which the ship is at a distance less than 1500 nautical miles from the nearest port and passenger ships engaged on limited route voyages up to voyages of short coastal navigation carrying more than 100 passengers).

Requirements for Stretchers of Simple Construction

1. Stretcher Frame
 - a) It shall be constructed of resistant stainless material.
 - b) It shall be consisted of two bearers at least 2 metres long with plugs at their ends.
 - c) In case it is provided with folding mechanisms across the breadth or along the length, or in combination, the Folding mechanisms shall be so designed and constructed as to preclude the destruction of the lying down material during folding or unfolding of the stretcher.
 - d) It shall be provided with support legs bearing elastic plugs at their ends.

- e) The Frame of the stretcher shall be provided with four (4) hand holds for raising above the ground and carrying the patient or the wounded person.
- f) The minimum dimensions of the unfolded stretcher shall be: Overall length at least two (2) meters, overall breadth at least 0.45 meters.
- g) In general, the frame shall be constructed so, that during its use, causing harm to the patient or the wounded person by the frame itself shall be precluded.
2. Lying Down Material shall be waterproof, shall not soak body fluids and may be cleaned with liquid soap or antiseptic liquid without being damaged.
 3. Hoisting Load / Safe Working Load shall be able to withstand a load of at least 150 kilos.
 4. The Fastening Belts of the stretcher shall be fitted or accompanied with at least two quick fastening belts for the secure and quick fastening of the patient or the wounded person during carriage.

Potable Water Tanks and Piping Systems on Board Ships

Construction and Location of Potable Water Tanks

Potable water tanks may be situated either between the superstructures decks, or be part of the double bottom tanks, or be deep tanks.

Potable water tanks are not to be adjacent to tanks containing sewage, sludge (sewage tanks, slop tanks, sludge tanks, holding tanks), lub, oil or fuel oil, so as to minimize the possibility of contamination of potable water tanks from liquid leakages from these tanks.

On ships whose keel is to be laid on or after 01 June 2001, potable water tanks are not to be adjacent to sea water ballast tanks.

The administration may accept, in special cases, potable water tanks being adjacent to seawater ballast tanks provided the adjoining plating thickness is increased by at least 4mm above that required by LR Rules and subject to the potable tank in question not being located below the sea water ballast tank.

Potable water tanks are to be provided, with a means of emptying, a manhole for access for cleaning purposes, a sampling water cock in an accessible location and an air pipe fitted with a means to impede the entrance of foreign matter.

Potable water supply may be:

1. Gravity, or
2. A tank situated at a low location where water is supplied through a pump to a one use tank which operates by gravity, or
3. A system under pressure.

Potable Water Piping

Potable water piping is not to be in contact with piping of other systems and shall not pass through tanks referred to above, neither should those piping systems pass through potable water tanks. Hoses solely for water supply are to be kept in a location, away from sources of contamination.

A means of filling potable water tanks is to be provided. Filling via the access manhole(s) is prohibited. Seawater hoses are not to be used for this purpose.

Maintenance of tanks and systems

Potable water tanks are to be painted by special paints or by a cement wash at least once per year or, if the tank remains out of use for more than 60 days, or as considered necessary by the administration or the health Authorities .

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