



**BELIZE**

**REGISTRATION OF MERCHANT SHIPS ACT  
CHAPTER 236**

**REVISED EDITION 2003**

SHOWING THE SUBSIDIARY LAWS AS AT 31ST OCTOBER, 2003

This is a revised edition of the Subsidiary Laws, prepared by the Law Revision Commissioner under the authority of the Law Revision Act, Chapter 3 of the Substantive Laws of Belize, Revised Edition 2000.

**ARRANGEMENT OF SUBSIDIARY LAWS**



**BELIZE**

**REGISTRATION OF MERCHANT SHIPS ACT  
CHAPTER 236**

**REVISED EDITION 2003**

SHOWING THE SUBSIDIARY LAWS AS AT 31ST OCTOBER, 2003

This is a revised edition of the Subsidiary Laws, prepared by the Law Revision Commissioner under the authority of the Law Revision Act, Chapter 3 of the Substantive Laws of Belize, Revised Edition 2000.

This edition contains a consolidation of the following laws-

Page

- |   |          |
|---|----------|
| <b>1. REGISTRATION OF MERCHANT SHIPS<br/>(APPOINTMENT OF REGISTRAR) ORDER</b>                             | <b>4</b> |
| <b>2. REGISTRATION OF MERCHANTS SHIPS<br/>(REGISTRATION AND MISCELLANEOUS<br/>PROVISIONS) REGULATIONS</b> | <b>6</b> |

	page
3. REGISTRATION OF MERCHANT SHIPS (VESSELS UNDER 500 GRT IN SERVICE OUTSIDE THE TERRITORIAL WATERS OF BELIZE) REGULATIONS	46
4. REGISTRATION OF MERCHANT SHIPS (PLEASURE VESSELS) REGULATIONS	80
5. REGISTRATION OF MERCHANT SHIPS (FISHING VESSELS OF 24 METERS IN LENGTH AND ABOVE) (SAFETY) REGULATIONS	93
6. REGISTRATION OF MERCHANT SHIPS (DISCIPLINARY) REGULATIONS	128
7. REGISTRATION OF MERCHANT SHIPS (CARGO VESSELS OPERATING IN THE CARIBBEAN TRADING AREA) (SAFETY) REGULATIONS	136
8. REGISTRATION OF MERCHANT SHIPS (SAFE MANNING, HOURS OF WORK AND WATCHKEEPING) REGULATIONS	248

**CHAPTER 236**

**REGISTRATION OF MERCHANT SHIPS**  
**(APPOINTMENT OF REGISTRAR) ORDER**

**ARRANGEMENT OF PARAGRAPHS**

1. Short title.
  2. Appointment of Registrar.
-

**CHAPTER 236**

**REGISTRATION OF MERCHANT SHIPS  
(APPOINTMENT OF REGISTRAR) ORDER**

*(Section 4)*

122 of 2003.  
Ch. 236.  
Act 14 of 2003.

*[16th August, 2003.]*

Short title.

1. This Order may be cited as the

**REGISTRATION OF MERCHANT SHIPS (APPOINTMENT OF REGISTRAR) ORDER.**

Appointment of Registrar.

2. In exercise of the powers conferred upon me by section 4(1) of the Registration of Merchant Ships Act, Chapter 236 of the Substantive Laws of Belize, 2000 and all other powers thereunto me enabling, **I, RALPH H. FONSECA**, Minister responsible for the International Merchant Marine Registry of Belize (IMMARBE), do hereby appoint **GIAN C. GANDHI**, Director General of the International Financial Services Commission, as the Registrar of Merchant Shipping for the purposes of the said Act.

**MADE** this 5th day of August, 2003.

**(RALPH H. FONSECA)**

*Minister of Finance and Home Affairs,  
Minister responsible for the International  
Merchant Marine Registry of Belize*

**CHAPTER 236**

**REGISTRATION OF MERCHANTS SHIPS**  
**(REGISTRATION AND MISCELLANEOUS PROVISIONS)**  
**REGULATIONS**

**ARRANGEMENT OF REGULATIONS**

1. Short title.

**PART I**

**REGISTRATION OF SHIPS**

2. Belizean Ships.
3. Registrar and Deputy Registrars.
4. Entries in the Register.
5. Application for Registration.
6. Types of Registration and Radio Licences.
7. Documents Necessary for Registration.
8. Vessels Under Construction.
9. Fees.
10. International Merchant Marine Register of Belize.
11. Port of Registry.
12. Measurement and Survey of Ships.
13. Change or Reconstruction of Ships After Survey.

14. Marking of Ships After Registration.
15. Computation of Fees in case of Varying Particulars.
16. Use of Certificate of Registry.
17. Use of Unlawful Certificate of Registry.
18. Loss of Certificate of Registry.
19. Change in Ownership of Ship.
20. Loss etc. of Registered Ship.
21. Transfer of Belizean Ship to Foreign Registry.
22. Grant of Temporary Permit.
23. Forms of Certificates of Registration.

## **PART II**

### **TRANSFERS AND TRANSMISSIONS**

24. Transfer of Ownership of Vessel.
25. Documents Necessary for Transfer.
26. Registration of title of Vessel Necessary for Permanent Registration.
27. Death, Bankruptcy, etc. of registered Owner.
28. Sale of Ship by Order of Court.

## **PART III**

### **MORTGAGES**

29. Mortgage of Vessel.
30. Recording of Mortgages.
31. Discharge of Mortgage.
32. Effect of Mortgage
33. Mortgagee's Power of Disposal etc.
34. Bankruptcy of Mortgagor not to Affect Registered Mortgagee.
35. Voluntary Transfer of Registered Mortgage.
36. Transmission of Mortgage on Death, Bankruptcy, etc.
37. Notice to Mortgagees Before Revocation of Registration.
38. Vessels subject to Mortgage in Previous Registry.
39. Execution of Deed of Mortgage.
40. Registration of Titles and Other Documents.
41. Procedure for Preliminary Registration of Documents.
42. Procedure for Permanent Registration of Documents.
43. Fees for Registration of Documents.

#### **PART IV**

#### **MARITIME LIENS**

44. Maritime Liens.
45. Explanation of Maritime Liens.
46. Priority of Maritime Liens.
47. Extinguishment of Maritime Liens.



**PART V**

**BAREBOAT CHARTER REGISTRATION**

- 48. Dual Registration.
- 49. Payment During Period of Dual Registration and Other Matters.
- 50. Registration of Vessels Under a Charter Contract.

**PART VI**

**NAME AND FLAG OF SHIP**

- 51. Name of Ship.
- 52. Flag of Ship.
- 53. Penalty for False Use of Flag.

**PART VII**

**REVOCAION OF REGISTRATION OF A VESSEL**

- 54. Revocation of Registration of a Vessel.

**PART VIII**

**FORMS**



**CHAPTER 236**

**REGISTRATION OF MERCHANT SHIPS**  
**(REGISTRATION AND MISCELLANEOUS PROVISIONS)**  
**REGULATIONS**  
*(Section 24)*

111 of 1991.  
Act 32 of 1989.

*[31st August, 1991.]*

1. These Regulations may be cited as the

Short title.

**REGISTRATION OF MERCHANT SHIPS (REGISTRATION  
AND MISCELLANEOUS PROVISIONS) REGULATIONS.**

**PART I**  
**REGISTRATION OF SHIPS**

2. (1) A ship which is not registered under the Act shall not be recognized for the purposes of the Act or any regulations made thereunder as a Belizean ship or as being entitled to the rights and privileges accorded to Belizean ships.

Belizean Ships.

- (2) Notwithstanding subregulation (1) above, the Attorney General may in special circumstances by Order grant the Status of Belizean ship to other vessels not registered under the Act.

3. (1) The Director General of the International Financial Services Commission, for the time being, shall be the Registrar of Merchant Shipping for the purpose of the Act.

Registrar and  
Deputy  
Registrars.

- (2) In accordance with Section 3 (2) of the Act, the Head Office for IMMARBEL is located at Belize City.

(3) The Registrar shall keep a register in Belize City (or at, such other place as the Attorney General may by further regulation so designate as the Designated offices for IMMARBE) and this register shall contain the particulars required to be entered in the register by the provisions of the Act and the Regulations made pursuant thereto in respect of all ships registered by him and of all ships registered by Deputy Registrars.

(4) Each Deputy Registrar shall have the powers of the Registrar of Belizean ships whether at a port in Belize or at a foreign port and the register kept by each Deputy Registrar shall contain the particulars required to be entered in the register by the provisions of the Act and the Regulations made pursuant thereto in respect of all ships registered by him and, if the Registrar so requires, of all ships registered by other Deputy Registrars.

Entries in the Register.

4. For the purpose of the Act, entries in the register (whether by the Registrar or by any Deputy Registrar) shall be in accordance with the following provisions:-

- (a) Any person of the age of majority or the duly authorized representative of such person may be registered as owner of a ship.
- (b) A body corporate, whether established in Belize or else where, may be registered by its corporate name as owner of a ship.
- (c) Any number of persons or bodies corporate or any combination thereof may be registered as joint owners of a ship.

Application for registration.

5. (1) Any person of the age of majority or the duly authorized representative of such person, or a body corporate (whether established in Belize or elsewhere), may apply to register a vessel in IMMARBE by submitting

Appendix I.

an application in the prescribed form as continued in Appendix I to any of the offices of IMMARBEL whether within or outside Belize.

(2) Every such application, as is referred to in subregulation (1), shall be accompanied by the appropriate fee as set out in the First Schedule of the Act and the documents as specified in Regulation 7 of these Regulations.

6. (1) Every vessel accepted for registration in IMMARBEL shall first be granted a provisional registration which shall be valid for one year.

Types of  
registration and  
radio licences.

(2) Every vessel accepted for registration in IMMARBEL shall first be granted a provisional radio license which shall be valid for one year.

(3) Prior to the expiration of the provisional registration, an applicant may obtain a permanent registration upon compliance with the conditions set out in these Regulations.

(4) The applicant may, in lieu of permanent registration, apply for quarterly extensions of the provisional registration and/or the provisional radio license, upon payment of the appropriate fee as set out in the First Schedule to the Act.

7. (1) Subject to section 7 (1) of the Act, every application for provisional or permanent registration of a vessel in IMMARBEL shall be accompanied by the following documents:

Documents  
necessary for  
registration.

(a) a duly authenticated builder's certificate, if the vessel is a new building.

(b) In the case of vessels previously registered in foreign countries:-

(i) duly authenticated affidavit by the applicant undertaking to complete the vessel's

deregistration from the previous registry;  
and

- (ii) an original or a duly authenticated copy of a vessel's last navigation license, tonnage certificate, registered title and certificate of ownership and encumbrances.
- (c) A written confirmation of the appointment of the vessels Shipping Agent.

(2) Where at the time of a vessel's provisional registration, the applicant is unable to deliver the documents specified in sub-regulation (1) above, the provisional registration may be granted on the production of a duly authenticated affidavit by the applicant undertaking to deliver all such documents within a period not exceeding sixty calendar days, and the applicant's failure to comply with this obligation may result in the cancellation of the vessel's registration.

(3) The Registrar may direct that, upon it being shown to his satisfaction that the owner has attempted to comply with obtaining the documents referred to in this Regulation but that due to exceptional and abnormal circumstances beyond the control of the owner he has failed to do so, then the applicant's failure to comply will not result in the cancellation of the ship's registration provided that the foregoing direction may be subject to any further direction as to the production of such other like document as the Registrar may further direct.

(4) In order for the applicant to be issued the permanent registration, he shall have his ownership title permanently registered, and this registration must be done by the corresponding Deputy Registrar in the Designated Offices or in IMMARBE'S Head Office.

(5) In order for the applicant to be issued the permanent radio license, he shall have presented the corresponding application duly filed before the corresponding Deputy Registrar in the Designated Offices or in IMMARBE'S Head Office.

8. (1) All vessels under construction, may be registered in IMMARBE, following the same method as for a regular enrollment, and if the permanent registration of such vessel is to be made, a Tonnage Certificate must be presented, as well as the pertinent documentation for a regular enrollment, as set out in Regulation 7.

Vessels under construction.

(2) In case of enrollment of vessels under construction, other taxes and charges besides registration fees, will be paid from the time that vessel starts to sail.

9. (1) There shall be paid to IMMARBE the several fees set out in the First Schedule to the Act for the registration of vessels and for the maintenance of such vessels in good-standing under the flag of Belize.

Fees.

(2) Applicants for registration of yachts, pleasure crafts or house boats shall only be required to pay an initial registration fee of \$500.00 and an annual tax of \$1,000.00. Such crafts shall be exempt from the payment of annual service tax and the annual inspection tax specified in the Schedule to the Act.

(3) The Attorney General may from time to time by Order published in the *Gazette*, amend the First Schedule to the Act.

10. (1) There shall be maintained in the Office of the Registrar and of every Deputy Registrar a register to be known as the "International Merchant Marine Register of Belize" and upon registration (whether provisional or permanent), a Registrar shall enter into this register the following particulars respecting the ship:

International Merchant Marine Register of Belize.

- (a) the name of the ship;
- (b) the official number and call letters of the ship;
- (c) the name and address of owners;
- (d) type of vessel;
- (e) gross and net tonnage;
- (f) name of Shipping Agent;
- (g) date of entry into the register.

(2) On the completion of the registration of a ship, and upon payment of the prescribed fees, the Registrar shall grant a certificate of registry (provisional or permanent) containing the official number of the vessel and the assigned international call letters, as well as the other particulars indicating the respective entry number in the register. Such certificate shall contain the following information:-

- Name of vessel
- Previous Name
- Name of Owners
- Complete address of owners
- Where built
- Year built
- Name of Builder
- Number of: decks
- masts
- bridges
- funnels-
- Material of the Hull



- Dimensions: length
- breadth
- depth
- gross tonnage
- net tonnage
- Number of engines
- Number of Cylinders
- Name of engine makers
- Speed
- Type of vessel
- Name and address of entity responsible for radio accounts
- Type of radio equipment (radio- telegraph or radiotelephone) Registration Number
- Entry Number
- Place of entry
- Call Letters

(3) Before a certificate of registry is issued by the Designated offices, it would be necessary to receive confirmation from the IMMARBE'S Head Office (by telex, facsimile or other means of communication) that the name of the vessel(s) is available.

(4) Where the registration is effected by a Designated Office, it shall forthwith transmit a copy of the certificate of registry to the Head Office.

11. The Port of registry of every Belizean ship shall be Belize City.

Port of Registry.

12. (1) Every ship, after being provisionally registered, shall be surveyed by a surveyor appointed in accordance with the Act, and its tonnage ascertained, and the surveyor shall grant a certificate specifying the Ship's tonnage, and such other particulars descriptive of the identity of the ship as may for the time being be required by the Registrar, and such certificate shall be delivered to a Registrar.

Measurement and Survey of Ships.

(2) Where a ship which is not registered as a Belizean ship has been measured and registered as a foreign Ship, the requirements of subparagraph (1) above may be fulfilled by delivery of a photocopy of the ship's existing tonnage certificate to the surveyor.

(3) Where a ship which is not registered as a Belizean ship has been measured without having been so registered, the surveyor may, for the purposes or subparagraph (1) of this regulation, accept and use any suitable figures of measurement contained in the latest register relating to that ship, or, in the case of an unregistered ship, in the latest certificate of measurement relating to that ship.

Change or  
reconstruction of  
ship after survey.

13. The owner or master of a Belizean ship shall advise a Registrar of any alteration, change or reconstruction of the ship which could affect her classification, measurement, tonnage or load line, within thirty days from the completion of the alteration, change or reconstruction setting forth the details thereof.

Marking of ships  
after registration.

14. (1) Every ship, after being registered, shall be marked permanently and conspicuously to the satisfaction of the Registrar as follows:

- (a) her name shall be marked on each of her bows, and her name and her port of registry shall be marked on her stern, on a dark ground in white or yellow letters, or on a light ground in black letters;
- (b) if he is satisfied that a ship is insufficiently or inaccurately marked, a Registrar may suspend the certificate of registry of the ship until the insufficiency or inaccuracy has been remedied to his satisfaction.

15. Where, in the surveyor's certificate or tonnage certificate of a ship, more than one net registered tonnage is specified, the registration fees and the annual taxes shall be calculated by reference to the greatest of those tonnages.

Computation of fees in case of varying particulars.

16. The certificate of registry shall be used only for the lawful navigation of the ship, and shall not be subject to detention by reason of any title, lien, charge, or interest whatsoever.

Use of certificate of registry.

17. If the master or owner of a ship uses or attempts to use for her navigation a certificate of registry not legally granted in respect to the ship, he shall be guilty of an offence and shall be liable on summary conviction to the penalties prescribed in section 26 of the Act.

Use of unlawful certificate of registry.

18. Where a certificate of registry of a ship is mislaid, lost or destroyed, the Registrar or any Deputy Registrar may grant a new certificate of registry in its place.

Loss of certificate of registry.

19. (1) Whenever a change occurs in the ownership of a ship the Registrar shall be notified accordingly and a new certificate of registry shall be applied for by the new owner.

Change in ownership of ship.

(2) The new owner or owners, operators or the master shall for the purpose of obtaining a new certificate, deliver the certificate of registry to any Deputy Registrar as soon as practicable after the change occurs.

20. In the event of a registered ship being either actually or constructively lost, taken by the enemy, burnt or broken up, or ceasing to be a Belizean ship, the owner of the ship shall, immediately on obtaining knowledge of the event, give notice thereof to the registrar, and the Registrar shall make an entry thereof in the register, and the registration of the ship shall be considered as closed, except so far as relates to any unsatisfied mortgages entered therein.

Loss etc. of registered ship.

Transfer of  
Belizean ship to  
foreign Registry.

21. The owner of a Belizean ship who wishes to transfer the Ship to a foreign registry may do so if there are no claims outstanding in favour of the Government of Belize and shall submit to the Registrar:

- (a) a written application specifying the name of the ship;
- (b) the reason for the proposed transfer;
- (c) the name and nationality of the proposed new owner, if any;
- (d) the name of the country to whose registry transfer is desired; and
- (e) the cancellation or written consent of every registered mortgage.

Grant of  
temporary permit.

22. Where it appears to the Registrar that by reason of special circumstances it would be desirable that permission should be granted to a ship to pass without being previously registered from a port in Belize to a port outside Belize, the Registrar may grant a temporary permit accordingly, and that permit for the time, and within the limits therein mentioned, shall have the same effect as a certificate of registry.

Forms of  
certificates of  
registration.  
Appendix 2.

23. Unless otherwise ordered by the Attorney General, the prescribed forms of certificate of registration (provisional and permanent) shall be set out in Appendix 2 to these Regulations.

## **PART II** **TRANSFERS AND TRANSMISSIONS**

Transfer of  
ownership of  
vessel.

24. (1) The ownership of a registered vessel shall be transferred by

THE SUBSIDIARY LAWS OF BELIZE

REVISED EDITION 2003

[ Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize. ]

Bill of Sale followed by the delivery of the vessel to the purchaser.

(2) A Bill of sale under section 10 (1) of the Act shall contain such description of the ship as is contained in the surveyor’s certificate or some other description sufficient to identify the ship to the satisfaction of a Registrar.

25. (1) In addition to the document referred to in section 10 (2) of the Act, the Registrar may accept any evidence he considers appropriate as evidence of delivery as required by section 10 (1) of the Act.

Documents necessary for transfer.

(2) The execution by the buyer of Bill of Sale and Acceptance duly authenticated shall be deemed sufficient evidence that the vessel has been delivered to the buyer.

26. The registration of the title of the vessel at IMMARBE’S Head Office or Designated Offices, shall be necessary to complete the vessel’s permanent registration and to register a mortgage thereon.

Registration of title of vessel necessary for Permanent Registration.

27. (1) Where the property in a registered ship is transmitted to another person on the death or bankruptcy of any registered owner, or by any lawful means other than by a voluntary transfer-

Death, bankruptcy, etc. of registered owner.

(a) that person shall authenticate the transmission by making and signing a declaration (in this paragraph called a declaration of transmission) identifying the ship and a statement of the manner in which, and the person to whom, the property has been transmitted;

(b) if the transmission is consequent on bankruptcy, the declaration of transmission shall be accompanied by such evidence as is for the time being receivable in a court as proof of the title of persons claiming under a bankruptcy;

- (c) if the transmission is consequent on death, the declaration of transmission shall be accompanied by the instrument of representation or an official extract therefrom.

(2) The Registrar, on receipt of the declaration of transmission and accompanying matter shall enter in the register the name of the person entitled under the transmission to be registered as owner of the ship, the property in which has been transmitted and where there is more than one such person, the names of all those persons.

Sale of ship by order of Court.

28. Where a court of competent jurisdiction orders the sale of any ship, the order of the Court shall contain a declaration of vesting in some person named by the Court the right to transfer that ship, and that person shall thereupon be entitled to transfer the ship in the same manner and to the same extent as if he were the registered owner thereof, and every Registrar shall obey the requisition of the person so named in respect of any such transfer to the same extent as if such person were the registered owner.

### **PART III** **MORTGAGES**

Mortgage of vessel.

29. (1) The owner of a vessel may execute a mortgage as security for a loan or other valuable consideration whether or not related to the vessel, or to meet any lawful obligation, present or future.

(2) It is permissible for the owner, to execute more than one mortgage as security for a Loan or other valuable consideration whether or not related to the vessel, or to meet any lawful obligation, present or future, so however, that the first mortgage to be entered into the registry books of a Deputy Registrar and/or into the Head Office, will be treated to have the highest rank, and in case of a foreclosure, the mortgagee with the highest priority rank, will rank first to satisfy his credit.

(3) Where there is more than one mortgage registered in respect of the same ship, the mortgagees, shall, notwithstanding any express, implied or constructive notice, be entitled in priority between each other according to the date at which each mortgage is recorded in the register and not according to the dates of the mortgages.

Recording of mortgages.

30. (1) After the mortgage of a registered ship, the Registrar shall on the production of the prescribed mortgage instrument record it in the register.

(2) Mortgages shall be recorded in the order in time in which they are presented and recorded by the Registrar for that purpose, and the Registrar shall note in writing on each mortgage that has been recorded by him, the date and hour of recording.

(3) After compliance with section 12 of the Act, if the ship has been previously registered in a foreign country and mortgages were registered against that ship, and at the time of its registration as a Belizean ship there is produced to the Registrar the written consent of every mortgage, on the production of the prescribed instruments those mortgages on being registered shall be recorded in the same order of precedence as was indicated in the previous register.

Discharge of mortgage.

31. Where a registered mortgage of a ship is discharged, the Registrar shall, on the production of the mortgage instrument with a receipt for the mortgage money or other release endorsed thereon duly signed and attested, make an entry in the register to the effect that the mortgage has been discharged, and on that entry being made, the estate, if any, that passed to the mortgagee shall vest in the person in whom (having regard to intervening acts and circumstances if any) it would have vested had the mortgage not been made.

Effect of mortgage.

32. Except as far as may be necessary for making a mortgaged ship available as a security for the mortgage debt, the mortgagee shall not by reason of the mortgage be deemed the owner of the ship, nor shall the mortgagor be deemed

Mortgagee's  
power of disposal  
etc.

to have ceased to be owner thereof.

33. (1) Every registered mortgagee shall, if the mortgage deed grants such a power of disposal to the mortgagee, have power absolutely to dispose of the ship in respect of which he is registered, and to give effectual receipts for the purchase money, but, where there are more persons than one registered as mortgagees of the same ship, a subsequent mortgagee shall not, except pursuant to an order of a court of competent jurisdiction, sell the ship without the concurrence of every prior mortgagee.

(2) The mortgage deed may stipulate that in the event of default, the mortgagee may undertake the full control and management of the vessel either directly or through the appointment of a third party or entity, giving written notice to the mortgagor, at least thirty (30) days in advance.

Bankruptcy of  
mortgagor not to  
affect registered  
mortgagee.

34. A registered mortgagee of a ship shall not be affected by any act of bankruptcy committed by the mortgagor after the date of the record of the mortgage, notwithstanding that the mortgagor at the commencement of his bankruptcy had the ship in his possession, order or disposition or was reputed owner thereof and the mortgage shall be preferred to any right, claim or interest therein of the other creditors of the bankrupt, or any trustee or assignee on their behalf.

Voluntary  
transfer of  
registered  
mortgage.

35. A registered mortgage of a ship may be transferred to any person, and on the production of an instrument of transfer the Registrar shall record it by entering in the register the name of the transferee as mortgagee of the ship, and endorse on the instrument of transfer a note that it has been recorded by him, stating the date and hour of the record.

Transmission of  
mortgage on  
death,  
bankruptcy, etc.

36. (1) Where the interest of a mortgagee in a ship is transmitted on death or bankruptcy, or by any lawful means other than by a voluntary transfer, the transmission shall be authenticated by a declaration of the person to whom the interest is transmitted, and shall be accompanied by like evidence as is required in the case of a transmission of an interest in a ship therein under the Act and these Regulations.



(2) The Registrar, on receipt of such declaration and the production of the evidence aforesaid, shall enter the name of the person entitled under the transmission in the register as mortgagee of the ship or in respect of which the transmission has taken place.

37. (1) The registration of a ship, whether provisional or permanent, shall not be revoked unless sixty days' prior notice in writing has been given to the registered mortgagees of a ship registered under the provisions of the Act and these Regulations.

Notice of mortgagees before revocation of registration.

(2) In the case contemplated in subparagraph (1) above the preferred mortgagee shall have power absolutely to dispose of the ship in respect of which he is registered in the register, notwithstanding that the mortgagor has complied fully with any other requirements of the mortgage instrument.

38. (1) The vessels which are subject to a registered mortgage in their previous registry shall deliver to the Registrar the mortgagee's written consent to the transfer of flag prior to or simultaneously with its provisional registration at IMMARBE.

Vessels subject to mortgage in previous registry.

(2) The vessels which are subject to a registered mortgage in the previous registry, and with the consent of the registered mortgagee, are transferred to the registry of IMMARBE, will be required to transfer such registered mortgage with or without canceling it in the previous registry, to the Registry of IMMARBE, and in case of a foreclosure, the mortgagee registered in Belize, will honour the mortgage lien and its priority status in accordance with the place where the mortgage was registered first if said mortgage is still valid.

(3) The mortgagee's written consent shall be required for the issuance of a new navigation license due to transfer of ownership, or the change of name of the vessel or its deletion, as well as for the Bareboat Charter registration to another registry.

Execution of  
Deed of  
mortgage.

39. The deed of mortgage may be executed in the form prescribed by the Regulations or by the regulations in force in the place where the mortgage is executed and shall be signed by the owner or his duly appointed representative as mortgagor and shall contain the following information:

- (a) Names and addresses of the mortgagor and the mortgagee.
- (b) Maximum amount secured by the mortgage, including (in addition to the capital) interests, costs, collection expenses, amounts resulting from currency fluctuations, and other sums agreed between the parties.
- (c) Maturity dates of both capital and interest or the manner of determining these dates, unless the mortgage has been executed as security for obligations repayable on demand or as security for future obligations or for obligations which have not arisen at the date of execution of the mortgage.
- (d) Rate of interest payable (in cases where the parties have agreed on the payment of interest) or the manner of determining such rate of interest.
- (e) Full description of the vessel, including its tonnage, dimensions, registration number and radio call letters.
- (f) Any other provisions that may be agreed between the parties.

40. (1) Registration of titles, mortgages, assignments and other documents relating thereto which are governed by the Act shall be of the following kinds:-

Registration of titles and other documents.

- (a) Preliminary registration, which may be made by fax, telex or any other means of communication; and
- (b) Permanent registration.

(2) The preliminary registration of documents shall be valid for six calendar months and shall have the same legal effect as permanent registration.

Procedure for preliminary registration of documents.

41. (1) The preliminary registration of documents shall be effected by IMMARBE'S head office on the basis of the applications submitted in Belize or at one of its Designated Offices abroad, using the "Preliminary Registration Book".

(2) The applications for preliminary registration shall be in the prescribed form and shall contain all the required information.

(3) Where any such application is received and processed at one of IMMARBE'S Designated Offices abroad, it shall be promptly transmitted to IMMARBE'S head office by telex, faxing service or any other written means of communication.

(4) Upon verification that the application complies with the necessary requirements and upon payment of the prescribed fees set out in the Second Schedule to the Act and upon confirmation with IMMARBE'S Head Office regarding other mortgages, the Deputy Registrars, upon approval, shall issue the certificates of preliminary registration.

Second Schedule.

(5) After the preliminary registration has been completed, one set of the documents shall be stamped by the corresponding Deputy Registrar

Procedure for permanent registration of documents.

attending such preliminary registration and shall be sent to the Registrar by telex or fax or by any other means of communication. The set of documents stamped with the preliminary registration, shall be returned to the applicant, confirming that the said documents are the ones used for the preliminary registration, together with the corresponding preliminary registration certificate.

42. (1) The permanent registration of titles, mortgages, assignments of mortgages, discharge of mortgages, supplements or addenda thereto, or any other documents relating to vessels which are subject to the Act shall be effected by IMMARBE'S designated Offices or Head Office if an application for that purpose is made in six months of the preliminary registration having been granted in respect of such documents pursuant to section 14 of the Act.

(2) An applicant for permanent registration shall submit to IMMARBE'S Designated Offices or Head Office, the same set of documents returned to him pursuant to subregulation (5) of regulation 41 after completing preliminary registration.

(3) Where a document for permanent registration is in a language other than the English language, it shall be officially translated into the English language.

(4) The document will then be officially filed by IMMARBE and thereupon it will be permanently registered.

(5) After completing permanent registration in a Designated Office, a registered certified true copy, duly sealed, shall be sent to IMMARBE'S Head Office. The other registered certified true copy, duly sealed, shall be delivered to the applicant by the Deputy Registrar performing the permanent registration with the corresponding permanent registration certificate.

(6) Permanent registration may also be made at IMMARBE'S Head Office, following the procedures prescribed above.

43. There shall be paid to IMMARBE the several fees set out in the Second Schedule to the Act for the preliminary and permanent registration of every document pursuant to Regulations 41 and 42 above.

Fees for registration of documents. Second Schedule.

**PART IV**  
**MARITIME LIENS**

44. The maritime liens set out in section 21 of the Act and as further defined in regulation 45 and 46 of these regulations shall take priority over any other rights or claims whatever (including any rights arising under the Bankruptcy Act).

Maritime liens.

CAP. 244.

45. (1) In section 21 (*a*) of the Act, other similar collection expenses include salvage for the last voyage.

Explanation of maritime liens.

(2) In Section 21 (*b*) of the Act, salaries and other labour payments owed to the captain and other crew members are limited to the last voyage only.

(3) In Section 21 (*c*) of the Act, all amounts owed for the docking of the vessel and for its loading and unloading, are limited to the last voyage.

46. (1) Ships and other vessels constitute a particular class of moveables whereby they form separate and distinct assets within the estate of their owners for the security of actions and claims to which the vessel is subject. In case of bankruptcy of the owner of a ship, all actions and claims to which the ship may be subject, shall have reference on the said ship over all other debts of the estate.

Priority of maritime liens.

(2) A ship shall include together with the hull, all equipment, machinery and other appurtenances or accessories belonging to the ship, which are on board or which have been temporarily removed therefrom.

(3) A ship shall constitute a security for a debt or other obligation either by agreement or by operation of the law.

(4) A ship subject to a maritime debt callable on it may have an embargo laid on it, and be judicially sold at the port where it is lying, at the instance of a legitimate creditor. The Master will represent the owner in the respective legal proceedings.

(5) The several sums and credits set out below shall, in the order of priority shown herein, constitute maritime liens against the vessel:-

- (a) judicial costs and other similar collection expenses including salvage for the last voyage;
- (b) Salaries and any other labour payments owed to the Captain and other crew members for the last voyage only;
- (c) all amounts owed for the docking of the vessel and for its loading and unloading;
- (d) indemnifications owed by reason of damages caused during the operation of the vessel due to negligence or other causes attributable to the captain or any member of the crew;
- (e) the registered ship mortgage;
- (f) amounts owed by reason of obligations incurred to supply, maintain and operate the vessel;
- (g) amounts owed under the terms of any charter or cargo contracts;

- (h) the unpaid price of the last purchase of the vessel and interest owed thereon during the last two years.

47. (1) Notwithstanding the admiralty jurisdiction of the Supreme Court under the Supreme Court of Judicature Act, all maritime liens against a vessel shall be extinguished by:

Extinguishment  
of maritime  
liens.  
CAP. 91.

- (a) judicial sale of the vessel; or
- (b) after three calendar months of a private sale of the vessel.

(2) For the purpose of paragraph (b) of subregulation (1) above, the period of three calendar months shall commence from the date on which the title of ownership is registered at IMMARBE'S head office or Designated Offices.

(3) Notwithstanding subregulation (1) (b) above, a registered mortgage shall continue in full force and effect until such time as the discharge has been duly executed by the mortgagee and registered at IMMARBE or the mortgage is cancelled as a result of the judicial sale of the vessel and payment of the amounts secured is effected to the mortgagee from the sale proceeds.

#### **PART V** **BAREBOAT CHARTER REGISTRATION**

48. (1) Vessels registered at IMMARBE may, in order to comply with the terms of a charter contract, obtain a second registration at the registry of another country without affecting their registration at IMMARBE.

Dual  
registration.

(2) For the purpose of subregulation (1) above the applicant shall submit a formal application to IMMARBE giving full details of the contract, including the name and address of the charterer and the expiration date of the

said contract.

(3) IMMARBE shall, if satisfied that all formalities have been complied with by the applicant, authorize the vessel's dual registration for a period of up to two years in the first instance. This period may be extended on reasonable cause being shown to IMMARBE.

(4) In every case of dual registration, it shall be the responsibility of the applicant to obtain the necessary approval of the competent authority of the country in which the second registration is being sought.

Payment during  
period of dual  
registration and  
other matters.

49. (1) For the duration of the dual registration referred to in Regulation 48, the vessel shall continue to make all the relevant annual payments and other dues, and its title or any mortgage or documents shall be registered exclusively at **IMMARBE**.

(2) Notwithstanding subregulation (1), the applicant may deliver certified true copies of the documents registered at IMMARBE to the authorities of the second registry in order to render such documents a matter of public record at such registry.

Registration of  
vessels under a  
Charter Contract.

50. (1) Foreign vessels may be registered at IMMARBE under the terms of a charter contract.

(2) IMMARBE shall, upon payment of the fees specified in the First Schedule, to the Act, issue a special navigation and radio license to the vessel which shall be valid for one year but may be extended from time to time or for like periods when necessary.

(3) In every case of registration under this regulation, an authenticated copy of the charter contract shall be delivered by the applicant to IMMARBE'S designated office for record.

(4) During the period of dual registration at IMMARBE under this regulation, no title deed, mortgage or other document relating to the said



vessel shall be registered at IMMARBE and all such documents shall be registered at the place of the vessel's original registry.

**PART VI**  
**NAME AND FLAG OF SHIP**

Name of ship.

51. (1) A registrar shall refuse the registration of a ship by the name by which it is proposed to be registered, if it is already the name of a registered ship or a name so similar as to be calculated to deceive.

(2) A change shall not be made in the name of a Belizean ship without the previous written permission of the registrar, and such permission shall not be granted unless the Registrar is satisfied that all registered mortgagees have given their consent to the proposed change of name.

(3) Application for such permission shall be in writing, and if the Registrar is of the opinion that the application is reasonable he may entertain it and the ship's name shall forthwith be altered in the register, in the ship's certificate of registry, and on her bows and stern.

(4) Where it is shown to the satisfaction of the Registrar that the name of a ship has been changed without permission, he shall direct that her name be altered into that which she bore before the change.

(5) If any person acts or permits any person under his control to act in contravention of this regulation, or omits to do, or permits any person under his control to omit to do, anything required by this regulation, he shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding \$250.00 and in addition, the Registrar may suspend the certificate of registry of the ship until this regulation has been complied with.

Flag of Ship.

52. (1) The national color of a Belizean ship shall be the national flag of Belize and such ship shall wear no other flag.

Penalty for false  
use of flag.

(2) Belizean ship shall hoist at all times the national colors.

53. (1) If any person uses or permits any person to use any flag of Belize on board a foreign ship wherever located for the purpose of making that ship appear to be a Belizean ship he shall be guilty of an offence and shall be liable on summary conviction to the penalties prescribed in Section 26 of the Act.

(2) In any proceedings under this regulation, the burden of proving the right to use the flag and assume the character of a Belizean ship shall be upon the person using and assuming the same.

### **PART VII**

#### **REVOCATION OF REGISTRATION OF A VESSEL**

Revocation of  
registration of a  
vessel.

54. The Registrar in accordance with Section 25 of the Act shall have the right to revoke the registration of a vessel registered in IMMARBE, if it is established in any court of law (whether in Belize or elsewhere) that such a vessel is engaged in the transportation of drugs or is involved in other illegal activities.

### **PART VIII**

#### **FORMS**

Prescribed forms.

55. (1) The several instruments and documents specified in these Regulations and its appendices and in any other regulations for the time being pertaining to the Act shall be the prescribed forms for the purposes of the Act and shall be utilised for those purposes in that form or as nearly thereto as circumstances permit.

(2) The registrar shall cause the prescribed forms to be supplied to all Deputy Registrars for distribution to persons required to use the same.

Instructions to  
Deputy  
Registrars.

56. The Registrar may, for carrying into effect these Regulations, give such instructions to Deputy Registrars as to the manner of making entries in the

registers, the execution and attestation of Powers of attorney, any evidence required for identifying any person, or the referring to him of any question involving doubt or difficulty, and generally as to any act or thing to be done in pursuance of these Regulations, as he thinks fit.

**PART IX**  
**FORGERY AND FALSE DECLARATIONS**

57. Any person who forges or fraudulently alters any register, builder's certificate, surveyor's certificate, tonnage certificate, certificate of registry, declaration, bill of sale, instrument of mortgage, or any entry or endorsement made in or on any of those documents, shall be guilty of an offence and shall be liable on summary conviction to the penalties prescribed in section 26 of the Act.

Penalty for  
forgery etc.

