

RESOLUTION A.534(13)

*Adopted on 17 November 1983
Agenda item 5(b)*

CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS

A

THE ASSEMBLY,

RECALLING Article 16(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations concerning maritime safety,

NOTING that specialized types of ships with unusual design and operational characteristics may differ from those of conventional merchant ships subject to the International Convention for the Safety of Life at Sea, 1974,

ALSO NOTING that by virtue of the specialized nature of the work undertaken by these ships, special personnel are carried, who are neither crew members nor passengers as defined in the above Convention,

RECOGNIZES that certain safety standards supplementing those of the 1974 SOLAS Convention may be required for special purpose ships,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its forty-eighth session,

1. ADOPTS the Code of Safety for Special Purpose Ships (SPS Code), the text of which is set out in the Annex to this resolution;
2. INVITES all Governments concerned:
 - (a) to take appropriate steps to give effect to the Code as soon as possible;
 - (b) to inform IMO of measures taken for the application of the Code and of the date from which new special purpose ships should comply with the provisions of the Code.

B

THE ASSEMBLY,

HAVING ADOPTED the Code of Safety for Special Purpose Ships (SPS Code),

RECOGNIZING that new types of special purpose ships or new designs or operational features may be introduced in the future,

AUTHORIZES the Maritime Safety Committee to amend the Code as necessary.

ANNEX

CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS

PREAMBLE

1 The Code has been developed to provide an international standard of safety for special purpose ships of new construction the application of which will facilitate operation of such ships and result in a level of safety for the ships and their personnel equivalent to that required by the International Convention for the Safety of Life at Sea in force.

2 For the purposes of this Code a special purpose ship is a ship of not less than 500 gross tonnage which carries more than 12 special personnel, i.e. persons who are specially needed for the particular operational duties of the ship and are in addition to those persons required for the normal navigation, engineering and maintenance of the ship or engaged to provide services for the persons carried on board.

3 Because special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and have received some training in safety procedures and the handling of the ship's safety equipment, the special purpose ships on which they are carried need not be considered or treated as passenger ships.

4 In developing the safety standards for this Code it has been necessary to consider:

- .1 the number of special personnel being carried; and
- .2 the design and size of the ship in question.

5 Recognizing that for certain limited areas of operation and service characteristics it would be unreasonable to apply the Code in full, the possibility of relaxations has been introduced by the concept of near-coastal voyages.

6 While the Code has been developed for new ships of 500 gross tonnage and above, Administrations may consider the application of the provisions of the Code also to ships of lesser tonnage. The term "new ship" has not been defined in order to give any Administration discretion to decide the effective date of entry into force.

7 For facilitating the operation of special purpose ships this Code provides for a certificate, called a Special Purpose Ship Safety Certificate, which should be issued to every special purpose ship. Where a special purpose ship is normally engaged on international voyages as defined in the 1974 SOLAS Convention it should, in addition, also carry SOLAS Safety Certificates, either:

- .1 for a passenger ship with a SOLAS Exemption Certificate; or
- .2 for a cargo ship with a SOLAS Exemption Certificate, where necessary;

as the Administration deems appropriate.

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CHAPTER 1 – GENERAL

1.1 The purpose of the Code is to recommend design criteria, construction standards and other safety measures for special purpose ships.

1.2 Application

The Code applies to every new special purpose ship of not less than 500 gross tonnage. The Administration may also apply these provisions as far as reasonable and practicable to special purpose ships of less than 500 gross tonnage.

1.3 Definitions

For the purpose of this Code the definitions given hereunder apply. For terms used but not defined in this Code, the definitions as given in the 1974 SOLAS Convention apply.

1.3.1 "Crew" means all persons carried on board the ship to provide navigation and maintenance of the ship, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

1.3.2 "Passenger" means every person other than:

- .1 the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
- .2 a child under one year of age.

1.3.3 "Special personnel" means all persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship. Wherever in this Code the number of special personnel appears as a parameter it should include the number of passengers carried on board which may not exceed 12.

