



## PORTS and MARITIME AFFAIRS

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### Directive No. SOLAS/07

#### **CERTIFICATES AND DOCUMENTS REQUIRED BY SOLAS CONVENTION**

Issued under the enabling power of the Ministerial Resolution 20/2016

Issue Date: 21 December 2016

## 1 Introduction

(1) With reference to;

- Legislative Decree Law no.14/1978 : Law for Registration of Ships and Determination of Safety Conditions thereof
- FAL.2/Circ.127 - MEPC.1/Circ.817 - MSC.1/Circ.1462: List of Certificates and Documents Required to be Carried on Board Ships, 2013, and
- Ports and Maritime Affairs (PMA) Resolution no. 8/2016: Regarding the Implementation of the Requirements of the International Convention for the Safety of Life at Sea (SOLAS), 1974 and its amendments,

(2) The PMA issues this directive in line with the above references in respect to SOLAS 74 including all codes under SOLAS 74.

(3) This directive provides the list of certificates and documents required to be carried on board Bahraini registered ships. Annex 1 of this directive is an updated list of the certificates, documents and publications issued under the SOLAS convention, together with extracts of the regulatory text from the source instruments.

## 2 Application

- (1) The directive applies to all Bahraini registered passenger ship, cargo ships of 500 GT and above and other ships engaged in international voyages and as required by SOLAS Convention.
- (2) The certificates and documents required to be carried on board Bahraini registered ships vary according to their type, gross tonnage (gt), type of cargo and whether they are on a domestic or international voyage.



### 3 Responsibilities of the Companies

It shall be the responsibility of every company to ensure that:

- (1) ships are supplied with mandatory certificates and documents issued under the SOLAS convention and with the up to date publications
- (2) all certificates to be carried on board must be originals
- (3) mandatory document, plan, operational manuals, ISM-SMS procedures and other publications, log books, and instructions shall be available on board in English.

### 4 Penalty

Failure to comply with the present directive the Undersecretary may:

- (1) suspend the Document of Compliance (DOC) issued to a company under the International Safety Management Code (ISM) until such time the deficiencies are rectified, or / and
- (2) withdraw the Bahraini Navigation License and detained the ship, or / and
- (3) refer the violator to the competent court, which the master and the company may be fined in accordance with Amiri Decree No. 14/1978.

### 5 Revision history:

Revision No. 1 of the present Directive is the first revision.

Hassan Ali Al Majed

Undersecretary for Ports and Maritime Affairs

21<sup>st</sup> December 2016



## Annex 1

### List of Certificates and Documents Required by SOLAS Convention

#### 1 SOLAS 74 – Certificates

##### (1) Navigation License

Navigation License issued by the PMA as evidence that a Bahraini registered ship is in a seaworthy condition.

**Reference:** SOLAS 1974, regulation I/10

**Application:** All ships

##### (2) Passenger Ship Safety Certificate (supplemented by its Record of Equipment)

A certificate called a Passenger Ship Safety Certificate shall be issued after inspection and survey of a passenger ship which complies with the requirements of chapters II-1, II-2, III, IV and V and any other relevant requirements of SOLAS 1974. A Record of Equipment for the Passenger Ship Safety Certificate (Form P) shall be permanently attached.

**Reference:** SOLAS 1974, regulation I/12

**Application:** Passenger ships

##### (3) Cargo Ship Safety Construction Certificate

A certificate called a Cargo Ship Safety Construction Certificate shall be issued after survey to a cargo ship of 500 gross tonnage and over which satisfies the requirements for cargo ships on survey, set out in regulation I/10 of SOLAS 1974, and complies with the applicable requirements of chapters II-1 and II-2, other than those relating to fire-extinguishing appliances and fire control plans.

**Reference:** SOLAS 1974, regulation I/12

**Application:** Cargo ships of 500 gross tonnage and over



**(4) Cargo Ship Safety Equipment Certificate (supplemented by its Record of Equipment)**

A certificate called a Cargo Ship Safety Equipment Certificate shall be issued after survey to a cargo ship of 500 gross tonnage and over which complies with the relevant requirements of chapters II-1 and II-2 and III and any other relevant requirements of SOLAS 1974. A Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) shall be permanently attached to the Certificate.

**Reference:** SOLAS 1974, regulation I/12

**Application:** Cargo ships of 500 gross tonnage and over

**(5) Cargo Ship Safety Radio Certificate (supplemented by its Record of Equipment)**

A certificate called a Cargo Ship Safety Radio Certificate shall be issued after survey to cargo ship of 300 gross tonnage and over, fitted with a radio installation, including those used in life-saving appliances which complies with the requirements of chapters III and IV and any other relevant requirements of SOLAS 1974. A Record of Equipment for the Cargo Ship Safety Radio Certificate (Form R) shall be permanently attached to the Certificate.

**Reference:** SOLAS 1974, regulation I/12

**Application:** Cargo ships of 300 gross tonnage and over

**(6) Cargo Ship Safety Certificate,**

A certificate called a Cargo Ship Safety Certificate may be issued after survey to a cargo ship which complies with the relevant requirements of chapters II-1, II-2, III, IV and V and other relevant requirements of SOLAS 1974 as modified by the 1988 SOLAS Protocol, as an alternative to the Cargo Ship Safety Construction Certificate, Cargo Ship Safety Equipment Certificate and Cargo Ship Safety Radio Certificate. A Record of Equipment for the Cargo Ship Safety Certificate (Form C) shall be permanently attached.

**Reference:** 1988 SOLAS Protocol, regulation I/12

**Application:** Cargo ships of 500 gross tonnage and over



**(7) Exemption Certificate or Letter of Dispensation**

When an exemption is granted to a ship under and in accordance with the provisions of SOLAS 1974, a certificate called an Exemption Certificate shall be issued in addition to the certificates listed above.

**Reference:** SOLAS 1974, regulation I/12

**2 SOLAS 74 – Structure, Subdivision and Stability/2008 Intact Stability (IS) Code**

**(1) Class Certificates**

(a) Classification Certificate issued by a classification society which has been authorized to issue certificates on behalf of the PMA, as evidence that a ship is designed, constructed and maintained in compliance with the structural, mechanical and electrical requirements of a classification society or with applicable national standards which provide an equivalent level of safety.