58. Every person who, in the case of a declaration made in the presence of or produced to a Registrar under these Regulations or any other regulations made pursuant to the Act, or in any document or other evidence produced to a registrar:

Penalty for false  
statements, etc.

- (a) wilfully makes any false statement concerning the title to, or ownership of, or the interest existing in, any ship;
- (b) utters, produces or makes use of any declaration or document containing any such false statement knowing the same to be false;

shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding \$250.00.

**PART X**  
**SUPPLEMENTAL**

Powers of  
Inspector.

59. (1) For the purpose of ensuring that the provisions of the Act and regulations made thereunder, or of any international convention, are duly observed and complied with, and for the effective carrying out of his powers and duties under the Act and such regulations, an inspector in Belize may:

- (a) go on board any ship and inspect the same or any part thereof, or any of the machinery, boats, equipment or articles on board thereof to which the said provisions apply;
- (b) require answers or returns to be given or made by the master or any other member of the crew of a ship to any inquiries he is required or thinks fit to make;
- (c) require the production of any books, papers or documents; and
- (d) administer oaths for obtaining sworn testimony.

(2) The powers conferred upon an inspector by subregulation (1) of this Regulation may be exercised by a Registrar or his designate on or in respect of a Belizean ship outside Belize.

(3) Powers conferred by this regulation shall not be exercised so as to unnecessarily detain or delay any ship.

(4) Any person who:

- (a) obstructs the Registrar or his designate in the

exercise of his powers under this regulation or under any other power conferred by the Act or any regulations made thereunder; or

- (b) without reasonable excuse fails to comply with any requirement made under this regulation; or
- (c) knowingly gives a false answer to any question put to him by an inspector or registrar or his designate,

shall be guilty of an offence and liable on summary conviction to a fine not exceeding \$250.00.

60. (1) Where under any of the provision of the Act or any Regulations made thereunder the certificate of registry of a Belizean ship is suspended, the person by whom the suspension is made shall give to, or cause to be served on, the master of the ship a written notice of the suspension, and thereupon the ship shall not proceed to sea and the master shall forthwith deliver up the certificate of registry to the person by whom it was suspended or, if such person not immediately available, to a Registrar or consular officer.

Suspension of Certificate of registry.

(2) In the case of any contravention of this regulation the master of the ship shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding \$250.00.

Application of Regulations.

61. (1) These regulations shall not, except as specifically provided by order of the Minister, apply to any ship that is owned by and is in the service of the Government of Belize, other than for commercial purposes.

**PART XI**  
**INTERPRETATION**

Interpretation.

CAP. 236.

62. (1) In these Regulations, unless the context requires otherwise:-

“Act” means the Registration of Merchant Ships Act;

“approved” means approved by the Registrar;

“Belizean ship” means a ship for the time being registered as a Belizean ship under the Act;

“certificate of registry” in relation to a Belizean ship, means the certificate granted under the Act in respect of that ship;

“consular employee” means a person appointed to be a Deputy Registrar, or to perform the functions of a Belizean consular employee in a foreign country;

“the Court” means the Supreme Court exercising its admiralty jurisdiction;

“dollar” or “\$” means a dollar in the currency of the United States of America;

“foreign country” means any country or place other than Belize and “foreign port” shall be construed accordingly;

“gross tonnage” is the gross tonnage stated in the certificate of registry or tonnage certificate of a ship or, where a ship is not registered, the figure found in accordance with the rules for the time being in force for the measurement of ships in respect of tonnage;

“inspector” means a surveyor or a Nautical Inspector appointed under the Act;

“master” includes every person (except a pilot) having command or charge of a ship, seaplane or other craft when it is on or in close proximity to the water;

“owner” as applied to an unregistered vessel means the actual owner, and as applied to a registered ship means the registered owner;

“register” means the register of Belizean ships kept under the provisions of the Act, and “registered” shall be constructed accordingly;

“Registrar” means the Registrar of Merchant Ships designated under section 4 of the Act;

“Registrar” means:

- (a) The Registrar; and
- (b) any Deputy Registrar; or each or any of them;

“ship” means and includes every description of vessel, boat or other craft used in navigation including but not limited to, for the avoidance of doubt, oil rigs, submarines, floating docks, vessels under construction and any of the hull made from any floating material and intended for the maritime trade;

“surveyor” means a person appointed or authorized by the Registrar to survey and measure ships.

**MADE** by the Attorney General this 19th day of August, 1991.

**(GLENN D. GODFREY)**  
*Attorney General*

## APPENDIX 1



**INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE "IMMARBE"**  
**REGISTRATION OF MERCHANT SHIPS ACT: PROVISIONAL PATENT OF NAVIGATION**  
**APPLICATION FOR REGISTRATION OF SHIPS**

1. APPLICANTS NAME \_\_\_\_\_
2. APPLICANTS ADDRESS \_\_\_\_\_
3. NAME OF OWNERS \_\_\_\_\_
4. ADDRESS OF OWNERS \_\_\_\_\_
5. NAME OF VESSEL \_\_\_\_\_

PREVIOUS NAME (IF ANY) \_\_\_\_\_ PREVIOUS NATIONALITY (IF ANY) \_\_\_\_\_

TYPE OF VESSEL	MATERIAL OF THE HULL	DESCRIPTION OF VESSEL GROSS TONNAGE	NET TONNAGE	UNDER DECK

No. DECKS	No. MASTS	No. BRIDGES	No. FUNNELS	NAME OF BUILDERS	YEAR BUILT

LENGTH	BREADTH	DEPTH	TYPE OF ENGINES	NAME OF ENGINES MAKERS	SPEED

THE SUBSIDIARY LAWS OF BELIZE

REVISED EDITION 2003

[ Printed by the Government Printer,  
 No. 1 Power Lane,  
 Belmopan, by the authority of  
 the Government of Belize. ]



TYPE OF RADIO EQUIPMENT (RADIO TELEGRAPH OR RADIO, TELEPHONE): \_\_\_\_\_

RESPONSIBLE FOR RADIO ACCOUNTS: \_\_\_\_\_

COMPLETE ADDRESS OF ENTITY  
RESPONSIBLE FOR RADIO ACCOUNTS: \_\_\_\_\_

RESIDENT AGENT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

IF DIFFERENT FROM THE PLACE OF APPLICATION, PLEASE INDICATE THE  
DESIGNATED OFFICE THROUGH WHICH THE PERTINENT DOCUMENTS  
SHOULD BE ISSUED.

FOR OFFICIAL USE ONLY

NAME OF VESSEL			
CALL LETTERS	AUTHORIZATION NO.	DATE	REGISTRATION NO.

## APPENDIX 2



**INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE "IMMARBE"  
REGISTRATION OF MERCHANT SHIPS ACT: PROVISIONAL PATENT OF NAVIGATION**

NAME OF VESSEL
----------------

CALL LETTERS
--------------

REGISTRATION NO.
------------------

NAME AND ADDRESS OF OWNERS
----------------------------

TYPE OF VESSEL	MATERIAL OF THE HULL	DESCRIPTION OF VESSEL GROSS TONNAGE	NET TONNAGE	UNDER DECK

NO. DECKS	NO. MASTS	NO. BRIDGES	NO. FUNNELS	NAME OF BUILDERS	YEAR BUILT

LENGTH	BREADTH	DEPTH	TYPE OF ENGINES	NAME OF ENGINES MAKERS	SPEED

THE SUBSIDIARY LAWS OF BELIZE

REVISED EDITION 2003

[ Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize. ]

PREVIOUS NAME: \_\_\_\_\_ PREVIOUS NATIONALITY: \_\_\_\_\_

TYPE OF RADIO EQUIPMENT: \_\_\_\_\_

ENTITY RESPONSIBLE FOR RADIO ACCOUNTS: \_\_\_\_\_

COMPLETE ADDRESS OF ENTITY  
RESPONSIBLE FOR RADIO ACCOUNTS: \_\_\_\_\_

RESIDENT AGENT: \_\_\_\_\_

DATE OF ISSUANCE
------------------

DATE OF EXPIRATION
--------------------

THE REGISTRAR OF THE INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE, BY THE POWERS VESTED THEREUPON BY REGISTRATION OF MERCHANT SHIPS ACT, AND AMENDMENTS THERETO, HEREBY AUTHORIZES AND EXTENDS THE PRESENT PROVISIONAL PATENT OF NAVIGATION.

\_\_\_\_\_

Registrar

**CONTROL NO. 02-001**

## APPENDIX 2 B



**INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE "IMMARBE"  
REGISTRATION OF MERCHANT SHIPS ACT: PROVISIONAL PATENT OF NAVIGATION**

NAME OF VESSEL

CALL LETTERS	REGISTRATION NO.

NAME AND ADDRESS OF OWNERS

TYPE OF VESSEL	MATERIAL OF THE HULL	DESCRIPTION OF VESSEL GROSS TONNAGE	NET TONNAGE	UNDER DECK

NO. DECKS	NO. MASTS	NO. BRIDGES	NO. FUNNELS	NAME OF BUILDERS	YEAR BUILT

LENGTH	BREADTH	DEPTH	TYPE OF ENGINES	NAME OF ENGINES MAKERS	SPEED

THE SUBSIDIARY LAWS OF BELIZE

REVISED EDITION 2003

[ Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize. ]

PREVIOUS NAME: \_\_\_\_\_ PREVIOUS NATIONALITY: \_\_\_\_\_

TYPE OF RADIO EQUIPMENT: \_\_\_\_\_

ENTITY RESPONSIBLE FOR RADIO ACCOUNTS: \_\_\_\_\_

COMPLETE ADDRESS OF ENTITY  
RESPONSIBLE FOR RADIO ACCOUNTS: \_\_\_\_\_

RESIDENT AGENT: \_\_\_\_\_

DATE OF ISSUANCE

DATE OF EXPIRATION

THE REGISTRAR OF THE INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE, BY THE POWERS VESTED THEREUPON BY REGISTRATION OF MERCHANT SHIPS ACT, AND AMENDMENTS THERETO, HEREBY AUTHORIZES AND EXTENDS THE PERMANENT PATENT OF NAVIGATION.

--

Registrar

**CONTROL NO. 04-002**

**CHAPTER 236****REGISTRATION OF MERCHANT SHIPS  
(VESSELS UNDER 500 GRT IN SERVICE OUTSIDE THE  
TERRITORIAL WATERS OF BELIZE) REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Application.
3. Interpretation.
4. Exceptions and exemptions.
5. Alternatives.
6. Required documents.
7. Survey and drydocking.
8. Inspection.
9. Construction.
10. Stability.
11. Machinery and electrical installations.
12. Anchor and mooring equipment.
13. Steering gear.

14. Fire appliances.
  15. Remote controls and alarms.
  16. Fire control plans.
  17. Life-saving appliances.
  18. Drills.
  19. First-aid.
  20. Radio installations.
  21. Signaling lamps.
  22. Pilot ladders.
  23. Navigation equipment.
  24. Collision regulations.
  25. Accommodation regulations.
  26. Anti-pollution regulations.
-

## CHAPTER 236

147 of 1991.  
82 of 1997.  
Act 32 of 1989.

**REGISTRATION OF MERCHANT SHIPS**  
**(VESSELS UNDER 500 GROSS REGISTER TONS,**  
**IN SERVICE OUTSIDE THE**  
**TERRITORIAL WATERS OF BELIZE) REGULATIONS**

(Section 24)

[16th November, 1991.]

**WHEREAS**, it is necessary for the efficient operation of the International Merchant Marine Registry of Belize to make rules to ensure that all Belizean cargo vessels of less than 500 Gross register tons (GRT) which are in service outside the territorial waters of Belize are so constructed, equipped, operated and inspected as to attain the highest standards of safety of life and property at sea;

**NOW, THEREFORE, IT IS HEREBY PROVIDED AS FOLLOWS:-**

Short title.

1. These Regulations may be cited as the

**REGISTRATION OF MERCHANT SHIPS (VESSELS**  
**UNDER 500 GROSS REGISTER TONS, IN SERVICE**  
**OUTSIDE THE TERRITORIAL WATERS OF**  
**BELIZE) REGULATIONS**

Application.

2. These Regulations shall apply to all Belizean flag cargo vessels less than 500 GRT in the international service with the exception listed in Section 4

Interpretation.

3. For the purpose of these Regulations-

“approved” means approved by IMMARBE;

THE SUBSIDIARY LAWS OF BELIZE

REVISED EDITION 2003

[ Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize. ]



“cargo ship” means any ship which is not a passenger ship;

“existing ship” means a ship which is not a new ship;

“fishing vessel” means a vessel used for the purpose of catching fish or other living resources of the sea;

“IMMARBE” means the International Merchant Marine Registry of Belize established under Section 3 of the Act;

“new ship” means a ship the keel of which is laid or which is at a similar stage of construction on or after January 1st, 1991.

“passenger ship” means a ship carrying more than twelve passengers;

“recognized organization” means an organization officially authorized by IMMARBE for issuing certificates or performing inspections, as applicable;

“tanker” means a cargo ship constructed or adapted for the carriage, in bulk, of liquid cargoes of an inflammable nature.

A ship is engaged in “coastwise trade” if in the course of its voyages, it does not proceed more than 20 nautical miles from the nearest land.

A ship is engaged in “coastal trade” if in the course of its voyages, it does not proceed more than 100 nautical miles from the nearest land and is not engaged in coastwise trade.

82 of 1997.

A ship is engaged in “unrestricted trade” if it cannot fit into either of the above two categories.

A ship is in the “International Service” if it makes voyages between ports at least one of which is outside the jurisdiction of Belize.

In these Regulations the words “ship” and “vessel” shall mean one and the

Exceptions and exemptions.

same.

4. (1) These Regulations shall not apply to
- (a) ships under 150 GRT or 79 feet in length, as defined by the 1966 Load Line Convention;
  - (b) ships not propelled by mechanical means;
  - (c) pleasure yachts not engaged in trade; and
  - (d) fishing vessels.

(2) IMMARBE may in such conditions as it thinks fit, exempt any existing vessels from any requirements of these Regulations if it is satisfied that the requirements are either impracticable or unreasonable in the case of that vessel.

Alternatives.

5. Where these Regulations require that a particular material, appliance or apparatus, or type thereof, shall be fitted or carried, or a particular provision is to be made on a vessel, other appliances or apparatus may be carried or other provisions can be made in that vessel if IMMARBE is satisfied that the alternatives are as effective as those required by these Regulations.

Required documents.

6. All vessels shall be required to comply with the following:
- (a) A valid load line certificate or exemption certificate issued by a recognized organization shall be carried on board. This certificate is subject to the provisions of the International Conference on Load Lines, 1966, and taking into consideration the application of Section 4 and the exceptions of Section 5 of the Convention.

Vessels less than 150 GRT shall comply with the

provisions of the ICLL 66 to an extent as deemed necessary by IMMARBE. The certificate shall state any restricted service limits required either by the Government of Belize or relevant classification society if a vessel is classed. It shall be verified that the vessel does not proceed beyond or outside any such limits. Where special service limits have been assigned, their extent shall be clearly established and related to the vessel's actual service.

- (b) A Belizean tonnage certificate issued by a recognized organization shall be on board stating up-to-date values of GRT and NRT computed according to rules for measurement presently in force in Belize. The tonnage certificate shall be complemented by annexed calculation.
- (c) An up-to-date patent (provisional or permanent), shall be on board. Current receipts for Belizean annual and inspection taxes shall also be on board.
- (d) An up-to-date radio permit or license shall be on board for all vessels fitted with a radio station.
- (e) An up-to-date and valid VHF radio, radio telephony or radio telegraphy certificate issued by a recognized organization shall be on board vessels fitted with a VHF radio telephone station or a radio telegraph station, as applicable. The certificates for ships above 300 GRT shall be issued under the provisions of SOLAS 74 Convention and shall be valid for one year.
- (f) An up-to-date and valid cargoship safety equipment

82 of 1997.

82 of 1997.

- certificate issued by a recognized organization shall be on board together with a check list of safety items. The validity of the certificate shall be for two years subject to an intermediate endorsement.
- 82 of 1997.
- (g) An up-to-date and valid cargoship safety construction certificate issued by a recognized organization shall be on board and shall be valid for three years subject to annual endorsements.
- 82 of 1997.
- (h) An up-to-date and valid International Oil Pollution Prevention (IOPP) certificate issued by a recognized organization shall be on board and shall be valid for five years subject to annual endorsements.
- 82 of 1997.
- (i) An up-to-date and valid Shipboard Oil Pollution Emergency Plan (SOPEP) shall be on board and shall be valid for five years.

Survey and  
drydocking.  
82 of 1997.

7. The issuance and endorsement of the cargoship safety certificate shall be subject to the successful completion of a survey carried out by IMMARBE and covering all the provisions of the present Regulations. Two times during the three year period the vessel shall be put in drydock or on slipway and undergo a thorough examination of all underwater and overside parts. The interval between these examinations shall not exceed two years.

The examinations shall include rudders, shafting and propellers, bottom plating, sea inlets, scuppers, shell valves and other items, which would normally be inspected during a class drydocking survey. Vessels over 16 years old, unless exempted by IMMARBE, shall also undergo this examination annually. Vessels classed and current with class societies requirements may be partially or totally exempted by IMMARBE from the above surveys and examination.

8. An annual safety inspection of the vessel, regarding the enforcement of Regulations in force and the granting of exemptions therefrom, shall be carried out by IMMARBE or by inspectors nominated for the purpose or by organizations recognized by IMMARBE.

Inspection.

9. Every ship shall have sufficient structural strength for the draft corresponding to the freeboard assigned to the satisfaction of IMMARBE. Ships built and maintained in conformity with the requirements of a classification society recognized by IMMARBE shall be regarded as meeting this requirement.

Construction.

10. (1) Every ship shall be inclined upon its completion and the elements of its stability determined to the satisfaction of IMMARBE. The master shall be supplied with reliable information as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service, and this information shall be forwarded to IMMARBE.

Stability.

(2) Where any alterations are made to a ship, IMMARBE may require additional stability information.

(3) The trim and stability data shall include at least the following:

- (a) Full homogeneous load, departure with 100% of all consumables on board.
- (b) Full homogeneous load, arrival with 10% of consumables on board.
- (c) Ballast departure with 100% of consumables on board.
- (d) Ballast arrival with 10% of consumables on board.

(4) Where cargo is expected to be carried on weather deck, full load conditions shall be prepared both with and without the deck cargo. Consumables shall include all oil fuel tanks all fresh water tanks, the necessary lube oil, and provision for the crew. The weight of the crew and its effects shall be taken into account in all conditions.

The loading conditions shall be in the usual tabular form with small plans of the ship showing distribution of liquids, cargo, etc., and resulting draft, metacentric height (after free surface correction), with stability curves adjacent.

(5) The stability characteristics of the vessel in the foregoing conditions shall meet at least the following criteria:

- (a) The area under the curve of righting levers (GZ CURVE) shall be not less than:
  - (i) 0.075 meter-radians up to an angle 20 when the maximum righting lever (GZ) occurs at 20 and 0.055 meter-radians up to an angle of 30 when the maximum righting lever (GZ) occurs at 30 or above. Where the maximum righting lever (GZ) occurs at angles between 20 and 30 the corresponding requisite area under the righting lever curve shall be determined by linear interpolation.
  - (ii) 0.03 meter-radians, between the angle of heel of 30 and 40 or angle of flooding if this angle is less than 40.
- (b) The righting lever (GZ) shall be of 0.2m or more at an angle of heel equal to or greater than 30.

- (c) The maximum righting lever (GZ) shall occur at an angle of heel of 20 or more.
- (d) The initial metacentric height (GM), after correction for free surface shall be not less than 0.15m.
- (6) The master shall be provided with approved plans and data as follows:
- (a) The Capacity Plan/Deadweight Scale shall show distribution of all tanks and holds in the ship together with their centers of gravity, longitudinal and vertical, and their free surface inertias. Additionally, either separately or attached to the capacity plan, there shall be a deadweight, tons per cm (or tpi), etc., plotted against a scale of drafts, ranging between the ship's light and loaded drafts.
- (b) Cross curves of stability shall also be available calculated to include any enclosed structures which may be considered to be realistically buoyant when the ship is heeled to the specific angle.
- (c) With regard to the curves or particulars, the usual hydrostatic particulars either in curve or tabular form shall also be available for the master.

Other stability date.

Compliance with IMO Resolutions A.167 (ESIV) and A.206 (VII) will generally be regarded as equivalent to the above requirements.

82 of 1997.

(6:01) At periodical intervals not exceeding five years, a lightweight survey shall be carried out on all passenger ships to verify any changes in lightship

displacement and longitudinal center of gravity in accordance with SOLAS 74, Chapter II-1, Regulation 22,3.

(7) Additional or alternative stability requirements shall be required by IMMARBE for special ships as follows:

- (a) Tugs.
- (b) Supply ships.
- (c) Timber deck cargo ships.
- (d) Heavy lift ships.
- (e) Floating crane.
- (f) Pontoon barges.
- (g) Vessels of novel design.

Machinery and  
electrical  
installations.

11. (1) Boilers, main and auxiliary machinery, steering gear, fuel oil systems, air compressors and air bottles, electrical systems, piping and pumping arrangements and refrigeration systems shall be designed, constructed and installed in accordance with good marine practice invoking, where applicable, the requirements of IMMARBE or rules of recognized classification societies, as is appropriate. The above machinery and equipment shall be so installed, protected and maintained so as not to constitute a danger to any person.

(2) Indicators shall be fitted in the wheelhouse for propeller speed and direction in the case of fixed propellers and for propellers speed and pitch position in the case of controllable pitch propellers.

(3) Two means of communication shall be provided between the ship's bridge and the engine room, one of which shall be an engine room



telegraph giving visual indication of the orders and responses both in the engine room and on the navigating bridge.

(4) Every ship shall be provided with an efficient plant capable of pumping from and draining any watertight compartment which is neither a permanent oil tank nor a water tank. Provided that the administration is satisfied that the safety of the ship is not impaired, the bilge pumping arrangements can be dispensed within particular compartments.

(5) Every ship shall be provided with two independent power operated bilge pumps capable of giving a speed of not less than 122 meters per minute through the bilge main whose internal diameter should be not less than 5 cm.

(6) Where the bilge main is less than 5cm., IMMARBE may accept a declaration from a recognized organisation as indicating satisfactory compliance.

(7) A ballast or general service pump may be accepted as the independent power operated bilge pump provided it is fitted the necessary connections to the bilge pumping system.

(8) The disposition of suctions, non-return valves and control spindles and distribution boxes shall comply with requirements as to accessibility and passage through bulkheads as IMMARBE may require. A declaration from an organization recognized by IMMARBE may be accepted as indicating compliance with this requirement. Means shall be provided for sounding every compartment which is served by the bilge pumping system and not readily accessible at all times during the voyage.

(9) An automatic remote bilge level shall be fitted in any unattended propulsion machinery space.

(10) Every ship shall be provided with a source of electrical power, a distribution switchboard and a system of electric wiring suitably protected to

provide power to machinery, heating, lighting, ventilation, alarms and other circuits required on board.

(11) Every ship shall include an emergency source of electrical power situated above the uppermost continuous deck and outside the machinery casings in addition to the principal source of electrical power. This emergency source of electrical power may be a generator or an accumulator (storage) battery provided with an emergency switchboard installed as near to the emergency generator as possible or in the case of the accumulator battery in a different but nearby space.

82 of 1997.

(12) Emergency power shall be provided by

(a) lighting in alley-ways, stair-ways, main machinery space and main generating space, navigation bridge, chartroom, lifeboats, rescue boat, liferaft stowage positions and oversides;

(b) navigation lights;

(c) steering-gear space lights;

(d) alarm signal circuits, especially the general alarm;

82 of 1997.

(e) one fire pump; and

82 of 1997.

(f) one emergency bilge pump.

(13) Where hull return is used, special precautions shall be taken to the satisfaction of IMMARBE. Hull return is not acceptable on new vessels or on tankers of any age.

(14) Every ship shall take precautions against the following:

- (a) Shock by earthing machines and equipment and metal sheaths of cables.
- (b) Short circuits.
- (c) Temperature rises in light fittings, etc.

12. (1) Each vessel shall be provided with anchor equipment designated for quick and safe operation which equipment shall consist of anchors, anchor chains or wire ropes, stoppers and windlass or other arrangements for dropping and hoisting the anchor and for holding the vessel at anchor in all foreseeable service conditions. Each vessel shall also be provided with adequate mooring equipment for safe mooring in all operating conditions.

Anchor and mooring equipment.

(2) Anchor and mooring equipment shall comply with the requirements of IMMARBE or those of a classification society recognized by IMMARBE.

13. (1) Each ship shall be provided with a main steering gear capable of guiding the ship at maximum service speed. The main steering gear and rudder stock shall be so designed as not to suffer damage at maximum speed going astern.

Steering gear.

(2) Every ship shall be provided with an auxiliary steering gear of adequate strength, capable of steering the ship at navigable speed and of being brought speedily into action in an emergency. The emergency steering arrangements shall be marked to indicate how the system is brought into effect.

(3) An indicator shall be provided on the bridge to show the exact position of the rudder.

14. This paragraph applies to all vessels irrespective of keel laying date except where stated otherwise.

Fire appliances.

(1) All fire-fighting appliances shall be of an approved type. Appliances approved by the government of a country signatory to the SOLAS 74 Convention shall generally be accepted by IMMARBE.

Fire pumps.

(2) Every vessel shall be provided with two fire Pumps, one of these pumps shall be power-driven (preferably independently of the main engine), and may be a bilge, ballast or general service pump. The other may be a hand-operated pump or a power pump operated by a mean independent from the vessel's main source of power; it should be located outside the machinery space and be capable of producing a jet of water having a throw of not less than 6 meters into any part of the ship.

(3) The capacity of the power-driven pump shall be such that it can deliver a 12 meters jet of water through a 12mm diameter nozzle or maintain a pressure of 2.05 kg/cm at any hydrant.

(4) Ships undertaking coastal or coastwise trades shall only require to have one power-driven fire pump preferably independent of the main source of power. Every centrifugal pump which is connected to the fire main shall be fitted with a non-return valve.

(5) Fire pumps may be sanitary, bilge or general service pumps but must be ensured so that in the case of fire-fighting a blocking system automatically prevents the spraying of oil. Relief valves shall be provided in conjunction with all fire pumps so placed and adjusted as to prevent excessive pressure in any part of the fire main.

Fire main  
hydrants, hoses,  
nozzles.

(6) All vessels shall be provided with a fire main and hydrants and at least 3 hoses (15 meters long), one of which is to be fitted with a dual purpose jet-spray nozzle. The other two may have normal 12mm diameter jet nozzles. The diameter of hoses and hydrants generally should be of the order of 4 to 5cm. Every ship of 300 GRT or more shall be provided with two additional firehoses of the same characteristics.

(7) IMMARBE may require an increased number of hoses in accordance with the nature of the trade, manning of the engine room or for any other reason. The hoses shall be of closely woven flax canvas or other suitable material.

(8) In spaces containing oil-fired boilers or internal-combustion type propelling machinery one of the nozzles shall be a spray or dual-purpose nozzle.

(9) In every ship of 300 GRT or more the number and position of the hydrants shall be such that at least two jets of water not emanating from the same hydrants, one of which shall be from a single length of hose, may reach any part of the ship normally accessible to the passengers or crew while the ship is being navigated.

For ships less than 300 GRT one jet of water will be sufficient under the above-mentioned conditions. At least one such hydrant is to be provided in the machinery space and one adjacent to the entrance thereto.

(10) The fire main shall have no connections other than those necessary for fire-fighting and washing down. Materials rendered ineffective by heat shall not be used for fire-mains. Where the fire-main is not self draining, suitable drain-cocks shall be fitted.

(11) Couplings shall be either bayonet-type or instantaneous release type. Hoses shall be kept in a conspicuous position near hydrants with which they are intended to be used.

(12) Hydrants and hose stowage boxes shall be suitably labeled and painted red.

(13) In any oil fired boiler room and in any unattended propulsion, machinery space shall be provided either by:

Fixed fire  
fighting system.

- (a) a pressure water-spray system; or
- (b) a gas-smothering system; or
- (c) a fixed low-expansion foam-smothering system;  
or
- (d) a fixed high-expansion foam-smothering system.

Due regard shall be taken of the vessel's size in assessing the detailed requirements of the above system.

(14) For vessels solely engaged in coastal or coastwise trade, the exemption from the fixed fire fighting means shall be considered individually in each case, by IMMARBE.

Fire  
extinguishers.

(15) Unless otherwise required by IMMARBE, every vessel shall be provided with a sufficient number of approved portable fire extinguishers for use in accommodation and service spaces with at least one provided at each deck level.

82 of 1997.

(16) In every space containing oil-fired boilers, at least three portable fire extinguishers suitable for use on oil fires shall be provided. One of the fire extinguishers may be substituted by a receptacle containing at least 0.15 cubic meters of sand and a scoop.

(17) There shall be in each space containing internal combustion type machinery one foam fire extinguisher of not less than 45 liters capacity or one carbon dioxide fire extinguisher of at least 30 kg capacity and also one portable foam extinguisher for each 750KW of engine-power output or part thereof, but the total number of portable extinguishers so supplied shall be not less than two.

(18) A spare charge shall be provided for every portable fire extinguisher capable of being readily recharged or an additional portable fire

extinguisher.

(19) Extinguishers specially intended for use in a particular space shall be stowed near the entrance/exit to the space. All extinguishers shall be recharged yearly and pressure-tested to maintain their strength.

82 of 1997.

(20) Every vessel shall be provided with at least one fireman’s outfit completely equipped as given in SOLAS 74, Chapter 11-2, Regulation 17.

(21) All fire-fighting equipment shall be clearly labeled for its specific purpose either in the predominant language of the ship’s personnel and in English or by means of self-explanatory diagrams.

Remote controls and alarms.

15. (1) Every ship shall be provided with means for stopping ventilating fans serving machinery and cargo spaces and for closing all doorways, ventilators and annular spaces around funnels and other openings to these spaces. These means shall be capable of being operated from outside the spaces in case of fire.

(2) Forced and induced draft fans, oil pumps, purifiers and other oil-handling equipment shall be fitted with remote controls situated outside the space concerned so that they may be stopped and secured in the event of a fire arising in the space which they are located.

(3) Every oil-fuel suction pipe from a storage, settling or daily tank located above the double bottom shall be fitted with a cock or valve capable of being closed from outside the space in which such tanks are located. In the special case of deeptanks located in a shaft or pipe tunnel, valves on the tanks shall be fitted, but control in event of fire may be effected by means of an additional valve on the pipeline outside the tunnel.

(4) An automatic remote fire alarm shall be fitted in any unattended propulsion machinery space.

Fire control  
plans.  
82 of 1997.

16. There shall be permanently exhibited and available in an accessible position guidance of the ship's officers and crew, general arrangement plans showing clearly for each deck, the control stations, the various fire sections enclosed by "A" Class divisions, together with particulars of the fire alarm, detecting system, fire-extinguishing appliances, means of access to different compartments, decks, etc. and the ventilating system. A duplicate set of fire control plans or a booklet containing such plans shall be stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shoreside fire-fighting personnel. Alternatively, at the discretion of IMMARBE, the aforementioned details may be set out in a booklet, a copy of which shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date, any alterations being recorded thereon as soon as practicable. Descriptions in such plans and booklets shall be in the national language of the crew. Where the language is not English, a translation into English shall be included. In addition, instructions concerning the maintenance and operation of all the equipment and installations on board for the fighting and containment and installations on board for the fighting and containment of fire, shall be kept under the cover readily available in an accessible position.

Life-saving  
appliances.

17. (1) All vessels shall be provided with sufficient lifeboats of adequate construction on each side, to accommodate all persons on board, plus liferaft capacity to accommodate 50% of the personnel on board, or, alternatively, the following arrangements may apply:

- (a) On each side of the ship one or more inflatable liferaft of sufficient aggregate capacity to accommodate the total number of persons on board, each liferaft being of approximately the same capacity.
- (b) A liferaft, which can readily be placed in the water on either side of the ship, of sufficient capacity to accommodate at least one-half of the total number



of persons on board, except that when the liferafts required at (a) above can be readily placed in the water on either side of the ship, consideration may be given to a relaxation from this requirement.

82 of 1997.

- (c) In new ship, where the distance from the embarkation deck to the water in the lightest seagoing condition exceeds 4.5 meters, the rafts required at (a) above shall be of the davit-launched type and at least one launching appliance shall be provided on each side of the ship for every two (2) rafts.
- (d) An accepted lifeboat, Class C boat or inflatable boat (the rescue boat), in each case fitted with an accepted engine and capable of being launched on one side of the ship.

(2) For vessels undertaking coastwise trade, only throw overboard inflatable liferafts sufficient for all persons on board need to be provided on each side of the ship.

(3) Lifeboats shall generally not be less than 7.3 m. (24 ft.) in length except where, owing to the vessel's size this is impracticable, then a minimum of 4.9 m (16 ft.) length could be accepted. Lifeboats shall be attached to davits of approved type.

(4) Lifeboats, liferafts and launching gear shall be of an approved design and construction meeting SOLAS requirements applicable according to the date of construction of the vessel. Skates or other suitable means shall be provided to facilitate launching.

82 of 1997.

(5) Lifeboat equipment and provisions shall be inspected or renewed as required annually. Inflatable liferafts equipment and provisions shall

82 of 1997.

Lifeboat  
equipment.

be inspected or renewed as required every 12 months.

(6) Equipment for lifeboats fitted to vessels undertaking unrestricted trade shall be as follows:

- (a) A single-banked complement of buoyant oars, two spare buoyant oars, and a buoyant-steering oar; one set and a half of thole pins or crutches, attached to the lifeboat by lanyard or chain; a boat hook.
- (b) Two plugs for each plug hole (except where proper automatic valves are fitted attached to the lifeboat by lanyards or chains); a bailer and two buckets.
- (c) A rudder attached to the lifeboat and a tiller.
- (d) A lifeboat which is not self-righting, a lifeline becketed round the outside of the lifeboat; means to enable persons to cling to the lifeboat if upturned, in the form of bilge keels or keel rails, together with grab lines secured from gunwale to gunwale under the keel.
- (e) A locker conspicuously marked as such, suitable for the stowage of small items of equipment.
- (f) Two hatchets, one at each end of the lifeboat.
- (g) On an enclosed lifeboat, a lamp (not oil burning) shall be fitted to provide illumination for not less than 122 hours.
- (h) Tools for minor adjustments to the engine.

82 of 1997.

82 of 1997.

82 of 1997.

- (i) A searchlight capable of 3 hours of continuous working. 82 of 1997.
- (j) A compass in a binnacle.
- (k) A sea anchor.
- (l) Two painters of sufficient length and size. One shall be secured to the forward end of the lifeboat with strap and toggle so that it can be released, and the other shall be firmly secured to the stem of the lifeboat and be ready for use.
- (m) a portable fire extinguisher for extinguishing oil fires. 82 of 1997.
- (n) Four parachute distress rocket signals.
- (o) Two buoyant smoke signals.
- (p) A first-aid outfit.
- (q) A waterproof electric flashlight suitable for signaling in the Morse Code together with one spare set of batteries and one spare set of bulb in a water proof container.
- (r) A daylight-signaling mirror. 82 of 1997.
- (s) A jack-knife attached to the boat by a lanyard.
- (t) Two light buoyant-heaving lines.
- (u) A manual pump.

- 82 of 1997. (v) A whistle.
- (w) A set of fishing tackle.
- (x) A cover of highly-visible color capable of protecting the occupants against injury by exposure.
- (y) A copy of the lifesaving signal table.
- (z) Means to enable persons in the water to climb into the lifeboat (short ladder)
- 82 of 1997. (aa) six hand flares.
- 82 of 1997. (bb) six doses of antiseasickness medicine and one seasickness bag for each person.
- 82 of 1997. (cc) An efficient radar reflector.
- 82 of 1997. (dd) Thermal protection aids for 10% of the persons, but not less than 2 (may be omitted if vessel operates in tropical waters only.)
- 82 of 1997. (ee) Three tin openers.
- Vessels undertaking coastal or coastwise trade may omit item (i) above.
- Inflatable liferaft equipment. (7) All liferafts shall have the following equipment:
- (a) One buoyant rescue quoit, attached to at least 30 meters (100 ft.) of buoyant line.

- (b) For liferafts which are fit to accommodate not more than 12 persons, one safety knife and one bailer; for liferafts which are fit to accommodate 13 persons or more, two safety knives and two bailer.
- (c) Two sponges.
- (d) Two sea anchors, one permanently attached to the liferaft and one spare.
- (e) Two paddles.
- (f) One repair outfit capable of repairing punctures in buoyancy compartments.
- (g) One topping-up pump or bellows.
- (h) Three safety tin openers.
- (i) A first-aid outfit.
- (j) One waterproof electric flashlight suitable for signaling in the Morse Code together with one spare set of batteries and one spare bulb in a water-proof container.
- (k) One daylight signaling mirror and one signaling whistle. 82 of 1997.
- (l) Four parachute distress rocket signals. 82 of 1997.
- (m) Six hand-held distress flare signals. 82 of 1997.

- 82 of 1997.
- Provisions on lifeboats and liferafts.
- (n) One set of fishing tackle.
  - (o) Six anti-seasickness tablets for each person which the liferaft is permitted to accommodate.
  - (p) Instructions (printed in the crew's native language and in English language) on how to survive in the liferaft.
  - (q) One copy of the lifesaving signal table.
  - (r) Thermal protective aids for 10% of the number of persons the liferaft is permitted to accommodate or two, whichever is the greater.
- (8)
- (a) Each lifeboat and liferaft shall be provided with 1/2 kg (1 lb.) of approved rations for each person it is certified to carry. Rations are to be packed in airtight containers stowed in a watertight box. Rustproof dippers and drinking vessels shall be provided.
- The above requirements do not apply to lifeboats of ships engaging in coastwise trade.
- (b) Each lifeboat shall carry watertight receptacles containing 3 liters (6 pints) of fresh water for each person the lifeboat is certified to carry.
- The quantity of water may be reduced by one half in ships engaging in coastal or coastwise trade.
- (c) Each liferaft shall carry watertight receptacles containing 1½ liters (3 pints) of fresh water for each person the liferaft is certified to carry.

