

DRYDOCKING REGULATIONS



1. The hauling of ship in the dry docking area of Kos Marina presupposes:

- A. The completion of the relative application from the ship owner or his representative.
- B. The refunding of lift out-launch in fees, as well as fees for eve in dry land.
- C. The existence of insurance contract of ship valid for the whole period of eve in dry land.
- D. The lift out permission issued by Kos Port Authority.
- E. The written confirmation - lift order issued by KOS MARINA SA.
- F. Unconditional and without terms acceptance on behalf of the ship owner of Regulation of Operation of Kos Marina, Regulation of Operation of Hard standing area as well as General - Special Directives that the company publishes.

The satisfaction of applications for hauling and eve of ships in the dry docking area is realised in order of priority and according to the company's planning and its operational needs.

2. Lift out – launch in fees, as well as fees for eve in dry land are issued in the company's official price list and are based on the real total yacht's length, including all fixed constructions of the yacht.

3. The lifting capacity of company's crane is 100 tons, the maximum limit for the yachts' lifting is 90 tons, minimal distance of belts 4,50 metres, longest distance of the belts is 10 metres. The width of the lifting pool is 9 metres and the depth 4 metres. The ship owner is informed and declares that the available equipment satisfy the requirements for the secure approach and hauling of his ship.

4. Obligations of ship owner:

- A. Move his ship in the lifting pool before lifting and his removal afterwards the re-launch.
- B. The secure eve of ship in the lifting pool.
- C. Up to the moment of lifting to maintain the ship horizontal in the appropriate place.
- D. To indicate precisely the lifting points to place the belts, to indicate precisely the support points of the yacht as well as to inform the company in written, for any other technical – constructive elements or specifications of the craft, concerning the safe lift out – removal – propping, launch in of the craft.
- E. Prior to lifting, the owner is obliged to protect all extrusion points of the yacht (under water, shafts, propellers, instruments saunters, keels, flaps, etc) on his own responsibility and on his charge for the safe lift out- removal – propping – launch in of the yacht.
- F. To indicate precisely the support points of the hull according to propping instructions of the yacht builder.
- G. To inspect the support and certify its safety.

5. The company determines the place of ship in the hard standing area. The company has the right to move the ship in other place provided when necessary. The ship owner or his representative in Kos will be advised to be present during this, however the yacht will be moved even when the ship owner or his representative are not present.
 6. Use of engines or sails is not allowed during yacht's eve in dry land.
 7. The ship owner undertakes the responsibility for the electrical supply to his yacht in dry land (connectors, adaptors, cables, etc).
 8. Tanks or bilges or evacuation during eve in dry land is not allowed.
 9. The owner is responsible for the cleanness and decency of the area the craft takes up in hard standing area. A non observance of the rule, entails the charge of 100 euro on behalf of the company, in order to reinstate and cleanup the specific area.
 10. The ship owner has to be provided with all necessary authorizations and permits in order to perform any labors on his yacht, according to the General Kos Port Authority Regulations and any other relevant requirement of the Greek legislation.
 11. During any labor on the craft, the owner ought to take each precaution for the safety of the staff, the installations and neighboring yachts. In case of any damage, this will be charged to the owner who has caused the damage.
 12. Prior to any labor performance, the owner ought to inform the company as well as to confirm for the legal activation of it when eve in dry land.
 13. Only authorized from the company technicians are able to activate in the Hard standing area, who conform at company's regulations, correspond strictly to the company's standards that concern the safety of the staff and installations as well as carry all necessary authorizations and perform company's distinguish trade mark.
- Hull preparation, sanding, painting and polishing of private yachts are to be performed only by the authorized technical team unless this is done by the owner or the yacht's crew on his/their responsibility.
14. No intervention of the owner is allowed to the propping and the cradles supporting the hull, without company's permission.
 15. Public privacy derangement at the hard standing area is disallowed. The owner ought to respect and abide by labor schedule that the company publishes.
 16. The company is not obliged to accord ladders to the yacht owners.
 17. Deposition of equipment or other items under the craft or in the dry docking area is disallowed without company's permission.
 18. Car transit or stopover at the hard standing area is disallowed unless company permits.
 19. The ship owner ought to take all necessary measures for the safety of ship and his equipment.
 20. Access or stopover of non authorized personnel is disallowed. Authorized personnel may access or stopover according to the schedule the company publishes.
 21. Live aboard of the owner or the crew while craft's eve in dry land is disallowed.
 22. As for the rest concerning rules at the Hard Standing area, all rules, arrangements and operational regulations of Kos Marina and General / Specific instructions the company publishes, are applied.