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No. S 339

**MERCHANT SHIPPING ACT
(CHAPTER 179)**

**MERCHANT SHIPPING (SAFETY CONVENTION)
(AMENDMENT) REGULATIONS 2008**

In exercise of the powers conferred by section 100 of the Merchant Shipping Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, hereby makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Merchant Shipping (Safety Convention) (Amendment) Regulations 2008 and shall come into operation on 1st July 2008.

Deletion and substitution of Regulation 3-2 of Chapter II-1

2. Regulation 3-2 of Chapter II-1 of the Merchant Shipping (Safety Convention) Regulations (Rg 11) (referred to in these Regulations as the principal Regulations) is deleted and the following Regulation substituted therefor:

“

Regulation 3-2

*Protective Coatings of Dedicated Seawater
Ballast Tanks in All Types of Ships and
Double-side Skin Spaces of Bulk Carriers*

(a) Paragraphs (b) and (d) of this Regulation shall apply to ships of not less than 500 tons:

- (i) for which the building contract is placed on or after 1st July 2008;
- (ii) in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1st January 2009; or

(iii) the delivery of which is on or after 1st July 2012.

(b) All dedicated seawater ballast tanks arranged in ships and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards shall be coated during construction in accordance with the Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers, adopted by the Maritime Safety Committee by resolution MSC.215(82), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than Chapter I.

(c) All dedicated seawater ballast tanks arranged in oil tankers and bulk carriers constructed on or after 1st July 1998, for which paragraph (b) is not applicable, shall have an efficient corrosion prevention system, such as hard protective coatings or equivalent. The coatings should preferably be of a light colour. The scheme for the selection, application and maintenance of the system shall be approved by the Director, based on the guidelines adopted by the Organization*. Where appropriate, sacrificial anodes shall also be used.

(d) Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme. The effectiveness of the protective coating system shall be verified during the life of a ship by an authorised organization based on the guidelines developed by the Organization†.

* Refer to the Guidelines for the selection, application and maintenance of corrosion prevention systems of dedicated seawater ballast tanks, adopted by the Organization by resolution A.798(19).

† Refer to the guidelines to be developed by the Organization.

Amendment of Regulation 1 of Chapter II-2

3. Regulation 1 of Chapter II-2 of the principal Regulations is amended —

- (a) by deleting the word “and” at the end of paragraph (b)(ii)(3); and
- (b) by deleting the full-stop at the end of sub-paragraph (4) of paragraph (b)(ii) and substituting the word “; and”, and by inserting immediately thereafter the following sub-paragraph:

“(5) paragraphs (c)(i)(3)(B) and (c)(iv) of Regulation 5 not later than the date of the first survey after 1st July 2008 for passenger ships.”.

Amendment of Regulation 3 of Chapter II-2

4. Regulation 3 of Chapter II-2 of the principal Regulations is amended by inserting, immediately after paragraph (xx), the following paragraph:

- “(yy) “Cabin balcony” is an open deck space which is provided for the exclusive use of the occupants of a single cabin and has direct access from such a cabin.”.

Amendment of Regulation 4 of Chapter II-2

5. Regulation 4 of Chapter II-2 of the principal Regulations is amended —

- (a) by inserting, immediately after the words “control stations,” in paragraph (d)(iv), the words “or if applied on cabin balconies of passenger ships constructed on or after 1st July 2008,”; and
- (b) by inserting, immediately after the words “constructed to “A-60” class standard” in paragraph (e)(ii)(3), the words “except that “A-0” class standard is acceptable for windows and sidescuttles outside the limit specified in Regulation 9(b)(iv)(2)(E)”.