The quantities of water indicated in (b) and (c) may be reduced by ½ liter per person if they are replaced by a suitable de-salting apparatus capable of producing an equal amount of fresh water.

82 of 1997.

(9) All items of lifesaving equipment shall be readily available for use in an emergency. All boats and rafts shall be stowed so that they can be put in the water quickly and safely even if the ship is listed 20 degrees and with 10 degrees trim. They shall be stowed clear of the vessel's propeller where practicable.

(10) All liferafts shall be stowed in float-free positions. Where they are secured to prevent movement in inclement weather, they shall be fitted in their securing arrangements of a hydrostatic release to allow the rafts to rise to the surface if carried down by a sinking ship.

(11) Detailed instructions for operating and survival in liferafts shall be conspicuously displayed in the crew accommodations and on the bridge.

(12) All lifeboats and rescue boats shall be preferably of a highly visible color (eg. orange), and have the name of the parent ship, port of registry, principal dimensions and carrying capacity clearly marked on both bows.

(13) Every lifeboat or rescue boat shall be attached to a set of davits.

Davits for  
lifeboats and  
liferafts.

(14) All gravity davits shall be so designed that there is a positive turning out moment during the whole of the davit travel from the inboard stowed position to the outboard position under the conditions of list and trim specified above. For this purpose the turning out load of the boat shall be taken as the weight of the boat with the addition of the equipment by excluding the launching crew.

(15) When luffing-type davits are installed the operating gear shall

be such as to enable the lifeboats to be turned out quickly and in full control under the above specified conditions of list and trim, fully equipped and manned by the launching crew only, from the inboard to the outboard position. The force needed on the crank handle should not exceed 20 kg. (44 lbs.) and the radius of the crank handle should not exceed 40 cm. (16 in.)

(16) Mechanically-controlled single arm davits may be used for rescue boats and liferafts only. The turning-out gear shall enable the boat to be turned out quickly and under full control from inboard to outboard position under the above specified conditions of list and trim. Steps to locate the arm at the inboard and outboard positions shall be provided.

The force needed on the crank handle shall not exceed 20 kg (44 lbs.) and the radius of the crank handle shall not exceed 30 cm (12 in.). The direction of rotation of the crank handle to turn out the arm shall be clearly marked. Acceptable means of releasing the boat or raft shall be provided.

(17) Davits, falls, blocks and associated lowering gear shall be of sufficient strength so that a boat with its full equipment and manned by a launching crew of not less than two persons or a liferaft with its full equipment and complement can be turned out and then safely lowered to the water from the embarkation deck when the ship has the conditions of list and trim as specified above.

(18) Winches shall be efficient hand-gear for the recovery of lifeboats and where davits are recovered by the action of the falls by power, an automatic stop shall be installed in order to prevent the gear from being overstressed when the davits meet with the stops.

(19) A rope ladder shall be provided in way of each set of davits secured to boat deck and capable of reaching light water line.

Boat and raft preparation and overboard lights shall be provided with supplies from emergency sources.



(20) All vessels shall carry approved-type lifejackets for all personnel on board plus 10% extra. They shall be of a highly visible color and not be adversely affected by oil or oil products. All lifejackets shall be fitted with a non-corrosive whistle attached to a cord and be equipped with a light.

Lifejackets.  
82 of 1997.

(21) All lifejackets shall be stowed in readily accessible places on board the ship, and if stowed on weather decks they shall be in racks and/or labeled lockers in suitably protected locations.

(22) All vessels shall be provided with six lifebuoys as follows:

Lifebuoys.

(a) One on each side of the bridge in quick-release chutes fitted with self-activating light-and-smoke signals.

(b) One on each side about amidships provided with a 27.5m (15 fathom) buoyant line and fitted in clips/brackets.

(c) One on each side about at aft end of open deck nearest to the waterline in clips or brackets.

(d) One on each side with self-igniting lights.

82 of 1997.

(e) Lifebuoys shall be of an approved-type and of circular shape with an inside diameter of 46 cm (18 in.), fitted with a grab line securely sized, and shall be marked in block letters with the name and port of registry of the ship.

(23) All vessels shall carry 6 parachute distress rocket signals capable of producing a single bright red star at a high altitude; and in addition, at least 6 hand-held flares.

Distress  
signals.

82 of 1997.

(24) All distress signals shall be of robust construction, be contained in a water resistant casing and have instructions or diagrams illustrating the use of the rocket parachute flare printed on its casing.

(25) All pyrotechnic distress signals shall be renewed within the period required by the approved documents.

(26) Where rocket signals are provided that are not of the hand-held type it shall be necessary for two firing brackets to be fitted, one on each side of the ship, to provide a means of launching.

(27) No hand-flares shall be allowed on oil tankers or other ships carrying oil products. Instead, these vessels shall be provided with 12 parachute distress rockets.

Line throwing  
appliances.

(28) All ships operating on unrestricted trade shall have a line throwing appliance with two lines and two projectiles capable of throwing a line over a minimum distance of 230 meters (250 yards).

(29) The line-throwing appliances shall be of an accepted type and manufacture. The rockets and cartridges shall be renewed as required by the approved document.

(30) Life-saving appliances shall be clearly labeled in the predominant language of a ship's personnel and in the English language or by means of self-explanatory graphic designs.

(31) All life-saving appliances shall be of an approved type. Appliances approved by the government of a country subscribing to the SOLAS 74 Convention shall generally be accepted by IMMARBE.

Drills.  
82 of 1997.

18. (1) A muster of the crew for one abandon ship and one fire drill shall take place at intervals of not more than once a month. In addition, these

musters shall take place within 24 hours of leaving port whenever 25 percent of the crew has been replaced since the last muster.

(2) When holding musters, the life-saving, fire-fighting and other safety equipment shall be examined to ensure that they are complete and in satisfactory working order.

(3) The dates on which musters are held shall be recorded in the official log book and if no muster is held within the prescribed interval or a part muster only is held, an entry shall be made stating the circumstance and extent of the muster held. A report of the examination of the life-saving equipment shall be entered in the log book, together with a record of boat used.

(4) In ships fitted with lifeboats, different boats shall be swung out at successive drills.

82 of 1997.

The lifeboats shall, where practicable, be lowered into the water at least once every three months at which time checks shall be carried out for the condition of all apparatus and system and the watertight integrity of the boats, as well as operation of the releasing devices.

(5) The musters shall be so arranged as to ensure that the crew thoroughly understands and is drilled in the duties it has to perform including instructions in the handling and operation of liferafts, where these are carried.

82 of 1997.

(6) Instructions in the form of a training manual covering the topics presented in SOLAS, Chapter II, Regulation 52, shall be available on board. This presentation may include audio visual aids as part of or *in lieu* of the manual.

First-aid.

19. (1) Every ship shall be provided with first-aid equipment on a scale to be determined by IMMARBE taking into account the length and intended service of the ship.

(2) A stretcher shall be included in the equipment and shall be capable of enfoldng the patient and being transferred from the lowest cargo hold to the deck or from the ship to the shore or a boat.

Radio  
installations.

20. (1) Every ship of 100 GRT or more not fitted with a radio-telegraph station, shall be provided with a radiotelephone station according to Chapter IV, Regulation 4 of SOLAS 74 Convention.

(2) Every vessel not fitted with a radiotelephone or radiotelegraph station shall have a VHF radiotelephone station according to Chapter IV, Regulation 17 of SOLAS 74 Convention.

(3) Every ship of 300 GRT or more shall carry a portable radio apparatus suitable for survival craft which shall meet the specification laid down in Chapter IV, Regulation 14, SOLAS 74 Convention.

82 of 1997.

(4) Vessels shall carry an emergency position indicating radio beacon (EPIRB) located in such a way as to be automatically released to the surface and operated in the event of the ship's sinking.

(5) Any shipboard radio station, whether fitted on a compulsory or on a voluntary basis, shall conform to the relevant SOLAS 74 regulations and to the International Telecommunications Union regulations.

(6) IMMARBE may permit exemptions from the above requirements having regard to the search and rescue facilities in the ship's area of operation.

Signalling lamps.

21. All ships of over 100 GRT shall have on board an efficient daylight signaling lamp which shall not be solely dependent upon the ship's main source of electrical power.

Pilot ladders.

22. (1) All vessels shall carry a pilot ladder. The ladder shall be

efficient for the purpose of enabling pilots to embark and disembark safely, shall be kept clean and in good order and may be used by officials and other persons while a ship is arriving at or leaving a port.

(2) Whenever the distance from sea level to the point of access to the vessel is more than 9 m., access from the pilot ladder to the vessel shall be by means of an accommodation ladder or other equally safe and convenient means.

82 of 1997.

(3) Steps of pilot ladders shall be not less than 48 cm long, 11.4 cm wide and 2.5 cm in depth. Steps shall be joined in a manner which will provide a ladder of adequate strength whose treads are maintained in horizontal position and not less than 30.5 cm or more than 38 cm apart.

82 of 1997.

(4) The side ropes of the ladder shall consist of two uncovered manila ropes not less than 60 mm in circumference. Each rope shall be continuous with no joints below the top step. Two manropes and a safety line shall be kept at hand ready for use if required.

(5) Handholds shall be provided to assist pilots to pass safely and conveniently from the head of the ladder into the vessel or on to the vessel's deck.

(6) Where necessary, spreaders shall be provided at intervals which will prevent the ladder from twisting.

82 of 1997.

(7) Adequate lighting shall be provided at night for both the pilot ladder overside and the vessel boarding position.

(8) A vessel with rubbing bands or whose construction makes it impossible to comply fully with the provision that the ladder should be secured at a place where each step will rest firmly against the vessel's side shall comply with this provision as closely as possible.

Navigation  
equipment.

23. (1) Every vessel shall be provided with a magnetic compass for steering purposes and a good second magnetic compass outside the bridge for use in taking bearing or azimuths. Alternatively, a single magnetic compass may be provided outside the bridge steering position with a reflector inside for steering purposes.

82 of 1997.

(1:01) A spare magnetic compass shall be carried unless there is a gyro compass on board. Means must be provided to relay heading information to the emergency steering position.

(2) Every vessel shall be provided with a means of obtaining the depth of water at the ship. This may be an echo sounder or a handlead properly marked and graduated up to 45 meters, (25 fathoms).

(3) Every vessel shall be provided with charts and navigational publications suitable for the voyage it is to undertake. IMMARBE shall decide in cases of doubt what additional publications and instruments should be provided on Board.

(4) Every vessel shall keep on board a log-book for the bridge, the engine room and the radio station, respectively as follows:

- (a) A bridge log-book for entering the daily routine of navigation and ship's operation.
- (b) An engine room log-book for entering the daily routine of engine and auxiliary machinery operation.
- (c) A radio log-book, if fitted with a radio station.

(5) The following codes shall be carried on board:

- (a) International Regulations for Preventing Collisions at Sea, 1972.
- (b) International Code of Signals.
- (c) Manual for use by the Maritime Mobile and Maritime Satellite services-international Telecommunications Union (ITU), if fitted with a radio station.

24. Every vessel shall conform to the requirements of the International Regulations for Preventing Collisions at Sea, 1972.

Collision regulations.

25. Every vessel shall conform as far as practicable to the requirements of the International Labour Organization (ILO/OIT) Conventions concerning Crew Accommodation on Board Ships ratified by the Government of Belize. Additionally, electric heaters, if fitted, shall be of a fixed type and located away from readily ignitable materials. Open-flame heaters shall not be permitted. Gas or kerosene stoves and water heaters, if fitted, shall be installed in well-ventilated rooms with low-level air exhaust. Gas bottles or reservoirs shall be located in the open air. Gas-piping shall be of copper or steel. Special care shall be taken to avoid the danger of fire or explosion.

Accommodation regulations.

26. Every tanker of 150 GRT and above, shall comply with the International Convention for the Prevention of Pollution from ships (MARPOL 73178). In this case, an Official Oil Record Book shall be carried on board and the proper entries made therein.

Anti-pollution regulations.

**MADE** by the Attorney General this 7<sup>th</sup> day of November, 1991.

**(GLENN D. GODFREY)**  
*Attorney General*

**CHAPTER 236****REGISTRATION OF MERCHANT SHIPS  
(PLEASURE VESSELS) REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Application.
3. Interpretation.
4. Exemptions.
5. Documents.
6. Accidents.
7. Manning.
8. Surveys, inspections and certification.
9. Construction.
10. Life saving appliances.
11. Fire protection/extinguishing.
12. Safety of navigation.
13. Radio installations.
14. General equipment.
15. Tonnage measurement.
16. Regulations for the prevention of pollution by oil.

---

**FIRST SCHEDULE**

---

**SECOND SCHEDULE**

---

**THIRD SCHEDULE**

---

**FOURTH SCHEDULE**



CHAPTER 236

**REGISTRATION OF MERCHANT SHIPS**  
**(PLEASURE VESSELS) REGULATIONS**  
*(Section 24)*

148 of 1991.  
Act 32 of 1989.

*[16th November, 1991.]*

**WHEREAS** it is necessary, for the efficient operation of the International Merchant Marine Registry of Belize to make rules to ensure that all pleasure vessels registered in Belize are so constructed, equipped and inspected as to attain the highest standards of safety of life at Sea;

**NOW THEREFORE, IT IS HEREBY PROVIDED AS FOLLOWS:**

1. These Regulations may be cited as the

Short title.

**REGISTRATION OF MERCHANT SHIPS (PLEASURE VESSELS) REGULATIONS.**

2. Subject to Regulation 4, these Regulations shall apply to all pleasure craft registered by IMMARBE and which are six meters in length or more.

Application.

3. For the purpose of these Regulations -

Interpretation.

“approved” means approved by

- (i) IMMARBE;
- (ii) traditional Maritime Administrations which are members of IMO and which have national provisions for the approval of types of equipment;

(iii) organizations recognized by Belize;

IMMARBE means the International Merchant Marine Registry of Belize established under Section 3 of the Act;

I.M.O. means the International Maritime Organization;

“machinery” includes an inboard or outboard engine and any other type of motor or mechanical device capable of propelling a vessel;

“motorboat” means any vessel propelled by machinery of 20 meters (or 65.5 feet) in length or less;

“motor vessel” means any vessel propelled by machinery over 20 meters in length;

“operator” means the person who operates or is in charge of the navigation of a vessel;

“owner” means the person or company claiming lawful possession of a vessel by virtue of a legal title or equitable interest which would entitle one to such a status;

“recognized organization” means a classification society or other, organization duly recognized by IMMARBE to carry out the survey and issuance of certificates under these Regulations;

“sailboat” means a vessel, whether or not equipped with an auxiliary engine, which is propelled by the wind effect on the sail;

“vessel” means every type or description of craft, used or capable of being used as a means of transportation on water and engaged in leisure activities and includes but is not limited to boats, motorboats, powerboats, sailboats,

cruisers and motor vessels.

“Length” refers to overall length of the hull, extending from end to end over the deck excluding sheer, measured in a straight line from the foremost part to the aftermost part of a vessel.

(Bowsprits, bumpkins, rudders, outboard motor brackets and similar fittings or attachments are not to be included in the measurement).

4. IMMARBE or any person so designated, may issue exemptions from any of the provisions of these Regulations on terms and conditions it may consider appropriate.

Exemption.

5. There shall be on board every vessel all legal and technical documents such as registration certificate, radio permit or license, tax receipts, tonnage certificate, etc. These documents shall at all times be available for inspection upon request.

Documents.

6. In case of collision, fire or other casualty, an operator shall report all facts and information relating to same as soon as possible to IMMARBE.

Accidents.

7. The number of officers and crew on board shall be in accordance with the laws of Belize, as applied to the type and size of vessels.

Manning.

8. (1) The Survey of yachts shall be carried out annually by authorized surveyors of IMMARBE. The Survey shall ensure that the structure of vessels as well as these Regulations are complied with and a certificate of compliance shall be issued upon compliance with these Regulations.

Surveys, inspections and certification.

(2) IMMARBE, may entrust the survey to be carried out either by surveyors nominated for the purpose or by recognized organizations.

9. (1) All vessels shall be of good marine design and construction. Hull arrangements, materials used, scantlings of structure, bulkheads, main and auxiliary machinery, electrical installations, propulsion and steering system shall

Construction.

be of an approved type.

(2) All vessels shall be of good marine design and construction so as to have at all times sufficient stability, whether under power or sail propulsion.

Bilge pumping.

(3) An efficient bilge pumping system shall be fitted to all vessels, having suctions and means of drainage so arranged that any water that may enter any compartment can be pumped overboard. Sail boats and motor boats shall be equipped with efficient bilge pumping system of a manual or electric type. Motor vessels shall have at least one independent bilge pump of sufficient capacity.

Hatches, doors and other openings.

(4) Exposed hatches and doors shall be of an approved construction and be efficiently connected to the adjoined structure. Portlights, windows and other openings, shall be of an approved type for yachts.

Deck drainage.

(5) A sufficient number of freeing ports or scuppers shall be provided to free the weather decks of water.

Anchoring and mooring equipment First Schedule.

(6) Anchoring and mooring equipment for motor vessels shall be adequate depending on the type and size of vessel as specified in the First Schedule. The anchors and anchor size of chain cable ropes, hawsers and warps shall be of an approved type. The minimum weight of anchors used in motor boats and sail boats shall be in accordance with the Table set out in the First Schedule.

First Schedule.

(7) All vessels shall have bulwarks or rails on weather decks accessible to passengers and crew.

Life saving appliances.

10. Every vessel to which these Regulations apply shall carry the following:

- (a) One lifejacket of an approved type for every person on board and in addition, where appropriate, a sufficient number of a type of lifejacket suitable for children. This requirement

- applies also to vessels less than 6 meters in length.
- (b) Vessels up to 50 meters in length shall carry at least one (1) liferaft of an approved type, of sufficient aggregate capacity to accommodate the total number of persons on board.
- (c) Vessels over 50 meters in length shall carry at least two (2) such liferafts. Liferafts may be substituted by rescue boats of an approved type. Inflatable liferafts shall be serviced every 12 months by a recognized agency.
- (d) Vessels up to 10 meters in length shall carry at least one (1) lifebuoy.
- (e) Vessels over 10 meters in length but less than 20 meters shall carry at least two (2) lifebuoys.
- (f) Vessels over 20 meters in length shall carry at least four (4) lifebuoys. Lifebuoys shall be of an approved type, suitable for yachts and may be circular or of horseshoe type. At least one of the lifebuoys required by the above paragraphs shall have a 25 meter buoyant line and a self-igniting light.
- (g) Vessels shall carry flares and distress signals of an approved type suitable for yachts as follows:

Motor vessels - 4 parachute signals  
6 hand flares  
2 orange smoke signals.

Motor boats and sail boats shall carry at least half of the above number.

All distress signals shall be kept in a dry waterproof container and be stowed away from engine heat and not in a locker with sharp or heavy objects.

Fire protection/  
extinguishing.

11. (1) Motor vessels shall be equipped with at least one fire pump, independent or driven by the propelling machinery. Bilge, ballast or general service pumps are accepted as fire pumps provided that they are not used for pumping oil. The pump shall be of adequate capacity for fire fighting purposes and generally not less than 65% of the capacity of the bilge pump.

(2) Motor vessels shall have adequate hydrants, hoses and nozzles which shall be so located that any part of the vessel may be accessible by an effective stream of water.

(3) The hydrants, hoses and nozzles, shall be of an approved design and constructed of suitable material.

(4)

[a] In machinery spaces of motor vessels there shall be one (1) fire extinguisher of a suitable type for every 1,000 HP of main propulsion and machinery used for auxiliary purposes, but not less than two(2). The size of the extinguishers shall be not less than 5 lbs. of CO or 2.5 lbs. of dry chemical.

Second Schedule.

[b] Other spaces of motor vessels shall be provided with an adequate number of fire extinguishers of a suitable type, depending on the space as set out in the Second Schedule.

Third Schedule.

[c] Motor boats and sail boats shall have the portable fire extinguishers as set out in the Third Schedule.

[d] All extinguishers shall be of an approved design and construction and shall be checked annually for

- efficacy.
12. (1) All vessels shall be equipped with navigation lights, sound signals, daylight shapes and distress signals. Safety of navigation.
- (2) Owners, operators or masters of vessels are responsible for compliance with all applicable rules of International Regulations for Preventing Collisions at Sea in force.
- (3) Every vessel shall be equipped with up to date charts and other relevant publications to assist in safe and prudent navigation.
- (4) Every vessel to which these Regulations apply, shall be equipped with the items set out in the Fourth Schedule. Fourth Schedule.
13. (1) All sail boats and motor boats shall have a marine type VHF radiotelephone. Radio installations.
- (2) Motor vessels shall be equipped with a radiotelephony installation of approved marine type.
14. All vessels shall have the following general equipment: General equipment.
- (a) A first aid kit which shall contain items as instructed by current medical authorities.
- (b) An engine tool kit which shall include essential spares and tools.
- (c) One hook.
- (d) A fog horn or other means of making sound.
- (e) Two (2) lines of the buoyant type.

- (f) One jack knife.
- (g) A suitable number of hull wood plugs.
- (h) One Bucket.

Tonnage  
measurement.

15. (1) All vessels shall possess a tonnage measurement certificate in accordance with the laws of Belize and issued either by IMMARBE or a recognized organization.

(2) In case of the absence of relevant information for the calculation of tonnage measurement an optional simplified method may be used.

Regulations for  
the prevention of  
pollution by oil.

16. All vessels over 400 gross register tons (GRT) shall comply with the International Regulations for Prevention of Pollution at Sea (MARPOL 73/78). An International Oil Pollution Prevention Certificate shall be on board all vessels.

**MADE** by the Attorney General this 7th day of November, 1991.

**(GLENN D. GODFREY)**  
*Attorney General*

---



**FIRST SCHEDULE**  
**[Regulation 9 (6)]**

**TABLE**

<b>LENGTH OF VESSEL (M/FT )</b>	<b>WEIGHT KG/LBS*</b>	<b>WEIGHT KG/LBS**</b>
6/20-10/33	5110	14/30
10/20 - 12/39	7/10	18/40
12/39 - 14/46	10/22	23/50
14/46 - 16/52	16/35	27/60
16/52 - 18/59	20/45	34/75
18/59 - 20/66	25/56	43/95
20/66 - and over	32/70	57/125

\* For voyages within 20 miles from the nearest shore.

\* For voyages over 20 miles.

<b>LENGTH OF VESSEL(M)</b>	<b>LENGTH OF ROPE(M)</b>	<b>LENGTH OF ROPE(MM)</b>	<b>LENGTH OF CHAIN (MM)</b>
6.0-8.0	40	13	6.5
8.0-10.0	50	13	8.0
10.0-12.0	60	15	10.0
12.0-14.0	70	16	11.0
14.0 - and over	80	18	13.0

NOTE: The masts, the standing and running rigging, and the sail arrangements of sailing vessels are left to the judgement of the owner, builders and designers and do not constitute part of these Regulations.

**SECOND SCHEDULE****[Regulation 11(4)]****(Fire Extinguishers)****SPACE                      MINIMUM NUMBER OF EXTINGUISHER**

Galley	1
Radio room	1
Navigation bridge	1
Steering gear	1
Accommodation spaces	1 per deck

NOTE: Where fixed CO fire extinguishing method is used, the number of lbs. of CO shall be based on the gross volume in ft. of the space divided by the appropriate factor noted in the Table.

**TABLE**

<b>OVER</b>	<b>NOT OVER</b>	<b>FACTOR</b>
	500	15
500	1.600	16
1.600	4.500	18
4.500	50.000	20
50.000		22

NOTE: Where bilges are open or communicating, the total number of open or communicating bilges shall be added to the volume of the space being protected.

**THIRD SCHEDULE**  
**[Regulation 11 (4)]**

**(Portable Fire Extinguishers)**

<b>TYPE OF BOAT</b>	<b>NO. OF EXTINGUISHERS</b>
Outboard (open)	1
Outboard motor boats	2
Motor boats under 10M	2
Motor boats over 10M length but not over 15M	3
Motor boats 15M in length and over	4
Sailboats under 10M length	1
Sailboats 10M length and over but not over 15M	2
Sailboats 15M length and over	3

**FOURTH SCHEDULE**  
**[Regulation 12 (4)]**

**(List of Items for vessels)**

Magnetic compass.

Bearing compass.

Fathometer or echo-sounding device.

One pair of dividers for distance measuring on the chart.

One pair binoculars.

Parallel rulers.

Table of life saving signals.

Signaling lamp suitable for Morse Code signaling.

A Belizean flag.

In addition to the above, vessels that are sailing more than 30 miles from the nearest shore, shall be equipped with the following approved type of instruments:

A radio direction finder (RDF).

A suitable type of radar.

**CHAPTER 236**

**REGISTRATION OF MERCHANT SHIPS**  
**(FISHING VESSELS OF 24 METERS IN LENGTH AND ABOVE)**  
**(SAFETY) REGULATIONS**

1. Short title.
2. Interpretation.
3. Application of Regulations.
4. Exceptions.
5. Substitution of requirements.
6. Required documents.
7. Survey and certification.
8. Loadlines and stability.
9. Construction of vessels.
10. Drydocking of vessels.
11. Machinery installations.
12. Requirements of vessels.
13. Electrical installations.
14. Anchor and mooring equipment.

THE SUBSIDIARY LAWS OF BELIZE

[ Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize. ]

REVISED EDITION 2003

15. Means of escape.
  16. Fire-fighting appliances and fire protection.
  17. Life-saving appliances.
  18. Emergency procedures, musters and drills.
  19. First Aid.
  20. Radio installations.
  21. Radio watches.
  22. Pilot ladders.
  23. Navigation equipment.
  24. Collision regulations.
  25. Prevention of Pollution Regulations.
  26. Compliance upon commencement of Regulations.
  27. Offence and penalty.
-

## CHAPTER 236

**REGISTRATION OF MERCHANT SHIPS**  
**(FISHING VESSELS OF 24 METERS IN LENGTH AND ABOVE)**  
**(SAFETY) REGULATIONS**  
*(Section 24)*

113 of 1995.  
Ch. 196C.

*[4th November, 1995.]*

**WHEREAS**, a growing number of fishing vessels are being registered with the International Merchant Marine Registry of Belize which are not subject to any specific safety regulations and inspections, and it is therefore necessary to ensure that fishing vessels of Belize of 24 meters in length and above are so constructed, equipped, operated and inspected as to attain the highest level of safety of life and property at sea;

**NOW, THEREFORE, IT IS HEREBY PROVIDED AS FOLLOWS:-**

1. These Regulations may be cited as the

Short title.

**REGISTRATION OF MERCHANT SHIPS (FISHING  
VESSELS OF 24 METERS IN LENGTH AND ABOVE)  
(SAFETY) REGULATIONS.**

2. In these Regulations, unless the context otherwise requires,

Interpretation.

“Administration” means the International Merchant Marine Registry of Belize;

“approved” means approved by the Administration;

“classed vessel” means a vessel fully classed by a classification society authorized by the Administration;

“coastwise service” means navigations not exceeding twenty nautical miles from the nearest land;

“existing vessel” means a vessel which is not a new vessel;

“fishing vessel” means a vessel used for catching fish or other living creatures of the sea;

“length” of a vessel shall be taken as ninety-six per cent of the total length of a waterline at eighty-five percent of the least depth measured from the keel line to the top of the working deck beam at the side, or as the length from the foreside of the stem to the axis of the rudder stock if that be greater. In vessels designed with rake of keel, the waterline on which the length is measured shall be parallel to the designed waterline;

“Master” means the Master of a vessel;

“new vessel” means a vessel the keel of which is laid or which is at a similar stage of construction on or after the entry into force of these Regulations;

“recognized organization” means an organization officially authorized by the Administration for performing on its behalf the surveys mentioned in these Regulations;

“SOLAS” means the International Convention for the Safety of Life at Sea, 1974 and the Protocol of 1978 related thereto and may include, at the discretion of the Administration and for the application of these Regulations, any amendments to the above or any new convention replacing the above that may subsequently come into force;

“vessel” means a fishing vessel subject to these Regulations.

Application of  
Regulations.

3. Subject to regulation 4, these Regulations shall apply to all Belizean flag vessels of twenty-four meters in length and above.



4. (1) These Regulations shall not apply to: Exceptions.
- (a) vessels engaged exclusively in sport or pleasure activities;
  - (b) vessels engaged exclusively in processing fish or any other living resources of the sea;
  - (c) vessels engaged exclusively in research or training; and
  - (d) vessels engaged exclusively in fish transportation.

(2) The Administration may, on such conditions as it thinks fit, exempt any existing vessels from any of the requirements of these Regulations if it is satisfied that such requirements are either impracticable or unreasonable in the case of that vessel.

(3) The Administration may require special norms for the application of these Regulations to vessels subject thereto that operate exclusively within the jurisdictional waters of Belize.

5. Where these Regulations require that a particular material, appliance or apparatus, or type thereof, shall be fitted or carried, or a particular provision is to be made on a vessel, then other appliance or apparatus may be carried or other provisions may be made in the vessel if the Administration is satisfied that the alternative is as effective as required under these Regulations. Substitution of requirements.

6. All vessels shall be required to have the following documents on board: Required documents.

- (a) a Belizean tonnage certificate issued by the

Administration or a recognized organization stating up-to-date values of gross and net registered tonnages computed according to accepted rules for admeasurement presently in force in Belize;

- (b) a valid patent (provisional or full term) registration;
- (c) current receipts for Belizean annual and inspection taxes;
- (d) a valid radio permit or licence for all vessels fitted with a radio station;
- (e) a valid Fishing Vessel Safety Certificate issued by the Administration or a recognized organization the validity of which shall not exceed five years, subject to an annual survey scheduled between three months before or three months after the anniversary date of the survey for the issuance of the certificate; (This is a combined certificate which covers items of safety construction, equipment and radio);
- (f) when applicable, a valid International Oil Pollution Prevention Certificate; and
- (g) when applicable, a valid Certificate of Inspection of Crew Accommodation.

Survey and certification.

7. The issuance and endorsement of the Fishing Vessel Safety Certificate shall be subject to the successful completion of a survey carried out by a recognized organization and covering all the provisions of these Regulations.

8. (1) On the initial survey, a maximum permissible operating draught shall be approved by the recognized organization and marked on both sides of the vessel, such that, in the associated operating conditions, the freeboard and stability of the vessel are adequate for the intended service.

Loadlines and stability.

(2) A complete report shall be prepared describing all openings in the hull that may lead to downflooding, with their means of closing, and the position of openings and their means of closing shall conform to the requirements of the Administration.

(3) Every new vessel shall be subject to a stability test upon its completion of construction, and the elements of its stability shall be determined to the satisfaction of the Administration.

Stability for new vessels.

(4) The Master of a vessel shall be supplied with such reliable information as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of ships under varying conditions of service.

(5) The Administration may require additional stability information where any alterations are made to a vessel.

(6) The trim and stability data shall include at least the following conditions:

- (a) departure to fishing area with provisions, ice, fuel, fishing equipment and other essential items,
- (b) departure from fishing area with a full catch,
- (c) arrival in port with full catch and ten per cent of provisions, fuel and other essential items,

(d) arrival in port with twenty per cent of catch and ten per cent of provisions, fuel and other essential items.

(7) The minimum stability criteria shall be as follows or shall be those from a recognized alternative acceptable to the Administration:

(a) the area under the righting arm curve shall not be less than 0.055 meters-radian up to an angle of heel of 30° nor less than 0.090 meters radian up to 40° or up to the flooding angle ( $O_f$ ), provided that it is less than 40°, and, the area under the righting arm curve (GZ curve) within the angles of 30° and 40°, or within 30° and the flooding angle ( $O_f$  provided that  $O_f$  is less than 40°), shall not be less than 0.030 meters-radian,

(b) the righting arm (GZ) shall not be less than 200 mm for an angle of heel of 30° or greater,

(c) the maximum righting arm (GZ max.) shall be achieved at an angle of heel preferably exceeding 30°, but not less than 25°,

(d) the initial metacentric height (GM) shall not be less than 350 mm.

(8) Vessels operating in areas where the effects of wind or of ice deposited on exposed hull, superstructures and other structures above deck could adversely affect their stability, may be required to take account of those effects, according to the recommendations of the International Maritime Organization, in complying with the above criteria.

(9) Account shall be taken of all significant free liquid surface effects

arising in tanks or other enclosed spaces in which quantities of liquids may collect and open and partially enclosed spaces having restricted provisions for drainage may also be included in this category at the discretion of the Administration.

(10) Means (longitudinal shifting boards) shall be arranged so as to prevent the shifting of fish within the holds, to the satisfaction of the Administration and such measures shall comply, as far as possible, with the recommendations of the International Maritime Organization.

Stability of existing vessels.

(11) Every existing vessel shall have its stability elements determined to the satisfaction of the Administration.

(12) In certain instances the Administration may require that a vessel undergo a stability test to confirm the elements of its stability.

(13) Such stability tests shall be performed before the second annual survey, but other means of determining the initial stability of the vessel, such as the rolling period tests combined with data from similar vessels, may be acceptable.

(14) The Master shall be supplied with such reliable information as is necessary to enable him, by rapid and simple processes, to obtain accurate guidance as to the stability of the ship under varying conditions of service.

(15) Information to be submitted to the Master may be in the form of a "stability letter" which gives specific directions on the load carrying ability of the vessel and the format of this letter shall be approved by the Administration.

(16) Stability letters issued by any previous flag administration and pre-existing stability information may be accepted by the Administration at its discretion, as evidence of compliance with the requirements of these Regulations.

Construction of vessels.

9. (1) Every vessel shall have sufficient structural strength as to be

able to withstand any foreseeable service condition.

(2) Vessels built and maintained in conformity with the requirements of a classification society recognized by the Administration shall be regarded as being in compliance with these requirements.

Drydocking of vessels.

(3) All remaining vessels shall adhere to the requirements of the Administration.

10. (1) At least every two and a half years vessels shall be put in drydock or on a slipway and undergo a thorough examination of all underwater and overside parts.

Machinery installations.

(2) The drydocking may take place separately from the survey for issuing the Fishing Vessel Safety Certificate, and shall be subject to verification by the recognized organization carrying out the survey, and a detailed report of the drydocking shall be attached to the next periodic survey report.

11. (1) Main and auxiliary machinery, steering gear, boilers, fuel oil systems, air compressors and air bottles piping and pumping arrangements and refrigeration systems shall be designed, constructed and installed in accordance with good marine practices.

(2) Such mechanisms shall also be so protected and maintained so as not to constitute a danger to persons.

Requirements of vessels.

(3) Classed vessels shall be regarded as meeting these requirements and for all other ships the standards shall conform to the requirements of the Administration.

12. The following minimum requirements shall apply to all vessels, whether classed or not:

(a) vessels shall have sufficient power for going astern

- to secure control of the vessel in all normal circumstances;
- (b) there shall be indicators fitted in the wheelhouse for propeller speed and direction in the case of fixed propellers, and for propeller speed and pitch position in the case of controllable pitch propellers;
  - (c) engine tachometers shall be considered equivalent to propeller speed indicators for vessels under forty-five meters in length;
  - (d) there shall be means of communication provided between the navigation bridge and the engine room;
  - (e) remote control of the propulsion machinery shall be regarded as equivalent to the above, and on vessels of forty-five meters in length and above two such means are to be provided, one of which shall be an engine room telegraph giving visual indication of the orders and responses both in the engine room and on the navigation bridge;
  - (f) vessels shall have a main steering gear capable of guiding the vessel at maximum speed ahead and the main steering gear and rudder shall also be capable of operation without damage at maximum speed astern;
  - (g) single screw vessels of forty-five meters in length and above, unless fitted with a complete dual steering system, shall be provided with an auxiliary steering arrangement capable of steering the vessel at navigable speed and of being brought speedily into action in an emergency. Clear instructions shall

- be posted in a conspicuous place to indicate how the system is brought into effect;
- (h) an indicator shall be provided on the bridge to show the exact position of the rudder;
- (i) vessels shall have an efficient bilge pumping plant, capable of draining any watertight compartment which is neither a permanent oil tank nor a water tank. Where the Administration is satisfied that the safety of the vessel is not impaired, the bilge pumping arrangements may be dispensed within particular compartments;
- (j) classed vessels shall be regarded as meeting all the above requirements and for all other ships, the following shall apply:
- (i) two independently driven power operated bilge pumps shall be provided, capable of giving a speed of not less than 2 m/s through the bilge main whose internal diameter shall be not less than 5 cm. A ballast or general service pump may be accepted as bilge pump provided it is fitted with the necessary connections to the bilge pumping system,
- (ii) on vessels under forty-five meters in length, a portable diesel driven pump with flexible suction line capable of reaching the bottom of every compartment shall be acceptable as one of the bilge pumps,



- (iii) suctions, non-return valves, distribution boxes and control spindles, including accessibility and passage through bulkheads, shall follow standard marine practice to the satisfaction of the recognized organization,
- (iv) there shall be means for sounding every compartment which is served by the bilge pumping system and which is not readily accessible at all times during a voyage,
- (v) an automatic remote bilge alarm shall be fitted in any unattended propulsion machinery space.

Electrical  
installations.

13. (1) Electrical systems shall be so designed, installed, protected and maintained so as not to constitute a danger to persons and for these purposes, classed vessels shall be regarded as meeting these requirements.

(2) For all other ships, there shall be suitable precautions against shock adopted by grounding electrical machines, equipment and metal sheaths of cables; by providing protection against short circuits; by preventing temperature rises in light fittings, cables and motors and in general by following accepted marine practice.