**Reference:** SOLAS 1974, regulation II-1/3-1

(b) Drawings, Plans and Instruction manuals, including Oxygen Analysis and Gas Detection Equipment, as appropriate, necessary for the safe operation of the ship concerned

**Reference:** SOLAS 1974, regulation II-1/3-7

(c) Reports and Records of Periodical Surveys of Hull, Machinery, Boilers and Safety Valves and Equipment.

**(2) Intact Stability Booklet**

Every passenger ship regardless of size and every cargo ship having a length (L) of 24 m and upwards, shall be inclined upon its completion and the elements of its stability determined. In addition to any other applicable requirements of the present directive, ships having a length of 24 m and upwards constructed on or after 1 July 2010 shall as a minimum comply with the requirements of part A of the 2008 IS Code.

**Reference:** SOLAS 1974, regulation II-1/5.1

Each ship shall be provided with a stability booklet, approved by the PMA or authorized classification society on behalf of the PMA, which contains sufficient information to enable the master to operate the ship in compliance with the applicable requirements contained in the Code. If a stability instrument is used as a supplement to the stability booklet for the



purpose of determining compliance with the relevant stability criteria such instrument shall be subject to the approval by the Administration.

**Reference:** 2008 IS Code, paragraph 2.1.6

**(3) Stability Instrument Approved test conditions and Operation Manual (Approval Procedure)**

The satisfactory operation of the stability instrument is to be verified by testing upon installation. A copy of the approved test conditions and the operation manual for the stability instrument are to be available on board.

**Reference:** 2008 IS Code, paragraph 4.1.6

**(4) Stability Instrument test condition results (Periodical testing)**

It is the responsibility of the ship's master to check the accuracy of the stability instrument at each annual survey by applying at least one approved test condition. If an Administration's representative is not present for the stability instrument check, a copy of the test condition results obtained by this check should be retained on board as documentation of satisfactory testing for the Administration's representative's verification.

**Reference:** 2008 IS Code, paragraph 4.1.9.1

**(5) Stability information to be supplied to the master**

The master shall be supplied with such information satisfactory to the PMA 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. **A copy of the stability information shall be furnished to the PMA.**

**Reference:** SOLAS 1974, regulation II-1/5-1

**(6) Damage Control Plans and Booklet**

There shall be permanently exhibited, or readily available on the navigation bridge, for the guidance of the officer in charge of the ship, plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the



correction of any list due to flooding. In addition, booklets containing the aforementioned information shall be made available to the officers of the ship.

**Reference:** SOLAS 1974, regulations II-1/19.1

**(7) Damage Stability information**

In case of ships to which damage stability requirements of SOLAS part B-1 (stability) apply, damage stability information shall provide the master a simple and easily understandable way of assessing the ship's survivability in all damage cases involving a compartment or group of compartments.

**Reference:** SOLAS 1974, regulations II-1/19.5

**(8) Manoeuvring Information**

The ability of the machinery to reverse the direction of thrust of the propeller in sufficient time, and so to bring the ship to rest within a reasonable distance from maximum ahead service speed, shall be demonstrated and recorded. The stopping times, ship headings and distances recorded on trials, 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.

**Reference:** SOLAS 1974, regulation II-1/28

**(9) Emergency Towing Procedures on Ships**

Ships shall be provided with a ship-specific emergency towing procedure. Such a procedure shall be carried aboard the ship for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship.

**Reference:** SOLAS regulation II-1/3-4, paragraph 2



#### (10) Emergency Towing Booklet

The Emergency Towing Booklet (ETB) should be ship specific and be presented in a clear, concise and ready-to-use format.

A copy should be kept at hand by the owners/operators in order to facilitate the passing on of information to the towage company as early as possible in the emergency.

A copy should also be kept in a common electronic file format, which will allow faster distribution to the concerned parties.

A minimum of three copies should be kept on board and located in:

- the bridge;
- a forecastle space; and
- the ship's office or cargo control room.

**Reference:** SOLAS 1974, regulation II-1/3-4; MSC.1/Circ.1255 – Guidelines for Owners/Operators on preparing Emergency Towing Procedures, paragraph 4)

#### (11) Towing and Mooring Arrangements Plan

Ships shall be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operation of the ship. The SWL for the intended use for each shipboard fitting should be noted in the towing and mooring arrangements plan available on board for the guidance of the Master.

**Reference:** SOLAS 1974, regulation II-1/3-8; MSC/Circ.1175 – Guidance on Shipboard Towing and Mooring Equipment, paragraph 5

#### (12) Documentary Evidence of Fitness of Ship to Operate with Periodically Unattended Machinery Spaces

Every ship shall be provided with documentary evidence, to the satisfaction of the administration, of its fitness to operate with periodically unattended machinery spaces.

**Reference:** SOLAS 1974, regulation II-1/46.3





**(13) Ship Structure Access Manual**

A ship's means of access to carry out overall and close-up inspections and thickness measurements shall be described in a Ship structure access manual approved by the Administration, an updated copy of which shall be kept on board.

**Reference:** SOLAS 1974, regulation II-1/3-6

**Application:** Oil tankers and bulk carriers

**(14) Construction Drawings to be Maintained on Board and Ashore**

A set of as-built construction drawings and other plans showing any subsequent structural alterations shall be kept on board a ship constructed on or after 1 January 2007. An additional set of such drawings shall be kept ashore by the Company.

**Reference:** SOLAS 1974, regulation II-1/3-7; MSC/Circ.1135 – As-built construction drawings to be maintained on board the ship and ashore

**(15) Special Requirements for Ro-Ro Passenger Ships**

Documented operating procedures for closing and securing all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could, in the opinion of the Administration, lead to flooding of a special category space or ro-ro space, shall be kept on board and posted at an appropriate place.

**Reference:** SOLAS 1974, regulation II-1/23

**Application:** Ro-Ro passenger ships

**(16) Coating Technical File (CTF)**

The Coating Technical File shall be kept on board and maintained throughout the life of the ship.