Amendment of Regulation 5 of Chapter II-2

6. Regulation 5 of Chapter II-2 of the principal Regulations is amended —

- (a) by deleting the words “Partial bulkheads or decks used to subdivide a space for utility or artistic treatment shall also be of non-combustible materials.” in the 7th to last lines of paragraph (c)(i)(2)(A);
- (b) by inserting, immediately after sub-paragraph (2) of paragraph (c)(i), the following sub-paragraph:
 - “(3) Partial bulkheads and decks on passenger ships
 - (A) Partial bulkheads or decks used to subdivide a space for utility or artistic treatment shall be of non-combustible materials.
 - (B) Linings, ceilings and partial bulkheads or decks used to screen or to separate adjacent cabin balconies shall be of non-combustible materials. Cabin balconies on passenger ships constructed before 1st July 2008 shall comply with the requirements of this paragraph by the first survey after 1st July 2008.”;
- (c) by inserting, immediately after the words “service spaces” in the 3rd line of paragraph (c)(ii)(1)(A), the words “and cabin balconies”;
- (d) by inserting, at the end of paragraph (c)(ii)(1)(A), the words “However, the provisions of paragraph (c)(ii)(3) need not be applied to cabin balconies.”;
- (e) by deleting the word “and” at the end of paragraph (c)(ii)(4)(A)(I);
- (f) by deleting the full-stop at the end of sub-paragraph (II) of paragraph (c)(ii)(4)(A) and substituting the word “; and”, and by inserting immediately thereafter the following sub-paragraph:

“(III) exposed surfaces of cabin balconies, except for natural hard wood decking systems.”; and

(g) by inserting, immediately after sub-paragraph (iii) of paragraph (c), the following sub-paragraph:

“(iv) Furniture and furnishings on cabin balconies of passenger ships

On passenger ships, furniture and furnishings on cabin balconies shall comply with Regulations 3(nn)(i), 3(nn)(ii), 3(nn)(iii), 3(nn)(vi) and 3(nn)(vii) unless such balconies are protected by a fixed pressure water-spraying and fixed fire detection and fire alarm systems complying with Regulations 7(j) and 10(f)(i)(3). Passenger ships constructed before 1st July 2008 shall comply with the requirements of this paragraph by the first survey after 1st July 2008.”.

Amendment of Regulation 6 of Chapter II-2

7. Regulation 6 of Chapter II-2 of the principal Regulations is amended —

(a) by re-lettering paragraph (b) as sub-paragraph (i) of that paragraph, and by inserting immediately thereafter the following sub-paragraph:

“(ii) On passenger ships constructed on or after 1st July 2008, paints, varnishes and other finishes used on exposed surfaces of cabin balconies, excluding natural hard wood decking systems, shall not be capable of producing excessive quantities of smoke and toxic products, this being determined in accordance with the Fire Test Procedures Code.”; and

(b) by re-lettering paragraph (c) as sub-paragraph (i) of that paragraph, and by inserting immediately thereafter the following sub-paragraph:

“(ii) On passenger ships constructed on or after 1st July 2008, primary deck coverings on cabin balconies shall not give rise to smoke, toxic or explosive hazards at elevated temperatures, this being determined in accordance with the Fire Test Procedures Code.”.

Amendment of Regulation 7 of Chapter II-2

8. Regulation 7 of Chapter II-2 of the principal Regulations is amended by inserting, immediately after paragraph (i), the following paragraph:

“(j) *Protection of cabin balconies on passenger ships*

A fixed fire detection and fire alarm system complying with the provisions of the Fire Safety Systems Code shall be installed on cabin balconies of ships to which Regulation 5(c)(iv) applies, where furniture and furnishings on such balconies are not as defined in Regulations 3(nn)(i), 3(nn)(ii), 3(nn)(iii), 3(nn)(vi) and 3(nn)(vii).”.

Amendment of Regulation 9 of Chapter II-2

9. Regulation 9 of Chapter II-2 of the principal Regulations is amended by inserting, immediately after sub-paragraph (5) of paragraph (b)(ii), the following sub-paragraph:

“(6) Arrangement of cabin balconies

On passenger ships constructed on or after 1st July 2008, non-load bearing partial bulkheads which separate adjacent cabin balconies shall be capable of being opened by the crew from each side for the purpose of fighting fires.”.