(3) The following minimum requirements apply to all vessels, whether classed or not:

- (a) vessels shall have a main source of electrical power, a distribution switchboard and a system of electrical wiring suitably protected to provide power to machinery, heating, lighting, ventilation, alarm and other circuits required on board;

- (b) on vessels of forty-five meters in length and above there shall be at least two independent generators capable each of supplying the essential propulsion and navigation consumers;
- (c) vessels shall have an emergency source of electrical power situated above the uppermost continuous deck and outside the machinery casings in addition to the main source of electrical power. This emergency source of electrical power may be a self-contained, oilpowered generator or an accumulator battery and it shall be provided with an emergency switchboard installed as near to the emergency generator as possible or, in the case of the accumulator battery, in a different near by space;
- (d) emergency power shall be provided for at least three hours simultaneously to the following:
  - (i) emergency lighting in under deck fish processing areas, alleyways, stair-ways and exits; survival craft stowage, launchings and embarkation stations and oversides,
  - (ii) the general alarm,
  - (iii) not-under-command navigation lights, unless they are autonomous (batteries or oil), and
  - (iv) the radio station, unless fitted with a

separate set of batteries;

(e) where hull return is used, special precautions shall be taken to the satisfaction of the Administration;

(f) hull return shall not be acceptable on new vessels.

Anchor and mooring equipment.

14. (1) Every vessel shall be provided with anchor equipment designed for quick and safe operation, which shall consist of anchors, anchor chains or wire ropes, stoppers and windlass or other arrangements for dropping and hoisting the anchor and for holding the vessel at anchor in all foreseeable service conditions.

(2) Each vessel shall also be provided with adequate mooring in all operating conditions.

(3) Anchor and mooring equipment shall conform to the requirements of the Administration or those of a classification society recognized by the Administration.

Means of escape.

15. (1) Two widely separated means of escape shall be provided at each level of the accommodation and in spaces in which the crew is normally employed, other than the machinery spaces, and at least one shall be through a door, stairway or ladder.

(2) Escapes shall be so arranged as to provide quick exit to the open deck and thence to the survival craft.

(3) Two means of escape shall be provided from propulsion machinery spaces, which shall be as separated as possible.

(4) In vessels under forty-five meters in length, where in size of the machinery spaces makes it impracticable, one of these means of escape may be omitted and in such cases special consideration shall be given to the remaining

exit.

(5) At least one of the escapes from every space below the waterline shall be by means of a stairway or ladder and in the machinery spaces such escapes shall be made of steel.

Fire-fighting  
appliances and  
fire protection.

(6) Escape routes shall be kept free of obstructions at all times.

16. (1) All fire-fighting appliances shall be of an approved type.

Fire pumps.

(2) Appliances approved by the government of a traditional maritime country subscribing to SOLAS may be accepted by the Administration.

(3) Every vessel under forty-five meters in length shall have at least one main fire pump while larger vessels shall have at least two main fire pumps.

(4) In addition to (3) above, every vessel shall be provided with an emergency fire pump.

(5) Fire pumps shall comply with the following requirements:

(a) main fire pumps shall be power-driven;

(b) on vessels under forty-five meters in length, fire pumps may be driven by the propulsion machinery, provided that the propeller shafting can be readily disconnected or a controllable pitch propeller may be fitted to that shaft;

(c) when connected to a fire hose fitted with 12 mm or larger nozzle, a main fire pump shall be capable of producing a jet of water having a throw of not

- less than 12 meters or it shall maintain a pressure of 0.25 newton/mm<sup>2</sup> at any hydrant;
- (d) emergency fire pumps shall be located outside the spaces containing the main fire pumps and their prime movers;
  - (e) such fire pumps shall be powered independently from the propulsion machinery and the main source of electrical power and portable engine-driven pumps shall be acceptable for this purpose;
  - (f) when connected to a fire hose fitted with a 12 mm or larger nozzle, an emergency fire pump shall be capable of producing a jet of water having a throw of not less than 6 meters;
  - (g) sanitary, bilge or general service pumps may be used as fire pumps, provided that they are not used for pumping oil;
  - (h) every centrifugal pump which is connected to the fire main shall be fitted with a non-return valve;
  - (i) relief valves shall be provided in conjunction with all fire pumps so placed and adjusted as to prevent excessive pressure in any part of the fire main.
- (6) All vessels shall be provided with a fire main and hydrants and hoses as follows:
- (a) the fire main shall have no connection other than those necessary for fire-fighting and washing down;
  - (b) materials readily rendered ineffective by heat shall

Fire main,  
hydrants, hoses  
and nozzles.

- not be used for fire mains;
- (c) where the fire main is not self-draining, suitable draincocks shall be fitted;
  - (d) where the emergency fire pump discharge is connected to the fire main, an isolating valve shall be fitted to the main at or adjacent to the exit of the main from the machinery space;
  - (e) in every vessel of forty-five meters in length and above, the number and position of the hydrants shall be such that at least two jets of water not emanating from the same hydrant, one of which shall be from a single length of hose, may reach any part of the vessel normally accessible to the crew while the vessel is being navigated; but in smaller vessels one jet of water from a single length of hose will suffice;
  - (f) in addition to the above, all ships shall have a hydrant located near the entrance to the machinery spaces, but such hydrant shall be outside the spaces.
  - (g) hydrants shall have a minimum diameter of 37 mm (1½ in.) and each hydrant shall have a shutoff valve;
  - (h) for every hydrant required there shall be one fire hose and at least one spare fire hose shall be provided in addition to this requirement; but vessels shall have at least three fire hoses;
  - (i) fire hoses shall be kept in a conspicuous position

near the hydrants to which they belong and the respective couplings are to be fully compatible and each hydrant shall have a fire hose permanently attached unless couplings are of quick connection type;

- (j) fire hoses shall be made of closely-woven flax canvas or other suitable material and they shall have a minimum diameter of 37mm (1½ in.) and each length shall be no more than 20 meters long;
- (k) each fire hose shall be attached to a nozzle of at least 12 mm in diameter;
- (l) the fire hose located by the hydrant at the entrance to the machinery spaces shall be fitted with a dual-purpose jet/spray nozzle while the other fire hoses may have regular jet nozzles;
- (m) hydrants and hose-stowage boxes shall be suitably labelled and painted red.

Fixed fire-  
fighting  
installation.

(7) One fixed fire fighting installation system shall be provided in spaces with oil-fired boilers or fuel-oil units and in unattended spaces containing internal-combustion propulsion machinery with more than 750 kw installed power.

(8) Vessels certified for coastwise service may be exempted from the above requirement by the Administration.

(9) Due regard shall be taken of a vessel's size when fitted, in assessing the detailed requirements for the above system which may be based on either:

Fire  
extinguishers.

- (a) pressure water-spraying; or
- (b) a fire-smothering or fire extinguishing gas; or
- (c) high-expansion foam.

(10) Vessels shall be provided with a sufficient number of approved fire extinguishers, as follows:

- (a) in accommodation and service spaces there shall be at least one portable fire extinguisher at each deck level, with a minimum of three units on vessels under forty-five meters in length and five units on larger vessels;
- (b) in spaces containing oil-fired boilers or fuel oil units there shall be at least two portable fire extinguishers and also a receptacle containing at least 0.15m<sup>3</sup> of sand and a scoop;
- (c) in spaces containing internal-combustion machinery there shall be one portable fire extinguisher for each 750 kw of engine-power output or part thereof, the total number of portable fire extinguishers so supplied in propulsion machinery spaces being not less than two;
- (d) vessels having internal combustion propelling machinery spaces not protected by a fixed fire-extinguishing system shall be provided with at least a 45-liter foam extinguisher or its equivalent, suitable for fighting oil fires, but where the size of the machinery space makes this provision impracticable, four additional portable fire



extinguishers shall be carried;

- (e) portable foam fire extinguishers shall have a capacity of between 9 and 14 liters of liquid. For other types of fire extinguishers, the firefighting power and portability shall be equivalent to the above, to the satisfaction of the Administration;
  - (f) in machinery spaces, portable fire extinguishers shall be of foam type or an equivalent suitable for oil fires;
  - (g) a spare charge shall be provided for each portable fire extinguisher capable of being rapidly recharged and spare units shall be provided for at least one half of the portable fire extinguishers required by these Regulations that are not readily recharged;
  - (h) extinguishers specifically intended for use in a particular space shall be stowed near the accesses to the space;
  - (i) all extinguishers shall be recharged or serviced every two years and pressure-tested when the strength of the containers fails, but at least every five years.
- Fireman's outfit.

(11) Every vessel of 45 meters in length and above, shall be provided with at least one complete fireman's outfit complying with the technical requirements of SOLAS.

(12) The above requirement shall not be applicable to vessels certified for coastwise service.

(13) All fire-fighting equipment shall be clearly labelled for its specific

Labelling of  
fire-fighting  
equipment.

Fire control plans.

purpose either in the predominant language of the crew and in English or by means of self-explanatory diagrams.

(14) Fire control plans shall be permanently exhibited on every vessel of forty-five meters in length and above, for the guidance of the crew.

(15) Such plans shall consist of general arrangement plans showing clearly for each deck the control stations, the various fire sections enclosed by steel divisions, together with particulars of the fire alarms, detecting system, fire-extinguishing appliances, means of access to different compartments and decks, and the ventilation system.

(16) Alternatively, at the discretion of the Administration, the aforementioned details may be set out in a booklet, a copy of which shall at all times be available on board in an accessible position.

(17) Plans and booklets shall be kept up to date and any alterations being recorded thereon as soon as practicable.

(18) Descriptions in such plans and booklets shall be in the national language of the crew and if the language is not English, a translation into English shall be included.

Fire protection.

(19) Instructions concerning the maintenance and operation of all the equipment and installations on board for the fighting and containment of fire, shall be kept under cover and be readily available in an accessible position.

(20) The following minimum fire protection requirements shall be applicable:

- (a) means shall be provided for closing doorways, ventilators and other openings to machinery and cargo spaces and for stopping the ventilating fans serving these spaces, which shall be operable from outside such spaces;

- (b) means shall be provided for stopping forced or induced draft fans, oil transfer pumps, oil fuel units, purifiers and other oil handling equipment, which shall be operable from outside the spaces where they are located;
- (c) flammable or other dangerous gases shall be stowed on the open deck and be properly secured and protected from the elements;
- (d) gas piping shall be of copper or steel and special care shall be taken to avoid the danger of fire or explosion;
- (e) portable gasoline engines, paint, and other flammable or dangerous liquids shall be stowed in well ventilated rooms separated from other accommodation and service spaces by gaslight bulkheads and having access only from the open deck, and electric equipment installed in these rooms shall be appropriate for use in a flammable atmosphere;
- (f) any electric heaters fitted in the accommodation shall be of a fixed type and located away from readily ignitable material;
- (g) open flame heaters shall not be permitted in the accommodation, and gas or kerosene stoves and waterheaters, if fitted, shall be installed in well ventilated rooms with low level air exhausts to the open air;

- Life-saving appliances.
- (h) an automatic remote fire alarm shall be fitted in any unattended propulsion machinery space.
17. (1) All life-saving appliances shall be of an approved type.
- (2) Appliances approved by the government of a traditional maritime country subscribing to SOLAS shall be acceptable to the Administration.
- (3) Each vessel shall have at least two survival craft, which can be either lifeboats, liferafts or a combination thereof.
- (4) Vessels shall have survival craft of aggregate capacity to accommodate at least two hundred per cent of the total number of persons on board.
- (5) Survival craft accommodating at least the total number of persons on board shall be capable of being launched from either side of the vessel.
- (6) On vessels over forty-five meters in length, the survival craft shall include float free liferafts of aggregate capacity to accommodate at least fifty per cent of the total number of persons on board.
- (7) On vessels of forty-five meters in length and above, a rescue boat shall be required in addition to the above, unless the vessel is provided with a motor lifeboat.
- Survival craft specifications.
- (8) Vessels carrying more than one hundred persons on board shall have at least one motor life boat on each side.
- (9) Lifeboat, liferafts, rescue boats and launching gear shall be an

approved design and construction according to the technical requirements of SOLAS and lifeboats shall have a minimum length of 4.9 meters (16 feet).

Survival craft equipment.

(10) Survival craft equipment shall comply with the applicable SOLAS requirements, except that life-boats of vessels certified for coastwise service may be exempted by the Administration from some of these requirements.

Survival craft maintenance.

(11) Equipment and provisions in lifeboats and non-inflated liferafts shall be inspected every twelve months and renewed as required.

(12) Inflatable liferafts, their equipment and provisions, shall be serviced at regular intervals not exceeding twelve months at an approved service station, and, in cases where it appears proper and reasonable, the Administration may extend this period to seventeenth months.

Availability of lifeboats and liferafts.

(13) All items of life-saving equipment shall be readily available for use in an emergency.

(14) All boats and rafts shall be stowed so that they can be put in the water quickly and safely even if the vessel is listed 15° either way with a 10° trim and they should be stowed clear of the vessel's propeller where practicable.

(15) All liferafts shall be stowed in float-free positions and where they are secured to prevent movement in inclement weather, their latches shall be fitted with a hydrostatic release to allow the rafts to rise to the surface if carried down by a sinking ship.

(16) Detailed instructions for operation of and survival in liferafts shall be conspicuously displayed in the crew accommodation area and on the bridge.

Making of survival craft.

(17) Lifeboats and non-inflatable liferafts shall be of a highly visible color preferably orange, and have the name of the parent ship, port of registry, principal dimensions and carrying capacity clearly marked.

Davits.

(18) Containers for inflatable liferafts shall be marked with the name of the manufacturer, serial number and maximum capacity.

(19) Each lifeboat shall be attached to a set of davits of an approved type. Davits shall also be provided for non-inflatable liferafts and rescue boats that cannot be readily launched and recovered without mechanical assistance.

(20) Gravity davits shall be so designed that there is a positive turning-out moment during the whole of the davit travel from the inboard stowed position to the outboard position under the conditions of list and trim specified above and for this purpose the turning-out load of the boat shall be taken as the weight of the boat with the addition of the equipment but excluding the launching crew.

(21) Where luffing-type davits are installed, the operating gear shall be such as to enable the lifeboats to be turned out quickly and in full control under the above specified conditions of list and trim, fully equipped and manned by the launching crew only, from the inboard to the outboard position.

(22) Mechanically-controlled single arm davits shall be acceptable for rescue boats and liferafts only, and the turning-out gear shall enable the craft to be turned out quickly and under full control from inboard to outboard position under the above specified conditions of list and trim.

(23) In addition to the above, there shall be means to hold the arm at the inboard and outboard position.

(24) Davits, falls, blocks and associated lowering gear shall be of sufficient strength so that a boat with its full equipment and manned by a launching crew of not less than two persons or liferaft with its full equipment and complement can be turned out and then safely lowered to the water from the embarkation deck when the ship has the conditions of list and trim as specified above.

(25) Winches shall have at least an efficient hand-gear for the recovery

of the lifeboats or rescue boats and where davits are recovered by power, an automatic stop shall be installed in order to prevent the gear being overstressed when the davits meet the stops.

(26) Boat falls shall have a proof load of 2.5 times the working load on the drum and falls shall be reversed every thirty months and replaced every five years.

(27) Provision shall be made for acceptable means of releasing the lifeboats, rescue boats or liferafts from the falls.

Embarkation  
into survival  
craft.

(28) Suitable arrangements shall be made for embarking into the survival craft which shall include:

- (a) at least one ladder on each side of the vessel, unless the distance from the point of embarkation to the waterborne survival craft is so small that the ladder is unnecessary;
- (b) means of illuminating the stowage positions of the survival craft and their launching appliances during preparation for launching, and also for illuminating the water into which the survival craft are launched until the process of launching is complete, the power for which is to be supplied from the emergency source;
- (c) arrangements for warning all persons on board that the vessel is about to be abandoned.

Life-jackets.

(29) All vessels shall carry life-jackets of an approved type for all personnel on board and life-jackets shall be so placed as to be readily accessible and their position shall be clearly indicated.

Immersion suite.

Lifebuoys. (30) On vessels not engaged in coastwise service and when operating outside tropical waters, an immersion suite of on appropriate size, complying with the SOLAS requirements, shall be provided for every person assigned to crew the rescue boat.

(31) The minimum lifebuoy requirements shall be:

- (a) eight lifebuoys in vessels of seventy-five meters in length and above;
- (b) six lifebuoys in vessels of forty-five meters in length and above but less than seventy-five meters; and
- (c) four life-buoys in vessels of less than forty-five meters in length.

(32) At least half of the number of lifebuoys required above shall have self-igniting lights, which shall be stowed near the lifebuoys to which they belong, with the necessary means of attachment.

(33) In vessels of forty-five meters in length and above, at least two of the lifebuoys provided with self-igniting lights shall also be provided with an efficient self-activating smoke signal and shall, where practicable be capable of quick release from the wheelhouse.

(34) At least one lifebuoy on each side of the vessel shall be fitted with a buoyant line of at least 27.5 meters in length, and such lifebuoy shall not have self-igniting lights.

Distress signals. (35) All lifebuoys shall be so placed as to be readily accessible to the persons onboard and shall always be capable of being rapidly cast loose and shall not be permanently secured in any way.

(36) Every vessel shall be provided with approved means of making



effective distress signals by day and night, including at least twelve parachute signals capable of giving a bright red light at a high altitude and they shall be so placed as to be readily accessible and their position shall be clearly indicated.

(37) All pyrotechnic distress signals shall be replaced within the period required by the manufacturer.

Line throwing appliances.

(38) All ships shall have an approved line-throwing appliance with two lines and two projectiles capable of throwing a line over a minimum distance of 230 meters (250 yards) and the rockets and cartridges shall be replaced as required by the manufacturer.

Portable radio equipment.

(39) A portable radio apparatus or an emergency position indicating radio beacon (EPIRB), each of an approved type and according to the technical requirements of SOLAS, shall be carried and be located so as to be readily accessible and its position shall be clearly indicated.

Labelling of life-saving equipment.

(40) All life-saving equipment shall be clearly labelled as required for its specific purpose either in the predominant language of the crew and in English or by means of self-explanatory diagrams.

Retro-reflective tape.

(41) All life-jackets and lifebuoys shall be fitted with retro-reflective tapes.

Emergency procedures, musters and drills.

18. (1) On vessels of forty-five meters in length and above, there shall be permanently posted a muster list containing instructions on the duties assigned to members of the crew in the event of an emergency and the signals for summoning the crew to their survival craft and fire actions. The signal shall be a succession of seven or more short blows followed by one long blow of the whistle or siren.

(2) A muster of the crew for abandon ship drill and firedrill shall take place at intervals not exceeding one month, provided that these musters shall take place within 24 hours of leaving port whenever 25 per cent of the

crew has been replaced since the last muster.

(3) When holding musters, the life-saving fire-fighting and other safety equipment shall be examined to ensure that they are complete and in satisfactory working order.

(4) The dates on which musters are held shall be recorded in the deck log book and if no muster is held within the prescribed interval or a partial muster only is held, an entry shall be made stating the circumstances and extent of the muster held.

(5) A report of the examination of the life-saving equipment shall be entered in the log book, together with a record of boats used.

(6) In ships fitted with lifeboats, different boats shall be swung out at successive drills and the lifeboats and rescue boats shall, where practicable, be lowered into the water at least once every four months at which time checks shall be carried out for the reliability of all apparatus and systems and the watertight integrity of the boat, as well as the operation of the releasing devices.

(7) The muster shall be so arranged as to ensure that the crew thoroughly understand and are drilled in the duties they have to perform including instructions in the handling and operation of liferafts where these are carried.

First aid.

19. (1) Every ship shall be provided with suitable first-aid equipment, taking into account the length and intended service of the ship.

(2) For vessels forty-five meters in length and above, a stretcher shall be included in the equipment capable of enfoldng the patient and being transferred from interior spaces accessible to the crew to the open deck or from the ship to the shore or a boat.

(3) Instructions in the form of a medical guide shall be available

on board.

Radio installations.

20. (1) All vessels of seventy-five meters in length and above shall be fitted with a Radiotelegraph Station according to SOLAS.

(2) An INMARSAT Station combined with a Radiotelephone Station shall be considered equivalent to the Radiotelegraph Station.

(3) All vessels less than seventy-five meters in length not fitted with a Radiotelegraph Station, shall have a Radiotelephone Station according to SOLAS.

(4) Notwithstanding the above provisions, vessels of any size certified for coastwise service which remain, while at sea, within Very High Frequency (VHF) coverage of coast stations, may be authorized by the Administration to have only a VHF Radiotelephone Station.

(5) Any shipboard Radiotelegraph or Radiotelephone Station, whether fitted on compulsory or on a voluntary basis, shall comply with the technical requirements of SOLAS.

(6) INMARSAT Stations and other long-distance communications equipment shall comply with approved International Maritime Organization guidelines as well as with the regulations of the International Telecommunications Union.

(7) All vessels, except those fitted only with a VHF Radiotelephone, shall carry on board, the Manual for Use by the Maritime Mobile and Maritime Satellite Services of the International Telecommunications Union.

Radio watches.

21. (1) Vessels having a Radiotelegraph Station shall carry at least one licensed radio officer.

(2) While at sea, the radio officer shall maintain a continuous listening

watch on the radiotelegraph distress frequency by means of headphones, or a loudspeaker, or with a radiotelegraph auto alarm and, on those vessels having a Radiotelephone Station, while at sea, the requirement of paragraph (3) of this regulation shall apply.

(3) Vessels having a Radiotelephone Station shall have at least one crew member with a Restricted Radiotelephone Operator Licence or Permit. While at sea, a continuous listening watch on the radiotelephone distress frequency shall be maintained in the place from which the vessel is usually navigated, by means of a radiotelephone distress frequency watch receiver using a loudspeaker, a filtered loudspeaker or a radiotelephone auto alarm.

(4) Vessels having only a VHF Radiotelephone Station shall maintain a continuous listening watch on channel 16 or the alternative distress and emergency call channel in the area of operation.

Pilot ladders.

(5) Every vessel shall keep a radio log-book.

22. (1) All vessels shall carry a pilot ladder which shall be efficient for the purpose of enabling pilots to embark and disembark safely.

(2) The ladder shall be kept clean and in good order and may be used by officials and other persons while a ship is arriving at or leaving a port.

Navigation equipment.

23. (1) Every vessel shall be provided with an approved Standard magnetic compass outside the bridge with means for taking bearings or azimuths over an arc of the horizon of 360<sup>0</sup> or as near to that as possible. Unless a reflected or projected image of this compass is visible from the steering position, a second approved magnetic compass shall be provided within the wheelhouse for steering purposes.

Gyro-compass.

(2) A gyro-compass shall be fitted on vessels of seventy-five meters in length and above and also on vessels operating at latitudes where the

magnetic compasses become unstable.

Depth sounding equipment.

(3) Every vessel shall be provided with a band-lead properly marked and graduated up to a forty-five meters (25 fathoms). Vessels of forty-five meters in length and above shall also be provided with an approved echo-sounding

Radar.

(4) Vessels of forty-five meters in length and above shall be fitted with approved radar equipment.

Publications and instruments.

(5) Every vessel shall be provided with nautical instruments, charts and navigational publications suitable for the voyage it is to undertake and the Administration shall decide in cases of doubt what additional publications and instruments shall be provided on board.

Signalling Equipment.

(6) All vessels shall carry on board a copy of the International code of Signals in force.

(7) Vessels of forty-five meters in length and above shall also carry an efficient daylight signalling lamp which shall not be solely dependent upon the ship's main source of electrical power.

(8) Vessels of forty-five meters in length and above shall carry a full complement of flags and pennants to enable communications to be sent using the International code of Signals.

Record books.

(9) Every vessel shall carry a bridge log-book for entering the daily routine of navigation and ship's operation. Vessels with propulsion machinery of more than 750 kw of installed power shall also carry an engine room log-book for entering the daily routine of engine and auxiliary machinery operation.

Collision regulations.

24. The navigation lights and shapes and also the means for making acoustic signals of every vessel shall comply with the requirements of the International Regulations for Preventing Collisions at Sea, 1972 and all vessels shall carry a

Prevention of  
Pollution  
Regulations.

copy of the regulations on board.

Compliance  
upon  
commencement  
of Regulation.

25. Every vessel shall comply with the applicable requirements of the International Convention for the Prevention of Pollution from Ships, 1973 and the Protocol of 1978 relating thereto (MARPOL 73/78). All vessels over 400 gross register tons shall have an International Oil Pollution Prevention Certificate.

26. Upon the commencement of these regulations,

- (a) vessels already registered in Belize shall have a grace period of six months to obtain the Fishing Vessel Safety Certificate under regulation 6;
- (b) vessels shall comply with all safety equipment and Radio items within six months from the entry into force of these Regulations;
- (c) the remaining requirements, including safety construction, shall be complied with at the second annual survey but no later than thirty months from the entry into force of these regulations and the Fishing Vessel Safety Certificate shall reflect the status of such requirements.

Offence and  
penalty.

27. (1) Where the owner or Master of any vessel contravenes any of the provisions of these Regulations, he shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding two hundred and fifty dollars for every such offence or imprisonment for a term not exceeding six months, or to both such fine and imprisonment; and in addition, where an offence has been committed on three or more subsequent occasions, the vessel in question may be liable to deregistration from IMMARBE.

(2) In lieu of proceeding criminally as provided in subsection (1) above, the Administration may, if it finds that the provisions of these Regulations have been violated, punish the offending vessel with a fine not exceeding ten thousand dollars.

**MADE** by the Attorney General this 10th day of August, 1995.

**(DEAN O. BARROW)**  
*Attorney General*

-----

**CHAPTER 236****REGISTRATION OF MERCHANT SHIPS  
(DISCIPLINARY) REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Interpretation.
3. Application of Regulations.
4. General.
5. Penalties.
6. Written warning.
7. Fines.
8. Cancellation of registration or documents.
9. Request for cancellation of registration.
10. Seafarers documents.
11. Suspension or revocation of authority.
12. Notification of penalties and Motion of review.
13. Appeals.
14. Commencement.



**CHAPTER 236****REGISTRATION OF MERCHANT SHIPS**  
**(DISCIPLINARY) REGULATIONS**  
(Section 24)56 of 1999.  
Ch. 196C.

[8th May, 1999.]

**WHEREAS**, the International Merchant Marine Registry of Belize (IMMARBE) is empowered under the provisions of the Registration of Merchant Ships Act to:-

CAP. 236.

- (a) assess, collect, and supervise the collection of taxes, duties and other monetary obligations payable for services to vessels enrolled in IMMARBE;
- (b) ensure compliance with the requirements and procedures for the enrollment of vessels and subsequent related services;
- (c) ensure compliance and effective application of the provisions for safety of human life, prevention of collisions, load lines, prevention of marine pollution, training, licensing and safeguarding of seamen, sanitation and other regulations contained in those International Conventions and Agreements to which Belize is a party;
- (d) penalize violations or non-compliance with such provisions committed by any Belizean registered vessel wherever it may be;

**AND WHEREAS**, it is necessary to implement the foregoing and any other

CAP. 236.

THE SUBSIDIARY LAWS OF BELIZE

Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize.

REVISED EDITION 2003

disciplinary powers vested in IMMARBE as specified in sections 24, 25 and 26 of the Act;

**NOW, THEREFORE, IT IS HEREBY PROVIDED AS FOLLOWS:**

Short title.

1. These Regulations may be cited as the

**REGISTRATION OF MERCHANT SHIPS (DISCIPLINARY)  
REGULATIONS.**

Interpretation.

2. (1) In these Regulations,

CAP. 236.

“the Act” means the Registration of Merchant Ships Act.

CAP. 236.

- (2) Words and expressions used in these Regulations shall have the meanings respectively assigned to them in the Act.

Application of  
Regulations.

3. These Regulations shall apply to:
- (a) all vessels registered by IMMARBE;
  - (b) all owners of vessels enrolled under the Belize flag, and all crew members sailing on board these vessels;
  - (c) all inspectors authorized to perform safety inspections on behalf of IMMARBE;
  - (d) all companies and recognized organizations authorized to act on behalf of IMMARBE and to any of their surveyors or representatives acting under such authorization; and
  - (e) all those empowered to perform as Deputy

Registrars or representatives of IMMARBE.

4. (1) IMMARBE, at its discretion, may refuse an application for registration of a vessel, by way of formal notice when, in its opinion, such application is contrary to the national or public interest.

General.

(2) IMMARBE may order the detention at any port of the world of any Belizean vessel violating the regulations of marine safety and/or prevention of pollution of the marine environment.

(3) The penalties provided herein, when justified and applicable to a vessel, are and shall apply to the shipowner, the ship agent and the master, who shall be jointly liable for complying therewith.

Penalties.

5. In the exercise of its functions, IMMARBE may, under the hand of the Senior Deputy Registrar, by way of a detailed document of notification, impose the following penalties:

- (a) written warning;
- (b) fine;
- (c) cancellation of status and/or document;
- (d) suspension or revocation of authority.

6. A written warning is applicable in cases of violation or non-compliance of any provisions of the Act or of any regulations made thereunder, or circular notes, or a violation of any of the requirements established by Conventions and/or Resolutions on Maritime Affairs, committed for the first time, provided the respective non-compliance or violation is not of a serious nature.

Written  
warning.

7. (1) A fine not exceeding fifty thousand dollars (US\$50,000) shall be applicable in all cases where the violation or non-compliance is of a serious nature or, in the cases referred to in regulation 6 above, the non-compliance or

Fines.

violation has occurred repeatedly even though not of a serious nature.

(2) A fine not exceeding fifty thousand dollars (US\$50,000) shall also be applicable in the cases of vessels engaged in illicit traffic of drugs or other illegal activities without prejudice to any other criminal proceedings which may be pending in any other jurisdiction.

(3) Vessels lacking navigation documents or holding expired navigation papers without a timely application for renewal, or employing officers and seaman lacking valid qualification certificates, may be fined up to five thousand United States dollars (US\$5,000). IMMARBE, for the purpose of applying such sanctions, may take into consideration the seriousness of the offence, as well as the existence of any extenuating circumstances.

Cancellation of registration or documents.

8. The registration of a vessel in IMMARBE, or the registration or recording of any document relating thereto, may be cancelled in any of the following cases:

- (a) if the vessel is registered in the Merchant Marine Registry of another country without the consent of IMMARBE;
- (b) in the event of expiration of the Patent of Navigation, for failure to timely renew it;
- (c) if the vessel is engaged in smuggling, piracy or any other illegal trade or activity;
- (d) if IMMARBE is in possession of an official document reporting the total loss of the vessel due to a casualty or confirmation that the vessel has been scrapped;
- (e) in the event of a violation of International Conventions ratified by Belize, or Resolutions

issued by competent bodies of the United Nations, if cancellation of registration is therein contemplated;

- (f) in the event of repeated serious violations of any provisions of the Act or any regulations made thereunder or circular notes regarding seaworthiness, safety, sanitation, crew accommodation requirements, labour requirements, or prevention of marine pollution;
- (g) if the vessel is in the service of a nation at war with Belize; or
- (h) in the event of serious violations of bilateral or multilateral agreements to which Belize is a signatory or cooperating party; or
- (i) in any other case established by law.

9. Pursuant to the foregoing, cancellation of a vessel's registration or document relating thereto may be requested in writing by any person acting under his responsibility or that of his principals, by accompanying his request with evidence of the causes for such cancellation. IMMARBE shall investigate such request and if it is proved to the satisfaction of IMMARBE, it shall proceed with the necessary steps for the cancellation of the registration or the relevant documents.

Request for  
cancellation of  
registration.

10. Documents issued to seafarers by IMMARBE based on false or altered certificates or documents presented as evidence of qualification, shall be considered revoked and the vessel's owner together with the seafarer may be subject to the same penalties as provided in regulation 7 or 8, where applicable.

Seafarers  
documents.

Suspension or  
revocation of  
authority.

11. In addition to the penalties prescribed in regulation 7 above, the authorization granted to inspectors, for the performance or annual safety inspections may be suspended or revoked in case of repeated violations of the rules and procedures set up by IMMARBE for the conduct of such inspections.

Notification of  
penalties and  
Motion of  
review.

12. (1) In cases where procedures to apply any of the penalties provided herein are completed, IMMARBE shall immediately issue the document of notification to the party concerned within thirty (30) days of such decision, who shall have thirty (30) working days from the date of such notification to file a petition for a hearing or motion of review before IMMARBE. In the case of penalties imposed on vessels, the notification shall be sent either to the registered agent, the shipowner, or the master of the vessel.

(2) Motion of review against any penalty or sanction imposed under these Regulations may be filed for the decision of IMMARBE either by the complainant or by the affected party who may file such motion either directly or through its duly authorized representative.

(3) Before the motion referred to in subregulation (2) above is entertained, the affected party shall pay in advance to IMMARBE fifty percent (50%) of the fine imposed, and after this requirement has been satisfied, IMMARBE shall suspend the execution of the remaining penalty or sanction until the review is completed by the Senior Deputy Registrar. Where the review is decided in favour of the affected party, the fine already paid, or such part of it as may be decided on review, will be refunded to the applicant.

Appeals.

13. Motion of appeal against any penalties or sanctions imposed under these Regulations, may be filed for the decision of the Registrar either by the complainant or by the affected party, who may file such motion either directly or through its duly authorised representative, within thirty (30) days following the notification of the decision on the review. The motion shall be received by

IMMARBE who will forward the appeal to the Registrar. In cases involving fines, the appellant shall pay in advance the full amount of the fine imposed, before the motion of appeal is forwarded to the Registrar, but it shall be reimbursed in full if the appeal is successful.

Commencement.

14. These regulations shall come into force on the 10th day of May, 1999.

**MADE** by the Attorney General this 30th day of April, 1999.

**(DICKIE BRADLEY)**

*Attorney General*

\_\_\_\_\_

**CHAPTER 236****REGISTRATION OF MERCHANT SHIPS****(CARGO VESSELS OPERATING IN THE CARIBBEAN  
TRADING AREA)  
(SAFETY) REGULATIONS****ARRANGEMENT OF REGULATIONS****Chapter 1 - General Provisions****Part A - Definitions and Application**

- 1.1 Definitions.
- 1.2 Application.
- 1.3 Exemptions.
- 1.4 Equivalents.
- 1.5 Standards.
- 1.6 Alterations and modifications.
- 1.7 Manning.
- 1.8 Ship's plans and instructions.

**Part B - Surveys and Certification**

- 1.9 Surveys and certification.
- 1.10 Surveys.
- 1.11 Maintenance of conditions.
- 1.12 Certificates.
- 1.13 Validity of certificates.
- 1.14 Form of certificates.
- 1.15 Availability of certificates.



**Chapter 2 - Construction -Subdivision and Stability,  
Machinery and Electrical Installations**

**Part A - General**

- 2.1 Application.
- 2.2 Definitions.
- 2.3 General requirements.

**Part B - Construction and Equipment**

- 2.4 Construction.
- 2.5 Collision bulkhead.
- 2.6 Chain locker.
- 2.7 Watertight bulkhead, deck, doors, trunks, etc.
- 2.8 Means of sounding.
- 2.9 Anchoring and mooring for ships propelled by mechanical means.
- 2.10 Towing and pushing tugs.
- 2.11 Anchoring, mooring and towing for barges.
- 2.12 Prevention and crew accommodation.
- 2.13 Fire risk in reduction.

**Part C - Subdivision, Stability and Bilge Pumping Arrangements**

- 2.14 Intact stability and subdivision.
- 2.15 Off-shore supply vessels.
- 2.16 Inclining test.
- 2.17 Stability information.
- 2.18 Bilge pumping arrangements.

**Part D - Loadline Requirements for Ships of Less than 24m in Length**

- 2.19 Openings and penetrations.

- 2.20 Coamings.
- 2.21 Hatchway covers.
- 2.22 Freeboard.
- 2.23 Bulkworks, guard rails, and hand rails.

**Part E - Machinery Installations**

- 2.24 General machinery requirements.
- 2.25 Controls.
- 2.26 Steam boilers.
- 2.27 Steam pipe systems.
- 2.28 Air pressure systems.
- 2.29 Ventilating systems.
- 2.30 Protection against noise.

**Part F - Electrical Installations**

- 2.31 General electrical requirements.
- 2.32 Precaution.
- 2.33 Main source of electrical power.
- 2.34 Emergency sources of electrical power.

**Part G - Machinery and Electrical Installations for Ships Propelled  
by Mechanical Means**

- 2.35 General.
- 2.36 Means of going astern.
- 2.37 Remote control.
- 2.38 Steering gear.
- 2.39 Communication between the bridge and machinery space.
- 2.40 Engineer's alarm.

**Part H - Additional Requirements for Ships with Periodically  
Unattended Machinery Spaces**

- 2.41 General.
- 2.42 Applicable requirements.

**Chapter 3 - Construction - Fire Protection, Fire Detection  
and Fire Extinction**

**Part A - General**

- 3.1 Application.
- 3.2 Definitions.
- 3.3 Fire pumps.
- 3.4 Fire main, water service pipes and fire hydrants.
- 3.5 Fire hoses and nozzles.
- 3.6 Fire extinguishers.
- 3.7 Fire buckets.
- 3.8 Fixed fire-extinguishing, fixed fire detection and fire alarm.
- 3.9 Portable fire extinguishers in accommodation spaces, service spaces and control stations.
- 3.10 Fire-extinguishing appliances and systems in machinery spaces.
- 3.11 Fireman's outfit.
- 3.12 Fireman's axe.
- 3.13 Fire control plan.
- 3.14 Acceptance of substitutes.

**Part B - Fire Safety Measures**

- 3.15 Structure.
- 3.16 Constructional fire safety measures.
- 3.17 Ventilation of tanks, cofferdams, etc.
- 3.18 Miscellaneous.

- 3.19 Arrangement for oil fuel, lubricating oil and other flammable oils.
- 3.20 Carriage of oxygen and acetylene cylinders.
- 3.21 Carriage of dangerous stores for ship's use.
- 3.22 Cooking areas.
- 3.23 Fire protection arrangement in cargo spaces.
- 3.24 Special requirements for ships carrying dangerous goods.

**Part C - Fire Safety Measures for Ships Carrying Crude Oil or  
Petroleum Products of Low Flashpoint and Dangerous Goods in Bulk**

- 3.25 Products of low flashpoint.
- 3.26 Carriage of dangerous goods in barges.

**Chapter 4 - Life-Saving Appliances, etc.**

- 4.1 Application.
- 4.2 Definitions.
- 4.3 General requirements for life-saving appliances.
- 4.4 Number and capacity of survival craft.
- 4.5 Marking of survival craft and rescue boats.
- 4.6 Security of lifeboat and rescue equipment
- 4.7 Servicing of inflatable liferafts, inflatable lifejackets and inflatable rescue boats.
- 4.8 Hydrostatic release units.
- 4.9 Launching stations for survival craft and rescue boats.
- 4.10 Embarkation and launching arrangements.
- 4.11 Lifejackets.
- 4.12 Lifebuoys.
- 4.13 Distress signals.
- 4.14 Radio life-saving appliances.
- 4.15 General emergency alarm system.
- 4.16 Emergency instructions.
- 4.17 Emergency training drills.