**Reference:**

- SOLAS 1974 regulation II-1/3-2;
- Resolution MSC.215(82) – Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all types of



Ships and Double-Side Skin Spaces of Bulk Carriers, paragraph 3.4

**Application:** All ships and double-side skin of bulk carriers

**Reference:**

- Resolution MSC.244(83) – Performance Standard for Protective Coatings for Void Spaces on Bulk Carriers and Oil Tankers, Section 3.4.5

**Application:** Bulk carriers and oil tankers

**Reference:**

- Resolution MSC.288(87) - Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers, paragraph 3.4.4

**Application:** Crude oil tankers

**Application:** Bulk carriers and oil tankers

**(17) Technical File (Crude Oil Tankers – alternate means of protection)**

The Technical File shall be kept on board and maintained throughout the life of the ship.

**Reference:** Performance Standard for Alternative Means of Corrosion Protection for Cargo Oil Tanks of Crude Oil Tankers, MSC.289(87), paragraph 2.2.2

**Application:** Crude oil tankers

**(18) Ship Construction File (Goal-based Standards)**

A Ship Construction File with specific information on how the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers have been applied in the ship design and construction shall be provided upon delivery of a new ship, and kept on board the ship and/or ashore and updated as appropriate throughout the ship's service. The contents of the Ship Construction File shall, at least, conform to the guidelines developed by the Organization.

**Reference:** SOLAS 1974, regulation II-1/3-10.4 and MSC.290(87)



Application: Bulk carriers and oil tankers

### 3 Performance Standards for Water Level Detectors

#### (1) Test Records

Each detector alarm should be tested to verify that the pre-alarm and main alarm levels operate for every space where they are installed and indicate correctly. Also, the fault monitoring arrangements should be tested as far as practicable. Records of testing of alarm systems should be retained on board.

**Reference:** SOLAS regulations II-1/25, MSC.188(79), Section 3.3

Application: Bulk carriers and Single hold cargo ships

#### (2) Manuals

Documented operating and maintenance procedures for the water level detection system should be kept on board and be readily accessible.

**Reference:** MSC.188(79), Section 3.5

**Application:** Bulk carriers and Single hold cargo ships

### 4 SOLAS 74 – Fire Safety / FSS Code

#### (1) Maintenance Plan

The maintenance plan shall include the necessary information about fire protection systems and fire-fighting systems and appliances as required under SOLAS regulation II-2/14.2.2. For tankers, additional requirements are referred to in regulation II-2/14.4.

**Reference:** SOLAS 1974, regulations II-2/14.2.2 and II-2/14.4

#### (2) Fire safety training manual

A training manual shall be written in the working language of the ship and shall be provided in each crew mess room and recreation room or in each crew cabin. The manual shall contain the instructions and information required in SOLAS regulation II-2/15.2.3.4. Part of such information may be provided in the form of audio-visual aids in lieu of the manual.

**Reference:** SOLAS 1974, regulation II-2/15.2.3



**(3) Fire Control Plan/Booklet**

General arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections together with particulars of the fire detection and fire alarm systems and the fireextinguishing appliances etc. Alternatively, the aforementioned details may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date; any alterations shall be recorded as soon as practicable. A duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shore-side fire-fighting personnel.

**Reference:** SOLAS 1974, regulation II-2/15.2.4

**(4) Records of on-Board Training and Drills**

Fire drills shall be conducted and recorded in accordance with the provisions of SOLAS regulations III/19.3 and III/19.5.

**Reference:** SOLAS 1974, regulation II-2/15.2.2.5

**(5) Fire Safety Operational Booklet**

The fire safety operational booklet shall contain the necessary information and instructions for the safe operation of the ship and cargo handling operations in relation to fire safety. The booklet shall be written in the working language of the ship and be provided in each crew mess room and recreation room or in each crew cabin. The booklet may be combined with the fire safety training manuals required in regulation II-2/15.2.3.

**Reference:** SOLAS 1974, regulation II-2/16.2

**(6) Document of Compliance with the Special Requirements for Ships Carrying Dangerous Goods**

The Administration shall provide the ship with an appropriate document as evidence of compliance of construction and equipment with the requirements of regulation II-2/19 of SOLAS 1974. Certification for dangerous goods, except solid dangerous goods in bulk, is not required



for those cargoes specified as class 6.2 and 7 and dangerous goods in limited quantities.

**Reference:** SOLAS 1974, regulation II-2/19.4 (or II-2/54.3)

**Application:** ship carrying dangerous goods in packaged form or in solid form in bulk, also applicable to ship of less than 500 gross tons constructed on or after 1<sup>st</sup> February 1992

**(7) Inert Gas Systems: Instruction Manuals**

Detailed instruction manuals shall be provided on board, covering the operations, safety and maintenance requirements and occupational health hazards relevant to the inert gas system and its application to the cargo tank system. The manuals shall include guidance on procedures to be followed in the event of a fault or failure of the inert gas system.

**Reference:** FSS Code, Section 2.4.4

**Application:** tankers

**(8) Fixed high-expansion foam fire-extinguishing systems: Plans and manuals**

Installation plans and operating manuals shall be supplied to the ship and be readily available on board. A list or plan shall be displayed showing spaces covered and the location of the zone in respect of each section. Instructions for testing and maintenance shall be available on board.

**Reference:** FSS Code, Section 6.3.1.16

**(9) Certificates of Approval for Fire-Fighting Appliances**

Throughout SOLAS chapter II-2, various fire fighting appliances "shall be approved by the Administration"; such appliances shall be accompanied by Certificates of Approval.

PMA accepts equipment with class type approval of authorized ROs to be installed on board Bahrain ships.

**Reference:** SOLAS 1974, chapter II-2

**(10) Installation Plans and Operating Manuals of Sprinkler Systems**

Installation plans and operating manuals should be supplied to the ship and be readily available on board. A list or plan should be displayed showing the spaces covered and the location of the zone in respect of each section. Instructions for testing and maintenance should also be available on board.