Amendment of Regulation 10 of Chapter II-2

10. Regulation 10 of Chapter II-2 of the principal Regulations is amended —

- (a) by inserting, immediately after the word “Sprinkler” in paragraph (f)(i), the words “and water spray”; and
- (b) by inserting, immediately after sub-paragraph (2) of paragraph (f)(i), the following sub-paragraph:

“(3) A fixed pressure water-spraying fire-extinguishing system complying with the provisions of the Fire Safety Systems Code shall be installed on cabin balconies of ships to which Regulation 5(c)(iv) applies, where furniture and furnishings on such balconies are not as defined in Regulations 3(nn)(i), 3(nn)(ii), 3(nn)(iii), 3(nn)(vi) and 3(nn)(vii).”.

Amendment of Regulation 6 of Chapter III

11. Regulation 6 of Chapter III of the principal Regulations is amended by deleting sub-paragraph (iii) of paragraph (d) and substituting the following sub-paragraph:

“(iii) The general emergency alarm system shall be audible throughout all the accommodation and normal crew working spaces. On passenger ships, the system shall also be audible on all open decks.”.

Amendment of Regulation 11 of Chapter III

12. Regulation 11 of Chapter III of the principal Regulations is amended by deleting the word “unfavourable” in the 4th line of paragraph (g) and substituting the word “all”.

Amendment of Regulation 14 of Chapter III

13. Regulation 14 of Chapter III of the principal Regulations is amended by inserting, immediately after the words “5 minutes” in sub-paragraph (i), the words “, and if the inflated type, in a fully inflated condition at all times”.

Amendment of Regulation 19 of Chapter III

14. Regulation 19 of Chapter III of the principal Regulations is amended by deleting sub-paragraph (4) of paragraph (c)(iii) and substituting the following sub-paragraph:

- “ (4) In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to but not including the actual release of the lifeboat (i.e., the release hook shall not be released). The lifeboat shall then either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching with or without the operating crew on board. In both cases the lifeboat shall thereafter be manoeuvred in the water by the operating crew. At intervals of not more than six months, the lifeboat shall either be launched by free-fall with only the operating crew on board, or simulated launching shall be carried out in accordance with the guidelines developed by the Organization†.

† Refer to Measures to prevent accidents with lifeboats (MSC.1/Circ.1206).

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Amendment of Regulation 20 of Chapter III

15. Regulation 20 of Chapter III of the principal Regulations is amended —

- (a) by deleting paragraph (d) and substituting the following paragraph:

“(d) *Maintenance of falls*

Falls used in launching shall be inspected periodically* with special regard for areas passing through sheaves, and renewed when necessary due

to deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier.

* Refer to Measures to prevent accidents with lifeboats (MSC.1/Circ.1206).

”;

- (b) by deleting the words “it should be run for such a period as prescribed in the manufacturer’s handbook” in the 11th and 12th lines of paragraph (f)(ii) and substituting the words “a suitable water supply may be provided”;
- (c) by deleting the words “, *marine evacuation systems, and inflated rescue boats*” in the heading of paragraph (h) and substituting the words “*and marine evacuation systems and maintenance and repair of inflated rescue boats*”;
- (d) by deleting the words “The load to be applied shall be the mass of the lifeboat without persons on board, except that, at intervals not exceeding 5 years, the test shall be carried out with a proof load of 1.1 times the maximum working load of the winch.” in the 4th to last lines of paragraph (k)(i)(3) and substituting the words “The load to be applied shall be the mass of the survival craft or rescue boat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment.”;
- (e) by deleting the words “on-load release gear” in paragraph (k)(ii) and substituting the words “or rescue boat on-load release gear, including free-fall lifeboat release systems,”;
- (f) by deleting the word “lifeboat” in paragraph (k)(ii)(3) and substituting the word “boat”; and
- (g) by inserting, immediately after sub-paragraph (ii) of paragraph (k), the following sub-paragraph:

“(iii) Davit-launched liferaft automatic release hooks shall be —

- (1) maintained in accordance with instructions for on-board maintenance as required by Regulation 36;
- (2) subject to a thorough examination and operational test during the annual surveys required by Regulations 7 and 8 of Chapter I by properly trained personnel familiar with the system; and
- (3) operationally tested under a load of 1.1 times the total mass of the liferaft when loaded with its full complement of persons and equipment whenever the automatic release hook is overhauled. Such over-hauling and test shall be carried out at least once every five years.*”.