**Chapter 5 - Radio Communications**

**Part A - Safety Radio Requirements**

- 5.1 Application.
- 5.2 Terms and definitions.
- 5.3 Radiotelephone station.
- 5.4 VHF radiotelephone installation.
- 5.5 Exemption from the requirements of section 5.3.
- 5.6 Radio watches.
- 5.7 Radio logs.

**Part B - Technical Requirements**

- 5.8 Radiotelephone stations.
- 5.9 Radiotelephone installations.
- 5.10 VHF radiotelephone installations.
- 5.11 Source of energy.
- 5.12 Radiotelephone auto alarm.
- 5.13 EPIRB's.
- 5.14 Periodic inspection and testing.

**Chapter 6 - Safety of Navigation**

- 6.1 Application.
- 6.2 Routing.
- 6.3 Signalling lamps.
- 6.4 Shipborne navigational equipment.
- 6.5 Code of flags.

## CHAPTER 236

119 of 1997.  
Ch. 196C.

**REGISTRATION OF MERCHANT SHIPS**  
**(CARGO VESSELS OPERATING IN THE**  
**CARIBBEAN TRADING AREA)**  
**(SAFETY) REGULATIONS**

(Section 24)

[6<sup>th</sup> December, 1997.]

**WHEREAS**, it is necessary to ensure that all cargo vessels registered under the Belize flag and engaged on voyages in the Caribbean Trading Area are operated and inspected as to comply with the minimum requirements necessary for the achievement of a regional safety standard set out for small ships trading in the said area;

**NOW, THEREFORE**, it is hereby provided as follows: -

Short title.

1. These Regulations may be cited as the

**REGISTRATION OF MERCHANT SHIPS (CARGO  
VESSELS OPERATING IN THE CARIBBEAN TRADING  
AREA) (SAFETY) REGULATIONS.**

**CHAPTER I**

**PART A - DEFINITIONS AND APPLICATION**

Definitions.

1. 1. For the purpose of these Regulations, unless expressly provided otherwise, the terms used herein have the meanings defined in the following paragraphs. Additional definitions are given in the various chapters.

1.1.1 “Administration” means, in respect of ships flying the Belizean flag,

THE SUBSIDIARY LAWS OF BELIZE

REVISED EDITION 2003

Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize.

IMMARBE (International Merchant Marine Registry of Belize);

1.1.2 “all ships” means cargo ships of any description to which these Regulations apply;

1.1.3 “anniversary date” means the day and the month of each year which corresponds to the date of expiration of the relevant certificate;

1.1.4 “approved” means approved by the Administration;

1.1.5 “barge” means a cargo ship not propelled by mechanical means;

1.1.6 “cargo ship” means any ship which carries not more than twelve passengers;

1.1.7 “Caribbean Trading Area” means an area bounded by a line from a point on the east coast of the United States of America in latitude 35° 00’ north, to a point 5° 00’ south, 33° 00’ west; thence to a point 10° 00’ south, 33° 00’ west; thence to a point on the coast of Brazil in latitude 10° 00’ south; thence northward along the coast of Continental America to a point in latitude 35° 00’ north, on the east coast of the United States of America,

1.1.8 “1972 Collision Regulations” means the International Regulations for Preventing Collisions at Sea, 1972 as amended;

1.1.9 “existing ship” means a ship which is not considered a new ship;

1.1.10 “fishing vessel” means a vessel used for catching fish, or other living resources of the sea;

1.1.11 “gross tonnage” means the measure of the overall size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969;

1.1.12 “international voyage” means a voyage from a port in a State to another

port outside such State;

1.1.13 “1966 Load Line Convention” means the International Convention on Load Lines, 1966 as amended;

1.1.14 “length (L)” in relation to a ship, means 96% of the total length on a waterline at 85% of the least moulded depth measured from the top of the keel, or the length from the foreside of the stern to the axis of the rudder stock on the waterline, if that be the greater. In a ship designed with a rake of keel, the waterline on which this length is measured shall be parallel to the designed waterline;

1.1.15 “machinery space” means the space to be taken as extending from the moulded base line to the margin line and between the extreme main transverse watertight bulkheads, bounded by the spaces containing the main and auxiliary propulsion machinery, boilers serving the needs of propulsion, and all permanent coal bunkers. In case of unusual arrangements, the Administration may define the limits of the machinery spaces;

1.1.16 “machinery space of category A” means the space and trunks to such spaces which contain:

- (a) internal combustion machinery used for main propulsion; or
- (b) internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total output of not less than 375 kW; or
- (c) any oil-fired boiler or oil fuel unit;

1.1.17 “MARPOL 73/78” means the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating thereto as amended;



1.1.18 “moulded depth (D)” means:

- (a) the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;
- (b) in ships having rounded gunwales, a distance which should be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwale were of angular design; and
- (c) where the freeboard deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, a distance which should be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part;

1.1.19 “new ship” means a ship the keel of which is laid or is at similar stage of construction on 9 February 1997. For the purpose of this definition “similar stage of construction” means the stage of construction of the ship at which:

- (a) construction is identifiable with a specific ship begins; and
- (b) assembly of that ship has commenced comprising

at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less;

1.1.20 “Recognised organization” means any organization recognised to perform statutory work on behalf of IMMARBE in terms of certification and survey functions connected with the issuance of international certificates;

1.1.21.1 “Restricted area I” means an area in open seas in which the ship in the course of navigation is not more than 200 miles from a place of refuge, the permissible distance between places of refuge not exceeding 400 miles;

1.1.21.2 “Restricted area II” means an area in open seas in which the ship in the course of navigation is not more than 50 miles from a place of refuge, the permissible distance between places of refuge not exceeding 100 miles;

1.1.21.3 “Restricted area III” means an area of harbour, roadstead and coastal service where the area limits and weather restrictions requiring compulsory return to a place of refuge are specified;

1.1.22 “1974 SOLAS Convention” means the International Convention for the Safety of Life at Sea, 1974 as modified by the Protocol of 1978 relating thereto, as amended;

1.1.23 “1978 STCW Convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended;

1.1.24 “tanker” means a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of a flammable nature;

1.1.25 “wooden ship of primitive build” means a wooden ship of traditional build not primarily propelled by mechanical means;

1.1.26 “short voyage” means a voyage within the Caribbean Trading Area which does not extend for more than 100 nautical miles from the port of departure;

1.2.1 Unless otherwise expressly provided, these Regulations apply to cargo ships of less than 500 gross tonnage engaged on international voyages in the Caribbean Trading Area.

1.2  
Application.

1.2.2. These Regulations do not apply to:

- (1) military and government ships not used for commercial purposes;
- (2) cargo ships of less than 15 metres in length;
- (3) pleasure crafts not engaged in trade; and
- (4) fishing vessels.

1.2.3 Where the provisions of the 1974 SOLAS Convention, the 1978 STCW Convention, the 1966 Load Line Convention, the 1972 Collision Regulations and MARPOL 73/78 are applicable to cargo ships of less than 500 gross tonnage, said provisions should be applied as if they were part of these Regulations.

1.3  
Exemptions.

1.3.1 A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of these Regulations other than the provisions of this Chapter provided that it complies with such other requirements which are, in the opinion of the Administration, adequate for the voyage which is to be undertaken by the ship.

1.3.2 The Administration may, where it considers that the sheltered nature

and conditions of the voyage are such as to render the application of any specific requirements of chapters 2, 3, 4, 5, or 6 unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships which, in the course of their voyages, do not proceed more than 20 miles from the nearest land. Where the ship operates primarily in the waters of another State, the exemption should be acceptable to that State.

1.3.3 The Administration may exempt any ship which embodies features of a novel kind from any of the provisions of chapters 2, 3, 4, and 5, of these Regulations, the application of which might seriously impede research into the development of such features and their incorporation in ships engaged on international voyages. Any such ship should, however, comply with such safety requirements which, in the opinion of the Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship.

1.4  
Equivalents.

1.4.1 Where these Regulations require that a particular fitting, material, appliance or apparatus, or type thereof, should be fitted or carried in a ship, or that any particular provision should be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship, where it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present Regulations.

1.5  
Standards.

1.5.1 The construction, installation, structural strength, fittings, material, appliances and apparatus, unless expressly provided in these Regulations, shall be of a standard acceptable to the Administration.

1.5.2 In addition to the codes and standards referred to in these Regulations, the other codes and standards recommended by the International Maritime Organization and accepted by the Administration may be applied whenever such codes and standards are considered to be appropriate.

1.6.1 Alterations and modifications of a major character and outfitting related thereto should meet the requirements prescribed for a new ship to such an extent as the Administration deems reasonable and practicable.

1.6  
Alterations and modifications.

1.6.2 For the purpose of these requirements, the following alterations and modifications should be recognized as being of a major character:

- (1) any change that substantially alters the dimensions of a ship; or
- (2) any change that substantially increases a ship’s service life; or
- (3) any change to enable the ship to engage in a service other than that for which it was originally designed and constructed, e.g. fishing or supply ship to cargo ship service.

1.7.1 Every ship to which these Regulations apply shall be sufficiently and efficiently manned from the point of view of safety of life at sea, in accordance to the Principles of Safe Manning adopted by the International Maritime Organization. When considering matters of manning, no member of the crew should be less than 15 years of age.

1.7  
Manning.

1.7.2 The Administration shall provide every such ship with an appropriate safe manning document as evidence of the minimum safe manning considered necessary to satisfy the provisions of 1.7. 1.

1.8.1 On board all ships, name plates, signs, notices, plans and documents relating to the safety and operation of the ship and its machinery and equipment shall be drawn up in the English language and, additionally, in any other language understood by the crew.

1.8 Ship’s plans and instructions.

1.8.2 Ships propelled by mechanical means should carry adequate information including drawings, plans and instruction manual necessary for their safe operation and safety of life at sea.

1.8.3 The owner, master or chief engineer of the ship should be responsible for compliance with the provisions of these Regulations.

### **PART B - SURVEYS AND CERTIFICATION**

1.9 Surveys  
and certifications.

1.9.1 The survey of ships, so far as regards the enforcement of the provisions of these Regulations and the granting of exemptions therefrom, should be carried out by officers of the Administration. The Administration may, however, entrust the survey, certification and endorsements of certificates either to surveyors nominated for the purpose or to organisations recognized in accordance with the requirements of the International Maritime Organization.

1.9.2 Where a nominated surveyor or a recognized organisation determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the certificate or is such that the ship is not fit to proceed to sea without danger to the ship, or persons on board, such surveyor or organization should immediately ensure that corrective action is taken and shall in due course notify the Administration. Where such corrective action is not taken the certificate shall be withdrawn and the Administration shall be notified immediately.

1.10 Surveys.

1.10.1 The structure, machinery, life-saving appliances, radio installations and other equipment referred to in 1.10.2 shall be subject to the surveys specified below:

- (1) an initial survey before the ship is put in service;
- (2) a renewal survey at intervals specified by the Administration not exceeding five years, except where provision 1.13.2, 1.13.5 or 1.13.6 is applicable;
- (3) a periodical survey within three months before or after the

second anniversary date or within three months before or after the third anniversary date of the Certificate of Compliance which shall take the place of one of the annual survey specified in paragraph 4;

- (4) an annual survey within three months before or after the second anniversary date of the Certificate of Compliance;
- (5) a minimum of two inspections of the outside of the ship's bottom shall be carried out during any five years period, except where 1.13.5 or 1.13.6 is applicable. Where 1.13.5 or 1.13.6 is applicable, this five year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall not exceed thirty six months; and
- (6) an additional survey, as occasion may demand.

The above should include surveys required under the provisions of the 1974 SOLAS Convention where applicable.

1.10.2 The surveys referred to in 1.10.1 should include the following items:

- (1) the structure, machinery and equipment, other than those items surveyed with the life-saving appliances and installations;
- (2) the safety systems and appliances, lifesaving appliances and arrangements except radio installations, the shipborne navigational equipment, means of embarkation for pilots and other equipment to which chapters 2,3,4,5, and 6 apply;
- (3) the fire control plans, nautical publications, lights, shapes, means of making sound signals and distress signals; and
- (4) the radio installations of cargo ships, including those used in

life-saving appliances.

1.10.3 The initial or renewal survey should include the following:

- (1) a complete inspection of the items referred to in 1.10.2.1 to ensure that the arrangements, materials, scantlings and workmanship of the structure, boilers and other pressure vessels, their appurtenances, main and auxiliary machinery, including steering gear and associated control systems, electrical installations and other equipment comply with the requirements of these Regulations, and are in satisfactory condition and are fit for the service for which the ship is intended and that the required stability information is provided. In the case of tankers or barges carrying liquid cargoes of flammable nature in bulk the survey should also include an inspection of the pump rooms, cargo, bunker and ventilation piping systems and associated safety devices;
- (2) an inspection of the outside of the ship's bottom and related items in dry-dock, to ensure that they are fit for the service for which the ship is intended;
- (3) a complete inspection of the items referred to in paragraph 1.10.2.2 to ensure that they comply with the requirements of this Regulation, are in satisfactory condition and are fit for the service for which the ship is intended;
- (4) a complete inspection of the items referred to in 1.10.2.3 for the purpose of ensuring that they comply with the requirements of these Regulations and the 1972 Collision Regulations; and
- (5) a complete inspection of the items referred to in 1.10.2.4 to ensure that they comply with the requirements of these Regulations.



1.10.4 A periodical survey should include an inspection of the equipment referred to in 1.10.2 in the manner prescribed in 1.10.3 to ensure that they remain in satisfactory condition and fit for the service for which the ship is intended.

1.10.5 An annual survey should include a general inspection of the equipment described in paragraph 1.10.3 to ensure that they have been maintained in accordance with 1.11.1 and they remain satisfactory for the service for which the ship is intended.

1.10.6 An additional survey, either general or partial, according to the circumstances, should be made after a repair resulting from investigations prescribed in 1.11.3, whenever any important repairs or renewal are made. The survey should be such as to ensure that the necessary repairs or renewal have been effectively made, that the material and workmanship of such repairs or renewal are in all respects satisfactory and that the ship complies in all respects with the provisions of these Regulations and of the 1972 Collision Regulations and of the laws, Regulations, orders and directions issued or promulgated as a result thereof by the Administration.

1.10.7 The periodical and annual surveys referred to in 1.10.1.3 and 1.10.1.4 and the inspections of the ship's bottom in 1.10.1.5 should be endorsed on the Certificate of Compliance.

1.10.8 The results of the survey referred to in 1.10.1.2 shall be recorded in the ship's Record of Equipment and Ship Information, a copy of which shall be kept on board the ship. A copy of the results of the latest surveys referred to in 1.10.1.2 to 1.10.1.6 shall be kept on board the ship.

1.11 The owner or the master of every ship to which these Regulations apply shall ensure that:

1.11  
Maintenance of  
conditions.

- (1) the conditions of the ship and its equipment is maintained to

conform with the provisions of these Regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship, persons on board or the environment;

- (2) after any survey of the ship under 1.10 has been completed, insignificant change should be made in the structural arrangement, machinery, equipment and other items covered by the survey, without permission of the Administration; and
- (3) whenever an accident occurs to a ship or a defect is discovered, either of which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment, a request shall be made immediately to the Administration responsible for issuing the relevant certificate for a survey as may be required by 1.10, be carried out as soon as practicable.

1.12  
Certificates.

1.12.1 A “Certificate of Compliance” of the safety requirements for cargo ships engaged on international voyages in the “Caribbean Trading Area” shall be issued after an initial or renewal survey of a ship which complies with the relevant requirements of chapters 2, 3, 4, 5, and 6 and any other relevant requirements of these Regulations.

1.12.2 The certificate referred to in 1.12.1 shall be supplemented by a Record of Equipment and Ship Information which shall be permanently attached to the certificate.

1.12.3 The certificates referred to in this section shall be issued or endorsed either by the Administration or a recognized organization acting on its behalf.

1.12.4 When an exemption is granted by the Administration to a ship under the provisions of these Regulations, a certification called “Exemption Certificate” shall be issued in addition to the certificates prescribed in this

section. The Exemption Certificate shall be attached to the certificate to which it refers.

1.12.5 Any other condition relating to the issue of a safety certificate, or an Exemption Certificate, if any, imposed by the Administration or recognized organization, shall be indicated on the relevant certificate.

1.13 Validity of certificates.

1.13.1 A Certificate of Compliance shall be issued for a period specified by the Administration which shall not exceed five years. An Exemption Certificate shall not be for longer than the period of the certificate to which it refers.

1.13.2.1 Notwithstanding the requirements of 1.13.1, when the renewal survey is completed within three months before the expiration date of the existing certificate, the new certificate shall be valid from the date of the completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.

1.13.2.2 When the renewal survey is completed after the expiration date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiration of the existing certificate.

1.13.2.3 When the renewal survey is completed more than three months before or after the expiration date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

1.13.3 Where a certificate is issued for a period of less than five years, the Administration may extend the validity of the certificate beyond the expiration date to the maximum period specified in 1.13.1. provided that the surveys referred to in 1.10. which are applicable when a certificate is issued for a period of five years are carried out as appropriate.

1.13.4 Where a renewal survey has been completed and a new certificate cannot be issued or placed on board the ship before the expiration date of the

existing certificate, the Administration may endorse the existing certificate and such a certificate shall be accepted as valid for a further period which shall not exceed one month from the expiration date.

1.13.5 Where a ship at the time when a certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed and then only in cases where it appears reasonable to do so. No certificate shall be extended for a period longer than one month, and provisions shall be taken by the Administration for the ship not to be entitled by virtue of such extension to leave that port without having a new certificate. When the renewal survey is completed the new certificate shall be valid to a date not exceeding five years from the date of expiration of the existing certificate before the extension was granted.

1.13.6 A certificate issued to a ship engaged on short voyages which has not been extended under the foregoing provisions may be extended by the Administration for a period of grace of up to one month from the date of expiration stated on it. When the renewal survey is completed the new certificate shall be valid to a date not exceeding five years from the date of expiration of the certificate existing before the extension was granted.

1.13.7 In special circumstances, as determined by the Administration, a new certificate need not be dated from the date of expiration of the existing certificate as required by paragraph 1.13.2.2 or 1.13.5 and 1.13.6. In these special circumstances, the new certificate shall be valid to a date not exceeding five years from the date of completion of the relevant renewal survey.

1.13.8 Where an annual or periodical survey is completed before the period specified in the relevant Regulations, then:

- (1) the anniversary date shown on the relevant certificate should be amended by endorsement to a date which should not be

- more than three months later than the date on which the survey was completed;
- (2) the subsequent annual, intermediate or periodical survey required by the relevant Regulations shall be completed at the intervals prescribed by these Regulations using the new anniversary date; and
- (3) the expiration date may remain unchanged provided one or more annual, or periodical surveys, as appropriate, are carried out so that the maximum intervals between the surveys prescribed by the relevant Regulations are not exceeded.

1.13.9 A certificate issued under 1.12 shall cease to be valid in any of the following cases:

- (1) where the relevant survey and inspections are not completed within the periods specified under 1.10; or
- (2) where the certificate is not endorsed in accordance with the requirements of this Regulation.

1.14 Form of certificates.

1.14 The certificates and the record of equipment and ship information shall be drawn up in the form corresponding to the models approved by the Administration. Where the language of the certificates and records is not in English, the text thereof shall include a translation into this language.

1.15 Availability of certificates.

1.15 The certificates issued under 1.12 shall always be readily available on board for examination at all times.

**CHAPTER 2****CONSTRUCTION - SUBDIVISION AND STABILITY  
MACHINERY AND ELECTRICAL INSTALLATIONS**

2.1  
Application.

**PART A - GENERAL**

2.1.1 In addition to the requirements contained elsewhere in these Regulations, ships shall be designed, constructed and maintained in compliance with the structural, mechanical and electrical requirements of a classification society which complies with the standards adopted by the International Maritime Organization and which is recognized by the Administration, or with the applicable national standards of the Administration and which provide an equivalent level of safety.

2.1.2 With respect to such ships as the Administration considers unable or unnecessary to meet the requirements of this chapter these requirements shall apply for the safety of those ships and persons on board as far as is deemed necessary by the Administration.

2.2  
Definitions.

For the purposes of this chapter, unless expressly provided otherwise:

2.2.1 “auxiliary means of steering” means the arrangements capable of steering the ship either manually or by power in the event of failure of the main steering gear but not including its tiller, quadrant or components serving the same purpose;

2.2.2 “emergency source of electrical power” means a source of electrical power intended to supply the services in the event of failure of the supply from the main source of electrical power;

2.2.3 “margin line” means a line drawn at least 76 mm below the upper

surface of the bulkhead deck at side;

2.2.4 “main source of electrical power” means a source intended to supply electrical power to the main switchboard for distribution to all services necessary for maintaining the ship in normal operational habitable conditions;

2.2.5 “main steering gear” means the machinery, rudder actuators, the steering gear power units, if any, and ancillary equipment and the means of applying torque to the rudder stock (e.g. tiller or quadrant) necessary for effecting movement of the rudder for the purpose of steering the ship under normal service conditions;

2.2.6 “maximum ahead service speed” means the greatest speed which the ship is designed to maintain service at sea at its deepest seagoing draught;

2.2.7 “maximum astern speed” means the speed which it is estimated the ship can attain at the design maximum astern power at its deepest seagoing draught;

2.2.8 “offshore supply vessel” means a cargo ship propelled by mechanical means:

- (1) whose primary use is the transport of stores, materials and equipment to offshore installations and which may also be used for the laying of anchors, towage of offshore installations; and
- (2) which is designed with accommodation and bridge erections in the forward part of the vessel and exposed cargo deck in the after part for the handling of cargo at sea;

2.2.9 “superstructure” means the decked structure on the freeboard deck extending from side to side of the ship or with the side plating not being inboard of the shell plating more than 0.04B, where B is the maximum breadth of the ship measured amidships to the moulded line of the frame in a ship with a metal

shell and the outer surface of the hull in a ship with a shell of any other material;

2.2.10 “watertight” means capable of preventing the passage of water through the structure in any direction under a head of water for which the surrounding structure is designed;

2.3 General requirements.

2.2.11 “weathertight” means that in any sea condition water will not penetrate into the ship;

2.3 All machinery and electrical installations, mechanical equipment and appliances, boilers and other pressure vessels, associated piping systems, fittings and electrical cables and wiring shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. The design shall have regard to materials used in construction, and to purposes for which the equipment is intended, the working conditions and the environmental conditions to which it will be subjected.

2.4 Construction.

#### **PART B - CONSTRUCTION AND EQUIPMENT**

2.4.1 The strength and construction of hull, superstructures, deckhouses, machinery casings, companion ways and any other structure and equipment shall be sufficient to withstand all foreseeable conditions of the intended service.

2.4.2 Ships shall be fitted with a collision bulkhead in accordance with 2.5 and with watertight bulkheads bounding the machinery spaces. Such bulkheads should be extended up to the freeboard deck. In ships constructed of wood such bulkheads should also be fitted extending to the freeboard deck and shall be watertight as far as practicable.

2.4.3 Propeller shafts and shaft logs or stern tubes shall not be situated in any space other than machinery spaces containing main propulsion unless they are enclosed in watertight spaces or enclosures inside such spaces acceptable



to the Administration. The Administration may exempt from the requirements of this paragraph, ships having constraint of space or engaged on sheltered voyages provided it is demonstrated that any progressive flooding of such space can be easily controlled and that the safety of the ship is not impaired.

2.4.4 Stern glands shall be located in spaces which can be easily accessible at all times for inspection and maintenance to the satisfaction of the Administration.

2.5 Collision bulkhead.

2.5.1 For the purpose of this section “freeboard deck”, “length of ship” and “forward perpendicular” have the meanings assigned to each in the 1966 Load Line Convention.

2.5.2 A collision bulkhead shall be watertight up to the freeboard deck. This bulkhead shall, as far as practicable, be located at a distance from the forward perpendicular of not less than 5% and not more than 7% of the length of the ship. Where it can be shown to the satisfaction of the Administration that it is impractical for the collision bulkhead to be located at a distance from the forward perpendicular of not more than 7% of the length of the ship, the Administration may allow relaxation therefrom, subject to the condition that should the space forward of the bulkhead be flooded, the ship at full load condition will not be submerged to the margin line.

2.5.3 The collision bulkhead may have steps or recesses in it provided that they are within the limits prescribed in section 2.5.2. Pipes piercing the collision bulkhead shall be kept to the minimum. Such pipes shall be fitted with suitable valves operable from above the freeboard deck and the valve chest shall be secured at the collision bulkhead inside the forepeak. The Administration may permit the location of such valves on the after side of the collision bulkhead provided that they are readily accessible under all service conditions and the space in which they are located is not a cargo space. All such valves shall be of material acceptable to the Administration.

2.5.4 Where a long forward superstructure is fitted, the collision bulkhead

shall be extended watertight to the deck above the freeboard deck. The extension shall, subject to the requirements of 2.5.5, be located within the limits prescribed in 2.5.2. The part of the deck, if any, between the collision bulkhead and its extension shall be weathertight.

2.5.5 In every ship provided with a bow door and sloping loading ramp that forms part of the extension of the collision bulkhead above the freeboard deck, the part of the ramp which is more than 2.3m above the freeboard deck may extend forward of the limits specified in 2.5.2. The ramp shall be weathertight over its entire length.

2.5.6 The number of openings in the collision bulkhead above the freeboard deck shall be reduced to the minimum compatible with the design and normal operation of the ship. All such openings shall be capable of being closed weathertight.

2.6 Chain  
locker.

2.5.7 No doors, manholes, ventilation ducts or access opening shall be fitted in the collision bulkhead below the freeboard deck.

2.6.1 In every ship propelled by mechanical means where the chain locker is located above the collision bulkhead or extends into the forepeak tank, it shall be watertight and provided with efficient means of drainage.

2.7  
Watertight  
bulkheads,  
decks, doors,  
trucks, etc.

2.6.2 A chain locker shall not be used for any purpose other than stowage of anchor chain cables.

2.7.1 This section does not apply to such ships the hull of which is constructed of wood.

2.7.2 Each watertight subdivision bulkhead, whether transverse or longitudinal, shall be constructed in such a manner that it should be capable of supporting, with a proper margin of resistance, the pressure due to the maximum head of water which it might have to sustain in the event of damage to the ship

but at least the pressure due to a head of water up to the margin line. The construction of these bulkheads shall be to the satisfaction of the Administration or a recognised organization.

2.7.3.1 Steps and recesses in bulkheads, shall be watertight and as strong as the bulkhead at the place where each occurs.

2.7.3.2 Where the frames or beams pass through a watertight deck or bulkhead, such deck or bulkhead shall be made structurally watertight to the satisfaction of the Administration.

2.7.4 The number of openings in watertight bulkheads shall be reduced to the minimum compatible with the general arrangements and operational needs of the ship. Openings shall be fitted with watertight closing appliances to the satisfaction of the Administration. Watertight doors shall be of equivalent strength to the adjacent unpierced structure.

2.7.5 Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the freeboard deck.

2.7.6 Testing main compartments by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test is compulsory. In any case, a thorough inspection of watertight bulkheads shall be carried out.

2.7.7 The forepeak, double bottoms, including duct keels, and inner skins shall be tested with water to a head corresponding to the requirements of 2.7.2.

2.7.8 Tanks which are intended to hold liquids, and which form part of the subdivision of the ship shall be tested for tightness with water to a head corresponding to two-thirds of the depth from the top of keel to the margin line in way of the tanks provided that in no case shall the test head be less than 0.9m

above the top of the tank.

2.7.9 The tests referred to in 2.7.7 and 2.7.8 are for the purpose of ensuring that the subdivision structural arrangements are watertight and are not to be regarded as a test of the fitness of any compartment for the storage of oil fuel or for other special purposes for which a test of a superior character may be required depending on the height to which the liquid has access in the tank or its connections.

2.8 Means of sounding.

2.8.1 In all ships other than barges with no under deck cargoes, means for sounding, to the satisfaction of the Administration, shall be provided:

- (1) for the bilges of those compartments which are not readily accessible at all times during the voyage; and
- (2) for all tanks and cofferdams.

2.8.2 Where sounding pipes are fitted, their upper ends shall be extended to a readily accessible position and, where practicable, above the freeboard deck. Their openings shall be provided with permanently attached means of closing. Sounding pipes which are not extended above the freeboard deck shall be fitted with automatic self-closing devices.

2.9 Anchoring and mooring for ships propelled by mechanical means.

2.9.1 Every ship shall be provided with at least two anchors of sufficient weight, one of which is provided with a chain cable of adequate strength and size and windlass, capstan or winch of suitable size for the cable and other anchor handling equipment to the satisfaction of the Administration.

2.9.2 Windlass, capstan, winches, fairleads, bollards, and other anchoring, mooring, towing and hauling equipment shall be:

- (1) properly designed to meet all foreseeable operational loads and conditions;

- (2) correctly seated; and
- (3) effectively secured to a part of the ship's structure which is suitably strengthened.

2.10 Towing and pushing for tugs.

2.10.1 The design of the towing gear shall be such as to minimize the overturning moment due to the lead of the towline. It shall have a positive means of quick release which can be relied upon to function correctly under all operating conditions.

2.10.2 Where a towing hook is provided, the release mechanism shall be controlled as far as practicable from the navigation bridge, the after control position (where fitted), and at the hook itself.

2.10.3 When a pushing tug and a barge pushed ahead are rigidly connected in a composite unit, the tug-barge coupling system shall be capable of being made without causing damage to the tug or the barge.

2.10.4 Every tug shall be provided with at least one axe of sufficient size on each side which shall be readily available for cutting the towline free in an event of an emergency.

2.11 Anchoring, mooring and towing for barges.

2.11.1 Every barge shall be equipped with at least a suitable anchor for holding the barge in an emergency to the satisfaction of the Administration. It shall be securely attached to a cable or wire rope and arranged for release in emergency conditions either by persons on the barge or boarding the barge for such purpose. At least a windlass or winch shall be provided as appropriate to assist persons carrying out such operation. Suitable boarding facilities shall be provided for personnel from the towing tug to board the barge in an emergency.

2.11.2 The towing and mooring arrangements and procedures shall be such as to reduce to a minimum any danger to personnel during towing or mooring operations. Such arrangements shall be of adequate strength and suitable for the particular type of barge.

2.11.3 The design and arrangement of towing and mooring fittings or equipment of barges shall take into account both normal and emergency conditions.

2.11.4 Sufficient spare equipment to completely remake the towing and mooring arrangements of barges shall be available.

2.11.5 Secondary or emergency towing arrangements shall be fitted on board the barge so as to be easily recoverable by the towing tug in the event of parting of the main towing wire or failure of ancillary equipment.

2.11.6 In addition to the provisions of this section, barges shall comply with the applicable requirements of the safety of towed ships and other floating objects recommended by the International Maritime Organization.

2.12 Accident prevention and crew accommodation.

2.12.1 Hinged covers of hatchways, manholes and other similar openings shall be protected against accidental closing. In particular heavy covers on escape hatches shall be equipped with counterweights. Escape doors and covers of escape and access hatches shall be so constructed as to be capable of being opened from either side of the door or cover.

2.12.2 The dimensions of access hatches shall be such that it will allow a person to have a quick and easy escape to a safe place in the event of an emergency. Where practicable, the dimensions of access hatches of cargo and machinery spaces shall be such that they will facilitate expeditious rescue operation.

2.12.3 Handrails, grabrails and handholds of sufficient size and strength shall be provided where necessary in the opinion of the Administration for persons to hold on when the ship is severely rolling or pitching.

2.12.4 Skylights of machinery spaces or other similar opening which are normally kept open at sea shall be provided with adequately spaced protective

bars or other arrangements to the satisfaction of the Administration to prevent a person from falling into the space accidentally. Where the size of such an opening is small, the Administration may waive this requirement if satisfied that due to the small size of the opening no protective arrangement is necessary.

2.12.5 Surfaces of all decks shall be so prepared or treated as to minimize the possibility of persons slipping. In particular, decks and platforms in machinery spaces, floors of galleys, decks at winches and areas at the foot and head of ladders and in front of doors and steps of ladders shall be provided with anti-slip surfaces.

2.12.6 Moving parts of machinery which are so exposed as to cause accidents shall be properly guarded and secured.

2.12.7 All crew accommodation shall be kept in a habitable and sanitary condition.

2.12.8 In addition to complying with the provisions of this section, every ship shall comply with any other requirements which, in the opinion of the Administration, are deemed necessary to prevent accidents at sea and to maintain appropriate living and working conditions. Such requirements as set forth by the Administration shall be, to a reasonable and practicable extent, consistent with the ILO Code of Practice, "Accident Prevention on board ships at sea and in port".

2.13 Fire risk reduction.

2.13 In every ship the hull of which is constructed of wood, metal trays shall be fitted under the main engines, auxiliary engines and fuel tanks to contain any oil spillage.

### **PART C - SUBDIVISION, STABILITY AND BILGE PUMPING ARRANGEMENTS**

2.14 Intact stability and subdivision.

2.14.1 Subject to the provisions of 2.14.2, ships of 24 m and above in length shall comply with the intact stability requirements for cargo ships specified in

the Code on Intact Stability for all type of ships covered by IMO instruments, adopted by the International Maritime Organization by Resolution A.749(18).

2.14.2 Existing ships of 24 m and above in length shall, as far as practical and reasonable in the opinion of the Administration, comply with the requirements of this section.

2.14.3 Intact stability for barges carrying only deck cargoes and having no hatchways in the deck except small manholes closed with gasket covers, no machinery installations and no accommodation and service spaces shall comply with the stability requirements recommended by the Administration. The Administration shall determine the intact stability or subdivision and damage stability requirements as appropriate for barges carrying underdeck cargoes or having machinery installations or service spaces, having regard to the design and arrangements of cargo spaces, machinery, equipment, deck houses or superstructure.

2.14.4 Intact stability for ships of less than 24 m in length shall be to the satisfaction of the Administration. In these ships the corrected metacentric height, under all loading conditions, should be no less than 0.5m except in the lightship condition but then it should be positive. These ships shall be restricted to area of operation and sea conditions not higher than the following:

Length	Area of Operation	Proceed and be at Sea in
15 to 20 m	Restricted area II	sea state 5
> 20 but < 24 m	Restricted area I	sea state 6

2.15 Offshore supply vessels.

2.15.1 The intact stability, subdivision and stability of offshore supply vessels of 24m and above in length shall comply with the applicable requirements of the Guidelines for the Design and Construction of Offshore Supply Vessels, adopted by the International Maritime Organization by Resolution A. 469(XII)



and accepted by the Administration. In addition, the Administration may require such ships to comply with the weather criterion specified in the Code on Intact Stability referred to in 2.14. 1.

2.15.2 Existing offshore supply vessels of 24 m and above in length shall comply with the requirements of 2.15. 1 as far as practicable and reasonable in the opinion of the Administration.

2.15.3 Intact stability, subdivision and damage stability requirements for offshore supply vessels to which the provisions of this section does not apply shall be to the satisfaction of the Administration.

2.16  
Inclining  
test.

2.16.1 Every ship shall undergo an inclining test upon its completion and the actual displacement and position of the center of gravity shall be determined for the lightship condition in accordance with IMO A.749(18).

2.16.2 Where alterations are made to a ship affecting its lightship condition and the position of the center of gravity, the ship would, where the Administration considers it necessary, be reinclined and the stability information amended.

2.16.3 The Administration may allow the inclining test of a ship to be dispensed with provided basic stability data which is available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for that ship can be obtained from such basic data.

2.17 Stability  
information.

2.17.1 Stability information approved by the Administration shall be supplied to ships of 24 m in length and over to enable the master to assess with ease and certainty the stability of the ship under various operating conditions. Such information shall include specific advice to the master warning him of those operating conditions which could adversely affect either stability or the trim of the ship. In particular, the information recommended in the relevant IMO Instruments referred to in 2.14 and 2.15 shall be included as appropriate. A copy of the stability information shall be submitted to the Administration or

recognized organization.

2.17.2 The approved stability information shall be kept on board, readily accessible at all times and inspected at the periodical surveys of the ship to ensure that it has been approved.

2.17.3 Where alternations are made to a ship affecting its stability, revised stability calculations shall be prepared and submitted to the recognized organization or to the Administration for approval. Where the Administration or recognized organization decides that the stability information must be revised, the new information shall be supplied to the master and the superseded information removed from the ship.

2.18 Bilge  
pumping  
arrangements.

2.18.1 In every ship an efficient bilge pumping arrangement shall be provided which under all practical conditions shall be capable of pumping from and draining any watertight compartment which is neither a permanent oil tank nor a permanent watertank. In the spaces not serviced by installed piping ready access for portable pumps shall be demonstrated. Where the Administration is satisfied that the safety of the ship is not impaired the bilge pumping arrangements may be dispensed with in any particular compartment.

2.18.2 The arrangement of the bilge and ballast pumping system shall be such as to prevent the possibility of water passing from the sea and from water ballast spaces into the cargo and machinery spaces, or from one compartment to another.

2.18.3 All distribution boxes and manually operated valves in connection with the bilge pumping arrangements shall be in positions which are accessible under ordinary circumstances.

2.18.4.1 Every ship shall be provided with at least two power bilge pumps.

2.18.4.2 In a ship propelled by mechanical means fitted with single main propulsion machinery, one of the two required bilge pumps may be driven by

that machinery. In every ship fitted with twin independently operated main propulsion machinery, each such set of machinery may drive one of the required bilge pumps. In every case the propeller shaft shall be able to be readily disconnected or a controllable pitch propeller fitted.

2.18.5 The total capacity of the required bilge pumps shall be not less than 125% of the total capacity of the required main fire pumps referred to in 3.3

2.18.6 Sanitary, ballast, fire and general service pumps provided with suitable connections for bilge suction may be accepted as independent power bilge pumps.