**Reference:** SOLAS regulation II-2/12, Section 3

**5 SOLAS 74 – Life-Saving Appliances (LSA)****(1) Muster Lists**

Muster lists and emergency instructions complying shall be exhibited in conspicuous places throughout the ship including the navigation bridge, engine-room and crew accommodation spaces.

**Reference:** SOLAS 1974, regulation III/8.3

**(2) Emergency Instructions for each person on board**

Clear instructions to be followed in the event of an emergency shall be provided for every person on board. In the case of passenger ships these instructions shall be drawn up in the language or languages required by the ship's flag State and in the English language.

**Reference:** SOLAS 1974, regulation III/8.2

**(3) Records of Emergency Training and Drills**

The date when musters are held, details of abandon ship drills and fire drills, drills of other life-saving appliances and on board training shall be recorded in such log book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log book stating the circumstances and the extent of the muster, drill or training session held.

**Reference:** SOLAS 1974, regulation III/19.5



(4) **Instructions for On-Board Maintenance of Life-Saving Appliances**

Instructions for on-board maintenance of life-saving appliances shall be provided and maintenance shall be carried out accordingly.

**Reference:** SOLAS 1974, regulation III/20

(5) **Decision Support System for Masters**

In all passenger ships, a decision support system for emergency management shall be provided on the navigation bridge.

**Reference:** SOLAS 1974, regulation III/29

**Application:** Passenger ships

(6) **Training Manuals for Life-Saving Appliances**

A training manual shall be provided in each crew mess room and recreation room or in each crew cabin. The training manual shall be written in the working language of the ship.

**Reference:** SOLAS 1974, regulation III/35

(7) **Certificates of Approval for Life-Saving Appliances**

Life-saving appliances and arrangements required by SOLAS chapter III shall be approved by the PMA. PMA accepts equipment with class type approval.

**Reference:** SOLAS 1974, regulation III/4.1

**6 SOLAS 74 – Radiocommunications**

(1) **Ship's Station Licence**

A Ship Station Licence or Radio Station Licence is granted by the Central Informatics Organisation (CIO), for more details visit (<http://www.cio.gov.bh>).

**Reference:** SOLAS 1974, regulation IV/6

(2) **Radio Records**

A record shall be kept, to the satisfaction of the administration and as required by the Radio Regulations, of all incidents connected with the



radiocommunication service which appear to be of importance to safety of life at sea.

Radio records may be kept in the form of incident records or journal entries. The records should be kept on board the ship for at least a year.

**Reference:** SOLAS 1974, regulation IV/17

## 7 SOLAS 74 – Safety of Navigation

### (1) Deck Log Book and Engine Log Book

All ships shall carry deck and engine log books in which, or other means by which, the performance of the ship, her machinery, boilers and other daily events including such data as the ship's position, speed, course, weather conditions, fuel consumption, tank soundings, machinery operating pressures and temperatures and any incidents which may appear to be of importance to safety of life at sea, prevention of pollution to the marine environment, etc., shall be recorded indelibly in English. Such logs when entered by hand shall be signed daily by the officers of the watch and countersigned by the master or chief engineer as appropriate. Such logs or copies thereof shall be made available to the PMA as and when required.

**Reference:** SOLAS 74, regulation II – 1 /15.6.5, 15.9.4, 15.10.2, 17.3.3.2, 25.2, 25.9.4 and III /19.5

### (2) Records of navigational activities and daily reporting

All ships engaged on international voyages shall keep on board a record of navigational activities and incidents which are of importance to safety of navigation and which must contain sufficient detail to restore a complete record of the voyage, taking into account the recommendations adopted by the IMO.

**Reference:** SOLAS 1974, regulation 28.1

### (3) Search and Rescue Co-operation Plan

Passenger ships to which chapter I of the Convention applies, trading on fixed routes, shall have on board a plan for co-operation with appropriate search and rescue services in event of an emergency.

**Reference:** SOLAS 1974, regulation V/7.3





**Application:** Passenger ships

**(4) Minimum Safe Manning Document**

Every ship to which SOLAS Chapter I applies shall be provided with an appropriate safe manning document or equivalent issued by the PMA as evidence of the minimum safe manning.

**Reference:** SOLAS 1974, regulation V/14.2

**(5) Integrated Navigation Systems (INS)**

Material enabling onboard familiarization training should be provided for the INS. The onboard familiarization material should explain all configuration, functions, limitations, controls, displays, alerts and indications of the INS.

**Reference:** SOLAS 1974, regulation V/15; resolution MSC.252(83) – Revised Performance Standards for INS, Section 30

**(6) Illustrated Table of Life-Saving Signals**

An illustrated table describing the life-saving signals shall be readily available to the officer of the watch of every ship to which this chapter applies.

**Reference:** SOLAS 1974, regulation V/16

**(7) Voyage data recorder system – Certificate of Compliance**

The voyage data recorder system, including all sensors, shall be subjected to an annual performance test. The test shall be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections shall be conducted to determine the serviceability of all protective enclosures and devices fitted to aid location. A copy of the certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards, shall be retained on board the ship.

**Reference:** SOLAS 1974, regulation V/18.8



**(8) Test Report of AIS Annual Testing**

The automatic identification system (AIS) shall be subjected to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using, e.g., a Vessel Traffic Service (VTS). A copy of the test report shall be retained on board the ship.

**Reference:** SOLAS 1974, regulation V/18.9

**(9) Table or Curve of Residual Deviations of each Standard and Steering Magnetic Compass**

The required documentation shall be placed on board, and that a diagram of the radar installations shadow sectors is displayed

**Reference:** SOLAS 1974, regulation V/19, (Resolution A.1053(27) – Survey Guidelines under the Harmonized System of Survey and Certification, 2011)

**(10) Long range identification and tracking of ships – Results of LRIT Conformance Test; LRIT Conformance Test Report**

A Conformance test report should be issued, on satisfactory completion of a conformance test, by the Administration or the ASP who conducted the test acting on behalf of the Administration

Vessels operating exclusively in Sea Area A1 and fitted with AIS do not need to comply with the regulation.

