



FRANCISCO CARDAMA, S.A.

Astilleros y Varaderos

NAVAL BUILDINGS
GENERAL REPAIRS
CARPENTRY WORKS
MECHANICS
BOILERMAKING
PIPING

Avda. Beiramar,12 (Bouzas) - 36208 VIGO (SPAIN) - Tel. 34 986 231 662 - Fax 34 986 234 051
http: www.astilleroscardama.com info@astilleroscardama.com

GENERAL CONDITIONS

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1. GENERALITIES:

- 1.1. The ship owner, who accepts the entry of the vessel into Francisco Cardama, S.A., both for docking or repairing, clearly knows and accepts all these working rules.
- 1.2. The customer will do a written order.
- 1.3. We have Complaint Forms at customer's disposal.

2. THE WORK WE DO:

- 2.1. SHIPBUILDING: (Fishing-boats, tug boats, merchant ships, oceanographic vessels, etc..) TRANSFORMATION AND REPAIRS of all types of vessels.
LENGTHENINGS, BALLAST KEELSONS.

2.2. Mechanics:

- Dismantling, repairs and assembly of all types of variable pitch propeller or fixed blade propeller, shafting lines, rudders, servo-rudders, valves, fuses, etc. Turning of any piece.
- Building of tunnel shafts, rudderstock, spindles, collar bushes, steam-jackets. Repairing of locking devices, etc.
- We are specialized in the manufacture of special labyrinth thimbles for long liners.
- Mechanisation of pieces. Manufacture of pieces in CNC lathe.

2.3. Boilermaking works:

- We do all types of shipbuilding, repairing or transformation, lengthenings, keelsons, pipes work both in carbon steel and in stainless steel or aluminium.
- Filling in with welding any flat or cylindrical piece, both in carbon steel and in stainless steel.



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- We are specialized in the manufacture of manual derricks for lifeboats according to English rules.
 - Cutting table by CNC of 12000x3200 with plasma and oxy-gas. Bending and curving of pieces
- 2.4. Carpentry works: We do timber boat repairs, new equipments, outer covers, but we are specialized in the manufacture and fitting of Lignum-vitae or Tufnol staves in any kind of collar bushes.
- 2.5. Paint: We do any painting treatment in the vessel following the suggestions of the painting companies. Granule blasting and painting with all paints types with air-less machines and roller.
- 2.6. Ultrasound plate thickness reading approved by RINA and B.V.
- 2.7. Cathodic protection: (with study if necessary).
- 2.8. Tanks: Tanks cleaning and gas extraction. We have available a *tank for oil based products disposal* and for its later collection by an authorized company.
- 2.9. Services: We also have the following services: *Cranes up to 20 ton, electricity, fresh water, salt water fire pumps, compressed air*, etc, both in the dry dock slipway and in the repair quay.
3. **FACILITIES**:
- 3.1. Dry dock: We have six stranding ways for vessels with a maximum capacity of 2800 t.p.m. and 14 metres beam, equipment quay and repairs up to 70 metres.
- 3.2. Mechanical workshop: 1 lathe of 5.500 mm and 2 lathes of 2.000 mm, 1 lathe of 900 mm numeric control, milling machine, ribbon saw, 3 drills, etc.
- 3.3. Boilermaking workshop: Section by numeric control with a table of 12000x3200 by oxygen and plasma; bending machine 4m 300 tn.; vertical gland 300tn; cylinder 3m; horizontal bending machine, tube curver, plate cutter 3m.; welding with electrode, TIG welding, MIG welding, submerged arc welding and plasma arc welding.
- 3.4. Carpentry workshop: varied machinery.
- 3.5. Painting: air-less machinery.
4. **WORKING CONDITIONS AT THE DRY DOCK**:
- 4.1. Works on the outside of the hull: Any work to be done in the vessel throughout the stay of the vessel at the dry dock will be done by the Shipyard staff.
- 4.2. On-board works:

Throughout the stay of the vessel at the dry dock, the Owner can contract for working on board all those specialities that we can not do, but we must be previously informed in writing.