2.18.7 The Administration may permit a bilge ejector in combination with an independently driven high pressure seawater pump to be installed or a portable mechanical pump to be used as substitute for one of the bilge pumps required by 2.18.4.1.

2.18.8 Bilge pipes shall not be led through fuel oil, ballast or double tanks, unless pipes are of heavy gauge steel construction.

**PART D - LOADLINE REQUIREMENTS FOR SHIPS**  
**OF LESS THAN 24m IN LENGTH**

2.19  
Openings and  
penetration.

2.19.1 All opening and penetrations in watertight or weathertight structures shall be fitted with efficient means of closure that are of equivalent strength to the structure in which they are located and such that they will maintain its watertight integrity.

2.19.2 Through-hull penetrations shall be kept to a minimum consistent with the operational needs of the ship and where fitted, means shall be provided for positively shutting off these penetrations.

2.19.3 Pipe connections that penetrate the main hull shall be fitted with watertight valves or cocks that are readily accessible and easily operable in an

emergency. These fittings shall be connected direct to the main hull or to a short stub pipe or box that is efficiently attached to the hull.

2.19.4 Access opening in a weathertight superstructure, deckhouses or deck shall be fitted with weathertight doors or hatches that are open outward and that are generally hinged on the forward or outboard sides.

2.19.5 Windows, portlights and skylights shall be fitted with shatter proof safety glass of adequate strength. On existing ships the glass fitted may be accepted by the Administration where it is satisfied with its conditions and installation. Fixtures through which down flooding into the main hull can occur shall be provided with weathertight covers. Such covers shall preferably be permanently attached but where this is not practical they shall be provided with means of securing that can be quickly effected in adverse weather conditions.

2.19.6 Air pipes and ventilators through which down flooding into the main hull can occur shall be fitted with permanently attached weathertight means of closure.

2.19.7 Pipes that penetrate watertight bulkheads shall have watertight valves of adequate construction located on the bulkhead. Such valves shall be remote controlled from above the main deck or shall be fitted each side and readily accessible in an emergency situation.

2.19.8 Electric cables, steering cables or similar systems that penetrate watertight or weathertight structures shall be fitted with equivalent weathertight or watertight glands, and where located below the watertight deck shall be as high as possible above the waterline.

2.19.9 The arrangements specified in 2.19.1 to 2.19.8 shall be complied with to the satisfaction of the Administration.

2.20  
Coamings.

2.20.1 Exterior opening through which down flooding into the main hull can occur shall be fitted with coamings of equivalent strength to the structure in

which they are located.

2.20.2 The coamings shall be constructed as high as practicable and their height, generally, should be not less than the following:

	Restricted area I service (in mm)	Restricted area II service (in mm)	Restricted area III service (in mm)
Door sill and companion ways on the main deck	380	230	230
Hatches	450	380	300
Ventilator	760	500	300

No side scuttle shall be fitted in a position so that its lower edge is below a line drawn parallel to the freeboard deck at side and having its lowest point at a distance from the waterline passing through the center of the ring of the freeboard mark equal to 500 mm for ships operating in restricted area I, 300mm in restricted area II and 150mm in restricted area III.

2.20.3 The minimum area of freeing ports in bulwarks on the upper decks shall be at least 10% of the area of each continuous portion of the bulwark.

2.21  
Hatchway  
covers.

2.21.1 Hatchway covers shall be of a strength and stiffness to the satisfaction of the Administration in reference to the provisions of Annex I to the 1966 Load Line Convention.

2.21.2 The means of securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions, and for this purpose tests for tightness shall be required at the initial survey, and may be required at periodical surveys and at annual inspections or at more frequent intervals.

2.22  
Freeboard.

2.22.1 A ship to which this Part applies shall have a freeboard mark placed amidships on each side of the ship.

2.22.2.1 The assigned freeboard shall not be less than that determined by the following table:

Length of the ship	15 m	20m	24m
Freeboard	340 mm	375 mm	400mm

Note: Freeboards at intermediate lengths shall be obtained by linear interpolation.

2.22.2.2 Where the moulded depth  $D$  exceeds  $L/15$ , the freeboard derived from the table referred to in 2.22.2.1 shall be increased by the value obtained from the following formula:

$$\left( D - \frac{L}{15} \right) \frac{L}{0.48} \text{ (mm)}$$

2.22.3.1 The minimum bow height, defined as the vertical distance at the forward perpendicular between the waterline corresponding to the assigned freeboard and the designed trim and the top of the exposed dock at side, shall not be less than that obtained from the following formula:

$$56 L \left( 1 - \frac{L}{500} \right) \text{ (mm)}$$

However, the minimum bow height of the protected freeboard, determined similarly to the bow height but to the top of the bulwark rail or visor, shall not be less than  $0.1L$  and shall extend from the stem to point at least  $0.1 L$  aft of the forward perpendicular.

2.22.3.2. The minimum stern height defined as the vertical distance at the

after perpendicular between the waterline corresponding to the assigned freeboard and the maximum designed trim by the stern shall not be less than half of the bow height as given in 2.22.3.1. Where the required stern height is obtained by sheer or superstructure, the extension shall not be less than 0.05L.

2.22.3.3 Ships operating in restricted area III and operating solely on harbour and roadstead service may reduce the bow height to not less than 0.5m and the stern shall not be less than minimum midship height.

2.22.4 The deck line is a horizontal line 200mm in length and 20mm in breadth. It shall be permanently marked amidships on each side of the ship to the satisfaction of the Administration, and its upper edge shall normally pass through the point where the continuation outwards of the upper surface of the freeboard deck intersects the outer surface of the shell.

2.22.5 The freeboard mark shall consist of a ring 200mm in outside diameter and 20mm wide which is intersected by a horizontal line 300mm in length and 20mm in breadth, the upper edge of which passes through the centre of the ring. The centre of the ring shall be placed amidships and at a distance equal to the assigned freeboard measured vertically below the upper edge of the deck line. The mark shall be permanently marked on the sides of the ship to the satisfaction of the Administration.

2.22.6 The mark of the authority by whom the load lines are assigned may be indicated alongside the load line ring above the horizontal line which passes through the center of the ring, or above or below it. This mark shall consist of not more than four initials to identify the authority's name, each measuring approximately 115mm in height and 75mm in width.

2.23.1 Bulwarks, guard rails, wires or chains shall be fitted around weather decks at a height of at least 1m. These arrangements shall be permanent and where rails, wires or chains are fitted they shall be in three courses.

2.23.2 Stanchions shall be spaced not more than 1.5m apart and the clearance

2.23  
Bulwarks, guard  
rails and hand  
rails.

below the lowest course shall not exceed 280 mm with the courses above being approximately evenly spaced. Where children are carried the fitting of suitable mesh in way of the open courses is recommended.

2.23.3 The height of these protection arrangements may be reduced and portable sections may be accepted by the recognized organization where it is shown that the ship's operating functions require this.

2.23.4 Bulwarks shall be provided with efficient freeing ports located as close to the deck as possible with their own total area being about 4% of the bulwark area. Where there are only small volumes of space enclosed by the bulwark the freeing port area may be reduced based on the volume of water that could become trapped.

2.23.5 Deckhouses and other structures, stairways, ladders and corridor bulkheads shall be fitted with adequate storm rails and hand rails.

2.24 General machinery requirements.

#### **PART E - MACHINERY INSTALLATIONS**

2.24.1 All boilers and other pressure vessels, all parts of machinery, all system, hydraulic, pneumatic and other systems and their associated fittings which are under internal pressure shall be subjected to an approved pressure test before being put into service for the first time.

2.24.2 Adequate provisions shall be made to facilitate cleaning, inspection and maintenance of machinery installations including boilers and other pressure vessels.

2.24.3 Where risk from over speeding of machinery exists, means shall be provided to ensure that the safe speed is not exceeded.

2.24.4 Where main or auxiliary machinery including pressure vessels or any parts of such machinery are subject to internal pressure and may be subject to dangerous overpressure, means should be provided where practicable to



protect against such excessive pressure.

2.24.5 All gearing and every shaft and coupling used for transmission of power to machinery essential for the propulsion and safety of the ship or for the safety of persons on board shall be so designed and constructed that they will withstand the maximum working stresses to which they may be subjected in all service conditions, and due consideration shall be given to the type of engines by which they are driven or of which they form part.

2.24.6 Machinery shall be provided with, as deemed necessary by the Administration, automatic shut off arrangements or alarms in the case of failures such as lubricating oil supply, failure of which could lead rapidly to complete breakdown, damage or explosion. The Administration may permit provisions for overriding automatic shutoff devices.

2.25  
Controls.

2.25.1 Main internal combustion propulsion machinery and applicable auxiliary machinery shall be provided with automatic shut off arrangements in the case of failures such as lubricating oil supply failure which could lead rapidly to complete breakdown, serious damage or explosion. The Administration may permit provisions for overriding automatic shut off devices.

2.26 Steam  
boilers.

2.26.1 Every steam boiler and every oil-fired steam generator shall be provided with not less than two safety valves of adequate capacity. However, having regards to the output or any other features of any boiler or oil-fired steam generator, the Administration may permit only one safety valve to be fitted if it is satisfied that adequate protection against overpressure is thereby provided.

2.26.2 Each oil-fired boiler which is intended to operate without manual supervision shall have safety arrangements which shut off the fuel supply and give an alarm in the case of low water level, air supply or flame failure.

2.26.3 Every steam generating system which provides services essential for the safety of the ship, or which could be rendered dangerous by the failure of its feed water supply, shall be provided with not less than two separate feed water

systems from and including the feed pumps, noting that a single penetration of the steam drum is acceptable. Unless the pump is designed to prevent overpressure, means shall be provided which will prevent overpressure in any part of the systems.

2.26.4 Boilers shall be provided with means to supervise and control the quality of the feed water. Suitable arrangements shall be provided to preclude, as far as practicable, the entry of oil or other contaminants which may adversely affect the boiler.

2.26.5 Every boiler essential for the safety of the ship and designed to contain water at a specified level shall be provided with at least two means for indicating its water level, at least one of which shall be direct reading gauge glass.

2.27 Steam pipe systems.

2.27.1 Every steam pipe and every fitting connected thereto through which steam may pass shall be so designed, constructed and installed as to withstand the maximum working stresses to which it may be subjected.

2.27.2 Means shall be provided for draining every steam pipe where otherwise dangerous water hammer action might occur.

2.27.3 Where a steam pipe or fitting may receive steam from any source at a higher pressure than that for which it is designed a suitable pressure reducing valve, pressure relief valve and pressure gauge shall be fitted.

2.28 Air pressure systems.

2.28.1 In every ship means shall be provided to prevent overpressure in any part of compressed air systems and wherever water jackets or casings of air compressors and coolers might be subjected to dangerous overpressure due to leakage into them from air pressure parts. Suitable pressure relief arrangements shall be provided for all systems.

2.28.2 The main starting air arrangement for main propulsion internal combustion engines shall be adequately protected against the effects of backfiring and internal explosion in the starting air pipes.

2.28.3 All discharge pipes from starting air compressors shall lead directly to the starting air receivers, and all starting air pipes from the air receivers to main or auxiliary engines shall be entirely separate from the compressor discharge pipe system.

2.28.4 Provision shall be made to reduce, to the minimum, the entry of oil into the air pressure systems and to drain these systems.

2.29.1 Machinery spaces of category A shall be adequately ventilated so as to ensure that when machinery or boiler therein are operating at full power in all weather conditions including heavy weather, an adequate supply of air is maintained to the spaces for the safety and comfort of personnel and the operation of the machinery or boiler.

2.29.2 In addition to complying with the requirements of 2.29. 1, the ventilation of machinery spaces shall be sufficient under all normal conditions to prevent accumulation of oil vapour.

2.30 Measures shall be taken to reduce machinery noise in machinery spaces to acceptable levels as determined by the Administration. Where the noise cannot be sufficiently reduced, the source of excessive noise shall be suitably insulated or isolated or a refuge from noise shall be provided if the space is required to be manned. Where necessary, ear protectors shall be provided for personnel required to enter such spaces.

2.29  
Ventilating  
systems.

2.30  
Protection  
against noise.

## **PART F - ELECTRICAL INSTALLATIONS**

2.31.1 Electrical installations shall be such that

- (1) all electrical services necessary for maintaining the ship in normal operational and habitable conditions will be assured without recourse to the emergency source of electrical power;

2.31 General  
electrical  
requirements.

- (2) electrical services essential for safety will be assured under emergency conditions; and
- (3) the safety of personnel and ship from electrical hazards will be assured.

2.32  
Precautions.

2.31.2 Electrical installations shall be such that uniformity in the implementation and application of the provisions of this Part will be ensured.

2.32.1.1 Exposed metal parts of electrical machines or equipment which are not intended to be live but which are liable under faulty conditions to become live shall be earthed unless the machines or equipment are:

- (1) supplied at a voltage not exceeding 50V direct current or 50V root means square between conductors; autotransformers shall not be used for the purpose of achieving this voltage; or
- (2) supplied at a voltage not exceeding 250V by safety isolating transformers supplying only one consuming device; or
- (3) constructed in accordance with the principle of double insulation.

2.32.1.2 The Administration may require additional precautions for portable electrical equipment for use in confined or exceptionally damp spaces where particular risks due to conductivity may exist.

2.32.1.3 All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in the normal manner.

2.32.2 Main and emergency switchboards shall be so arranged as to give easy access as may be needed to apparatus and equipment without danger to personnel. The switchboards shall be suitably guarded as deemed necessary

by the Administration. Exposed live parts having voltages to earth exceeding a voltage to be specified by the Administration shall not be installed on the front of such switchboards. Where necessary, non-conducting mats or gratings shall be provided at the front and rear of the switchboard.

2.32.3.1 The hull return system of distribution shall not be used for any purpose in a tanker or a barge carrying liquid cargoes of flammable nature in bulk.

2.32.3.2 The requirement of 2.32.3.1 does not preclude the conditions approved by the Administration for the use of.

- (1) impressed current cathodic protective systems;
- (2) limited and locally earthed systems (e.g. engine starting system);
- (3) limited and locally earthed welding systems. Where the Administration is satisfied that the equipotential of the structure is assured in a satisfactory manner, welding systems with hull return may be installed without the restriction imposed by 2.32.3.1; and
- (4) insulation level monitoring devices provided the circulation current does not exceed 30mA under the most unfavorable conditions.

2.32.3.3 Where the hull return system is used, all final subcircuits, i.e. all circuits fitted after the last protective device, shall be two-wire and special precaution shall be taken to the satisfaction of the Administration.

2.32.4.1 Earthed distribution system shall not be used in a tanker or barge carrying liquid cargoes of flammable nature in bulk.

2.32.4.2 When a distribution system, whether primary or secondary, for power, heating or lighting, with no connection to earth is used, a device capable of

continuously monitoring the insulation level to earth and of giving an audible or visual indication of abnormally low insulation values shall be provided.

2.32.5.1 Except as permitted by the Administration in exceptional circumstances, all metal sheaths and armour of cables shall be electrically continuous and shall be earthed.

2.32.5.2 In every ship other than ships propelled by mechanical means constructed before the coming into force of these Regulations, cables and wiring external to equipment shall be at least of a flame retardant type and shall be so installed as not to impair their original flame retarding properties. Where necessary for particular applications, the Administration may permit the use of special types of cables such as radio frequency cables, which do not comply with the foregoing.

2.32.5.3 Cables and wiring serving essential or emergency power, lighting, internal communications or signals shall so far as practicable be routed clear of galleys, laundries, machinery spaces of category A and their casings and other high fire risk areas. Cables connecting fire pumps to the emergency switchboard shall be of fire resistant type where they pass through the high fire risk areas. Where practicable all such cables shall be run in such a manner as to preclude them being rendered unserviceable by heating of the bulkhead that may be caused by a fire in an adjacent space.

2.32.5.4 Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precaution against such risks shall be taken to the satisfaction of the Administration.

2.32.5.5 Cables and wiring shall be installed and supported in such a manner as to avoid chafing or other damage.

2.32.5.6 Terminations and joints in all conductors shall be so made as to retain the original electrical, mechanical, flame retarding and where necessary, fire resisting properties of the cables.

2.32.6.1 Each separate circuit shall be protected against short circuit and against overload, except where the Administration may exceptionally otherwise permit.

2.32.6.2 The rating or appropriate setting of the overload protective device for each circuit shall be permanently indicated at the location of the protective device.

2.32.7 Lighting fittings shall be so arranged as to prevent temperature rises which could damage the cables and wiring, and to prevent surrounding material from becoming excessively hot.

2.32.8 All lighting and power circuits terminating in a bunker or cargo space shall be provided with a multiple pole switch outside the space for disconnecting such circuits.

2.32.9.1 Accumulator batteries shall be suitably housed, and compartments used primarily for their accommodation shall be properly constructed and efficiently ventilated.

2.32.9.2 Electrical or other equipment which may constitute a source of ignition of flammable material shall not be permitted in those compartments except as permitted in 2.32. 10.

2.32.9.3 Accumulator batteries, except for batteries used in self-contained battery operated lights, shall not be located in sleeping quarters. The Administration may permit relaxation from this requirement where hermetically sealed batteries are installed.

2.32.10 No electrical equipment shall be installed in any space where flammable mixtures are liable to collect including those on board tankers or barges carrying liquid cargoes of a flammable nature in bulk or in compartments assigned

principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the Administration is satisfied that such equipment is:

- (1) essential for operational purposes;
- (2) of a type which will not ignite the mixture concerned;
- (3) appropriate to the space concerned; and
- (4) appropriately certified for safe usage where the dusts and vapours of gases are likely to be encountered.

2.32.11 Lightning conductors shall be fitted to all mast or topmasts constructed of non-conducting materials. In ships constructed of non-conductive materials, the lightning conductors shall be connected by suitable conductors to copper plate fixed to the ship's hull well below the waterline.

2.33 Main source of electrical power.

2.33.1 A main source of electrical power of sufficient capacity to supply all those services referred to in 2.31.1.1 shall be provided. This main source of electrical power shall consist of a generator driven by an internal combustion engine, which may be the main propulsion machinery of a ship in the case of a ship propelled by mechanical means.

2.33.2 A main electrical lighting system which shall provide illumination throughout those parts of the ship normally accessible to, and used by, crew or persons on board shall be supplied from the main source of electrical power.

2.33.3 The arrangement of the main electric lighting system shall be such that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment and main switchboard will not render the emergency electric lighting system required by this section inoperative.

2.33.4 The arrangement of the emergency electric system shall be such that a fire or other casualty in spaces containing the emergency source of electrical power, associated transforming equipment and emergency switchboard will



not render the main electrical lighting system required by this section inoperative.

2.34  
Emergency  
sources of  
electrical power.

2.34.1 A self-contained emergency source of electrical power shall be provided.

2.34.2 The emergency source of electrical power, associated transforming equipment, if any, and emergency switchboard shall be located above the uppermost continuous deck and shall be readily accessible from the open deck. They shall not be located forward of the collision bulkhead, except where permitted by the Administration in exceptional circumstances.

2.34.3 The location of the emergency source of electrical power, associated transforming equipment, if any, and emergency switchboard in relation to the main source of power, associated transforming equipment, if any, and main switchboard shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty in the space containing the main source of electrical power, associated transforming equipment, if any, and main switchboard, or in any machinery space of category A will not interfere with the supply, control and distribution of the emergency source of electrical power.

2.34.4 Provided that suitable measures are taken for safeguarding independent emergency operation under all circumstances, the emergency generator may be used, exceptionally, and for short periods, to supply non-emergency circuits.

2.34.5 The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously. The emergency source of electrical power shall be capable, having regard to starting currents and the transitory nature of certain loads, of supplying simultaneously at least the following services for a period specified hereinafter, if they depend upon an electrical source for their operation

- (1) for a period of three hours, means for illumination required by 4.10.1.2.2;

- (2) for a period of eighteen hours, emergency lighting:
  - (1) in all service and accommodation alleys, stairways and exists;
  - (2) in spaces containing propulsion machinery used for navigation, if any, and main source of electrical power and their control positions;
  - (3) in all control stations, machinery control rooms, and at each main and emergency switchboard;
  - (4) at all stowage positions for fireman's outfits;
  - (5) at the steering gear, if any; and
  - (6) at the emergency fire pump and its control position;
- (3) for a period of eighteen hours:
  - (1) the navigation lights and other lights required by the 1972 Collision regulations; and
  - (2) the VHF, MF and MF/HF radio installations required by Chapter 5 of this Regulations or chapter IV of the 1974 SOLAS Convention; and
- (4) for a period of eighteen hours:
  - (1) all internal communication equipment as required in an emergency;
  - (2) the fire detection and fire alarms systems; and

- (3) operation of emergency fire pumps, if electrically operated.

In a ship propelled by mechanical means regularly engaged on voyages of short duration, the Administration, where satisfied that an adequate standard of safety would be attained, may accept a lesser period than the eighteen hour period specified in 2.34.5.2 and 2.34.5.3, but in no case less than three hours.

2.34.6 The emergency source of electrical power may be either:

- (1) an accumulator battery capable of carrying the emergency electrical load without recharging or excessive voltage drop; or
- (2) a generator driven by a suitable prime mover with an independent fuel supply and starting to the satisfaction of the Administration.

2.34.7 Where the emergency source of power is an accumulator battery, it shall be automatically connected to the emergency switchboard upon failure of the main source of electrical power. Where automatic connection to the emergency switchboard is not practical, manual connection may be acceptable to the satisfaction of the Administration.

2.34.8 Where the emergency source of power is a generator, it shall be automatically connected to the emergency switchboard within 45 s of the loss of the main source of electrical power. It shall be driven by a prime mover with an independent fuel supply having a flashpoint not less than 43 °C. Automatic starting of the emergency generator will not be required where a transitional source of power to the satisfaction of the Administration is provided.

2.34.9 For ships of less than 24m in length engaged on voyages of not more than 20 miles from the nearest land, the Administration may waive any of the requirements of this section which are found to be impracticable.

**PART G - MACHINERY AND ELECTRICAL INSTALLATIONS**  
**FOR SHIPS PROPELLED BY MECHANICAL MEANS**

2.35 General.

2.35.1 The requirements of this Part are additional to the requirements of Parts E and F.

2.35.2.1 Means shall be provided whereby normal operations of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Special consideration shall be given to the malfunctioning of

- (1) an electrical power generator which serves as main source of electrical power;
- (2) the sources of lubricating oil pressure;
- (3) the sources of water pressure;
- (4) an air compressor and receiver for starting or control purposes; and
- (5) the hydraulic, pneumatic or electrical means for controlling main propulsion machinery including controllable pitch propellers.

However, the Administration, having regard to overall safety considerations, may accept a partial reduction in propulsion capability during normal operations.

2.35.2.2 Special consideration shall be given to the design, construction and installation of propulsion machinery systems so that any mode of their vibrations shall not cause undue stresses in this machinery in the normal operation ranges.

2.36 Means of going astern.

2.36.1 Sufficient power for going astern shall be provided to secure proper control of the ship in all normal circumstances.

2.36.2 The ability of the machinery to reverse the direction of thrust of the propeller in sufficient time so to bring the ship to rest within a reasonable distance from maximum ahead service speed shall be demonstrated by and recorded for every new ship as far as practicable and reasonable.

2.36.3 In new ships, the stopping times, ship headings and distances recorded on trails, together with the results of trials to determine the ability of ships having multiple propellers to navigate and manoeuvre with one or more propellers inoperative shall be available on board for the use of the master or designated personnel.

2.36.4 Where the ship is provided with supplementary means of manoeuvring or stopping, these shall be demonstrated and recorded as referred to in 2.36.2 and 2.36.3.

2.37 Remote control.

2.37.1 Where remote control of propulsion machinery from the navigation bridge is provided and the machinery spaces are intended to be manned they shall comply with the following:

- (1) the speed, direction of thrust and, if applicable, the pitch of the propeller shall be fully controllable from the navigation bridge under all sailing conditions, including manoeuvring;
- (2) the remote control shall be performed, for each independent propeller, by a control device so designed and constructed that its operation does not require particular attention to the operational details of the machinery. Where multiple propellers are designed to operate simultaneously, they may be controlled by one control device;
- (3) the main propulsion machinery shall be provided with an emergency stopping device on the navigation bridge and shall

- be independent of the navigation bridge control system;
- (4) propulsion machinery orders from the navigation bridge shall be indicated in the main machinery control room at the manoeuvring platform as appropriate;
  - (5) remote control of the propulsion machinery shall be possible only from one location at a time, at such locations interconnected control positions are permitted. At each location there shall be an indicator showing which location is in control of the propulsion machinery. The transfer of control between the navigation bridge and machinery spaces shall be possible only in the main machinery space or the main machinery control room. This system shall include means to prevent the propelling thrust from altering significantly when transferring control from one location or another;
  - (6) it should be possible to control the propulsion machinery locally, even in the case of failure in any part of the remote control system;
  - (7) the design of the remote control system shall be such that in case of its failure an alarm will be given. Unless the Administration considers it impracticable the present speed and direction of the thrust of the propeller shall be maintained until local control is in operation;
  - (8) indicators shall be fitted on the navigation bridge for:
    - (1) main engine speed or propeller speed and direction or rotation, as deemed necessary by the Administration, in the case of fixed pitch propellers; or

- (2) propeller speed and pitch position in the case of controllable pitch propellers;
- (3) an alarm shall be provided on the navigation bridge and in the machinery space to indicate low starting air pressure which shall be set at a level to permit further main engine starting operation. Where the remote control systems of propulsion machinery is designed for automatic starting, the number of automatic consecutive attempts which fail to produce a start shall be limited in order to safeguard sufficient starting air pressure for starting locally.

2.37.2 In lieu of complying fully with all the requirements of 2.37.1, ships constructed before the coming into force of these Regulations may comply at least with 2.37.1.1, .3, .6 and .8.

2.37.3 In all ships where the main propulsion and associated machinery, including main electrical supply, are provided with the various degrees of automatic or remote control and under continuous manual supervision from a control room, the arrangements and control shall be so designed, equipped and installed that the machinery operation will be as safe and effective as if it were under direct supervision. Particular consideration shall be given to protect such spaces against fire and flooding.

2.38 Steering gear.

2.38.1 Every ship shall be provided with a main steering gear.

2.38.2 Subject to the provisions of 2.38.5, every ship shall be provided with an auxiliary means of steering the ship in the event of failure of the main steering gear.

2.38.3 The main steering gear shall be of adequate strength and sufficient to steer the ship at the maximum ahead service speed. The main steering gear and rudder stock shall be so designed that they are not damaged at maximum astern

speed.

2.38.4 The auxiliary means of steering shall be of adequate strength and sufficient to steer the ship at navigable speed and capable of being brought speedily into action in an emergency.

2.38.5 Where power-operated main steering gear units and connections are fitted in duplicate, and each unit complies with the provisions of 2.38.4, no auxiliary steering gear need be required, provided that the duplicate units and connections operating together comply with the requirements of 2.38.3.

2.38.6 The main steering power unit shall be arranged to re-start either by manual or automatic means when electrical power supply is restored after failure.

2.38.7 In the event of failure of electrical power supply to main steering gear control or power unit, an alarm shall be given in the navigation bridge.

2.38.8 The position of the rudder, if power operated, shall be indicated at the navigation bridge. The rudder angle indicator shall be independent of the steering gear control system.

2.38.9 Where a non-conventional rudder is installed, the Administration shall give special consideration to the steering system, so as to ensure that an acceptable degree of reliability and effectiveness which is based on the provisions of this section is provided.

2.39  
Communication  
between the  
bridge and  
machinery  
space.

2.39.1.1 Ships shall be provided with at least two independent means for communicating orders from the navigation bridge to the position in the machinery space or control room from which the main propulsion engines are normally controlled. One of the means should be an engine room telegraph. The arrangement of these means shall be to the satisfaction of the Administration.

2.39.1.2 The engine room telegraph referred to in 2.39. 1. 1 maybe dispensed



with if the propulsion engine is directly controlled from the navigation bridge under normal operating conditions.

2.39.2 In lieu of meeting the requirements of 2.39.1.1, ships of less than 24 m in length may be provided with only one means for communicating orders referred to in 2.39.1.1, where the Administration is satisfied that, due to close proximity of the navigation bridge and position of local control of main propulsion machinery, means of communicating orders is not necessary.

2.39.3 Appropriate means of communication shall be provided to any position, other than the navigation bridge, from which the engine may be controlled.

2.40  
Engineer's  
alarm.

2.40 In every new ship, an engineer's alarm shall be provided to be operated from the engine control room or at the manoeuvring platform as appropriate and clearly audible in the engineer's accommodation. The Administration may dispense with this requirement if satisfied that, due to close proximity of the engine control room or the manoeuvring platform and the engineer's accommodation, no engineer's alarm is necessary.

**PART H - ADDITIONAL REQUIREMENT FOR SHIPS WITH  
PERIODICALLY UNATTENDED MACHINERY SPACES**

2.41 General.

2.41.1 The requirements of this Part are additional to the applicable requirements of this chapter and apply to periodically unattended machinery spaces specified herein.

2.41.2 The arrangements provided shall be such as to ensure that the safety of the ship in all sailing conditions, including manoeuvring, is equivalent to that of a ship having manned machinery spaces.

2.41.3 Measures shall be taken to the satisfaction of the Administration to ensure that the equipment is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections and routine tests to ensure continuous reliable operation.

2.42  
Applicable  
requirements.

2.41.4 Such ships shall be provided with documentary evidence to the satisfaction of the Administration of their fitness to operate with periodically unattended machinery spaces.

2.42.1 Ships having periodically unattended machinery spaces shall, as far as practicable and reasonable in the opinion of the Administration, comply with the applicable requirements of chapter II-I, Part E of the 1974 SOLAS Convention for such machinery spaces.

2.42.2 In lieu of meeting the requirements of 2.42.1, ships of less than 24m in length having periodically unattended machinery spaces may comply with the applicable requirements of 2.41.2, 2.41.3 and 2.41.4 and other requirements which, in the opinion of the Administration, are necessary for safe operation of such machinery spaces.

### **CHAPTER 3**

#### **CONSTRUCTION - FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION**

3.1  
Application.

#### **PART A - GENERAL**

3.1.1 Unless provided otherwise, this chapter shall apply to new ships propelled by mechanical means except special purpose ships.

3.1.2 Existing ships shall as far as practicable and reasonable in the opinion of the Administration, comply with the provisions of this chapter not later than 9 February 1999.

3.1.3 Where, prior to 9 February 1999, an existing ship cannot comply with the provisions of this chapter the ship should not proceed more than 20 miles from the nearest land during the course of a voyage.

3.1.4 The Administration may exempt a ship from the provisions of 3.1.3

where such exemption is acceptable to the States to be visited by the ship.

For the purposes of this chapter:

3.2  
Definitions.

3.2.1 “accommodation spaces” means those spaces used for public spaces, corridors, lavatories, cabins, offices, hospitals, cinemas, games and hobby rooms, pantries containing no cooking appliances and similar spaces;

3.2.2 “bulkhead deck” means the uppermost deck to which the transverse watertight bulkheads are carried;

3.2.3 “control stations” means those spaces in which the ship’s radio or main navigating equipment or the emergency source of power is located or where the fire detection or fire control equipment is centralized;

3.2.4 “low flame spread” means that the surface thus described will adequately restrict the spread of flame, this being determined to the satisfaction of the Administration or recognized organization by an established test procedure;

3.2.5 “non-combustible material” means a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750oC this being determined to the satisfaction of the Administration or recognized organization by an established test procedure. Any other material is a combustible material;

3.2.6 “oil fuel unit” is the equipment used for the preparation of oil fuel for delivery to an oil fired boiler, or equipment used for the preparation for delivery of heated oil to an internal combustion engine, and includes any oil pressure pumps, filters and heaters dealing with oil at a pressure of more than 0.18 N/mm<sup>2</sup>;

3.2.7 “public spaces” means those portions of the accommodation spaces which are used for halls, dining rooms, lounges and similar permanently enclosed

spaces;

3.2.8 “service spaces” means those spaces used for galleys, pantries containing cooking appliances, lockers and store-rooms, workshops other than those forming part of the machinery spaces, and similar spaces and trunks to such spaces;

3.2.9 “steel or other equivalent material” means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test (e.g. aluminum alloy with appropriate insulation).

3.3 Fire pumps.

3.3.1.1 Every ship shall be provided with at least one independent power-operated fire pump capable of delivering a jet of water as required by 3.4.3.

3.3.1.2 In ships of 150 gross tonnage and above propelled by mechanical means such pump shall be operated by means other than the main propulsion machinery of the ship.

3.3.1.3 In ships of less than 150 gross tonnage propelled by mechanical means such pump may be driven by main propulsion machinery provided that the propeller shaft can be readily disconnected or that a controllable pitch propeller is fitted.

3.3.2 The main fire pump (or pumps operating together) shall be capable of delivering for fire fighting purposes, under the conditions and at the pressure specified in 3.4.2, a quantity of water of  $Cd^2$  m<sup>3</sup> / h, where:

- (1)  $C = 5$  for ships required to be provided with more than one main fire pump and  $C = 2.5$  for ships required to be provided with only one main fire pump; and
- (2)  $d = 1 + 0.066 / (L (B + D))$  to the nearest 0.25, where:

- (i) L = length of the ship in metres on the summer load waterline from the foreside of the stem to the afterside of the rudder post. Where there is no rudder post, the length is measured from the foreside of the stern to the axis of the rudder stock. For ships with cruiser sterns, the length on the designed summer load waterline is the length from the foreside of the stem to the axis of the rudder stock if that be greater;
- (ii) B = greatest moulded breadth of the ship in metres; and
- (iii) D = moulded depth of the ship in metres measured to the bulkhead deck amidships:

Provided that in any such ship the total capacity of the fire pumps for fire-fighting purposes need not to exceed 180 m<sup>3</sup> / h.

3.3.3 Where two main fire pumps are required, the capacity of one of two such pumps shall not be less than 40% of their total capacity.

3.3.4 Sanitary, bilge, ballast or general service pumps may be accepted as the required fire pumps, provided that they are not normally used for pumping oil and that, if they are subject to occasional duty for transfer or pumping of oil fuel, suitable changeover arrangements are fitted.

3.3.5 Every fire pump shall be arranged to draw water directly from sea and discharge it into a fixed fire main, if any. However, in ships with high suction lifts, booster pumps and storage tanks may be installed, provided such arrangement satisfies all the requirements of this section.

3.3.6 Centrifugal pumps or other pumps connected to the fire main through

which back flow could occur shall be fitted with non-return valves.

3.3.7.1 In ships propelled by mechanical means, if a fire in any one compartment can put all the fire pumps out of action, there shall be provided in a position outside such spaces an independently driven emergency fire pump which shall comply with the requirements of paragraph 3.3. 1. 1.

3.3.7.2 The emergency fire pump shall be capable of producing at least a jet of water of not less than 6 m from one hydrant and hose through a nozzle complying with the requirements of paragraph 3.5.11.1

3.3.7.3 In lieu of meeting the requirements of 3.3.7. 1, in such ships of less than 150 gross tonnage operating in restricted area III, fire buckets may be permitted in lieu of the required pump. The number of fire buckets so provided shall be additional to the fire buckets required in 3.9.2 and not less than two.

3.3.8 Where the fire pumps are capable of developing a pressure exceeding the design pressure of the fire mains, water service pipes, hydrants and hoses; relief valves shall be fitted. Such valves shall be so placed and adjusted as to prevent excessive pressure in the fire main system.

3.3.9 The pumps required for the provision of water for other fire extinguishing systems required by this chapter, their sources of power and their controls shall be installed outside the space or spaces protected by such systems and shall be so arranged that a fire in the space or spaces protected will not put any such system out of action.

3.3. 10. 1 Where fire in any one compartment can put all the fire pumps out of action, there shall be an alternate means to extinguish the fire. This alternate means may be an emergency power operated fire pump.

3.3.10.2 An emergency power-operated fire pump shall be an independently driven self-contained pump either with its own prime mover and fuel supply fitted in an accessible position outside the compartment which maybe an

emergency generator of sufficient capacity and which is positioned in a safe place outside the engine room and above the freeboard deck.

3.3.10.3 The emergency fire pump, sea suction and other valves shall be operable from outside the compartment containing the main fire pump and in a position not likely to be cut off by fire in that compartment.

3.4.1 In every ship where more than one hydrant is required to provide a jet of water required by 3.3, a fire main shall be provided. A ship shall be built and maintained within the applicable rules of a classification society or any other internationally recognized standard for the type of service of the ship.

3.4.2.1 In a ship where one or more main fire pumps are provided, the diameter of the main and of the water service pipes connecting the hydrants thereto shall be sufficient for the effective distribution of the maximum discharge required by 3.3 from:

- (1) one main fire pump where only one such pump is required; or
- (2) two main fire pumps simultaneously where two such pumps are required:

Provided that in any ship, the diameters of the fire main and water service pipes need not be greater than is necessary for the discharge of 140m<sup>3</sup>/h of water.

3.4.2.2 Where only one hydrant is required, the minimum pressure at the hydrant should be 0.21 N / mm<sup>2</sup> (2.1 kg/cm<sup>2</sup>). Where more than one hydrant is required, the main fire pump should be capable, when discharging the maximum amount referred to in 3.4.2.1 through adjacent fire hydrants with nozzles of the sizes specified in 3.5, of maintaining at all hydrants the minimum pressures 0.21 N/mm<sup>2</sup> (2.1 kg / cm<sup>2</sup>). In any case, the maximum pressure at any hydrant should not exceed that at which the effective control of a fire hose can be demonstrated.

3.4.3 In every ship, the number and position of hydrants should be such that

3.4 Fire main, water service pipes and fire hydrants.

at least one jet of water from a single length of hose can reach any part of the ship normally accessible to the crew while the ship is being navigated and any part of any cargo space when empty, any ro-ro cargo space or any special category space in which later case, at least two jets of water not emanating from the same hydrant should reach any part of such space, each from single length of hose. Furthermore, such hydrants should be positioned near the accesses to the protected spaces.