1.3.4 "Special purpose ship" means a mechanically self-propelled ship which by reason of its function carries on board more than 12 special personnel including passengers. Special purpose ships to which this Code applies include the following types:

- .1 ships engaged in research, expeditions and survey;
- .2 ships for training of marine personnel;
- .3 whale and fish factory ships not engaged in catching;
- .4 ships processing other living resources of the sea, not engaged in catching;
- .5 other ships with design features and modes of operation similar to ships referred to in .1 to .4 which in the opinion of the Administration may be referred to this group.

1.3.5 "1974 SOLAS Convention as amended", unless otherwise stated, means the International Convention for the Safety of Life at Sea, 1974, as amended by resolution MSC.1(XLV) adopted on 20 November 1981.

1.3.6 "Near-coastal voyage" means a voyage in the vicinity of the coast of an Administration as defined by that Administration.

1.3.7 "Length (L)" 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 stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel, the waterline on which this length is measured should be parallel to the designed waterline. The length (L) should be measured in metres.

1.3.8 "Breadth (B)" means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material. The breadth (B) should be measured in metres.

1.3.9 "Permeability" in relation to a space is the ratio of the volume within that space which is assumed to be occupied by water to the total volume of that space.

1.4 Exemptions

1.4.1 A special purpose ship which engages in a near-coastal voyage may be exempted from any of the requirements of the present Code, provided that it complies with safety requirements which are appropriate for this limited area of operation.

1.4.2 A ship which is not normally engaged as a special purpose ship which undertakes an exceptional single voyage as a special purpose ship may be exempted by the Administration from the provisions of this Code provided that it complies with safety requirements which in the opinion of the Administration are adequate for the voyage which is to be undertaken by the ship.

1.5 Equivalents

1.5.1 Where the Code requires that a particular fitting, material, appliance, apparatus, item of equipment or type thereof should be fitted or carried in a unit, or that any particular provision should be made, or any procedure or arrangement should be complied with, the Administration may allow any other fitting, material, appliance, apparatus, item of equipment or type thereof to be fitted or carried, or any other provision, procedure or arrangement to be made in that unit, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance, apparatus, item of equipment or type thereof or that any particular provision, procedure or arrangement is at least as effective as that required by the Code.

1.5.2 When an Administration so allows any fitting, material, appliance, apparatus, item of equipment or type thereof, or provision, procedure, arrangement, novel design or application to be substituted hereafter, it should communicate to the Organization the particulars thereof, together with a report on the evidence submitted, so that the Organization may circulate the same to other Governments for the information of their officers.

1.6 Surveys

Every special purpose ship should be subject to the surveys as specified for cargo ships, other than tankers, in the 1974 SOLAS Convention as amended by the 1978 SOLAS Protocol, which should cover the provisions of this Code.

1.7 Certification

1.7.1 A certificate may be issued after survey in accordance with 1.6 either by the Administration or by any person or organization duly authorized by it. In every case the Administration assumes full responsibility for the certificate.

1.7.2 The certificate should be drawn up in the official language of the issuing country in the form corresponding to the model given in the appendix to the Code. If the language used is neither English nor French, the text should include a translation into one of these languages.

1.7.3 The duration and validity of the certificate should be governed by the respective provisions for cargo ships in the 1974 SOLAS Convention as amended by the 1978 SOLAS Protocol.

1.7.4 If a certificate is issued for a special purpose ship of less than 500 gross tonnage, this certificate should indicate to what extent relaxations in accordance with 1.2 were accepted.

CHAPTER 2 – STABILITY AND SUBDIVISION

2.1 The intact stability of special purpose ships of under 100 m in length should comply with the provisions in resolution A.167(ES.IV) except that the alternative criteria given in 2.5.2 of the Guidelines for the Design and Construction of Offshore Supply Vessels may be used for special purpose ships of similar design and characteristics. The intact stability of special purpose ships of 100 m in length and above should be to the satisfaction of the Administration.

2.2 The subdivision and damage stability of special purpose ships carrying not more than 200 special personnel should be adequate to meet the survival standard specified in 2.5, after sustaining assumed side damage to the extent given in 2.3, in locations along the ship's length as specified in 2.2.1 and 2.2.2 for any condition of loading. These requirements should govern this operating draught for any actual condition of loading provided the draught is in no case greater than that corresponding to the minimum freeboard calculated in accordance with the International Convention on Load Lines in force.