Amendment of Regulation 21 of Chapter III

16. Regulation 21 of Chapter III of the principal Regulations is amended —

- (a) by deleting the words “and complying with the special standards of subdivision prescribed by Regulation 6(e) of Chapter II-1” in paragraph (a)(ii);
- (b) by deleting sub-paragraph (iii) of paragraph (a);
- (c) by inserting, immediately after the word “given” in paragraph (a)(iv), the words “after all persons have been assembled, with lifejackets donned”;
- (d) by deleting the words “sub-paragraph (i), (ii) or (iii)” in paragraph (a)(v) and substituting the words “sub-paragraph (i) or (ii)”;
- (e) by renumbering sub-paragraphs (iv), (v) and (vi) of paragraph (a) as sub-paragraphs (iii), (iv) and (v), respectively;

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- (f) by deleting the words “it also complies” in paragraph (b)(iii) and substituting the words “that it and its launching and recovery arrangements also comply”; and
 - (g) by deleting the words “and complying with the special standards of subdivision prescribed by Regulation 6(e) of Chapter II-1” in paragraph (c)(ii).

Amendment of Regulation 26 of Chapter III

17. Regulation 26 of Chapter III of the principal Regulations is amended —

- (a) by deleting the words “approved by the Director having regard to the recommendations adopted by the Organisation**” (including the footnote) in paragraph (c)(i) and substituting the words “complying with section 5.1.4 of the Code”; and
- (b) by deleting sub-paragraph (ii) (including the footnote) of paragraph (c) and substituting the following sub-paragraph:
 - “(ii) Each fast rescue boat shall be served by a suitable launching appliance complying with section 6.1.7 of the Code.”.

Amendment of Regulation 31 of Chapter III

18. Regulation 31 of Chapter III of the principal Regulations is amended —

- (a) by inserting, immediately after the word “Code,” in the 3rd line of paragraph (a)(i)(2), the words “of a mass of less than 185 kg and”;
- (b) by inserting, immediately after the word “not” in the 7th line of paragraph (a)(i)(2), the words “of a mass of less than 185 kg and”;
- (c) by inserting, immediately after the word “are” in the 1st line of paragraph (a)(iii)(2), the words “of a mass of less than 185 kg and”;

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- (d) by inserting, immediately after the word “are” in the 4th line of paragraph (a)(iii)(4), the words “of a mass of less than 185 kg and”; and
 - (e) by deleting the words “also complies” in paragraph (b) and substituting the words “and its launching and recovery arrangements also comply”.

Amendment of Regulation 32 of Chapter III

19. Regulation 32 of Chapter III of the principal Regulations is amended —

- (a) by inserting, immediately after the words “An immersion suit” in paragraph (c)(ii), the words “of an appropriate size,”; and
- (b) by deleting sub-paragraph (iii) of paragraph (c) and substituting the following sub-paragraph:

“(iii) If a ship has any watch or work stations which are located remotely from the place or places where immersion suits are normally stowed, including remotely located survival craft carried in accordance with paragraph (a)(iv) of Regulation 31**, additional immersion suits of an appropriate size shall be provided at these locations for the number of persons normally on watch or working at those locations at any time.

** Reference is made to MSC.1/Circ.1243 (Unified Interpretation of SOLAS Chapter III).

”.

Amendment of Regulation 35 of Chapter III

20. Regulation 35 of Chapter III of the principal Regulations is amended by inserting, immediately after paragraph (d), the following paragraph:

“(e) The training manual shall be written in the working language of the ship.”.

Amendment of Regulation 2 of Chapter V

21. Regulation 2 of Chapter V of the principal Regulations is amended by inserting, immediately after paragraph (e), the following paragraphs:

“(f) High-speed craft means a craft as defined in Regulation 1 of Chapter X.

(g) Mobile offshore drilling unit means a mobile offshore drilling unit as defined in Regulation 1(a) of Chapter XI-2.”.

