

SECTION E: INTERNATIONAL CONVENTIONS, TREATIES, STANDARDS, AND REGULATIONS
CHAPTER 2: INSPECTIONS RELATIVE TO SOLAS REQUIREMENTS

A. GENERAL PROCEDURES

1. **Vessels to which SOLAS is Applicable** The International Convention for the Safety of Life at Sea (SOLAS) is a product of the International Maritime Organization (IMO), an agency of the United Nations. SOLAS applies to all mechanically propelled cargo and tank vessels of 500 or more gross tons (GT), and to all mechanically propelled passenger vessels carrying more than 12 passengers that engage in international voyages. By IMO's definition, an "international voyage" means a voyage from a country to which the Convention applies to a port outside the country, or vice versa. A vessel's "administration" is defined as the government of a country the flag of which the vessel is eligible to sail under. In this context, vessels operating "under the flag of the United States" are those documented or numbered under the laws of the U.S., including Guam, the Commonwealth of the Northern Mariana Islands, American Samoa, the District of Columbia, the U.S. Virgin Islands, and Puerto Rico. When possessing a valid SOLAS certificate and complying with its terms, such a vessel is entitled to all of the privileges described in the Convention.

NOTE: On 22 May 1982, the organization changed its name from the Intergovernmental Maritime Consultative Organization, or IMCO. All IMCO resolutions passed prior to this change that remain effective are referred to below as "IMO" resolutions for simplicity.

2. **Effective Date of SOLAS 74/78** The requirements of the 1974 Convention (SOLAS 74) became effective on 25 May 1980. The 1978 Protocol, which modifies the original Convention, became effective on 1 June 1981. Together, they are referred to as SOLAS 74/78. To apply the requirements of the Convention and the Protocol, a new vessel is one for which the keel was laid on or after these effective dates. An existing vessel is one for which the keel was laid prior to these dates. For convenience, SOLAS 74/78 has been reprinted in Commandant Instruction (COMDTINST) M16210.2.

3. **SOLAS Amendments** Amendments to the Convention should be expected. The first set of amendments were adopted in November 1981, as Maritime Safety Committee (MSC) Resolution MSC.1(XLV). These amendments deal primarily with Chapters II-1 and II-2, although minor changes to Chapters III, IV, V, and VI are included. These changes came into effect on 1 September 1984. A second set of amendments was adopted in June 1983. These primarily affect Chapters III and VII, with minor changes to Chapters II-1, II-2, and IV. These amendments became effective on 1 July 1986.

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4. U.S.
Application of
SOLAS 74/78

- General
- a. General. By ratifying SOLAS 74/78, the U.S. has agreed to promulgate statutes, regulations, and other measures to give the Convention full and complete effect. These measures will ensure that, from the aspect of safety of life, a subject vessel is fit for the service for which it is intended. The 1978 Protocol requires administrations to institute arrangements for inspection or establish a mandatory annual survey requirement. The U.S. has chosen the mandatory annual survey method, to be carried out through the mid-period inspection program (See Paragraph H.).
- Authority
- b. Authority. U.S. navigation and vessel inspection laws are used as authority to enforce the terms of the Convention; no special authority is necessary. Vessel inspection regulations in Title 46, Code of Federal Regulations (CFR) generally embrace the inspection requirements of SOLAS 74/78 (the only exceptions are requirements for radio equipment, which are administered by the Federal Communications Commission (FCC)). Inspection personnel generally need not refer to the Convention during inspections for certification. However, they shall be thoroughly familiar with SOLAS requirements, which may be considered when inspection decisions are made (particularly concerning relaxation of normal inspection requirements).
- Application to T-Boats
- c. Application to T-Boats. The regulations in 46 CFR, Subchapter T for small passenger vessels (under 100 GT) do not reflect the requirements of SOLAS 74/78, except by reference to the Convention. For T-boats operating on international routes, SOLAS 74/78 requirements shall be specifically applied, or SOLAS Exemption Certificates must be issued. Officers in charge, marine inspection (OCMI's) certifying T-boats that will operate on international voyages through other inspection zones should contact the OCMI's of those zones, to determine if additional requirements must be met for certification.