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If those specialities may be done by our personnel, the Owner must request the Shipyard permission.

If the dry dock authorized the Owner to contract directly other workshops to do works on board, the Ship Owner will make himself totally and absolutely responsible for the co-ordination and fulfilment of these works in compliance with current guidelines regarding health and safety at work. The Ship Owner will also assume the responsibility of all the actions and material or personal damages caused throughout the stay of the vessel at the dry dock.

Nevertheless, these workshops will present the documents of the Public Liability Insurance and insurance of damages to third parties in accordance with the risk. They will also present documents proving their personnel is insured and the payment to the National Insurance Service is up to date.

Especially, it is totally forbidden that any person not belonging to the Shipyard staff gets on the scaffolding without having received the specific licence of the person in charge.

They will comply with the entry rules to Cardama facilities being in force.

5. **TIMETABLE:**

- 5.1. The normal working hours will be: 08:00 to 13 hours and 14:00 to 17:00 hours, from Monday to Friday.
- 5.2. All the companies that come to work in our facilities, on shipyard or ship owner account, will fulfil our timetable.
- 5.3. A shipyard licence must be requested to work in a different timetable.

6. **SAFETY SYSTEMS:**

- 6.1. Safety officer: In case other companies, different from Francisco Cardama, S.A., work on board throughout the stay of the vessel at the dry dock, the Ship owner will appoint a Safety Officer to co-ordinate the works of all the workshops in the vessel. All the works aboard will be done obeying the present rules in Labour Health and Safety in general, and these General Conditions in particular, for accident prevention, especially industrial injuries and fires.
- 6.2. Stranding conditions:

The Ship Owner will supply a docking plan with all the up-to-date details of the vessel. Otherwise, the Shipyard cannot be held responsible for the damages caused during the docking manoeuvre. In any case, the Dry Dock can start proceedings for the damages caused to the dry dock facilities.

The ship should be in the appropriate stability conditions. The draughts must be indicated by the Docking Manager and supervised by the Captain of the vessel with no possible modifications without the knowledge and consent in writing of the Docking Manager. In the same way, the Owner will present a tanks plan reflecting their situation (full of water, diesel oil, etc).



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Should the vessel have on the inside more than 20% of its capacity in fuel and ballast, the docking tariff will increase by 20%.

For safety reasons, docking or launching manoeuvres will not be done out of the working hours of the dry dock. During the docking manoeuvre, only the strictly necessary personnel will stay on board. The Shipyard does not make itself responsible for the injuries caused to people on board during these manoeuvres if they are not necessary for them.

6.3. Launching conditions:

Throughout the stay of the vessel at the Dry Dock, it is totally forbidden to do moulding, filling or movement of fluids between tanks and any other work that modifies the stability of the vessel. It's required knowledge and licence of the Shipyard, taking into account **that stranding conditions must be exactly the same as launching conditions.** In case of non-fulfilment of this paragraph, the Shipyard does not assume responsibility for the damages caused to the vessel in case of sinister at sea, having even the right to claim any damage caused to the Dry Dock or any damage attributed to the Shipyard by third parties.

During the launching manoeuvre only strictly necessary personnel will be on board. The shipyard will not make itself responsible for the injuries caused to people on board during these manoeuvres and who are not necessary.

6.4. Dry dock insurance

The Shipyard has Repairs insurance with English clauses for a maximum amount of Euros 6 millions per claim to cover any contingency produced as a consequence of our repair works.

6.5. Outside workshops insurance:

The Ship Owner will be responsible for workshops, which work on board on its own account -throughout the stay of the vessel at the dry dock or quay-, should have a Public Liability Insurance and an adequate insurance for damages to third parties in accordance with any contingency that these workshops can produce. The Shipyard can request a copy of the workshops' insurance policy and stop the entry of those that have not the appropriate cover.

In any case, the Ship Owner will be responsible for the acts of the workshops by him contracted.