**Reference:** SOLAS 1974, regulation V/19-1; MSC.1/Circ.1296

**(11) Pilot Ladder Maintenance Record**

All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

**Reference:** SOLAS 1974, regulation V/23.2.4



**(12) Steering Gear Change-over Procedures**

Simple operating instructions with a block diagram showing the change-over procedures for remote steering gear control systems and steering gear power units shall be permanently displayed on the navigation bridge and in the steering compartment.

**Reference:** SOLAS 1974, regulation V/26.3.1

**(13) Records of Steering Gear Tests and Drills**

The date upon which the checks and tests and the date and details of emergency steering drills carried out shall be recorded.

**Reference:** SOLAS 1974, regulation V/26.6

**(14) List of Operational Limitations**

Passenger ships to which chapter I of the SOLAS Convention applies shall keep on board a list of all limitations on the operation of the ship, including exemptions from any of the SOLAS regulations, restrictions in operating areas, weather restrictions, sea state restrictions, restrictions in permissible loads, trim, speed and any other limitations, whether imposed by the administration or established during the design or the building stages.

**Reference:** SOLAS 1974, regulation V/30

**Application:** Passenger ships

**(15) Certificates of Approval for Navigational Aids**

Systems and equipment required to meet the requirements of SOLAS regulations 19 and 20 shall be of a type approved by the PMA.

PMA accepts equipment with class type approval

**Reference:** SOLAS 1974, regulation V/18.1

**8 SOLAS 74 – Carriage of Cargo/Grain Code**

**(1) Cargo Securing Manual**

All cargoes, other than solid and liquid bulk cargoes, cargo units and cargo transport units, shall be loaded, stowed and secured throughout the



voyage in accordance with the Cargo Securing Manual approved by the administration. In ships with ro-ro spaces, as defined in regulation II-2/3.41, all securing of such cargoes, cargo units and cargo transport units, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves the berth. The Cargo Securing Manual is required on all types of ships engaged in the carriage of all cargoes other than solid and liquid bulk cargoes, which shall be drawn up to a standard at least equivalent to the guidelines developed by the IMO.

**Reference:** SOLAS 1974, regulations VI/5.6 and VII/5; MSC/Circ.745

**(2) Material Safety Data Sheets (MSDS)**

Ships carrying MARPOL Annex I cargoes, as defined in Appendix I to Annex I of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973, and marine fuel oils shall be provided with a material safety data sheet prior to the loading of such cargoes based on the recommendations developed by the IMO.

**Reference:** SOLAS 1974, regulation VI/5-1

**(3) Cargo Information and appropriate Shipping Documents including a Certificate or Declaration on the Carriage of Cargoes for ships carrying Dangerous Goods in Packaged Form or in Solid Form in Bulk or carrying Harmful Substances in Packaged Form**

The shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information shall be confirmed in writing and by appropriate shipping documents prior to loading the cargo on the ship. For the purpose of this regulation the cargo information required in sub-chapter 1.9 of the Code of Safe Practice for Cargo Stowage and Securing, adopted by the IMO by resolution A.714(17), as may be amended, shall be provided.

**Reference:** SOLAS 1974, regulation VI/2 and XII/10

**(4) Bulk Carrier Booklet**

To enable the master to prevent excessive stress in the ship's structure, the ship loading and unloading of solid bulk cargoes shall be provided with



a booklet referred to in SOLAS regulation VI/7.2. As an alternative to a separate booklet, the required information may be contained in the intact stability booklet (see 3.2.1 above).

**Reference:** SOLAS 1974 regulations VI/7 and XII/8; the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)

**Application:** Bulk carriers

(5) **Document of Authorization for the Carriage of Grain and Grain Loading Stability Booklet (for ships carrying grain)**

A document of authorization shall be issued for every ship loaded in accordance with the regulations of the International Code for the Safe Carriage of Grain in Bulk either by the administration or an organization recognized by it or by a Contracting Government on behalf of the administration. The document shall accompany or be incorporated into the grain loading manual provided to enable the master to meet the stability requirements of the Code.

**Reference:** SOLAS 1974, regulation VI/9; International Code for the Safe Carriage of Grain in Bulk, section 3

(6) **Loading / Unloading Plan**

Before a solid bulk cargo is loaded or unloaded, the master and the terminal representative shall agree on a plan which shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading, and shall include the sequence, quantity and rate of loading or unloading, taking into consideration the speed of loading or unloading, the number of pours and the deballasting or ballasting capability of the ship.

**Reference:** SOLAS 1974, regulation VI/7.3

(7) **Procedures and Checklists**

Procedures should be established for the preparation of plans and instructions, including checklists as appropriate, for key shipboard operations. Guidance is provided in Annex A to assist the development of such checklists.



**Reference:** Code of Safe Practice for Ships carrying Timber Deck Cargoes, 2011 (2011 TDC Code), Section 2.1.3

**Application:** ships carrying timber deck cargoes

**9 SOLAS 74 – Carriage of solid bulk cargo/IMSBC Code (for ships carrying solid bulk cargo)**

**(1) Exemption from particular provision of IMSBC Code**

Where this Code requires that a particular provision for the transport of solid bulk cargoes shall be complied with, a competent authority or competent authorities (port State of departure, port State of arrival or flag State) may authorize any other provision by exemption if satisfied that such provision is at least as effective and safe as that required by this Code. A copy of the exemption or an electronic copy thereof shall be maintained on board each ship transporting solid bulk cargoes in accordance with the exemption, as appropriate.

**Reference:** IMSBC Code, paragraph 1.5.1 and 1.5.4

**(2) Stability Information Booklet**

Having regard to regulation II-1/22.1 of SOLAS Convention, a stability information booklet shall be provided aboard all ships subject to the Convention. The master shall be able to calculate the stability for the anticipated worst conditions during the voyage as well as that on departure and demonstrate that the stability is adequate.

**Reference:** IMSBC Code, paragraph 2.1.3.1

**(3) Instructions on Emergency Response and Medical First Aid**

A copy of the instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in solid form in bulk shall be on board.