3.4.4.1 Material readily rendered ineffective by heat shall not be used for fire main and hydrants unless adequately protected. The pipes and hydrants shall be so placed that the fire hoses may be easily coupled to them.

3.4.4.2 In ships where deck cargo may be carried, the position of the hydrants shall be such that they are always accessible and the pipes shall be arranged as far as practicable to avoid risk of damage by such cargo.

3.4.4.3 A valve shall be fitted to serve each fire hose so that any fire hose may be removed while the fire pumps are at work.

3.4.4.4 The fire mains shall be provided with isolating valves located so as to permit optimum utilization in the event of physical damage to any part of the main.

3.4.4.5 Fire mains shall have no connections other than those required for fire-fighting except for the purposes of washing the deck and anchor chains or operating the chain locker bilge ejector.

3.5 Fire hoses  
and nozzles.

3.5.1 Every ship shall be provided with a minimum of two (2) fire hoses.

3.5.2 Where hydrants are required in any machinery spaces, each hydrant shall be provided with a fire hose. Where practicable fire hoses shall be connected to the hydrants in such machinery spaces.

3.5.3 Notwithstanding the requirements of 3.5.1 and 3.5.2, the Administration



may increase the required number of fire hoses so as to ensure that hoses in sufficient number are available and accessible at all times, having regard to the type of ship and the nature of trade in which the ship is engaged.

3.5.4 A single length of fire hose should not exceed 18m.

3.5.5 Fire hoses shall be oil-resistant and of approved material.

3.5.6 Fire hoses of unlined canvas shall have a diameter of not less than 64mm. Hoses of at least 45mm internal diameter having a throughput comparable to that of 64mm internal diameter unlined canvas at corresponding pressure may be used. Fire hoses of an internal diameter not less than 32mm may be accepted in ships of less than 150 gross tonnage and in the accommodation spaces of all ships.

3.5.7 Unless one fire hose and nozzle is provided for each hydrant, there shall be complete interchangeability of fire hose couplings.

3.5.8 Fire hoses provided in compliance with these requirements shall not be used for any purpose other than fire fighting or testing of the fire appliances.

3.5.9 Every fire hose shall be provided with an approved nozzle and the necessary couplings.

3.5.10 In tankers and machinery spaces of category A of all ships to which this chapter applies, the nozzles provided for fire hoses shall be of dual purpose (combined jet and spray) types.

3.5.11 Nozzles shall comply with the following requirements:

- (1) For the purpose of this chapter, standard nozzle sizes shall be of 12mm, 16mm, 19mm or as near thereto as possible. Larger diameter nozzles may be permitted at the discretion of the

Administration;

- (2) For accommodation and service spaces, a nozzle size greater than 12mm need not be used;
- (3) For machinery spaces and exterior location, the nozzle size shall be such as to obtain the maximum discharge possible from the required jets at the pressure specified in 3.4.2 from the smallest pump, provided that a nozzle size greater than 19mm need not to be used.

3.6 Fire  
extinguishers.

3.6.1 Fire extinguishers shall be of approved types and designs.

3.6.2 The capacity of required portable fluid fire extinguishers shall be not more than 13.5 l and not less than 9 l. Other extinguishers shall have a fire extinguishing capability at least equivalent to that of 9 l fluid fire extinguisher.

3.6.3 The capacity of required portable carbon dioxide fire extinguishers shall not be less than 3 kg.

3.6.4 The capacity of required portable dry powder fire extinguishers shall not be less than 4.5 kg.

3.6.5 All required portable fire extinguishers shall not exceed 23 kg. in weight in a fully charged condition and shall be at least as portable as 13.5 litre fluid fire extinguishers.

3.6.6 A spare charge shall be provided for every portable fire extinguisher provided in compliance with these Regulations, except that for each such fire extinguisher which is of a type that cannot readily be recharged while the ship is at sea an additional fire extinguisher of the same type, or its equivalent, shall be provided *in lieu* of the spare charge.

3.6.7 Fire extinguishers containing an extinguishing medium which, in the

opinion of the Administration, either by itself or under expected conditions of use gives off toxic gases in such quantities as to endanger persons shall not be used.

3.6.8 Fire extinguishers shall be periodically examined and subjected to such tests as follows:

- (1) The condition of charges of extinguishers other than carbon dioxide extinguishers, shall be checked annually. If on checking there is any indication of deterioration, the charges shall be renewed and, in any case, shall be so renewed at least every four years. A record of the annual check shall be fixed to each fire extinguisher;
- (2) carbon dioxide extinguishers and gas propellant cartridges of other extinguishers shall be examined externally for corrosion and for loss of content annually. They shall be recharged or renewed if loss of gas by weight exceeds 10% of the original charge as stamped on the bottles or cartridge, or have corroded excessively externally;
- (3) all portable fire extinguishers, other than carbon dioxide extinguishers, shall be tested by hydraulic pressure once every four years and the date of such test legibly marked on the extinguisher;
- (4) new carbon dioxide extinguishers which do not require to be recharged, shall be tested by hydraulic pressure during the first 10 and 20 years after manufacture and thereafter every five years;
- (5) carbon dioxide extinguishers which require recharging shall be pressure tested before being recharged if four years have elapsed since the last hydraulic test was carried out.

3.6.9 One of the portable fire extinguishers intended for use in any space shall be stowed near an entrance to that space.

3.6.10 Halon fire extinguishers shall not be used.

3.6.11 Each fire extinguisher shall as far as practicable be clearly marked on the front with a label of durable material with at least the following information in English:

- (1) name of manufacturer;
- (2) type of fire for which the extinguisher is suitable;
- (3) type and quantity of extinguishing medium;
- (4) approval details;
- (5) operating instructions;
- (6) intervals for recharging;
- (7) temperature range over which the extinguisher will operate satisfactorily; and
- (8) test pressure.

3.7 Fire buckets. In addition, the year of manufacture, test pressure and any serial number shall be stamped on the outside of the container.

3.7.1 Fire buckets shall be of material which is not readily flammable. They shall be painted red, clearly marked with the word "FIRE" and provided with lanyards of sufficient length, having regard to the size of the ship.

3.7.2 The capacity of each of the fire buckets referred to in this part shall be at least 9 L.

3.7.3 Fire buckets provided in compliance with this Part shall not be used for any purpose other than extinguishing fires.

3.8.1 Subject to the provisions of 3.8.2, fixed fire-extinguishing systems, fixed fire detection and fire alarm systems required by this chapter shall comply, as far as practicable and reasonable, with the relevant requirements for these systems specified in the Regulations of the 1974 SOLAS Convention.

3.8 Fixed fire-extinguishing, fixed fire detection and fire alarms.

3.8.2 Fixed halogenated hydrocarbon fire extinguishing systems shall not be used in ships.

3.9 Portable fire extinguishers in accommodation spaces, service spaces and control stations.

3.9.1 In every ship there shall be provided a sufficient number of approved portable fire extinguishers to ensure that at least one extinguisher will be readily available for use in any part of accommodation spaces, service space and control stations. The minimum number of fire extinguishers to be provided in such ships shall be in accordance with the following table:

Tonnage	minimum number
150 gross tonnage and above	3
less than 150 gross tonnage	2

The arrangement of such fire extinguishers shall be to the satisfaction of the Administration.

3.9.2 In addition to complying with the requirements of 3.9.1, every ship of less than 150 gross tonnage shall be provided with at least 3 fire buckets.

3.10 Fire extinguishing appliances and system in machinery spaces.

3.9.3 In every ship, where in the opinion of the Administration electrical installations fitted in accommodation, service and control stations constitute hazard of fire or explosion, at least one of the required fire extinguishers shall be suitable for extinguishing electrical fires.

3.10.1 In every ship, spaces containing main or auxiliary oil-fired boilers or fuel oil units, shall be provided with the following fixed fire-extinguishing systems in accordance with chapter II-2 of the 1974 SOLAS Convention:

- (1) a gas system complying with the provisions of Regulation II-25
- (2) a high expansion foam system complying with the provisions of Regulation II-2/ 9; or
- (3) a pressure water-spraying system complying with the provisions of Regulation II-2/10.

In each case, where the engine and boiler rooms are not entirely separate, or where fuel oil can drain from the boiler room into the engine room, the combined boiler and engine rooms shall be considered as one compartment.

3.10.2 In addition to the requirements of 3.10.1, every ship with the spaces referred to in 3.10.1 shall be provided with the numbers of portable fire extinguishers specified in 3.10.2.1, 2, 3, 4, 5, 6 or 7.

3.10.2.1 There shall be at least one portable extinguisher suitable for extinguishing oil fires for each burner. However, the total capacity of such extinguishers shall not be less than 18 L or equivalent and need not exceed 45 L or equivalent in each boiler room.

3.10.2.2 There shall be at least two portable extinguishers suitable for extinguishing oil fires in each space in which part of fuel units is situated.

3.10.2.3 In each firing space there shall be a receptacle containing not less than 0.15 m<sup>3</sup> of sand, sawdust impregnated with soda or other approved dry material to the satisfaction of the Administration. Alternatively, an approved portable extinguisher may be substituted.

3.10.3 In every ship, for the protection of any space containing internal combustion type machinery having a total power output of 750 kW and above there shall be provided:

- (1) one of the fixed fire-extinguishing systems referred to in 3.10.1; and
- (2) at least one portable extinguisher suitable for extinguishing oil fires for each 750 kW of engine power output or part thereof, but the total number of such fire extinguishers so supplied shall be not less than two and not exceed six.

3.10.4 In every ship to which this chapter applies which does not comply with the requirements of paragraph 3.10.3, there shall be provided in any space containing internal combustion type machinery having in the aggregate a total power output of less than 750 kW, either:

- (1) at least one portable fire extinguisher suitable for extinguishing oil fires for each 75 kW or part thereof of such machinery, but the total number of such extinguishers so supplied shall be not less than two and need not exceed seven; or
- (2) at least two portable fire extinguishers suitable for extinguishing oil fires together with one non-portable foam fire extinguisher of at least 45 litres capacity or at least 15 kg capacity or equivalent.

3.10.5 In every ship, there shall be provided in machinery spaces containing electrical installations, one or more fire extinguishers suitable for extinguishing

electrical fire as deemed necessary by the Administration having regard to the fire hazards of electrical origin. One or more of the fire extinguishers required by this section may be used as the fire extinguishers required by this paragraph.

3.10.6 Where, in the opinion of the Administration a fire hazard exists in any machinery space for which no specific provision for fire-extinguishing appliances are prescribed in 3.10.1 to 3.10.4, there shall be provided in, or adjacent to, that space a number of approved portable fire extinguishers or other means of fire extinction to the satisfaction of the Administration.

3.10.7 In each firing space of every such ship, fitted with auxiliary oil-fired boilers, a receptacle shall be provided which shall contain at least 0.28 m<sup>3</sup> of sand or other dry material suitable for quenching oil fires. Scoops shall be provided for distributing the contents of the receptacle.

3.11  
Fireman's outfit.

3.11.1 Every ship of 150 gross tonnage and above propelled by mechanical means shall be provided with at least one fireman's outfit.

3.11.2 A fireman's outfit shall consist of

- (1) personal equipment comprising:
  - (1) protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface of protective clothing shall be water resistant;
  - (2) boots and gloves of rubber or other electrically non-conducting material;
  - (3) a rigid helmet providing effective protection against impact;
  - (4) an electric safety lamp (hand lantern) of an



- approved type with a minimum burning period of three hours; and
  - (5) an axe to the satisfaction of the Administration.
- (2) breathing apparatus of an approved type which may be either:
- (1) a smoke helmet or smoke mask which shall be provided with a suitable air pump and length of air hose sufficient to reach from the open deck, well clear of hatch or doorway, to any part of the holds or machinery spaces. Where in order to comply with this paragraph, an air hose exceeding 36m in length would be necessary, a self-contained breathing apparatus shall be substituted or provided, in addition thereto, as determined by the Administration; or
  - (2) a self-contained compressed air breathing apparatus, the volume of air contained in the cylinders of which shall be at least 1,200L, or other self contained breathing apparatus which shall be capable of functioning for at least 30min. A number of spare charges, suitable for use with the apparatus provided, shall be available on board to the satisfaction of the Administration.

3.11.3 For each breathing apparatus a fireproof lifeline of sufficient length and strength shall be provided capable of being attached by means of a snaphook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.

3.11.4 The Administration may require additional sets of personal equipment and breathing apparatus, having due regard to the size and type of the ship.

- 3.11.5 The fireman's outfits or sets of personal equipment shall be so stored as to be easily accessible and ready for use and where more than one fireman's outfit or more than one set of personnel equipment is carried, they shall be stored in widely separated positions.
- 3.12 Fireman's axe.
- 3.12 Every ship shall be provided with at least one fireman's axe in an easily accessible location outside the machinery, accommodation and service spaces.
- 3.13 Fire control plan.
- 3.13.1 In ships of 24m in length and over having machinery spaces of category A, there shall be provided a permanently exhibited fire control plan or equivalent to the satisfaction of the Administration.
- 3.13.2 In all such ships, fire control plans shall be kept up to date. Description in such plans shall be in English and in the language of the crew, if another.
- 3.13.3 In addition, instructions concerning the maintenance and operation of all the equipment and installations on board for fighting and containment of fire shall be kept under one cover and readily available in an accessible position.
- 3.14 Acceptance of substitutes.
- 3.14 Where in this chapter special type of appliance, apparatus, extinguishing medium or arrangement is specified, any other type of appliance, etc., may be allowed provided the Administration is satisfied that it is not less effective.

3.15 Structure.

### **PART B - FIRE SAFETY MEASURES**

- 3.15.1 The hull, superstructure, structural bulkheads, decks and deckhouses of ships propelled by mechanical means shall be constructed of steel or other equivalent material. Material other than steel shall be insulated to the same fire retardant properties as steel.
- 3.15.2 In lieu of complying with the requirements of 3.15. 1, the hull structure, structural bulkheads, deck and deckhouses of ships propelled by mechanical

means (other than tankers) or as specified by the Administration may be constructed of materials other than steel.

3.16.1.1 Subject to the provisions of 3.16.1.2 and 3.16.1.3, the fire safety requirements of bulkheads, decks, doors and stairways shall, as far as practicable and reasonable in the opinion of the Administration, comply with the applicable requirements of the 1974 SOLAS Convention for such bulkheads, doors and stairways.

3.16.1.2 The bulkheads and decks separating the machinery spaces of category A from control stations, corridors, accommodation spaces, stairways, service spaces and cargo spaces shall be so constructed as to be capable of preventing the spread of fire to the unexposed side.

3.16.1.3 Interior stairways below the weather deck shall be of steel or other material having acceptable fire resisting properties.

3.16.2 Insulation materials in accommodation spaces, service spaces (except domestic refrigeration compartments), control stations and machinery spaces shall be non-combustible. Vapour barriers and adhesive used in conjunction with insulation, as well as insulation of pipes fittings, for cold service systems, need not be of noncombustible materials, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have qualities or resistance to the propagation of flame to the satisfaction of the Administration.

3.16.3.1 All exposed surfaces in corridors and stairway enclosures and surfaces including decks in concealed or inaccessible spaces in accommodation spaces, service spaces and control stations shall have low flame-spread characteristics. Exposed surfaces of ceilings in accommodation spaces, service spaces and control stations shall have low flame-spread characteristics.

3.16.3.2 Paints, varnishes and other finishes used on exposed interior surfaces shall not offer an undue fire hazard in the judgement of the Administration and shall not be capable of producing excessive quantities of smoke.

3.16  
Constructional  
fire safety  
measures.

3.16.3.3 Primary deck coverings, where applied within accommodation spaces, service spaces and control stations, shall be of approved materials which will not readily ignite or give rise to toxic or explosive hazards at elevated temperature. In existing ships, the Administration may, in lieu of applying the requirements fully, apply such requirements only to deck coverings within accommodation spaces on decks forming the crown of machinery spaces and cargo spaces.

3.16.4.1 Stairways and ladders shall be so arranged as to provide, from accommodation spaces, service spaces, control stations, machinery spaces and other spaces in which the crew is normally employed, ready means of escape to the open deck and thence to the survival craft.

3.16.4.2 Two means of escape shall be provided from every machinery space of category A which shall be as widely separated as possible. Vertical escapes shall be by means of steel ladders or other means acceptable to the Administration as suitable alternatives. Where the size of such machinery space makes it impracticable, one of these means of escape may be dispensed with provided that the means available is to the satisfaction of the Administration.

3.16.4.3 From machinery spaces other than those of category A, escape routes shall be provided to the satisfaction of the Administration having regard to the nature and location of the space and whether persons are normally employed in the space.

3.16.4.4 No dead-end corridors having length of more than 7m shall be accepted. A dead-end corridor is a corridor or part of a corridor from which there is only one escape route.

3.16.4.5 The width and continuity of the means of escape shall be to the satisfaction of the Administration.

3.16.5 The following provisions shall apply to machinery spaces of category A and, where the Administration considers it desirable, to the other machinery

spaces;

- (1) means shall be provided for opening and closure of skylights, openings and closure of windows in machinery space boundaries, closure of opening in funnels which normally allow exhaust ventilation, and closure of ventilator dampers;
- (2) means shall be provided for permitting the release of smoke;
- (3) means shall be provided for stopping forced and induced draught fans, fuel oil transfer pumps, fuel oil unit pump and similar fuel pumps;
- (4) the means required in 3.16.5.1., 2, and .3 shall be located outside the space concerned where they will not be cut off in the event of fire in the space they serve;
- (5) the number of skylights, doors, ventilators for natural ventilation, openings in funnels to permit exhaust ventilation and other openings to machinery spaces shall be reduced to a minimum consistent with the needs of ventilation and the proper and safe working of the ship;
- (6) skylights shall not contain glass panels. However, skylights containing wire reinforced glass or toughened safety glass panels may be permitted provided that they are fitted with external shutters of steel or other equivalent material permanently attached. Suitable control arrangements shall be made to permit the release of smoke from the space to be protected in the event of fire;
- (7) windows shall not be fitted in machinery space boundaries. This does not preclude the use of glass in control rooms within the machinery space;

- (8) doors fitted in machinery space boundaries shall as far as practicable be equivalent in resisting fire to the divisions forming such boundaries. Where such doors are not weathertight or watertight doors, they shall be selfclosing.

3.16.6.1 Ventilation systems of each of the following groups of spaces shall be entirely separated from each other:

- (1) machinery spaces;
- (2) galleys;
- (3) cargo spaces; and
- (4) accommodation spaces and control station. The arrangement of each ventilation system shall be such that fire in one space shall not readily spread to the other spaces.

3.16.6.2 Power ventilation of accommodation spaces, service spaces, control stations and machinery spaces shall be capable of being stopped from an easily accessible position located outside the space being served. This position shall not be readily cut off in the event of a fire in the space served. The means provided for stopping the power ventilation of machinery spaces shall be entirely separated from the means provided for stopping ventilation of other spaces.

3.16.6.3 The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the spaces being ventilated.

3.16.7 A fixed fire detection and fire alarm system of an approved type shall be installed in periodically unattended machinery spaces.

3.17.1 Subject to the provisions of 2.24 and 2.25, all tanks carrying cargo, cofferdams and other enclosed spaces in all ships shall be provided with effective means for ventilation and access to the satisfaction of the Administration, having regard to the intended services.

3.17  
Ventilation of  
tanks,  
cofferdams, etc.

3.17.2 In tankers and barges carrying flammable liquid cargo in bulk, other than crude oil or petroleum products of low flashpoint, there shall be provided for ventilation of cargo tanks a venting system consisting of one or more pressure vacuum valves at the outlets to the atmosphere or air pipes the open ends of which are fitted with removable wire mesh diaphragms of incorrodible material. Such venting systems shall be to the satisfaction of the Administration.

3.18  
Miscellaneous.

3.18.1 Where bulkheads, decks, ceiling or lining are penetrated for the passage of electric cables, pipes, trunk, etc., or for the fitting of ventilation terminals, lighting fixtures and similar devices, or for girders, beams or other structural members, arrangements shall be made to ensure that the fire integrity is not impaired.

3.18.2 Where the Administration may permit the conveying of oil and combustible liquid through accommodation and service spaces, the pipes conveying oil or combustible liquids shall:

- (1) be of a material approved by the Administration, having regard to the fire risk;
- (2) not be concealed; and
- (3) carry only low pressure liquids and not normally be used at sea.

3.18.3 Materials readily rendered ineffective by heat shall not be used for overboard scuppers, sanitary discharges and other outlets which are close to

the waterline and where the failure of the material in the event of fire would give rise to danger of flooding.

3.18.4 In spaces where penetration of oil products is possible, the surface of insulation shall be impervious to oil or oil vapour.

3.19  
Arrangements  
for oil fuel,  
lubricating oil  
and other  
flammable oils.

3.19.1 The following limitations shall apply to the use of oil as fuel:

- (1) except as otherwise permitted by this paragraph, no oil fuel with a flashpoint of less than 60°C shall be used;
- (2) in emergency generators oil fuel with a flashpoint of not less than 43°C shall be used;
- (3) subject to such additional precautions as it may consider necessary and on condition that the ambient temperature of the space in which such oil fuel is stored or used shall not be allowed to rise to within 10°C below the flashpoint of the oil fuel, the Administration may permit the general use of oil fuel having a flashpoint of less than 60°C but not less than 43°C;
- (4) in cargo ships, the use of fuel having a lower flashpoint than otherwise specified in this paragraph, for example, crude oil, may be permitted provided that such fuel is not stored in any machinery space and subject to the approval of the complete installation by the Administration.

The flashpoint of oils shall be determined by an approved closed cup method.

3.19.2 In a ship in which oil fuel is used, the arrangements for the storage distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board and shall at least comply with the following provisions:



- (1) as far as practicable, parts of the oil fuel systems containing heated oil under pressure exceeding 0.18 N/mm<sup>2</sup> shall not be placed in a concealed position such that defects and leakage cannot readily be observed. The machinery spaces in way of such parts of the oil fuel systems shall be adequately illuminated;
- (2) as far as practicable, oil fuel tanks shall be part of the ship's structure and shall be located outside machinery spaces of category A. Where oil fuel tanks, other than double bottom tanks, are necessarily located adjacent to, or within, machinery spaces of category A, at least one of their vertical sides shall be contiguous to the machinery space boundaries, and shall preferably have a common boundary with the double bottom tanks, where fitted, and the area of the tank boundary common with the machinery spaces shall be kept to the minimum. Where such tanks are situated within the boundaries of machinery spaces of category A, they shall not contain oil fuel having a flashpoint of less than 60°C. In general, the use of free-standing oil fuel tanks shall be avoided. Where permitted, they shall be provided with an oiltight spill tray of suitable size having a drain pipe leading to a safe place to the satisfaction of the Administration;
- (3) every oil fuel pipe, which, if damaged, would allow oil to escape from the storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve constructed of similar material to that of the tank, directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. Such tanks of not more than 250 L capacity need not comply with this paragraph;
- (4) safe and efficient means of ascertaining the amount of oil fuel contained in any oil fuel tank shall be provided. Sounding pipes

shall not terminate in any space where the risk of ignition of spillage from the sounding pipe might arise. In particular, they shall not terminate in accommodation spaces. Other means of ascertaining the amount of oil contained in any oil fuel tank may be permitted, provided that the failure of such means or overfilling of the tanks will not permit release of fuel. The Administration may permit the use of oil level gauges with flat glasses and self-closing valves between the gauge glasses and the oil tanks. Cylindrical gauge glasses may also be permitted in free standing oil fuel tanks provided that they are suitably protected and fitted with self-closing valves to the satisfaction of the Administration;

- (5) provision shall be made to prevent overpressure in any oil tank or in any part of the oil fuel system including the filling pipes. Relief valves and air or over-flow pipes shall discharge to a position which in the opinion of the Administration is safe. The open ends of air pipes shall be fitted with wire mesh;
- (6) the ventilation of machinery spaces shall be sufficient under all normal conditions to prevent accumulation of oil vapour.

3.19.3 The arrangements for storage, distribution and utilization of oil used in pressure lubricating systems shall be such as to ensure the safety of the ship and persons on board, and such arrangements in machinery spaces of category A and whenever practicable in other machinery spaces shall at least comply with the provisions of 3.19.2. 1, .3, .4, and .5, except that this does not preclude the use of sight flow glasses in lubricating systems provided that they are shown by test to have a suitable degree of fire resistance.

3.19.4 The arrangements for storage, distribution and utilization of other flammable oils employed under pressure in power transmission systems, control and activation systems and heating systems shall be such as to ensure the safety of the ship and persons on board. In locations where means of ignition

are present, such arrangements shall at least comply with the provisions of 3.19.2.

3.19.5 No oil fuel tank or lubricating oil tank or any other flammable oil tank shall be situated where spillage or leakage therefrom can constitute a hazard by falling on heating surfaces. Precautions shall be taken to prevent any oil that may escape under pressure or oil-leakage from any pump, filter, piping system or heat exchanger from coming into contact with heated surfaces or enter into machinery air intakes. Where necessary, a suitable spill tray or gutter screen or other suitable arrangement shall be provided to allow oil to drain to a safe place in the event of spillage or leakage of oil from such an oil tank, machinery, equipment or system. The number of joints in piping systems shall be kept to a minimum practicable.

3.19.6 Pipes, fittings and valves handling fuel oil, lubricating oil and other flammable oils shall be of the steel or other approved material, except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be of approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration.

3.19.7 Oil fuel, lubricating oil or other liquid substances flammable or harmful to the marine environment shall not be carried in forepeak tanks.

3.19.8 Any oil or other substances flammable or harmful to the marine environment shall not be carried in other tanks or spaces which are not specially approved by the Administration for such purposes.

3.20 Carriage of oxygen and acetylene cylinders.

3.20.1 Where more than one cylinder of oxygen and more than one cylinder of acetylene are carried simultaneously, such cylinders shall be arranged in accordance with the following:

- (1) Permanent piping systems for oxygen and acetylene are acceptable provided that they are designed having due regard

to standards and codes of practice to the satisfaction of the Administration.

- (2) Where two or more cylinders of each gas are intended to be carried in enclosed spaces, separate dedicated storage rooms shall be provided for each gas.
- (3) Storage rooms shall be constructed of steel, and be well ventilated and accessible from the open deck.
- (4) Provision shall be made for the expeditious removal of cylinders from the storage rooms in the event of fire.
- (5) “NO SMOKING” signs shall be displayed at the gas cylinder storage rooms.
- (6) Where cylinders are stowed in open locations, means shall be provided to:
  - (1) protect cylinders and associated piping from physical damage;
  - (2) minimize exposure to hydrocarbon; and
  - (3) ensure suitable drainage;
- (7) In all cases, cylinders and associated pipings shall be located at a safe distance away from the ship’s sides to avoid leakage of gases due to damage to the cylinders in the case of an accident to the ship’s side.

3.21 Carriage of dangerous stores for ship’s use.

3.20.2 Fire-extinguisher arrangements for the protection of areas or spaces where such cylinders are stored shall be to the satisfaction of the Administration.

3.21.1 Stowage of explosives associated with every ship shall be in accordance with the requirements for explosives storage specified in chapter 7 of the Code of Safety for Special Purpose Ships, adopted by the International Maritime Organization by Resolution A. 534(13) as amended.

3.21.2 Subject to the provisions of 3.22, liquids which give off dangerous vapours and flammable gases and cylinders containing flammable or other dangerous gases shall be stored in a well ventilated space or on deck and protected against sources of dangerous heat. All pipes and fittings associated with the gas cylinder shall be adequately protected against damage. Where storage rooms are necessary, separate storage rooms meeting the requirements of 3.20.1.3, .4, .5 and .7 shall be provided for each type of cylinder.

3.21.3 Propane gas systems shall meet the standards required by the Administration and shall be initially installed, then subsequently inspected and serviced annually, by a person that is properly qualified in accordance with the requirements of the Administration. The amount of propane gas that is carried shall be kept to the minimum compatible with the operational requirements of the ship.

3.21.4 Substances which are liable to spontaneous heating or combustion shall not be carried unless adequate precautions have been taken to prevent the outbreak of fire.

3.22 Cooking areas.

3.22.1 In the case of a small cooking area that is compatible with the accommodation, the structural fire protection required will be dependent on the fire hazard of the appliances fitted and shall be to the satisfaction of the Administration.

3.22.2 Cooking appliances such as deep-fat fryers or other types of appliances that could provide a high fire hazard in a seagoing environment shall not be fitted.

3.22.3 There shall be suitable fire retardant barriers built around the cooking

and heating appliances where they are adjacent to combustible materials and structures.

3.22.4 Where a cooking range requires an exhaust hood and duct, this shall be fitted with a grease trap.

3.23 Fire protection arrangements in cargo spaces.

3.22.5 Combustible materials that are not needed in the cooking area shall not be stored in the area.

3.24 Special requirements for ships carrying dangerous goods.

3.23 Any ship engaged in the carriage of dangerous goods shall be provided in any cargo space with a fixed gas fire-extinguishing system complying with the relevant regulations of the 1974 SOLAS Convention or with a fire-extinguishing system which in the opinion of the Administration gives equivalent protection for the cargoes carried.

3.24.1 Ships intended for the carriage of dangerous goods shall comply with the special requirements specified in Regulation 54 of chapter 11-2 of the 1974 SOLAS Convention, except when carrying dangerous goods in limited quantities as defined in the IMDG Code.

3.24.2 Every ship shall be provided with an appropriate document as evidence of compliance of construction and equipment with the requirements of this section.

3.25 Products of low flashpoint.

**PART C - FIRE SAFETY MEASURES FOR SHIPS**  
**CARRYING CRUDE OIL OR PETROLEUM**  
**PRODUCTS OF LOW FLASHPOINT AND**  
**DANGEROUS GOODS IN BULK**

3.25.1 The requirements of regulations 56 to 63 of chapter II-2 of the 1974 SOLAS Convention shall apply to new tankers and barges of any tonnage carrying crude oil or petroleum products of low flashpoint in bulk as appropriate.

3.25.2 Existing tankers shall, as far as practicable and reasonable in the opinion of the Administration, comply with the requirements of 3.25. 1.

3.26 Carriage of dangerous goods in barges.

3.26.1 The requirements of regulations 1 to 7 of chapter V11 of the 1974 SOLAS Convention shall apply to the dangerous goods, classified as such in regulation 2 of that chapter, which are carried in packaged form or in solid form in bulk in barges, as appropriate.

**CHAPTER 4**

**LIFE-SAVING APPLIANCES, ETC.**

4.1 Application.

4.1.1 Unless expressly provided otherwise, this chapter shall apply to new ships.

4.1.2 Existing ships shall, as far as practicable and reasonable in the opinion of the Administration, comply with the provisions of this chapter by 9 February 1998.

4.1.3 Where, prior to 9 February 1998, an existing ship cannot comply with the provisions of this chapter the ship shall not proceed more than 20 miles from the nearest land during the course of a voyage.

4.1.4 The Administration may exempt a ship from the provisions of 4.1.3 where such exemption is acceptable to the States to be visited by the ship.

4.2 Definitions.

4.2 For the purposes of this chapter, unless expressly provided otherwise:

4.2.1 “embarkation ladder” means the ladder provided at survival craft embarkation stations to permit safe access to survival craft after launching;

4.2.2 “free-fall launching” means the method of launching a survival craft whereby the craft with its complement of persons and equipment on board is released and allowed to fall into the sea without any restraining apparatus;

4.2.3 “launching appliance or arrangement” is a means of transferring a survival craft or rescue boat from its position safely to the water;

4.2.4 “survival craft” is a craft capable of sustaining the lives of persons in distress from the time of abandoning the ship;

4.2.5 “rescue boat” is a boat designed to rescue persons in distress and to marshal survival craft;

4.2.6 “International Life-Saving Appliance (LSA) Code” means the International Code for Requirements of Life-Saving Appliances adopted by the Maritime Safety Committee of the International Maritime Organization (IMO).

4.3 General requirements for life-saving appliances.

4.3.1 Life-saving appliances required by this chapter shall comply with the technical specifications of the LSA Code. Where detailed specifications are not included in the LSA Code then the life-saving appliances shall be to the satisfaction of the Administration.

4.3.2 In the case of ships engaged on voyages of such a nature and duration that in the opinion of the Administration, the application of the technical specifications referred to in 4.3.1 are unreasonable or impractical, the Administration may approve alternative specifications that are considered equally effective under the circumstances.

4.4 Number and capacity of survival craft.

4.4.1 Every ship to which this chapter applies shall carry:

- (1) a lifeboat on each side or one capable of being launched on either side or freefall launched over the stern of the ship of such aggregate capacity as will accommodate the total number of persons the ship is certified to carry; and
- (2) a liferaft or liferafts capable of being launched on either side of the ship and of such aggregate capacity as will accommodate



the total number of persons on board. Where the liferaft or liferafts cannot be readily transferred for launching on either side of the ship, the total capacity available on each side shall be sufficient to accommodate the total number of persons on board.

“Capable of being launched on either side of the ship” and “can be readily transferred” shall be interpreted as stowed in a position providing for easy side-to-side transfer at a single open deck level.

4.4.2 Where the administration is satisfied that, owing to the size or configuration of the ship, compliance with the requirements of 4.4.1 is unreasonable or impracticable, cargo ships other than tankers may, in lieu of complying with the requirements of 4.4.1, carry on each side of the ship survival craft capable of being launched on either side of the ship and of such aggregate capacity as will accommodate the total number of persons the ship is certified to carry. However, one or more of such survival craft of such aggregate capacity as will accommodate at least the total number of persons the ships is certify to carry, shall be capable of being readily transferred from their stowage positions to both sides or from one side to the other side of the ship at open deck level for launching.

4.4.3 Every ship of 24m in length and over to which this chapter applies shall, in addition to complying with the requirements of 4.4.1 to 4.4.2 as appropriate, carry at least one rescue boat unless at least one of the required survival craft is a lifeboat complying with the requirements for a rescue boat.

4.4.4 Each lifeboat and rescue boat shall be served by its own launching appliance.

4.4.5 Ships operating solely in restricted area III may replace the liferafts required by 4.4.1 or 4.4.2 with buoyant apparatus or lifebuoys sufficient for 100% of the total number of persons the ship is allowed to carry.

4.5 Marking of survival crafts and rescue boats.

4.4.6 In the event of any one survival craft being lost or rendered unserviceable, there shall be sufficient survival craft available for use to accommodate the total number of persons on board.

4.6 Security of lifeboat and rescue boat equipment.

4.5 Each survival craft and rescue boat shall be marked in accordance with the requirements of paragraphs 4.2.6.3, 4.3.6 and 4.4.9 of the LSA Code as applicable.

4.6 All items or lifeboat or rescue boat equipment, with the exception of boat-hooks which shall be kept free for fending off purposes, shall be secured within the lifeboat or rescue boat by lashings, storage in lockers or compartments, storage in brackets or similar mounting arrangements or other suitable means. The equipment shall be secured in such a manner as not to interfere with any abandonment procedures or with any launching or recovery procedures (in case of rescue boat). All items of lifeboat or rescue boat equipment shall be as small and of as little mass as possible and shall be packed in a suitable and compact form.

4.7 Servicing.

4.7.1 Every inflatable liferaft and inflatable lifejacket shall be serviced:

- (1) at intervals not exceeding twelve months; however, in cases where it appears proper and reasonable, the Administration may extend this period up to a maximum of seventeen months;
- (2) at an approved service station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.

4.8 Hydrostatic release units.

4.7.2 All repairs and maintenance of inflated rescue boats shall be carried out in accordance with the manufacturer's instructions. Emergency repairs may be carried out on board the ship; however, permanent repairs shall be effected at an approved servicing station.

4.8 Hydrostatic release units shall be serviced:

- (1) at intervals not exceeding twelve months; however, in cases where it appears proper and reasonable, the Administration may extend this period up to a maximum of seventeen months;
- (2) at an approved service station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.

4.9  
Launching  
stations and  
stowage of  
survival craft  
and rescue  
boats.

4.9.1 Launching stations shall be in such positions as to ensure safe launching having particular regard to clearance from the propeller and steeply overhanging portion of the hull so that, as far as possible, survival craft can be launched down the straight side of the ship. Where positioned forward, they shall be located abaft the collision bulkhead in a sheltered position and, in this respect, the Administration shall give special consideration to the strength of the launching appliance.

4.9.2 Each survival craft shall be stowed:

- (1) so that neither the survival craft nor its stowage arrangements will interfere with the operation of any other survival craft or rescue boat at any other launching station;
- (2) as near the water surface as is safe and practicable and, in the case of a survival craft other than a liferaft intended for throw overboard launching, in such a position that the survival craft in the embarkation positions is not less than 2m above the waterline with the ship in fully loaded condition under unfavorable conditions of trim and listed up to 20° either way, or to the angle at which the ship's weatherdeck edge becomes submerged, whichever is less;
- (3) in a state of continuous readiness so that two persons can carry out preparations or embarkation and launching in less than five minutes;

- (4) fully equipped as required by this chapter; and
- (5) as far as practicable, in secure and sheltered positions close to accommodation and service spaces and protected from damage by fire or explosion.

4.9.3 Lifeboats for lowering down the ship's side shall be stowed as far forward of the propeller as practicable.

4.9.4 Lifeboats shall be stowed attached to launching appliances.

4.9.5 Every liferaft shall be stowed with its painter permanently attached to the ship and with a float-free arrangement so that the liferaft floats free and, if inflatable, inflates automatically when the ship sinks.

4.9.6 In addition to meeting the requirements of 4.9.5, liferafts shall be so stowed as to permit manual release from their securing arrangements.

4.9.7 Davit launched liferafts shall be stowed within reach of the lifting hooks, unless some means of transfer is provided which is not rendered inoperable within the limits of trim and list prescribed in 4.9.2.2.

4.9.8 Rescue boats shall be stowed:

- (1) in a state of continuous readiness for launching in not more than 5 min.;
- (2) in a position suitable for launching and recovery;
- (3) so that neither the rescue boat nor its stowage arrangements will interfere with the operation of any survival craft at any other launching station; and
- (4) if it is also a lifeboat, in compliance with the requirements of

4.9.2, 4.9.3 and 4.9.4.