6.6. Fire-service on board:

Throughout the stay of the vessel at the dry dock, whenever there are companies outside to the dry dock on board (directly contracted by the Ship Owner), he will contract an exclusive fire prevention service, proportional in number to the companies volume and workers that work on board. The co-ordination of the works to prevent fires is also at the Owner's responsibility.



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7. PERSONNEL

7.1. Personnel not belonging to the Shipyard :

Throughout the stay of the vessel at the dry dock, the Ship Owner will be responsible and should demand from all the companies contracted by him and working on board the fulfilment of the current guidelines of Labour Health and Safety and rules given by Astilleros Cardama. The Ship Owner will make himself responsible for the workshops he directly contracted.

The Ship Owner will make sure that the staff he contracted are perfectly identified with the name of the company on the work clothes; that they are registered in the National Insurance Service, and that they use the individual protection means such as safety helmet and boots.

The Ship Owner will supply the Shipyard with a list of all the companies working on board throughout the stay of the vessel at the Dry dock.

Astilleros Cardama reserves the right of admittance if any auxiliary company does not carry out the requirements demanded by the Shipyard.

7.2. Personnel belonging to the Ship Owner

The Ship Owner will make sure that his personnel carries an identification sign on the work clothes; that they are registered in the National Insurance Service and they use the individual protection means, such as safety helmet and boots.

The Ship Owner will supply the Dry Dock with a list of his workers, who are going to work on board during the stay of the vessel at the dry dock. This list will include name, National Insurance Service number, identity card and copy of the document proving the worker is registered in the National Insurance Service.

8. ENVIRONMENTAL SERVICES:

Francisco Cardama, S.A. has established a System for the Control of Quality and Environment, as a commitment for the fulfilment of the related Law in force and the correct management of the environmental repercussions which his activity may cause.

The use of Francisco Cardama, S.A. facilities by outside companies, makes necessary for the organization to control the environmental repercussions arisen from their activity.

An incorrect management at this regard, could cause damages to the environment which may give place to disciplinary measures by the State Administration.

This is the reason why the outside companies working at Francisco Cardama, S.A. facilities have to respect the following rules:

- It is forbidden the spillage of any substance to the sea or the ground.
- It is forbidden the disposal of any kind of waste without the Shipyard previous consent.



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8.1. Solid wastes:

While the vessel is on the carriage or in the repair quay, it is totally forbidden to throw waste of any kind to the outside, a locker placed on the deck will be used for this purpose.

Empty paint tins granules from blasting and oil containers will be collected separately by the people using or supplying them. In no way these products will be thrown in the dry dock containers. These people may also be responsible for the removal and carriage of the foresaid elements.

In the same way, pollutant operations can not be done on the outside of the vessel (blasting, spray painting, etc.) without previous authorization of the Shipyard.

Nevertheless, taking into account the current situation of urban solid waste collection, Astilleros Cardama will only undertake to manage wastes produced by its own labour force.

Furthermore, as far as possible, Astilleros Cardama will manage other waste produced on board by the vessel or other workshops.

8.2. Spillage:

It is totally forbidden to throw any kind of waste to water pipes or to the sea. Therefore, the outside companies or services contracted by the Ship Owner should inform Francisco Cardama, S.A. about the wastes that can cause damages in the company facilities, for its previous treatment before the spillage.

8.3. Emissions:

Equipments and vehicles used inside these facilities should respect pollutant limits to the atmosphere emitted in its uses. It is settled that limits will be respected when the vehicle maintains the state characteristics and operation of the equipment.

Companies should notify about the tasks causing noises out of the limits allowed for its control in the facilities.

8.4. Special operations (Tanks: Cleaning and gas extraction)

- Cleaning and gas extraction will be compulsorily done by the Shipyard.
- It is totally forbidden to open pins without the knowledge and consent of the person in charge of the Dry Dock. He will authorize it if the information about the content of the tank is clear and truthful and whenever having taken the correct measures so as not to pour pollutant waste either to sea or into the dock. Any fine by these actions or expense by cleaning up activities will be charged to the Ship Owner.
- The Shipyard has a collection tank for these products in order to be collected later by the authorized agent. The Shipyard does not issue Marpol Certificate.