New Regulation 19-1 of Chapter V

22. Chapter V of the principal Regulations is amended by inserting, immediately after Regulation 19, the following Regulation:

“Regulation 19-1

Long-range Identification and Tracking of Ships

(a) Subject to the provisions of paragraphs (d)(i) and (d)(ii), this Regulation shall apply to the following types of ships engaged on international voyages:

- (i) passenger ships, including high-speed passenger craft;
- (ii) cargo ships, including high-speed craft, of 300 tons* and upwards; and

* The tons to be used for determining whether a cargo ship or high-speed craft is required to comply with the provisions of this Regulation shall be that determined under the provisions of the International Convention on Tonnage Measurement of Ships, 1969 irrespective of the date on which the ship or high-speed craft has been or is being constructed.

(iii) mobile offshore drilling units.

(b) The term “ship”, when used in paragraphs (c) to (h), includes the passenger and cargo ships, the high-speed craft and the mobile offshore drilling units which are subject to the provisions of this Regulation.

(c) This Regulation establishes provisions to enable the Director to undertake the long-range identification and tracking of ships.

(d)(i) Ships shall be fitted with a system to automatically transmit the information specified in paragraph (e) as follows:

- (1) ships constructed on or after 31st December 2008;
- (2) ships constructed before 31st December 2008 and certified for operations:
 - (A) in sea areas A1 and A2, as defined in Regulations 2(a)(xii) and 2(a)(xiii) of Chapter IV; or
 - (B) in sea areas A1, A2 and A3, as defined in Regulations 2(a)(xii), 2(a)(xiii) and 2(a)(xiv) of Chapter IV, not later than the first survey of the radio installation after 31st December 2008;
- (3) ships constructed before 31st December 2008 and certified for operations in sea areas A1, A2, A3 and A4, as defined in Regulations 2(a)(xii), 2(a)(xiii), 2(a)(xiv) and 2(a)(xv) of Chapter IV, not later than the first survey of the radio installation after 1st July 2009. However, these ships shall comply with the provisions of sub-paragraph (2) whilst they operate within sea areas A1, A2 and A3.

(d)(ii) Ships, irrespective of the date of construction, fitted with an automatic identification system (AIS), as defined in Regulation 19(b)(iv), and operated exclusively within sea area A1, as defined in Regulation 2(a)(xii) of Chapter IV, shall not be required to comply with the provisions of this Regulation.

(e) Subject to the provisions of paragraph (d)(i), ships shall automatically transmit the following long-range identification and tracking information:

- (i) the identity of the ship;
- (ii) the position of the ship (latitude and longitude); and
- (iii) the date and time of the position provided.

(f) Systems and equipment used to meet the requirements of this Regulation shall conform to performance standards and functional requirements* not inferior to those adopted by the Organization.

Any shipboard equipment shall be of a type approved by the Director.

* Refer to the Performance standards and functional requirements for the long-range identification and tracking of ships, adopted by the Maritime Safety Committee of the Organization by resolution MSC.210(81).

(g) Systems and equipment used to meet the requirements of this Regulation shall be capable of being switched off on board or be capable of ceasing the distribution of long-range identification and tracking information:

- (i) where international agreements, rules or standards provide for the protection of navigational information; or
- (ii) in exceptional circumstances and for the shortest duration possible where the operation is considered by the master to compromise the safety or security of the ship. In such a case, the master shall inform the Director without undue delay and make an entry in the record of navigational activities and incidents maintained in accordance with Regulation 28 setting out the reasons for the decision and indicating the period during which the system or equipment was switched off.

(h) The Director shall be entitled to receive long-range identification and tracking information about ships, for security and other purposes, as follows:

- (i) the Director shall be entitled to receive such information about Singapore ships irrespective of where such ships may be located;
- (ii) the Director shall be entitled to receive such information about ships which have indicated their intention to enter a port facility in Singapore or a place under the jurisdiction of Singapore, irrespective of where such ships may be located provided they are not located within the waters landward of the baselines, established in accordance with international law, of another Contracting State; and

- (iii) the Director shall be entitled to receive such information about ships entitled to fly the flag of another Contracting State, not intending to enter a port facility in Singapore or a place under the jurisdiction of Singapore, navigating within a distance not exceeding 1,000 nautical miles from the coast of Singapore provided such ships are not located within the waters landward of the baselines, established in accordance with international law, of another Contracting State.