2.2.1 In a special purpose ship carrying not more than 50 special personnel the damage should be assumed to occur anywhere in its length between transverse watertight bulkheads, spaced at a distance of not less than the longitudinal extent of side damage specified in 2.3.1, except involving damage to the machinery space. A special purpose ship of not more than 50 m in length and carrying not more than 50 special personnel may be exempted from the subdivision requirements of this Code provided that it complies with safety requirements which the Administration may deem appropriate for the area of operation.

2.2.2 In a special purpose ship carrying more than 50 but not more than 200 special personnel the damage should be assumed to occur anywhere in its length between transverse watertight bulkheads spaced at a distance of not less than the longitudinal extent of side damage specified in 2.3.1. In any such special purpose ship having a length of 100 m and over the assumed damage at the forward end should include damage to the collision bulkhead:

2.2.3 A special purpose ship carrying more than 200 special personnel should meet the subdivision and damage stability requirements for a passenger ship carrying that number of passengers.

2.3 Subject to the provisions of this section the extent of damage should be assumed as follows:

2.3.1 Longitudinal extent: $1/3L^{2/3}$ or 14.5 m, whichever is less.

2.3.2 Transverse extent: $B/5$ or 11.5 m, whichever is less (measured inboard from the ship's side at right angles to the centreline at the level of the summer load line).

2.3.3 Vertical extent: from the moulded line of the bottom shell plating at centreline upwards without limit.

2.3.4 If any damage of a lesser extent than that specified in 2.3.1, 2.3.2 and/or 2.3.3 results in a more severe condition, such damage should be taken into account.

2.3.5 If pipes, ducts, trunks or tunnels are situated within the assumed extent of damage, arrangements should be such that progressive flooding cannot thereby extend to compartments other than those assumed to be flooded for each case of damage.

2.4 The requirements of 2.2 should be confirmed by calculations which take into consideration the design characteristics of the ship, the arrangements, configuration and contents of the damaged compartments, the distribution of dry cargo, the distribution, specific gravities and the free surface effect of liquids and should be based on the following provisions:

2.4.1 The permeability of spaces assumed to be damaged should be as follows:

Spaces	Permeabilities
Appropriated to cargo	by calculation, but not less than 0.60
Appropriated to stores	0.60
Occupied by accommodation	0.95
Occupied by machinery	0.85
Intended for voids	0.95

2.4.2 Wherever as a result of assumed damage a tank is penetrated, it should be assumed that any liquid therein is completely lost from that compartment and replaced by salt water up to the level of the final plane of equilibrium.

2.5 The ship may be regarded as achieving the required survival standard if the following conditions are met:

2.5.1 The damage waterline before the equalization and/or in the process thereof should be below the lower edge of any opening through which progressive flooding may take place. Such openings include air-pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers but may exclude those openings closed by means of watertight manhole covers and flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated watertight sliding doors and sidescuttles of the non-opening type.

2.5.2 The angle of heel due to unsymmetrical flooding should not exceed 20° prior to equalization and after equalization should not exceed:

7° — in the case of flooding between adjacent transverse watertight bulkheads as required in 2.2.1 and 2.2.2

12° — in the case of flooding involving the collision bulkhead as required in 2.2.2. In special cases the Administration may allow additional heel due to the unsymmetrical moment but in no case should the final heel exceed 15°.

2.5.3 The initial metacentric height of a ship in the final stage of flooding for the static equilibrium position in case of symmetrical flooding and for the upright position in case of unsymmetrical flooding as calculated by the constant displacement method should be not less than 0.05 m before appropriate measures to increase the metacentric height have been taken.

2.5.4 The righting lever curve at the final stage of flooding should have a minimum range of 20° beyond the position of equilibrium in association with a maximum righting lever of at least 100 mm within this range. Unprotected openings should not be immersed within this range of residual stability except where the space concerned is included in damage stability calculations as a floodable space. Within this range the immersion of all openings listed in 2.5.1 and other openings capable of being closed watertight may be permitted.