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- 5. Previous SOLAS Conventions** The initial SOLAS Convention that entered into effect in 1929 was superseded in 1948, in turn in 1960, and again in 1974. SOLAS 74/78 incorporates by reference the 1929, 1948, and 1960 provisions applicable to existing vessels. In specific instances, modifications are required for existing vessels. Certificates granted under the 1929 and 1948 Conventions are no longer recognized by the Coast Guard. U.S. vessels having valid SOLAS 60 certificates may retain them until their normal expiration. All U.S. certificates issued after 25 May 1980 must be consonant with SOLAS 74. Those issued after 1 June 1981 must be consonant with SOLAS 74/78. The Coast Guard will continue to accept valid SOLAS 60 certificates held by vessels whose administrations are parties to SOLAS 60 but have not ratified SOLAS 74, or that issued such certificates prior to 25 May 1980.
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- 6. Fire Safety Standards** → See Section D, Chapter 7 of this volume and Navigation and Vessel Inspection Circular (NVIC) 1-85, "Fire Safety Standards for Foreign Passenger Vessels."
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B. REFERENCES

1. International Conventions and Conferences on Marine Safety This publication contains the texts of the 1948 SOLAS Convention (including a summary of committee reports and background information) and the 1960 Convention. Each marine safety unit shall maintain COMDTINST M16707.1, as required by the Directives, Publications, and Reports Index, Commandant Notice (COMDTNOTE) 5600.

2. SOLAS 74/78 Protocols with Amendments This publication contains the text of International Convention for the Safety of Life At Sea (SOLAS) 74 and the 1978 Protocol and Amendments. It may be purchased through local sources.

3. Implementing Regulations SOLAS 74/78 requirements generally are incorporated in Title 46, CFR without specific mention of the Convention. Among the regulations that do make specific mention of SOLAS 74 and its application are:

	TYPE	CFR CITE
a.	All Vessels	46 CFR 2.01-25
b.	Tank Vessels	46 CFR Table 30.01-5(d) footnote 6, 30.01-5(e)(1), & 31.40
c.	Passenger Vessels	46 CFR Table 70.05-1(a) footnote 6, 70.05-3(b)(1), 70.05-10, and 71.75
d.	Cargo and Miscellaneous Vessels	46 CFR 90.05-1(a)(1), Table 90.05-1(a) footnote 6, 90.05-10, and 91.60
e.	Small Passenger Vessels	46 CFR 175.05-1, Table 175.05-1(a) footnote 6, 175.05-1(c), and 176.35
f.	Oceanographic Research Vessels	46 CFR Table 188.05-1(a) footnote 6, 188.05-10, 188.10-35, and 189.60

4. Marine Safety Manual Volume I of the MSM contains a figure that lists countries that have ratified SOLAS 74/78 and other international conventions.

USCG Marine Safety Manual, Vol. II: Materiel Inspection
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C. CERTIFICATES ISSUED UNDER SOLAS 74/78

→ See MSM II, Section A, Chapter 3.

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D. APPLICATION FOR CONVENTION CERTIFICATES

1. Application to the OCMI The master, owner, or agent of a vessel for which a SOLAS Passenger Ship Safety Certificate, Cargo Ship Safety Equipment/Construction Certificate, or Exemption Certificate is desired shall submit Form CG-3752, Application for Inspection of U.S. Vessel. The application shall indicate all certificates desired. If a Cargo Ship Safety Construction Certificate is requested, the request shall also state whether the Coast Guard or ABS will issue it.

2. OCMI's Acknowledgment of Application

- a. Passenger Vessels. The OCMI shall use Form CG-969, Notice of Completion of Examination for Safety Certificate. This document may be shown to explain the lack of a valid Passenger Ship Safety Certificate, if it is not received prior to the vessel's sailing.
 - b. Cargo, Tank, and Miscellaneous Vessels. Form CG-969 shall not be used to acknowledge application for Cargo Ship Safety Equipment Certificates. This certificate is issued by the OCMI, and is intended for issuance prior to sailing of the vessel.
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3. Application to the FCC The master, owner, or agent of a vessel for which a Safety Radiotelephony/Radiotelegraphy Certificate or Exemption Certificate is desired shall forward a written application to the local FCC office.