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Amendment of Regulation 6 of Chapter XII

23. Regulation 6 of Chapter XII of the principal Regulations is amended —

- (a) by deleting paragraph (c); and
- (b) by re-lettering paragraphs (d) and (e) as paragraphs (c) and (d), respectively.

Amendment of First Schedule

24. The First Schedule to the principal Regulations is amended —

- (a) by deleting the Form of Safety Certificate for Passenger Ships and substituting the following Form:



“Form of Safety Certificate for Passenger Ships

PASSENGER SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment (Form P)

REPUBLIC OF SINGAPORE

for an* international voyage
a short

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974
as modified by the Protocol of 1988 relating thereto
under the authority of the Government of
the Republic of Singapore

by _____
(*person or organisation authorised*)

Name of Ship	Official Number or Call Sign	Port of Registry	Gross Tonnage	Sea areas in which ship is certified to operate (Reg. IV/2)

IMO Number:

Date of build:

- Date of building contract
- Date on which keel was laid or ship was at similar stage of construction
- Date of delivery
- Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable)

All applicable dates shall be completed.

*Delete as appropriate.

THIS IS TO CERTIFY —

1 That the ship has been surveyed in accordance with the requirements of Regulation I/7 of the Convention.

2 That the survey showed that:

2.1 the ship complied with the requirements of the Convention as regards:

- .1 the structure, main and auxiliary machinery, boilers and other pressure vessels;
- .2 the watertight subdivision arrangements and details;
- .3 the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side at amidships (Regulation II-1/13)	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
C.1
C.2
C.3

2.2 the ship complied with the requirements of the Convention as regards structural fire protection, fire safety systems and appliances and fire control plans;

2.3 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;

2.5 the ship complied with the requirements of the Convention as regards radio installations;

2.6 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;

2.7 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.8 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.9 in all other respects the ship complied with the relevant requirements of the Convention.

3 That an Exemption Certificate has/has not* been issued.

This certificate is valid until

Completion date of the survey on which this certificate is based:
(dd/mm/yyyy)

Issued at
(Place of issue)

.....
(Date of issue)

.....
(Signature of authorised official
issuing the Certificate)

*Delete as appropriate.

Endorsement where the renewal survey has been completed and Regulation I/14(d) applies

The ship complies with the relevant requirements of the Convention, and this Certificate shall, in accordance with Regulation I/14(d) of the Convention, be accepted as valid until

Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority,
as appropriate)

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where Regulation I/14(e) or I/14(f) applies

This Certificate shall, in accordance with Regulation I/14(e)/I/14(f)* of the Convention, be accepted as valid until

Signed:
(Signature of authorised official)


Place:

Date:
(Seal or stamp of the authority,
as appropriate)

*Delete as appropriate. "; and

(b) by deleting the Form of Safety Construction Certificate for Cargo Ships and substituting the following Form:

“Form of Safety Construction Certificate for Cargo Ships



CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

REPUBLIC OF SINGAPORE

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974
as modified by the Protocol of 1988 relating thereto
under the authority of the Government of
the Republic of Singapore

by _____
(person or organisation authorised)

Name of Ship	Official Number or Call Sign	Port of Registry	Gross Tonnage	Deadweight* (in metric tons)

IMO Number:

Type of ship**:

- Bulk carrier
- Oil tanker
- Chemical tanker
- Gas carrier
- Cargo ship other than any of the above

Date of build:

- Date of building contract
- Date on which keel was laid or ship was at similar stage of construction
- Date of delivery
- Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable)

All applicable dates shall be completed.

THIS IS TO CERTIFY —

1 That the ship has been surveyed in accordance with the requirements of Regulation I/10 of the Convention.

*For oil tankers, chemical tankers and gas carriers only.
**Delete as appropriate.

2 That the survey showed that the condition of the structure, machinery and equipment as defined in the above Regulation was satisfactory and the ship complied with the relevant requirements of Chapters II-1 and II-2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans).