**Reference:** IMSBC Code, paragraph 3.1.2, Refer to the Medical First Aid guide for Use in Accidents involving Dangerous Goods (MFAAG)

**(4) Dangerous Goods Manifest or Stowage Plan (for ships carrying dangerous goods in solid form in bulk or harmful substances in bulk)**



Each ship carrying dangerous goods in solid form in bulk shall have a special list or manifest setting forth the dangerous goods on board and the location thereof, in accordance with SOLAS regulation VII/7-2.2. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest.

**Reference:** IMSBC Code, section 4.8.1, See also SOLAS 1974, regulation VII/4.2 and MARPOL Annex III, regulation 4

**(5) Instructions on Emergency Response and Medical First Aid**

When dangerous goods in solid form in bulk are carried appropriate instructions on emergency response to incidents involving the cargoes shall be on board.

**Reference:** IMSBC Code, paragraph 4.8.2

**(6) Document of Compliance**

Cargo ships of 500 gross tonnage and over constructed on or after 1 September 1984 and cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992, subject to SOLAS regulation II-2/19.4 (or II-2/54.3), shall have a Document of compliance when carrying dangerous goods in solid form in bulk except class 6.2 and class 7.

**Reference:** IMSBC Code, paragraph 4.8.3

**(7) Records of quantitative measurements of hydrogen, phosphine, arsine, oxygen, ammonia, acetylene or other flammable and toxic gases mentioned in the carriage requirements of a particular cargo.**

The concentrations of these gases in the cargo spaces carrying this cargo shall be measured regularly, during voyage, and the results of the measurements shall be recorded and kept on board.

**Reference:** IMSBC Code, various individual schedules in Appendix 1



**10 SOLAS 74 – Carriage of dangerous goods/INF cargo (for ships carrying dangerous goods/INF cargo)**

**(1) Transport information/Packing Certificate**

Transport information relating to the carriage of dangerous goods in packaged form and the container/vehicle packing certificate shall be in accordance with the relevant provisions of the IMDG Code and shall be made available to the person or organization designated by the port State authority.

**Reference:** SOLAS 1974, regulation VII/4.1

**(2) List/manifest or Stowage Plan**

Each ship carrying dangerous goods in packaged form shall have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

**Reference:** SOLAS 1974, regulation VII/4.2, See also IMSBC Code, section 4.8.1 and MARPOL Annex III, regulation 4

**(3) Relevant Sections of the International Maritime Dangerous Goods Code**

when carrying dangerous goods in packaged form

**(4) International Certificate of Fitness for the Carriage of INF Cargo**

A ship carrying INF cargo shall comply with the requirements of the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code) in addition to any other applicable requirements of the SOLAS regulations and shall be surveyed and be provided with the International Certificate of Fitness for the Carriage of INF Cargo.

**Reference:** SOLAS 1974, regulation VII/16; INF Code (resolution MSC.88(71)), paragraph 1.3)





**11 Nuclear Ships**

**(1) Nuclear Cargo Ship Safety Certificate or Nuclear Passenger Ship Safety Certificate,**

Every Nuclear powered ship shall be issued with the certificate required by SOLAS chapter VIII.

**Reference:** SOLAS 1974, regulation VIII/10

**12 SOLAS 74 – Carriage of Dangerous Chemicals in Bulk/IBC Code (for chemical tankers)**

**(1) Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (for ships which comply with the Bulk Chemical (BC) Code)**

A certificate called a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, the model form of which is set out in the appendix to the Bulk Chemical Code, should be issued after an initial or periodical survey to a chemical tanker engaged in international voyages which complies with the relevant requirements of the Code.

**Reference:** BCH Code, section 1.6

**Application:** The Code is mandatory under Annex II of MARPOL 73/78 for chemical tankers constructed before 1 July 1986.

**(2) International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (for ships which comply with the International Bulk Chemical (IBC) Code)**

A certificate called an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, the model form of which is set out in the appendix to the International Bulk Chemical Code, should be issued after an initial or periodical survey to a chemical tanker engaged in international voyages which complies with the relevant requirements of the Code.

**Reference:** IBC Code, section 1.5

**Application:** The IBC Code is mandatory under chapter VII of SOLAS 1974 and Annex II of MARPOL 73/78 for chemical tankers constructed on or after 1 July 1986.

**(3) Loading and Stability information booklet**

The master of the ship shall be supplied with a loading and stability information booklet. This booklet shall contain details of typical service and ballast conditions, provisions for evaluating other conditions of loading and a summary of the ship's survival capabilities. In addition, the booklet shall contain sufficient information to enable the master to load and operate the ship in a safe and seaworthy manner.

**Reference:** IBC Code, chapter 2

**(4) Information on Conditions of loading in Connection with Damage Assumptions (for chemical tankers complying with the Bulk Chemical Code)**

Damage survival capability shall be investigated on the basis of loading information submitted to the Administration for all anticipated conditions of loading and variations in draught and trim. Ballast conditions where the chemical tanker is not carrying products covered by the Code, or is carrying only residues of such products, need not be considered.

**Reference:** IBC Code, chapter 2

**(5) Cargo Information**

Information shall be on board, and available to all concerned, giving the necessary data for the safe carriage of the cargo in bulk. Such information shall include a cargo stowage plan, to be kept in an accessible place, indicating all cargo on board, including for each dangerous chemical carried:

1. a full description of the physical and chemical properties, including reactivity, necessary for the safe containment of the cargo;
2. action to be taken in the event of spills or leaks;
3. countermeasures against accidental personal contact;
4. fire-fighting procedures and fire-fighting media; and
5. procedures for cargo transfer, tank cleaning, gas-freeing and ballasting

**Reference:** IBC Code, section 16.2.3.1



**(6) Compatibility Information**

The shipper of the cargo is responsible for providing compatibility information to the ship operator and/or master. This must be done in a timely manner before transportation of the product. The cargo shall be compatible with all materials of construction.

**Reference:** IBC Code, chapter 6

**13 IBC CODE: Specific carriage requirements (Note: this list is not exhaustive)**

**(1) Carbon disulphide: Tank filling limits**

The maximum allowable tank filling limits for each cargo tank shall be indicated for each loading temperature which may be applied, and for the applicable maximum reference temperature, on a list approved by the Administration. A copy of the list shall be permanently kept on board by the master.