4.10  
Embarkation  
and launching  
arrangements.

4.10.1 Survival craft embarkation arrangements shall be so designed that lifeboats can be boarded and launched directly from the stowed position and davit-launched liferafts can be boarded and launched from a position immediately adjacent the stowed position or from a position to which the liferaft is transferred prior to launching in compliance with the requirements of 4.9.7

4.10.1.2 Suitable arrangements shall be made to the satisfaction of the Administration for embarkation into survival craft which shall include:

- (1) one or more embarkation ladders or other approved means to afford access to the survival craft when it is waterborne;
- (2) means for illuminating the stowage position of survival craft and their launching appliances during preparation for and the process of launching, and also for illuminating the water into which the survival craft are launched until the process of launching is completed, the power for which is to be supplied from the emergency source required by 2.3.4;
- (3) arrangements for warning all persons on board that the ship is about to be abandoned; and
- (4) means for preventing the discharge of water into the survival craft.

4.10.2.1 Rescue boat embarkation and launching arrangements shall be such that the rescue boat can be boarded and launched in the shortest possible time.

4.10.2.2 Where the rescue boat is one of the ship's survival craft, the embarkation arrangements and launching station shall comply with the relevant requirements for survival craft of this section.

4.11  
Lifejackets.

4.10.2.3 Rescue boats shall be of sufficient strength and rigidity to enable it to be lowered and recovered with its full complement of persons and equipment.

4.11.1 In every ship to which this chapter applies lifejackets shall be provided for every person on board the ship and, in addition, lifejackets shall be carried for persons on watch or duty and for use at remotely located survival craft stations in unlocked and clearly marked dry stowage positions in accordance with the following table:

Number of persons the ship is certify to carry	minimum number of additional lifejackets
more than 16 persons	not less than 25% of the total number of persons the ship is certified to carry
4 persons and above but not more than 16 persons	not more than 4
less than 4 persons	2

4.11.2 Lifejackets shall be so placed as to be readily accessible and their position shall be plainly indicated. Where due to the particular arrangements of the ship, the lifejackets provided in compliance with the requirements of 4.11.1 may become inaccessible alternative provisions shall be made to the satisfaction of the Administration which may include an increase in the number of lifejackets to be carried.

4.11.3 Each lifejacket shall be fitted with a whistle firmly secured by a cord and a light and fitted with retro-reflective material.

4.12  
Lifebuoys.

4.12.1 Ships to which this chapter applies shall carry not less than the number of lifebuoys determined according to the following table:

Length of the ship in metres	minimum number of lifebuoys
Under 24	4
24 and under 50	6
50 and over	8

4.12.2 At least half of the number of lifebuoys referred to in 4.12.1 shall be fitted with self-igniting lights which in tankers shall be of an electric battery type.

4.12.3 In ships of 50m in length and over at least two of the lifebuoys provided with self-igniting lights in accordance with 4.12.2 shall also be provided with self-activating smoke signals. Each of these lifebuoys shall be capable of quick release from the place at which the ship is normally navigated where practicable or be of the throw over type.

4.12.4 At least one lifebuoy on each side of the ship shall be fitted with a buoyant lifeline of at least 30m in length,

4.12.5 Lifebuoys shall be:

- (1) so distributed as to be readily available on both sides of the ship and as far as practicable on all open decks extending to the ship's sides; at least one lifebuoy shall be placed in the vicinity of the stern;

- (2) so stowed as to be capable of being rapidly cast loose, and not permanently secured in any way; and
- 4.13 Distress signals. (3) marked in block capitals of the Roman alphabet with the name and port of registry of the ship on which it is carried.

4.13 Every ship to which this chapter applies shall be provided, with not less than 6 rocket parachute flares. They shall be stowed on or near the place at which the ship is normally navigated. They shall be so placed as to be readily accessible and their position shall be plainly indicated.

4.14 Radio life-saving appliances.

4.14.1 Subject to 4.14.2, every ship of 300 gross tonnage and upwards but less than 500 gross tonnage and ships of less than 300 gross tonnage operating on unrestricted service or within restricted area 1, shall comply with the requirements of regulation 6 of chapter III of the 1974 SOLAS Convention for ships of 300 gross tonnage and upwards but less than 500 gross tonnage.

4.15 General emergency alarm system.

4.14.2 Ships of less than 300 gross tonnage operating within restricted area II or III shall carry at least one two-way VHF telephone apparatus.

4.16 Emergency instructions.

4.15 Every ship shall be provided with a general emergency alarm system capable of sounding the general emergency alarm signal consisting of seven or more short blasts followed by one long blast on the ship's whistle or siren. The system shall be capable of operation from the navigation bridge or control station as appropriate and shall be audible throughout all accommodation and normal working spaces.

4.16.1 Clear instructions to be followed in the event of an emergency shall be provided and exhibited in conspicuous places throughout the ship including the navigation bridge, machinery spaces and accommodation spaces.

4.16.2 The emergency instructions shall specify details of the general emergency alarm prescribed in 4.15 and action to be taken by crew or other persons on



board when the alarm is sounded. Instructions on the signal for fire on board and the order to abandon ship shall be specified.

4.16.3 The attention of the passengers or industrial personnel shall be drawn to the emergency instructions required in 4.16.1 before the ship departs on a voyage.

4.17  
Emergency  
training and  
drills.

4.17.1 In all ships training in the procedures specified in accordance with 4.16 shall be carried out at least once per month. The Administration may accept other equivalent procedures or training arrangements for specific ships.

4.17.2 Training drills shall as far as practicable be conducted as if there were an actual emergency.

4.17.3 Each lifeboat shall be launched with its assigned operating crew aboard and manoeuvred in the water at least once every three months during an abandon ship drill.

4.17.4 As far as reasonable and practicable, rescue boats other than lifeboats which are also rescue boats, shall be launched each month with their assigned crew aboard and manoeuvred in the water. In all cases this requirement shall be complied with at least once every three months.

4.17.5 On board training in the use of the ship's lifesaving appliances, including survival craft equipment shall be given as soon as possible but not later than two weeks after a crew member or person joins the ship.

4.17.6 The dates when training in the procedures specified in 4.16 are held shall be recorded in the Official Log Book.

**CHAPTER 5****RADIOCOMMUNICATIONS**

5.1  
Application.

**PART A - SAFETY RADIO REQUIREMENTS**

5.1.1 This chapter applies to all ships of less than 300 gross tonnage. All ships of 300 gross tonnage and over to which these Regulations applies shall comply with the provisions of chapter IV of the 1974 SOLAS Convention.

5.1.2 No provision in this chapter shall prevent the use by a ship or survival craft in distress of any means at its disposal to attract attention and to make known its position and to obtain help.

5.1.3 Ships to which this chapter applies shall comply with the applicable requirements of chapter IV of the 1974 SOLAS Convention as appropriate for ships operating in sea areas A1, A2 and A3 to the extent required by the Administration.

5.1.4 In determining the extent to which ships will comply as required by 5.1.3, the Administration shall take into account the following functional requirements of which the ship, while at sea, shall be capable of-

- (1) transmitting distress alerts by at least two separate and independent means, each using a different radio communication service;
- (2) receiving shore to ship distress alerts;
- (3) transmitting and receiving ship to ship distress alerts;

- (4) transmitting and receiving search and rescue coordinating communications;
- (5) transmitting and receiving on scene communications;
- (6) transmitting and receiving maritime safety information;
- (7) transmitting and receiving general radio communications to and from shore-based radio systems; and
- (8) transmitting and receiving bridge to bridge communications.

5.1.5 In lieu of complying with requirements of 5.1.3, existing ships may, until 1 February 1999, comply with the requirements of 5.2 to 5.12.

5.2 Terms and conditions.

For the purposes of this chapter, the following terms shall have the meanings defined below. All other terms which are used in this chapter and which are also in the Radio Regulations shall have the same meanings as defined in those Regulations.

5.2.1 “Radio Regulations” means the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunication Convention which maybe in force at any time;

5.2.2 “Radiotelephone auto alarm” means an automatic alarm receiving apparatus which responds to the radiotelephone alarm signal and has been approved;

5.2.3 “Radiotelephone operator” means a person holding an appropriate certificate complying with the provisions of the Radio Regulations;

5.2.4 “Radiotelephone station” and “radiotelephone installation” shall be considered as relating to the medium frequency band, unless expressly provided otherwise.

5.3

Radiotelephone station.

5.3.1 All ships of less than 300 gross tonnage unless exempted under 5.5., shall be fitted with a radiotelephone station complying with the requirements of 5.8 and 5.9.

5.4 VHF radiotelephone installation.

5.3.2 Existing ships shall comply with the provisions of 5.3.1 by February 1, 1998.

5.5 Exemption from requirement of Section 5.3.

5.4 All ships of less than 300 gross tonnage shall be fitted with a VHF radiotelephone installation complying with the provisions of 5. 10.

5.5.1 The Administration may grant to individual ships exemptions of a partial or conditional nature, or complete exemption from the requirements of 5.3.

5.5.2 The exemptions permitted under 5.5.1 shall be granted only to a ship engaged on a voyage where the maximum distance of the ship from a place of refuge, the length of the voyage, the absence of general navigation hazards, and other conditions affecting safety are such as to render the full application of 5.3 unreasonable or unnecessary.

5.6 Radio watches.

5.6.1 Every ship fitted with VHF radiotelephone installation in accordance with 5.4 shall at sea maintain a continuous listening watch on the navigation bridge.

- (1) on 156.8 (Channel 16) when practicable; or
- (2) for such periods and channels as may be required within an area under the jurisdiction of the Administration of a coastal state.

5.6.2 Each ship which is fitted with a radiotelephone station in accordance with 5.3 shall, for safety purposes while at sea, maintain continuous watch on

the radiotelephone distress frequency watch receiver, using a loudspeaker, a filtered loudspeaker or radio-telephone auto alarm. Where the radiotelephone station is equipped in accordance with regulation 9.1.2 of chapter IV of the 1974 SOLAS Convention, a continuous watch need not to be kept.

5.6.3 Each ship referred to in 5.6.2 shall carry a qualified radiotelephone operator (who may be the master, or the Mate)

5.7 Radio Logs.

5.7.1 The radio log required by the Radio Regulations for a ship which is fitted with a radiotelephone station in accordance with 5.3 shall be kept at the place where listening watch is maintained. Every qualified operator, and every master, officer or crew member carrying out a listening watch in accordance with 5.6.2 shall enter in the log, with his name, the details of all incidents connected with the radio service which occur during his watch which may appear to be of importance to safety of life at sea and the details required by the Radio Regulations.

5.7.2 Radio logs shall be available for inspection by the officers authorized by the Administration to make such inspection.

5.7.3 The entries required by 5.7.1 may be kept in the deck log.

**PART B - TECHNICAL REQUIREMENTS**

5.8 Radiotelephone stations.

5.8.1 The radiotelephone station shall be in the upper part of the ship and so located that it is sheltered to the greatest possible extent from noise which might impair the correct reception of message and signals. The ship's call sign shall be clearly displayed on the radio telephone.

5.8.2 There shall be efficient communication between the radiotelephone station and the navigation bridge.

5.8.3 A reliable clock shall be securely mounted in such a position that the entire dial can be easily observed from the radiotelephone operating position.

5.9  
Radiotelephone  
installations.

5.84 Where a source of energy consists of a battery or batteries, the radiotelephone station shall be provided with a means of assessing the charge condition.

5.8.5 A card of instructions giving a clear summary of the radiotelephone distress procedure shall be displayed in full view of the radiotelephone operating position.

5.9.1 The radiotelephone installation shall include transmitting and receiving equipment (referred to hereinafter as the transmitter, the receiver and the radiotelephone distress frequency watch receiver respectively) and appropriate sources of energy required by 5.11.

5.9.2 The transmitter shall be capable of transmitting on the radiotelephone distress frequency and on at least one other frequency in the bands between 1.605kHz and 3.800 kHz using the classes of emission assigned by the Radio Regulations for these frequencies. In normal operation a single sideband transmission with full carrier shall have a depth of modulation of at least 70% at peak intensity. Modulation of a single sideband transmission with reduced or suppressed carrier shall be such that the intermodulation products shall not exceed the values given in the Radio Regulations.

5.9.3 The transmitter shall produce a power in the antenna of at least 60 w for single sideband full carrier emissions. In any case the transmitter shall have a minimum range of at least 75 miles.

5.9.4 The transmitter shall be fitted with a device for generating the radiotelephone alarm by automatic means so designed to prevent actuation by mistake.

The device shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress message. Arrangements shall be made to check periodically the proper functioning of the device on

frequencies other than the radiotelephone distress frequency using a suitable artificial antenna.

5.9.5 The device required by 5.9.4 shall comply with the following requirements:

- (1) the tolerance of the frequency of each tone shall be  $\pm 1.5\%$  ;
- (2) the tolerance on the duration of each tone shall be  $\pm 50$  milli-seconds;
- (3) the interval between successive tones shall not exceed  $\pm 50$  milli-seconds; and
- (4) the ratio of the amplitude of the stronger tone to that of the weaker shall be within the range 1 to 1.2.

5.9.6 The receiver required by 5.9.1 shall be capable of receiving the radiotelephone distress frequency and at least one other frequency available for maritime radiotelephone stations in the bands between 1,605 kHz and 3,800 kHz, using the classes of emission assigned by the Radio Regulations for such frequencies. In addition, the receiver shall permit the reception of such other frequencies, using the classes of emission assigned by the Radio Regulations, as are used for the transmission by radiotelephony of meteorological message and such other communications relating to the safety of navigation as may be considered necessary by the Administration. The receiver shall have sufficient sensitivity to produce signals by means of a loudspeaker when the receiver input is as low as 50 microvolts.

5.9.7 The radiotelephone distress frequency watch receiver shall be preset to the distress frequency. It shall be provided with a filtering unit device to silence the loudspeaker in the absence of a radiotelephone alarm signal. The device shall be capable of being easily switched in and out and may be used when, in the opinion of the master, conditions are such that maintenance of the

listening watch would interfere with the safe navigation of the ship.

5.9.8 To permit rapid change-over from transmission to reception when manual switching is used, the control for the switching device shall, where practicable, be located on the microphone or the telephone handset.

5.9.9 While at sea, there shall be available at all times a main source of energy sufficient to operate the installation over the normal range required by 5.9.3. Where batteries are provided they shall under circumstances have sufficient capacity to operate the transmitter and receiver for at least 6h continuously under normal working conditions.

5.9.10 While at sea, any battery provided shall be kept charged so as to meet the requirements of paragraph 5.9.1

5.9.11 An antenna shall be provided and installed and, if suspended between supports liable to whipping, shall be protected against breakage. In addition, a spare antenna shall be carried on board completely assembled for immediate replacement and where this is not practicable, sufficient antenna wire and insulators to enable a spare to be erected. The necessary tools to erect an antenna shall be provided.

5.10 VHF  
radiotelephone  
installations.

5.10.1 The VHF radiotelephone installation shall be a permanent installation situated in the upper part of the ship comprising a transmitter, receiver and the source of energy capable of actuating them at their rated power levels, and an antenna suitable for efficiently radiating and receiving signals at the operating frequencies. The vessel's call sign shall be clearly displayed on the radiotelephone.

5.10.2 The VHF radiotelephone installation shall conform to the requirements laid down in the Radio Regulations for equipment used in the Maritime Mobile VHF International Radiotelephone Service and shall be capable of operation on those channels specified by the Radio Regulations and as may be required



by the Administration.

5.10.3 The transmitter radio frequency carrier power output shall not be more than the maximum allowed in the Radio Regulations with a reduction capability to one watt. The antenna shall, as far as is practicable, have an unobstructed view in all directions.

5.10.4 Control of the VHF channels required for navigational safety shall be immediately available in the wheelhouse convenient to the conning position and, where necessary, facilities shall also be available to permit radiocommunications from the wings of the wheelhouse.

5.10.5 A card of instructions giving a clear summary of the VHF radiotelephone distress procedure shall be displayed in full view of the VHF radiotelephone operating position.

5.11 Source of energy.

5.11.1.1 While the ship is at sea, there shall be available at all times a main source of energy sufficient to operate:

- (1) the radiotelephone installation within the rated power required by 5.9; and
- (2) the VHF radiotelephone installation to the rated output.

5.11.1.2 A reserve source of energy shall be provided in a position as high as practicable which under all circumstances shall have sufficient capacity to operate the transmitter and receiver for at least 6 h continuously under normal working conditions.

5.11.1.3 Where the reserve source of energy supplies several of the radio installations mentioned in 5.11.2, its capacity shall be sufficient to operate the transmitter and receiver of these installations continuously and simultaneously for at least six hours unless one switch gear permits the selective operation of

the radio installations.

5.11.1.4 The reserve source of energy may also be used as the main source of energy, provided that the manner of installation and use is such that these requirements are met at all times when the ship is at sea.

5.11.2 The reserve source of energy shall be used to supply only:

- (1) the radiotelephone installations; and
- (2) the VHF installation.

5.11.3 Notwithstanding the provisions of 5.11.2, the Administration may authorize the use of the reserve source of energy for the number of low-power emergency circuits which are wholly confined to the upper part of the ship such as emergency lighting on the embarkation station for survival craft, on condition that the additional loads can be readily disconnected, and that the source of energy is of sufficient capacity to carry them.

5.11.4 While the ship is at sea, any battery provided shall be kept charged so as to meet the requirements of 5.11.1 and in any case shall be capable of being brought to a fully charged state within a period of 16 h.

5.12  
Radiotelephone  
auto alarm.

5.12 The radiotelephone auto alarm, where provided, shall comply with the following minimum requirements:

- (1) — the frequency of maximum response of the tuned circuits, and other tone selecting device, shall be subject to a tolerance of + 1.5 % of the maximum response for frequency of maximum response;
- (2) in the absence of noise and interference, the automatic receiving equipment shall be capable of operating from the alarm signal

in a period of not less than 4 s and not more than 6 s.;

- (3) the automatic receiving equipment shall respond to the alarm signal under conditions of intermittent interference caused by atmospheric and powerful signals other than the alarm signals, preferably without any manual adjustment being required during any period of watch maintained by the equipment;
- (4) the automatic receiving equipment shall not be actuated by atmospheric or by strong signals other than the alarm signal;
- (5) the automatic receiving equipment shall be effective beyond the range at which speech transmission is satisfactory;
- (6) the automatic receiving equipment shall be capable of withstanding vibration, humidity, changes of temperature and vibrations in power supply voltage equivalent to the severe conditions experienced on board ships at sea, and shall continue to operate under such conditions; and
- (7) the automatic receiving equipment shall, as far as practicable, give warning of faults that would prevent the apparatus from performing its normal functions during watch hours. 5.13 EPIRB's.

5.13.1 Every ship of less than 300 gross tonnage shall, by February 1, 1999 carry at least one satellite emergency position indicating radio beacon (satellite EPIRB) which shall be capable of transmitting a distress alert through the polar orbit satellite service operating on the 406mhz band or, through the geostationary satellite service operation in the 1.6 Ghz band.

5.13.2 In lieu of meeting the requirements of 5. 13. 1, such ships engaged on voyages solely within sea area A1 as defined in chapter IV of the 1974 SOLAS Convention may carry at least one VHF emergency position indicating radio

beacon (VBF EPIRB) which shall be capable of transmitting a distress alert using digital selective calling (DSC) on VHF channel 70 and providing for locating by means of a radar transponder operating in the 9ghz band.

5.13.3 The satellite EPIRB and VHF EPIRB referred to in 5.13.1 and 5.13.2 shall be:

- (1) installed in an easily accessible position;
- (2) ready to be manually released and capable of being carried by one person into a survival craft;
- (3) capable of floating free if the ship sinks and of being automatically activated when afloat; and
- (4) capable of being activated manually.

5.14 Periodic inspection and testing.

5.14 Survival craft emergency position-indicating radio beacons (EPIRB's) provided in accordance with the applicable requirements of 5.13 shall at intervals not exceeding 12 months be inspected, tested and, where necessary, have their source of energy replaced. However, in cases where it appears proper and reasonable, the Administration or recognized organization may extend this period up to a maximum of seventeen months.

**CHAPTER 6****SAFETY OF NAVIGATION**6.1  
Application.

6.1.1 This chapter applies to ships covered by these Regulations.

6.1.2 The regulations of chapter V of the 1974 SOLAS Convention apply, as appropriate, to all ships to which these Regulations apply, in particular:

**Regulation No.  
of 1974 Solas  
Convention****Applicable provision**

- |                     |  |
|---------------------|--|
| (1) regulation 2    | Danger messages                              |
| (2) regulation 3    | Information required in danger messages      |
| (3) regulation 8    | Ships routing                                |
| (4) regulation 8-1  | Ships reporting systems                      |
| (5) regulation 9    | Misuse of distress signals                   |
| (6) regulation 10   | Distress messages: Obligation and procedures |
| (7) regulation 10-1 | Master's discretion for safe navigation      |
| (8) regulation 11   | Signalling lamps                             |

	(9) regulation 13	Safe manning document
	<b><u>Regulation No. of 1974 Solas Convention</u></b>	<b><u>Applicable provision</u></b>
	(10) regulation 15(c)	Search and rescue
	(11) regulation 16	Life-saving signals
	(12) regulation 17	Pilot transfer arrangement
	(13) regulation 19	Use of automatic pilot (if fitted)
	(14) regulation 19-1	Operation of steering gear
	(15) regulation 19-2	Steering gear testing and drills
	(16) regulation 20	Nautical publications
	(17) regulation 21	International Code of signals
6.2 Routing.	(18) regulation 22	Navigational bridge visibility for ships of not less than 45m in length.
6.3 Signalling lamps.	Ships shall comply with the traffic separation schemes adopted by the International Maritime Organization in accordance with the rule 10 of the 972 Collision Regulations.	

Ships of less than 150 gross tonnage shall have on board an efficient lamp, approved by the Administration, which shall not be solely dependant on the ship's main source of electrical power and can be used for signalling in emergencies.

6.4  
Shipborne  
navigational  
equipment.

6.4.1 Ships shall be fitted with standard and steering magnetic compasses, as required by regulations 12(b) and (c) of chapter V of the 1974 SOLAS Convention.

6.4.2 Each magnetic compass referred to in 6.4.1 shall be properly adjusted and its table or curve of residual deviations, ascertained at least annually, shall be available at all times.

6.5 Code flags.

All ships to which these Regulations apply shall carry code flags BC and GHNQ.

6.6  
Commencement.

These Regulations shall come into force on the 1st day of December, 1997.

**MADE** by the Attorney General this 5th day of December, 1997.

**(DEAN O. BARROW)**  
*Attorney General*

-----

**CHAPTER 236****REGISTRATION OF MERCHANT SHIPS**  
**(SAFE MANNING, HOURS OF WORK AND WATCHKEEPING)**  
**REGULATIONS****ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Interpretation.
3. Application.
4. Responsibilities of companies, master and others.
5. Safe manning documents.
6. Hours of work.
7. General duty of company, employers and masters.
8. Duties of master and seaman.
9. Schedules of duties, and need to record.



10. Exception of emergencies.
  11. Watchkeeping arrangements.
  12. Watchkeeping arrangements in ports.
  13. Watchkeeping arrangements in port for ships carrying hazardous cargo.
  14. Carriage of documents.
  15. Inspection of non-Belize ships.
  16. Power to detain.
  17. Penalties.
  18. Exemptions.
  19. Commencement.
-

99 of 1999.  
Ch. 196C.

## CHAPTER 236

### REGISTRATION OF MERCHANT SHIPS

#### (SAFE MANNING, HOURS OF WORK AND WATCHKEEPING) REGULATIONS

(Section 24)

[18th September, 1999.]

**WHEREAS**, it is required by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 that all signatories should submit for the approval of the International Maritime Organisation, the procedures and policies for the issuance of documents to all seafarers working on board their flag vessels;

**AND WHEREAS**, it is desirable in order for the vessels registered with the International Merchant Marine Registry of Belize to be properly manned, that the crew be appropriately trained, tested, certified, well rested, and free of fatigue for watchkeeping so as to attain the highest level of safety of life and property at sea and the protection of the marine environment;

Short title.

**NOW, THEREFORE, IT IS HEREBY PROVIDED AS FOLLOWS:-**

1. These Regulations may be cited as the

Interpretation.

#### **REGISTRATION OF MERCHANT SHIPS (SAFE MANNING, HOURS OF WORK AND WATCHKEEPING) REGULATIONS.**

2. (1) In these Regulations, unless the context otherwise requires,

THE SUBSIDIARY LAWS OF BELIZE

REVISED EDITION 2003

Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize.

“Administration” means the International Merchant Marine Registry of Belize;

“appropriate certificate” means an appropriate certificate as defined in the STCW Convention;

“authorised person” means a person authorised by the Registrar of Merchant Ships or any other competent authority in Belize, for the purposes of these Regulations;

“company” includes an individual, and in relation to a ship means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by the Regulations annexed to the STCW Convention;

“dollar or “\$” means a dollar in the currency of the United States of America;

“GT” means gross tons; and the gross tonnage of a ship having alternative gross tonnage shall be the larger of those tonnages;

“hazardous cargo” means cargo which is or may be explosive, flammable, toxic, health-threatening or environment-polluting;

“Merchant Shipping Notice” means a notice described as such and issued by the Administration;

“near coastal” means ocean waters not more than 100 miles offshore;

“safe manning document” means a document, described as such, issued, in the case of a Belize registered ship by the Administration, and in the case of any other ship by or on behalf of the government of the State whose flag the ship is entitled to fly;

“STCW Code” means the Seafarers’ Training, Certification and Watchkeeping Code adopted by the 1995 Conference of Parties to the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers, 1978;

“STCW Convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended on the 7th July, 1995;

(2) Any reference to the STCW Code, the STCW Convention or a particular Circular Note includes any amendment to that Convention or Note, which the Administration considers relevant from time to time and specifies in a Circular Note.

(3) In these Regulations, unless the context otherwise requires:-

(a) a reference to a numbered regulation is a reference to the regulation of that number in these Regulations; and

Application of Regulations.

(b) a reference to a numbered paragraph is a reference to the paragraph of that number in that regulation.

3. These Regulations apply to the sea-going ships which are:

(a) Belize ships wherever they are; and

(b) Other ships when in Belize waters, except for in either case:-

S.I. 148 of 1991.

(i) fishing vessels;

(ii) pleasure craft as defined in regulation 3

of the Registration of Merchant Ships  
(Pleasure Vessels) Regulations, 1991;

(iii) non-propelled vessels.

Responsibilities of  
companies,  
masters and  
others.

4. (1) This regulation applies only to Belize ships.
- (2) Every company shall ensure that:
- (a) every seaman assigned to any of its ships holds an Endorsement certificate in respect of any function he is to perform on that ship;
- (b) every seaman on any of its ships has had training specified in the STCW Code in respect of any function he is to perform on that ship; and
- (c) documentation and data relevant to all seamen on its ships are maintained and readily available for inspection and include, without being limited to, documentation and data on their experience, training, medical fitness and competency in assigned duties.
- (3) Nothing in paragraph (2) shall prohibit the allocation of the tasks for training under supervision or in case of “force majeure”.
- (4) The company shall provide written instructions to the master of each of its ships setting out the policies and the procedures to be followed to ensure that all seamen who are newly employed on board the ship are given a reasonable opportunity to become familiar with shipboard equipment, operating procedures and other arrangements needed for the proper performance of their duties, before being assigned to those duties.

(5) The policies and procedures referred to in paragraph (4) shall include:-

- (a) allocation of a reasonable period of time during which each newly employed seaman will have an opportunity to become acquainted with:-
  - (i) the specific equipment the seaman will be using or operating; and
  - (ii) ship-specific watchkeeping, safety, environmental protection and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties property; and
- (b) designation of a knowledgeable crew member who will be responsible for ensuring that an opportunity is provided to each newly employed seaman to receive essential information in a language the seaman understands.

Safe manning document. (6) It shall be the duty of every master and every member of a crew designated with an obligation under paragraph (4) to carry out that obligation.

5. (1) It shall be the duty of the company to ensure that in relation to every ship of 150 GT or more:

- (a) a safe manning document is in force in respect of the ship and the manning of the ship;
- (b) the safe manning document is kept on board the ship at all times; and

- (c) the manning of the ship is maintained at all times to at least the levels specified in the manning document.

(2) The master of any ship to which this regulation applies shall ensure that the ship does not proceed to sea unless there is on board a valid safe manning document issued in respect of the ship and the manning of the ship complies with that document.

- (a) It shall be the duty of the company applying for safe manning document in respect of any Belize registered ship to submit to the Administration proposals as to the numbers and grade of personnel it considers should be carried so that the ship would be safely manned if it proceeded to sea on any intended voyages.
- (b) In preparing such proposals the company shall take into account any Guidance issued by the Administration.
- (c) It shall be the duty of the company after the issue of a safe manning document to inform the Administration as soon as any of the circumstances which are pertinent to that safe manning document change for the purpose of enabling the Administration to review the document's continuing validity or approve fresh proposals from the company.

Hours of work.

6. Regulations 7 to 10 apply only to Belize ships.

General duty of company, employers and masters.

7. (1) Subject to regulation 10, it shall be the duty of every company

in respect of a ship, and of every employer, to ensure, so far as is reasonably practicable, that the master and the seamen do not work more hours than is safe in relation to the safety of the ship and the master's and the seamen's performance of their duties.

Duties of master and seamen.

(2) Subject to regulation 10, it shall be the duty of every master to ensure, so far as is reasonably practicable, that seamen do not work more hours than is safe in relation to the safety of the ship and seamen's performance of their duties.

Schedules of duties, and need to record.

8. Every master and seaman shall, so far as is reasonably practicable, ensure that he is properly rested when commencing duty on a ship and that he obtains adequate rest during periods when he is off duty.

9. (1) It shall be the duty of the company to produce a schedule of duties complying with regulations.

(2) Where the company is not also the employer of the master and all the seamen, it shall consult any other person who is an employer of the master or of any of the seamen before production of the schedule.

(3) The company may arrange with any such employer to produce a schedule of duties complying with this regulation. In such a case that employer shall also be subject to the duties of the company under this regulation.

(4) Before producing a schedule the company shall seek the views of the master, and the master shall seek, and convey to the company, the views of the seamen or their representatives.

(5) A schedule complies with this regulation if:-

(a) it sets out the hours of work for:-

(i) masters and seamen whose work includes



regular watchkeeping duties or ship handling; and

- (ii) the ship's chief engineer, chief officer and second officer so as to provide that they do not work more hours than is safe in relation to the safety of the ship,
- (b) it specifies the maximum period of continuous watchkeeping, the minimum rest period between watches, and the total daily, weekly and monthly hours of work; and
- (c) it provides a minimum of ten hours of rest in any 24-hour period, which may be divided into no more than two periods, one of which shall be at least six hours in length: Provided that the minimum period of ten hours may be reduced to not less than six consecutive hours on condition that any such reduction shall not extend beyond two days and not less than seventy hours of rest are provided in seven day period.

(6) The company shall give consideration to the category of shipping operation undertaken in arranging the hours of work.

(7) The schedule may be changed by the company, or by an employer who by virtue of paragraph (3) is subject to the duties of the company, on condition that:-

- (a) other employers and the company (as the case may be) have been consulted;
- (b) the company or the employer has sought the views

of the master on the proposed changes; and

(c) the schedule as changed complies with paragraph (5).

(8) The company shall ensure that the schedule is displayed prominently in the crew accommodation for the information of all the seamen.

(9) It shall be the duty of the master to ensure, as far as reasonably practicable, that hours of work specified in the schedule are not exceeded.

Exceptions for emergencies.

(10) The company and the master shall maintain on the ship a copy of the schedule, and a record of all deviations from its requirements.

10. (1) The requirements for rest periods specified in regulation 9(5)(c) need not be maintained in the case of any emergency or drill or in other overriding operational conditions.

Watchkeeping arrangements.

(2) Without prejudice to the generality of paragraph (1), a master of ship or seaman may participate in a navigational, engine room machinery watch although he has not had the rest period provided by the schedule produced in pursuance of regulation 9, and the master may exceed, and a seaman may be required to exceed, the schedule's work or duty periods, when in the opinion of the master it is necessary to meet an emergency threatening the safety of the ship or the life of any person or threatening damage to the environment.

11. (1) The master of any ship shall ensure that the Watchkeeping watchkeeping arrangements for the ship are at all times adequate arrangement& for maintaining safe navigational and engineering watches having regard to Chapter VII of the STCW Code.

(2) Without prejudice to the duties of the master provided by

paragraph (1) the master shall give directions to the deck watchkeeping officers responsible for navigating the ship safely during their periods of duty, in accordance with Part 3-1 of section A VIII/2 of the STCW Code and any requirements specified by the Administration.

(3) The chief engineer officer of any ship shall ensure that the engineering watchkeeping arrangements for the ship are at all times adequate for maintaining a safe watch, in accordance with Part 3-2 of section A-VIII/2 of the STCW Code, and when deciding the composition of the watch the chief engineering officer shall observe the principles set out in Part 3-2 of that section and the requirements specified by the Administration.

Watchkeeping  
arrangements in  
port.

12. The master of any ship, which is safely moored, or safely at anchor under normal circumstances in port shall arrange for an appropriate and effective watch to be maintained for the purposes of safety. Such arrangements shall be in accordance with Part 4 of section A-VIII/2 of the STCW Code.

Watchkeeping  
arrangements in  
port for ships  
carrying  
hazardous cargo.

13. The master of any ship which is carrying hazardous cargo and which is in port, even when safely moored or safely at anchor, shall in addition to any watchkeeping arrangements required under Regulation 12, in the case of -

- (a) a ship carrying hazardous cargo in bulk ensure that a safe deck watch and safe engineering watch are maintained by the ready availability on board of a duly qualified officer or officers, and where appropriate ratings; and
- (b) a ship carrying hazardous cargo other than in bulk, ensure that in organizing safe watchkeeping arrangements he takes account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

Carriage of  
documents.

Inspection of  
non-Belize ships.

14. Without prejudice to regulation 4, the company and the master shall ensure that there are carried at all times on board the ship all original certificates and other documents issued pursuant to the STCW Convention indicating the qualification of any member of the crew to perform functions which they are required to perform aboard the ship in the course of their designated duties.

15. (1) An authorized person may inspect any ship which is not a Belize ship for the purposes of-

- (a) verifying that all seamen serving on board who are required to be certified hold a valid appropriate certificate; and
- (b) assessing the ability of the seamen in the ship to maintain the watchkeeping standards required by these Regulations where there are grounds for believing that such standards are not being maintained because, while in Belize or in the approaches to that part, any of the following have occurred:-
  - (i) the ship has been involved in a collision, grounding or stranding;
  - (ii) there has been an unlawful discharge of substance from the ship when underway, at anchor or at berth;
  - (iii) the ship has been manoeuvred in an erratic or unsafe manner; or
  - (iv) the ship has otherwise been operated in such a manner as to pose a danger to persons, property or the environment.

(2) If an authorized person finds on inspecting any deficiency of a kind specified in paragraph (3) he shall notify in writing the master of the ship and in the case of a ship registered outside Belize, the nearest maritime, consular or diplomatic representative of the flag State.

(3) Deficiencies referred to in paragraph (2) are:-

- (a) a failure of any seaman required to hold an appropriate certificate, to have a valid certificate or a valid exemption from the requirement;
- (b) a failure to comply with the safe manning document;
- (c) a failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the competent authority of the country in which the ship is registered;
- (d) an absence on a watch of a person qualified to operate equipment essential to safe navigation, safety radio communications or the prevention of marine pollution;
- (e) an inability of the master to provide adequately rested persons for the first watch at the commencement of a voyage and for subsequent relieving watches.

Power to detain.

16. A ship may be detained under the provisions of this regulation in any case where it is found:-

- (a) in relation to a ship which is a Belize ship, that, there is any contravention of these regulations; or

Penalties.

- (b) in relation to a ship which is not a Belize ship, that there is:-
- (i) any contravention of regulation 5, 11, 12 or 13; or
  - (ii) a failure to correct a deficiency of a kind specified in regulation 15(2) after notification to the master pursuant to regulation 15(2), and there is in consequence a danger to persons, property or the environment. The flag State of such vessel shall be so notified accordingly.

17. (1) Any company which contravenes regulation 4(2) or 4(4), 5(1) or (3), 9(1), (2), (8) or (10) or 14 shall be guilty of an offence punishable on summary conviction by a fine not exceeding fifty thousand dollars.

(2) Any master who contravenes regulation 4(6), 5(2), 7(2), 11 (1) or (2), 11 (1) or (2), 12, 13 or 14 shall be guilty of an offence punishable on summary conviction by a fine not exceeding fifty thousand dollars.

(3) Any member of the crew who contravenes regulation 4(6) shall be guilty of an offence, and punishable on summary conviction by a fine not exceeding \$500.00.

(4) Any chief engineer who contravenes regulation 11 (3) shall be guilty of an offence and punishable on summary conviction by a fine not exceeding \$2500.00.

(5) Any company which contravenes regulation 7(1) shall be guilty of an offence and liable on summary conviction to a fine not exceeding \$10,000.00.

(6) Any employer who contravenes regulation 7(1) shall be guilty of an offence and liable on summary conviction to a fine not exceeding \$10,000.00.

(7) Any master who contravenes regulation 8, 9(9) or (10) shall be guilty of an offence and liable on summary conviction to a fine not exceeding \$5,000.00.

(8) Any seaman who contravenes regulation 8 shall be guilty of an offence and liable on summary conviction to a fine not exceeding \$500.00.

(9) It shall be a defense for a person charged with an offence under these Regulations to prove that he took all reasonable steps to avoid commission of the offence.

(10) In any proceedings for an offence under these Regulations consisting of a failure to comply with a duty or requirement to do something so far as is reasonably practicable, it shall be for the accused to prove that it was not reasonably practicable to do more than what was in fact done to satisfy the duty or requirement.

Exemptions.

18. The Administration may grant, on such terms, as it may specify, exemptions from all or any of the provisions of these Regulations for any classes of cases or individual cases.

Commencement.

19. These Regulations shall come into force on the 1st day of September, 1999.

**MADE** by the Attorney General this 1st day of September, 1999.

**(DICKIE BRADLEY)**

*Attorney General*