3 That the last two inspections of the outside of the ship's bottom took place on and
(dd/mm/yyyy) (dd/mm/yyyy)

4 That an Exemption Certificate has/has not* been issued.

This certificate is valid until** subject to the annual and intermediate surveys and inspections of the outside of the ship's bottom in accordance with Regulation I/10 of the Convention.

Completion date of the survey on which this certificate is based:
(dd/mm/yyyy)

Issued at
(Place of issue)

.....
(Date of issue)

.....
(Signature of authorised official
issuing the Certificate)

*Delete as appropriate.

**Date of expiry in accordance with Regulation I/14(a) of the Convention. The day and the month of this date correspond to the anniversary date, as defined in Regulation I/2 of the Convention, unless amended in accordance with Regulation I/14(h).

Endorsement for annual and intermediate surveys

THIS IS TO CERTIFY that, at a survey required by Regulation I/10 of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Annual survey: Signed:
(Signature of authorised official)

Place:

Date:
*(Seal or stamp of the authority,
as appropriate)*

Annual/Intermediate* survey: Signed:
(Signature of authorised official)

Place:

Date:
*(Seal or stamp of the authority,
as appropriate)*

Annual/Intermediate* survey: Signed:
(Signature of authorised official)

Place:

Date:
*(Seal or stamp of the authority,
as appropriate)*

Annual survey: Signed:
(Signature of authorised official)

Place:

Date:
*(Seal or stamp of the authority,
as appropriate)*

*Delete as appropriate.

Annual/Intermediate survey in accordance with Regulation I/14(h)(iii)

THIS IS TO CERTIFY that, at an annual/intermediate* survey in accordance with Regulation I/14(h)(iii) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority,
as appropriate)

*Endorsement for inspection of the outside of the ship's bottom***

THIS IS TO CERTIFY that, at an inspection required by Regulation I/10 of the Convention, the ship was found to comply with the relevant requirements of the Convention.

First inspection: Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority,
as appropriate)

Second inspection: Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority,
as appropriate)

*Delete as appropriate.

**Provision may be made for additional inspections.

Endorsement to extend the Certificate if valid for less than 5 years where Regulation I/14(c) applies

The ship complies with the relevant requirements of the Convention, and this Certificate shall, in accordance with Regulation I/14(c) of the Convention, be accepted as valid until

Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority,
as appropriate)

Endorsement where the renewal survey has been completed and Regulation I/14(d) applies

The ship complies with the relevant requirements of the Convention, and this Certificate shall, in accordance with Regulation I/14(d) of the Convention, be accepted as valid until

Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority,
as appropriate)

Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation I/14(e) or I/14(f) applies

This Certificate shall, in accordance with Regulation I/14(e)/I/14(f)* of the Convention, be accepted as valid until

Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority,
as appropriate)

*Delete as appropriate.

Endorsement for advancement of anniversary date where Regulation I/14(h) applies

In accordance with Regulation I/14(h) of the Convention, the new anniversary date is

Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority, as appropriate)

In accordance with Regulation I/14(h) of the Convention, the new anniversary date is

Signed:
(Signature of authorised official)

Place:

Date:
(Seal or stamp of the authority, as appropriate)

Amendment of Second Schedule

25. The Second Schedule to the principal Regulations is amended —

- (a) by renumbering item 4 in Section 5 of the Record of Equipment for the Passenger Ship Safety Certificate (Form P) as item 4.1, and by inserting immediately thereafter the following item:

<i>Item</i>	<i>Actual provision</i>
“4.2 Long-range identification and tracking system	-----”; and

- (b) by renumbering item 4 in Section 3 of the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) as item 4.1, and by inserting immediately thereafter the following item:

<i>Item</i>	<i>Actual provision</i>

“4.2 Long-range identification and tracking system	-----”.
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*[G.N. Nos. S 287/99; S 40/2000; S 511/2000; S 533/2001;
S 314/2002; S 613/2002; S 645/2003; S 217/2004;
S 697/2005; S 282/2006; S 691/2006]*

Made this 1st day of July 2008.

PETER ONG
*Chairman,
Maritime and Port Authority of
Singapore.*

[MPA 46/02.C02.V22/LSK; AG/LEG/SL/179/2005/3 Vol. 2]