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A specific rule about this point will be delivered to the Ship Owner from the date of repairing of the vessel.

9. MATERIALS FOR REPAIRS:

9.1. The materials necessary for repairs, hull painting included, will be supplied by the Shipyard.

10. DRY DOCK SERVICES:

Apart from doing the above mentioned works, the Dry Dock personnel will also render the following services:

10.1 Fresh Water: A distributor will be placed on the deck of the vessel and it will be the Ship Owner's responsibility to distribute this service on board. The dry dock outlet will have a meter for the payment of the real consumption.

10.2. Fire-fighting sea-water pump service: A distributor will be fitted on the deck of the vessel and the pressure on this distributor will be maintained permanently. It will be the Ship Owner's responsibility to distribute these services on board.

10.3. Compressed air: A distributor will be placed on the vessel deck and it will be the Ship Owner's responsibility to distribute this service on board. The vessel's inspector or any other authorized person will take charge of informing for the opening and locking of the pressure maintenance key for the payment of the appropriate consumption.

10.4. Electricity: Delivery of a pipe to be connected to the on board distributor by Ship owner's personnel. We can also supply electricity directly to a workshop, but always to a switch-board with the appropriate meter and differential. In case of having electricity on board, it can not be used from 10:00p.m. to 8:00 a.m.

11. CRANES AND CARGO MOVEMENTS:

11.1. Unless an exact notice in writing by the Ship Owner, it is considered that all the loadings and unloadings with our cranes done with origin or destination in the vessel, are charged and invoiced to the Ship Owner, regardless of who asks for it.

11.2. The Ship Owner should tell the person in charge of the dry dock if he wants his loads will be tied up and hung up for the personnel belonging to the Shipyard. The Dry Dock will name a person in charge for hanging up the weights. The Ship Owner will inform in writing of the content, weight and price of goods to load.

11.3. The Shipyard will not take charge of the damages caused to the materials carried by the cranes and that have not been tied up by the Dry Dock personnel nor previously stated in writing.

11.4. For safety reasons, it is totally forbidden the use of on-board cranes for loading and unloading pieces to the outside of the vessel.



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12. ON BOARD MATERIALS:

The Shipyard does not assume responsibility for the materials, spares, tools and other objects in the vessel if they have not been previously placed in the warehouse of the Dry Dock.

13. QUALITY SYSTEM AND APPROVALS

13.1 Astilleros Cardama has developed a System for Quality Control at UNE-EN-ISO 9001:2000 standard approved by Bureau Veritas Quality International (BVQI) for the design, construction, transformation and repairs of floating devices.

13.2 Astilleros Cardama has adapted its production process in order to obtain Quality at ISO 14000 standard for Environment.

14. TESTS, TRIALS AND GUARANTEES

14.1 Astilleros Cardama has a System for the Control of Quality at UNE-EN-ISO 9001:2000 standard. According to this, Cardama shipyard does the tests and inspections to the works done.

14.2. If the Ship Owner considers that any work should be checked by a company outside its own test and shipyard's one, should note it down in the list of works sent to us in the appropriate form.

14.3. Once the work has been finished, all the suitable inspections have been done and the vessel has been delivered, Cardama Shipyard does not assume responsibility for any claim about works which can not be checked for our personnel or a technician named by the shipyard.

15. TERMS OF PAYMENT

13.1 When all the works are finished, and/or the vessel is delivered, the payment of the invoice for the works done should be adequately guaranteed.

16. JURISDICTION

14.1. All the questions raised for the works done, fulfilment and interpretation of the work conditions, signing-up and complaints about them will be submitted to the Courts of Vigo, with the explicit renunciation to any other suitable jurisdiction.

SHIP OWNER Agreement

SOCIETY Stamp