

MINISTRY OF COMMUNICATIONS AND WORKS
DEPARTMENT OF MERCHANT SHIPPING
LIMASSOL

Circular No. 26/95
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5 October 1995

To all Owners, Managers
and Representatives of
Ships under the Cyprus flag

Subject: Repairs during voyage and unauthorized repairs on ships
under the Cyprus flag

I refer to the above subject and wish to inform you that during recent years a number of ships have suffered major casualties and contributing factors to this were the voyage repairs or unauthorized repairs.

To avoid such unpleasant situations the following arrangements are deemed necessary, with immediate effect.

Repairs during a voyage

- Repairs to hull which affect or may affect the structural integrity of the vessel should be avoided during a voyage.
- In case the above can not be avoided and repairs are intended to be carried out during a voyage, the complete procedure, including the extent of proposed repair and the need for surveyor's attendance during the voyage must be submitted to the Classification Society and agreed upon by the attending Surveyor, reasonably in advance of the repairs.
- The above is not intended to include those items of routine maintenance and overhaul to machinery and equipment, in accordance with manufacturer's recommended procedures and established marine practice which does not require the classification society's approval;

However, any repair as a result of such maintenance and overhauls which affects or may affect classification is to be noted in the ship's log and submitted to the attending surveyor for use in determining further survey requirements.

Repairs in case of "force majeure"

- In case of "force majeure" where repairs are considered necessary to enable the vessel to proceed safely to the

next port of call or to a port of refuge, should immediately be reported to the vessel's classification society and verified and approved by it upon arrival.

Unauthorized Repairs

- Repairs to hull which affect or may affect classification as well as the structural integrity of the vessel should always be reported, inspected and approved by the Classification Society prior the vessel's departure.
- A complete repair procedure including the extent of proposed repair should always be submitted to the Classification Society reasonably in advance.
- Approved equipment and material should be utilized and qualified personnel should always be employed.
- All above repairs should always be attended by the Classification Society Surveyor and upon completion, each repair should be approved and certified by the attending surveyor.

Please note that unauthorised repairs may render statutory certificates invalid .

In connection with the above and as a result of recent incidents on bulk carriers, we wish to remind owners/managers the safety standards for bulk carriers and oil tankers as set out in the provisions of IMO Assembly Resolution A.713(17) [Safety of Ships carrying solid bulk cargoes] and IMO, Assembly Resolution A.744(18) [Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers].

It is imperative that the above requirements are strictly complied with.



S. S. Serghiou
Director
Department of Merchant Shipping

cc: Permanent Secretary, Ministry of Communications and Works
Maritime Attaches
Cyprus Shipping Council
To all authorised and recognised Classification Societies

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