**Reference:** IBC Code, Section 15.3.24

**(2) Carbon disulphide: Cargo handling plan**

The product shall be transported only in accordance with a cargo handling plan that has been approved by the Administration. Cargo handling plans shall show the entire cargo piping system. A copy of the approved cargo handling plan shall be available on board. The International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk shall be endorsed to include reference to the approved cargo handling plan.

**Reference:** IBC Code, Section 15.3.27

**(3) Hydrogen peroxide solutions: Certification of standard**

Only those hydrogen peroxide solutions which have a maximum decomposition rate of 1% per year at 25°C shall be carried. Certification from the shipper that the product meets this standard shall be presented to the master and kept on board. A technical representative of the manufacturer shall be on board to monitor the transfer operations and have the capability to test the stability of the hydrogen peroxide. He shall certify to the master that the cargo has been loaded in a stable condition.

**Reference:** IBC Code, Section 15.5.1.11



**(4) Hydrogen peroxide solutions: Procedures for inspection, cleaning, passivation and loading**

Hydrogen peroxide shall be carried in tanks thoroughly and effectively cleaned of all traces of previous cargoes and their vapours or ballast. Procedures for inspection, cleaning, passivation and loading of tanks shall be in accordance with MSC/Circ.394. A certificate shall be on board the vessel indicating that the procedures in the circular have been followed. The passivation requirement may be waived by an Administration for domestic shipments of short duration. Particular care in this respect is essential to ensure the safe carriage of hydrogen peroxide

**Reference:** IBC Code, Section 15.5.2.2

**(5) Propylene oxide or ethylene oxide/propylene oxide mixtures (< 30% mass): Cargo-handling plan**

Cargo-handling plans shall show the entire cargo piping system and the locations for installation of blank flanges needed to meet the above piping separation requirements. A copy of each approved cargo-handling plan shall be maintained on board the ship. The International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk shall be endorsed to include reference to the approved cargo-handling plans.

**Reference:** IBC Code, Section 15.8.25.2

**(6) Propylene oxide or ethylene oxide/propylene oxide mixtures (< 30% mass): Certification of piping separation**

Before each initial loading of these products and before every subsequent return to such service, certification verifying that the required piping separation has been achieved shall be obtained from a responsible person acceptable to the port Administration and carried on board the ship.

**Reference:** IBC Code, Section 15.8.25.3

**(7) IBC Code :Publication**

A copy of the IBC Code, or national regulations incorporating the provisions of this Code, shall be on board every ship covered by the IBC Code.

**Reference:** IBC Code, Section 16.2.1

**(8) Cargo information**

Information shall be on board, and available to all concerned, giving the necessary data for the safe carriage of the cargo in bulk. Such information shall include a cargo stowage plan, to be kept in an accessible place, indicating all cargo on board, including each dangerous chemical carried

**Reference:** IBC Code, Section 16.2.3

**(9) Waste Movement Document**

Ships engaged in transboundary movement of liquid chemical wastes shall carry on board a waste movement document issued by the competent authority of the country of origin.

**Reference:** IBC Code, Section 20.5.1

**14 SOLAS 74 – IGC Code (for gas carriers)****(1) Certificate of Fitness for the Carriage of Liquefied Gases in Bulk**

A certificate called a Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, the model form of which is set out in the appendix to the Gas Carrier Code, should be issued after an initial or periodical survey to a gas carrier which complies with the relevant requirements of the Code.

**Reference:** GC Code, section 1.6

**Application:** ships which comply with the Gas Carrier Code

**(2) International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (for ships which comply with the International Gas Carrier Code)**

A certificate called an International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, the model form of which is set out in the appendix to the International Gas Carrier Code, should be issued after an initial or periodical survey to a gas carrier which complies with the relevant requirements of the Code.

**Reference:** IGC Code, section 1.5

**Application:** The Code is mandatory under chapter VII of SOLAS 1974 for gas carriers constructed on or after 1 July 1986.

**(3) Information on Cargo system valving and Overflow control**

Information about the closing time of the valves and their operating characteristics should be available on board and the valve closure time should be verifiable and reproducible.

**Reference:** IGC Code, chapters 5 and 13

**(4) Information on Loading limits**

The maximum allowable loading limits for each cargo tank should be indicated for each product which may be carried, for each loading temperature which may be applied and for the applicable maximum reference temperature, on a list to be approved by the Administration. A copy of the list should be permanently kept on board by the master.

**Reference:** IGC Code, chapter 15

**(5) Information on Compatibility**

The master should ascertain that the quantity and characteristics of each product to be loaded are within the limits indicated in the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk and in the Loading and Stability Information booklet and that products are listed in the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk as required under section 3 of the Certificate.

**Reference:** IGC Code, chapter 18

**(6) Loading and Stability Information booklet**

The master of the ship should be supplied with a Loading and Stability Information booklet. This booklet should contain details of typical service conditions, loading, unloading and ballasting operations, provisions for evaluating other conditions of loading and a summary of the ship's survival capabilities. In addition, the booklet should contain sufficient information to enable the master to load and operate the ship in a safe and seaworthy manner.

**Reference:** IGC Code, chapter 2

**(7) Cargo information**

Information should be on board and available to all concerned, giving the necessary data for the safe carriage of cargo.

**Reference:** IGC Code, chapter 18

**15 SOLAS 74 – Special Measures to enhance Maritime Safety /2011 ESP Code****(1) Continuous Synopsis Record (CSR)**

Every ship to which chapter I of the SOLAS Convention applies shall be issued with a Continuous Synopsis Record. The Continuous Synopsis Record provides an on-board record of the history of the ship with respect to the information recorded therein.

**Reference:** SOLAS 1974, regulation XI-1/5

**(2) Enhanced Surveys: Documentation on board/Survey Report File**

**Bulk carriers** as defined in SOLAS regulation IX/1.6 and **oil tankers** as defined in SOLAS regulation II- 1/2.22 shall be subject to an enhanced programme of inspections in accordance with the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)

**Reference:** (SOLAS 1974, regulation XI-1/2)

The owner should obtain, supply and maintain on board documentation as specified in 6.2 and 6.3, which should be readily available for the surveyor. The condition evaluation report referred to in 6.2 should include a translation into English.