2.5.5 The Administration should be satisfied that the damage stability and trim are sufficient during intermediate stages of flooding.

2.6 The ship should be designed so as to keep unsymmetrical flooding to a minimum consistent with efficient arrangements. The means adopted for equalization of the ship should, where practicable, be self-acting, but in any case where controls to cross-flooding fittings are provided they should be operable from above the bulkhead deck. All such fittings and controls should be acceptable to the Administration.

2.7 The requirements of regulations 9 to 20 and 22 to 25 of part B of chapter II-1 of the 1974 SOLAS Convention as amended should be met as follows:

- .1 Regulations 9, 12, 14, 18, 19, 22, 23, 24, 25 by all special purpose ships, as applicable;
- .2 Regulation 10 by special purpose ships carrying more than 50 special personnel;
- .3 Regulation 11 by special purpose ships carrying not more than 50 special personnel;
- .4 Regulations 17 and 20 by special purpose ships carrying more than 200 special personnel;
- .5 Regulation 15 for all special purpose ships except that for special purpose ships of not more than 50 m in length exemptions may be granted by the Administration;
- .6 Regulations 13 and 16 are not applicable.

2.8 Bilge pumping arrangements

2.8.1 A ship carrying not more than 50 special personnel should meet the requirements of regulation 21.1 and 21.3 of part B of chapter II-1 of the 1974 SOLAS Convention as amended and the following:

- .1 The bilge pumping system required by regulation 21.1 should be capable of operation after side damage specified in 2.3 in the locations along the ship's length specified in 2.2.1. For this purpose wing suction should generally be fitted except in narrow compartments at the end of the ship, where one suction may be sufficient. In compartments of unusual form, additional suction may be required. Arrangements should be made whereby water in the compartment may find its way to the suction pipes. Where, for particular compartments, the Administration is satisfied that the provision of drainage may be undesirable, it may allow such provisions to be dispensed with, provided the survival capability of the ship will not be impaired.
- .2 Provision should be made to prevent the compartment served by any bilge suction pipe being flooded in the event of the pipe being severed or otherwise damaged by collision in any other compartment. For this purpose, where the pipe is at any part situated within the transverse extent of damage, as specified in 2.3 in the locations along the ship's length as specified in 2.2.1, a nonreturn valve should be fitted to the pipe in the compartment containing the open end.
- .3 Distribution boxes, cocks and valves in connection with the bilge pumping system should be arranged so that, in the event of flooding of a compartment other than the machinery space, one of the bilge pumps may be operative on any compartment; in addition, damage to a pump or pipe located outside the machinery space and connected to the bilge main outboard of the transverse extent of damage as specified in 2.3 in the locations along the ship's length specified in 2.2.1 should not put the bilge pumping system out of action. The valves for controlling the bilge suction for spaces other than the machinery space should be capable of being operated from within the machinery space or from above the bulkhead deck.

2.8.2 A special purpose ship of not more than 50 m in length and carrying not more than 50 special personnel may be exempted from 2.8.1, provided that it complies with the safety requirements which the Administration may deem appropriate for the area of operation.

2.8.3 A ship carrying more than 50 special personnel should meet the requirements of regulation 21.1 and 21.2 of part B of chapter II-1 of the 1974 SOLAS Convention as amended.

CHAPTER 3 – MACHINERY INSTALLATIONS

3.1 The requirements of regulations 26 to 28 and 30 to 39 of part C of chapter II-1 of the 1974 SOLAS Convention as amended should be met.

3.2 Steering gear

All installations should be in accordance with regulation 29 of part C of chapter II-1 of the 1974 SOLAS Convention as amended except that installations in special purpose ships carrying not more than 200 special personnel should, when applicable, be in accordance with regulation 29.6.1.2 and installations in special purpose ships carrying more than 200 special personnel should, when applicable, be in accordance with regulation 29.6.1.1.

CHAPTER 4 – ELECTRICAL INSTALLATIONS

4.1 The requirements of regulations 40, 41 and 44 of part D of chapter II-1 of the 1974 SOLAS Convention as amended should be met.