The documentation should be kept on board for the lifetime of the ship.

**Reference:** 2011 ESP Code, Annex A (Parts A and B) and Annex B (Parts A and B), section 6

**Application:** Bulk carriers and oil tankers

**(3) Survey report file**

A survey report file should be a part of the documentation on board and should be available also in the owner's and the Administration offices. It consisting of:



- (a) reports of structural surveys (annex 6 of 2011 ESP Code)
- (b) condition evaluation report (annex 7 of 2011 ESP Code); and
- (c) thickness measurement reports (annex 8 of 2011 ESP Code).

#### (4) Supporting Documents

The following additional documentation should be available on board:

- (a) survey programme as required under 5.1 until such time as the renewal survey, or intermediate survey, as applicable, has been completed.
- (b) main structural plans of cargo holds and ballast tanks
- (c) previous repair history
- (d) cargo and ballast history
- (e) inspections by ship's personnel and
- (f) any other information that would help to identify critical structural areas and/or suspect areas requiring inspection.

**Reference:** 2011 ESP Code, Section 6

#### (5) Condition Evaluation Report

A condition evaluation report of the survey and results should be issued to the owner as shown in annex 7 and placed on board the ship for reference at future surveys. The condition evaluation report should be **endorsed** by the Administration or by the recognized organization on behalf of the Administration.

**Reference:** 2011 ESP Code, Section 8

### 16 SOLAS 74 – ISM Code

#### (1) Document of Compliance

A document of compliance shall be issued to every company which complies with the requirements of the ISM Code. A copy of the document shall be kept on board.

**Reference:** SOLAS 1974, regulation IX/4 and ISM Code, paragraph 13





**(2) Safety Management Certificate**

A Safety Management Certificate shall be issued to every ship by the administration or an organization recognized by the administration. The administration or an organization recognized by it shall, before issuing the Safety Management Certificate, verify that the company and its shipboard management operate in accordance with the approved safety management system.

**Reference:** SOLAS 1974, regulation IX/4; ISM Code, paragraph 13

**(3) Documents and publications specified in the ship's Safety Management Manual (SMM)**

The Company should ensure that the valid documents are available at all relevant locations;

**Reference:** (ISM Code, Section 11.2.1)

The documents used to describe and implement the SMS may be referred to as the "Safety Management Manual". Documentation should be kept in a form that the Company considers most effective. Each ship should carry on board all documentation relevant to that ship.

**Reference:** (ISM Code, Section 11.3)

**17 SOLAS 74 – ISPS Code**

**(1) International Ship Security Certificate (ISSC) or Interim International Ship Security Certificate**

An International Ship Security Certificate (ISSC) shall be issued to every ship by the Administration or an organization recognized by it to verify that the ship complies with the maritime security provisions of SOLAS chapter XI-2 and part A of the ISPS Code. An interim ISSC may be issued under the ISPS Code part A, section 19.4.

**Reference:** SOLAS 1974, regulation XI-2/9.1.1; ISPS Code part A, section 19



## (2) Ship Security Plan and associated records

Each ship shall carry on board a ship security plan approved by the Administration. The plan shall make provisions for the three security levels as defined in part A of the ISPS Code. Records of the following activities addressed in the ship security plan shall be kept on board for at least the minimum period specified by the Administration:

- (a) training, drills and exercises;
- (b) security threats and security incidents;
- (c) breaches of security;
- (d) changes in security level;
- (e) communications relating to the direct security of the ship such as specific threats to the ship or to port facilities the ship is, or has been, in;
- (f) internal audits and reviews of security activities;
- (g) periodic review of the ship security assessment;
- (h) periodic review of the ship security plan;
- (i) implementation of any amendments to the plan; and
- (j) maintenance, calibration and testing of any security equipment provided on board, including testing of the ship security alert system.

**Reference:** SOLAS 1974, regulation XI-2/9; ISPS Code part A, sections 9 and 10

## (3) Record of Changes to Ship Security Plan

The nature of the changes to the ship security plan or the security equipment that have been specifically approved by the Administration, pursuant to section 9.5, shall be documented in a manner that clearly indicates such approval. This approval shall be available on board and shall be presented together with the International Ship Security Certificate (or the Interim International Ship Security Certificate).

**Reference:** ISPS Code, Section 9.5.1

## (4) List of Passengers and Crew

Examples of other practical security related information that may be required as a condition of entry into port in order to assist with ensuring the safety and security of persons, port facilities, ships and other property include:

- (a) information contained in the Continuous Synopsis Record;



- (b) location of the ship at the time the report is made;
- (c) expected time of arrival of the ship in port;
- (d) crew list;
- (e) general description of cargo aboard the ship;
- (f) passenger list; and
- (g) information required to be carried under regulation XI-2/5.

**Reference:** SOLAS 1974, regulation XI-2/9.2.1.6 and paragraph B/4.39.6 of the ISPS Code

## 18 SOLAS 74 – Alternative Design and Arrangements

### (1) Structure, Subdivision and Stability, Machinery and Electrical Installations: Alternative Arrangements

A copy of the documentation as approved by the Administration, indicating that the alternative design and arrangements comply with SOLAS 1974 regulation II-1/55, shall be carried on board the ship.

**Reference:** SOLAS 1974 regulation II-1/55, Refer to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212).

### (2) Fire Protection, Fire Detection, Fire Extinction: Alternative Arrangements

A copy of the documentation shall be carried on board the ship, as approved by the Administration, indicating that the alternative design and arrangements comply with SOLAS 1974 regulation II-2/17

**Reference:** SOLAS 1974 regulation II-2/17, Refer to the Guidelines on alternative design and arrangements for fire safety (MSC/Circ.1002).

### (3) Life-saving Appliances: Alternative Arrangements

A copy of the documentation shall be carried on board the ship, as approved by the Administration, indicating that the alternative design and arrangements comply with SOLAS 1974 regulation III/38

**Reference:** SOLAS 1974 regulation III/38, paragraph 4, Refer to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212).