4.2 Emergency source of power

4.2.1 Installations in special purpose ships carrying not more than 50 special personnel should be in accordance with regulation 43 of part D of chapter II-1 of the 1974 SOLAS Convention as amended and in addition special purpose ships of more than 50 m in length should meet the requirements of regulation 42.2.6.1 of that part.

4.2.2 Installations in special purpose ships carrying more than 50 special personnel should be in accordance with regulation 42 of part D of chapter II-1 of the 1974 SOLAS Convention as amended.

4.3 Precautions against shock, fire and other hazards of electrical origin

4.3.1 All installations should be in accordance with regulation 45.1 to 45.10 inclusive of part D of chapter II-1 of the 1974 SOLAS Convention as amended.

4.3.2 Installations on special purpose ships carrying more than 50 special personnel should also be in accordance with regulation 45.11 of part D of chapter II-1 of the 1974 SOLAS Convention as amended.

CHAPTER 5 – PERIODICALLY UNATTENDED MACHINERY SPACES

5.1 The requirements of regulations 46 to 53 of part E of chapter II-1 of the 1974 SOLAS Convention as amended should be met.

5.2 Special purpose ships carrying more than 200 special personnel

Special purpose ships carrying more than 200 special personnel should be specially considered by the Administration as to whether or not their machinery spaces may be

periodically unattended and if so whether additional requirements to those stipulated in this chapter are necessary to achieve equivalent safety to that of normally attended machinery spaces.

CHAPTER 6 – FIRE PROTECTION

6.1 For ships carrying more than 200 special personnel the requirements of chapter II-2 of the 1974 SOLAS Convention as amended for passenger ships carrying more than 36 passengers should be applied.

6.2 For ships carrying more than 50, but not more than 200, special personnel the requirements of chapter II-2 of the 1974 SOLAS Convention as amended for passenger ships carrying not more than 36 passengers should be applied.

6.3 For ships carrying not more than 50 special personnel the requirements of chapter II-2 of the 1974 SOLAS Convention as amended for cargo ships should be applied.

CHAPTER 7 – EXPLOSIVES STOWAGE

7.1 Explosives associated with the special purpose of the ship should be stored in one of the following categories of magazines:

- .1 Integral magazines — those forming an integral part of the ship;
- .2 Independent magazines — that are non-integral, portable magazines with a capacity of 3 m³ or greater;
- .3 Magazine boxes — that are non-integral, portable magazines with a capacity of less than 3 m³.

7.2 The following minimum provisions should be applied bearing in mind that additional provisions may be required by the Administration dependent on the nature of the explosives.

7.3 Integral magazines should not be located in close proximity to and never below accommodation spaces and not in close proximity to control spaces.

7.4 Integral magazines should not be located adjacent to a boiler room, engine room, galley or other space presenting a fire hazard. If it is necessary to construct the magazine in proximity to these areas, a cofferdam of at least 0.6 m should be provided separating the two spaces. Such a cofferdam should be provided with ventilation and should not be used for stowage. One of the bulkheads forming the cofferdam should be of A-15 construction unless there is adjacent machinery space of category A in which case A-30 is appropriate.

7.5 Access to integral magazines should preferably be from the open deck, but in no case through spaces mentioned in paragraphs 7.3 and 7.4.

7.6 Independent magazines and magazine boxes should be located on a weather deck in a location protected from direct impact of the sea. The location should provide sufficient protection against warm air or hazardous vapours being emitted from galleys, pump-rooms, etc. Due regard should be paid to the possible risk of subjecting certain explosives to radio emissions.

7.7 Magazine boxes should be located on a weather deck at least 0.1 m from the deck and any deck-house and in a position suitable for jettisoning the contents.

7.8 Integral magazines should be of permanent watertight construction and formed by permanent A-15 class divisions. A-0 class divisions may be allowed if spaces adjacent to the magazine do not contain flammable products.

7.9 Magazines should be insulated with non-combustible material as necessary to prevent the condensation of moisture.

7.10 Light fixtures installed in magazines should be equipped with globes and guards. Control of lighting systems should be from outside the magazine. An indicator light should be provided at the switch location to indicate when circuits are energized. Other electrical equipment and wiring should not be installed within or pass through magazines except electrical cables enclosed in a watertight trunk.

7.11 Piping of fresh or salt water and drainage systems and piping of systems installed in the magazines themselves may be routed through magazines. Piping of other systems should be permitted only if they are enclosed in a watertight trunk.

7.12 Magazines should be provided with a means whereby they may be securely locked to prevent unauthorized access.

7.13 Racks, stanchions, battens, or other devices should be installed to provide safe stowage of explosives in their approved shipping containers with a minimum of dunnage.

7.14 Decks of magazines should be covered with a permanent nonslip, nonspark covering.

7.15 Independent magazines should be of weathertight metal construction. The interior should be insulated with a non-combustible insulation providing an A-15 standard.

7.16 The electrical terminals on independent magazines for connection to the ship's electrical system should be of watertight construction and should bear a label plate denoting the power requirement of the magazine.

7.17 Independent magazines should bear a label plate stating light weight and maximum allowable weight of explosives.

7.18 Magazine boxes should be of watertight metal construction having a body and lid thickness of no less than 3 mm. Where the box may be exposed to direct sun, sun shields should be provided.

7.19 Integral magazines should be provided with natural or mechanical ventilation fitted with flame screen sufficient to maintain the magazine temperature below 38°C.

7.20 Independent magazines should be provided with efficient natural ventilation fitted with flame screen.

7.21 In integral and in independent magazines a sprinkler system should be installed with an application rate of 24 l/m² per minute. Equivalent means may be accepted by the Administration. The controls should be clearly marked as to their function.

7.22 Integral and independent magazines should be clearly labelled indicating:

- .1 the space is a magazine

- .2 open lights and flame should be kept away
- .3 the magazine door should be kept shut
- .4 matches and lighters should be removed prior to entering
- .5 not to lift with contents (in the case of independent magazines).

7.23 Magazine boxes should be clearly labelled indicating:

- .1 the container is a magazine box
- .2 open lights and flame should be kept away
- .3 the box should be kept shut.

7.24 Detonators should be stowed separately from the other explosives.

CHAPTER 8 – LIFE-SAVING APPLIANCES

8.1 The requirements of chapter III of the 1974 SOLAS Convention* should be applied with the specifications given hereunder.

8.2 A special purpose ship carrying more than 50 special personnel should comply with the requirements contained in chapter III of the 1974 SOLAS Convention* for passenger ships engaged in international voyages which are not short international voyages.

8.3 A special purpose ship carrying not more than 50 special personnel should comply with the requirements contained in chapter III of the 1974 SOLAS Convention* for cargo ships other than tankers. Such ships may however carry life-saving appliances in accordance with 8.2, if they comply with the subdivision requirements for ships carrying more than 50 special personnel.

8.4 Regulations 2, 18.3.3, 20.1.2, 20.1.3, 26.1.6, 26.1.7, 38.6, 44 and 45 of chapter III of the 1974 SOLAS Convention* are not applicable to special purpose ships.

8.5 Where in chapter III of the 1974 SOLAS Convention* the term "passenger" is used, it should be read to mean "special personnel" for the purpose of this Code.

CHAPTER 9 – RADIOCOMMUNICATIONS

9.1 Notwithstanding the right of the Administration to impose requirements higher than those specified herein, special purpose ships should comply with the provisions for cargo ships of chapter IV of the 1974 SOLAS Convention as amended.

9.2 Ships of 1,600 gross tonnage and upwards operating in an area which in the view of the Administration is adequately covered by radiotelephone facilities, may be exempted by the Administration from compliance with regulation 3 of chapter IV of the 1974 SOLAS Convention as amended provided that the ship complies with regulation 4 of chapter IV.

* All references in this chapter to regulations of the 1974 SOLAS Convention refer to resolution MSC.6(48) adopted on 17 June 1983.

CHAPTER 10 – SAFETY OF NAVIGATION

The special purpose ships should comply with the provisions of chapter V of the 1974 SOLAS Convention as amended.

APPENDIX

FORM OF SAFETY CERTIFICATE FOR SPECIAL PURPOSE SHIPS

SPECIAL PURPOSE SHIP SAFETY CERTIFICATE

(Official seal)

(Country)

Issued in compliance with provisions of the Code of Safety for Special Purpose Ships, and under the authority of the Government of

.....
(full designation of the country)

by
(full designation of the competent person or organization under the provisions of the Code)

Name of ship	Distinctive number or letters	Port of registry	Gross tonnage	Maximum number of special personnel (incl. passengers) to be carried

Ship's special purpose

Date of build

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with 1.6 of the Code.
- 2 That the survey showed:
 - 2.1 the condition of the hull, machinery and equipment was in all respects satisfactory and the ship complied with the relevant provisions of chapters 2, 3, 4 and 5 of the Code;
 - 2.2 the life-saving appliances provided for a total number of persons and no more. The lifeboats and liferafts were equipped in accordance with the provisions of the Code;
 - 2.3 the ship was provided with a line-throwing apparatus and portable radio apparatus for survival craft in accordance with the provisions of the Code;
 - 2.4 the ship complied with the provisions of the Code as regards fire-detecting appliances, fire-extinguishing appliances and fire control plans;
 - 2.5 the ship complied with the provisions of the Code as regards shipborne navigational equipment, pilot ladders and mechanical pilot hoists and nautical publications;
 - 2.6 the ship was provided with lights and shapes and means of making sound and distress signals in accordance with the requirements of the Code and the International Regulations for Preventing Collisions at Sea in force;
 - 2.7 the ship complied with the provisions of the Code as regards radiotelegraphy/radiotelephony*;
 - 2.8 the functioning of the radiotelegraphy installation for motor lifeboats and/or the portable radio apparatus for survival craft, if provided, complied with the provisions of the Code;
 - 2.9 in all other respects the ship complied with the relevant provisions of the Code.
- 3 That the ship under the provision of 1.4/1.7.4* of the Code is exempted from the provisions of of the Code.
- 4 That the ship has/has not* been provided with Certificates issued under the 1974 SOLAS Convention as amended by the 1978 SOLAS Protocol.

This certificate is valid until subject to the annual and periodical surveys in accordance with of the Code.

Issued at:

.....
(Place of issue of certificate)

..... 19 ..
(Date of issue)

.....
(Signature of authorized official issuing the certificate)

(Seal or stamp of the Authority, as appropriate)

* Delete as appropriate.

**ENDORSEMENT FOR ANNUAL SURVEYS RELATING TO HULL, MACHINERY AND
EQUIPMENT REFERRED TO IN SECTION 2.1 OF THIS CERTIFICATE**

THIS IS TO CERTIFY that at a survey required by 1.6 of the Code, the ship was found to
comply with the relevant provisions of the Code.

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

**ENDORSEMENT FOR ANNUAL AND PERIODICAL SURVEYS RELATING TO
LIFE-SAVING APPLIANCES AND OTHER EQUIPMENT REFERRED TO
IN SECTIONS 2.2, 2.3, 2.4, 2.5, 2.6, 2.8 AND 2.9
OF THIS CERTIFICATE**

THIS IS TO CERTIFY that at a survey required by 1.6 of the Code, the ship was found to comply with the relevant provisions of the Code.

Annual survey: Signed
(Signature of authorized official)
Place
Date
(Seal or stamp of the Authority, as appropriate)

Annual/periodical* survey: Signed
(Signature of authorized official)
Place
Date
(Seal or stamp of the Authority, as appropriate)

Annual/periodical* survey: Signed
(Signature of authorized official)
Place
Date
(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)
Place
Date
(Seal or stamp of the Authority, as appropriate)

* Delete as appropriate.

**ENDORSEMENT FOR PERIODICAL SURVEYS RELATING TO RADIO INSTALLATIONS
REFERRED TO IN SECTION 2.7 OF THIS CERTIFICATE**

THIS IS TO CERTIFY that at a survey required by 1.6 of the Code, the ship was found to comply with the relevant provisions of the Code.

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Endorsement for the extension of the Certificate

The ship complies with the relevant provisions of the Code, and this Certificate should, in accordance with 1.7.3, be accepted as valid until

Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)