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E. COORDINATION OF SOLAS BY THE FCC

1. Passenger Vessels

- a. General. The inspection of a passenger vessel for issuance of a Passenger Ship Safety Certificate is conducted jointly by the Coast Guard and the FCC. The certificate is issued only after the Commandant has received reports of inspection from the OCMI and the FCC. Because it is desirable to issue concurrent certification, the FCC has agreed to coordinate its radio equipment inspections (including those of portable lifeboat radio apparatus) with inspections conducted by the Coast Guard.

NOTE: Refer to 47 CFR 80.59 for inspection requirements for FCC compulsory vessel inspections. Generally, the FCC will not attend an inspection. Instead, a licensed third-party technician will inspect the equipment and issue certification on the FCC's behalf.

- b. Administration. Upon receipt of an application for renewal of a COI or issuance of a Passenger Ship Safety Certificate, the OCMI shall notify the local FCC office of the anticipated date on which the Coast Guard inspection will be completed. If inspection will be completed at that port, the FCC inspection will normally be carried out on the date indicated by the OCMI. When the Coast Guard inspection will not be completed and the vessel's COI not renewed prior to the vessel's non-international voyage on the high seas, the FCC inspection should occur at least one business day before the sailing date.
- c. Issuance of Exemption Certificate. Upon completion of its inspection, the FCC will forward a copy of its Certificate of Compliance (Form 806) or a Letter of Exemption to the OCMI. The OCMI shall forward the FCC document, Form CG-969A (Notification of Approval for Passenger Ship Safety Certificate), and a copy of the vessel's current COI to Commandant (G-MOC). A SOLAS Exemption Certificate, modifying that part of the Passenger Ship Safety Certificate covering radio equipment, will be issued only upon FCC request when the vessel meets all applicable SOLAS requirements administered by the Coast Guard.

2. Cargo, Tank, and Miscellaneous Vessels

The FCC conducts annual SOLAS inspections of radio equipment (including portable lifeboat radio equipment) aboard these vessels. These normally occur in conjunction with the Coast Guard inspection for certification or the mandatory annual survey.

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F. ISSUANCE OF CONVENTION CERTIFICATES

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- 1. Passenger Vessels** Upon satisfactory completion of the SOLAS inspection, the OCMI completes Form CG-969A, Notification of Approval for Passenger Ship Safety Certificate. When the master, owner, or agent submits a written request for exemptions from SOLAS inspection requirements, the OCMI shall list recommended exemptions (if any) on the reverse side of Form CG-969A, and shall verify that the vessel has a valid Load Line Certificate. Copies of FCC Form 806 (or the Exemption Letter) and the vessel's COI are forwarded to Commandant (G-MOC) with Form CG-969A
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- 2. Cargo, Tank, and Miscellaneous Vessels**
- Safety Equipment Certificates a. Safety Equipment Certificates. Upon satisfactory completion of the SOLAS inspection, the OCMI issues the vessel a Cargo Ship Safety Equipment Certificate, its Attachment, and (if the vessel is a tanker) its Supplement. The vessel must have the certificate aboard prior to sailing on an international voyage. This certificate shall have a period of validity of 2 years, to expire on the same date as the vessel's COI.
- Safety Construction Certificates b. Safety Construction Certificates. Upon satisfactory completion of a SOLAS inspection requested by a vessel owner/operator, the OCMI shall also issue a Cargo Ship Safety Construction Certificate and Attachment. If the vessel is a tanker, the OCMI shall also issue a certificate Supplement if the vessel owner has requested it on the application for inspection. As with the Safety Equipment Certificate, this document must be aboard the vessel prior to its sailing on an international voyage; however, its period of validity is 5 years. Tankers over 10 years of age must undergo an intermediate survey, including drydocking, at the midpoint of this certificate's validity. Drydock requirements should be maintained consistent with those of the regulatory requirements.
- ABS Issuance of the Safety Construction Certificate c. ABS Issuance of the Safety Construction Certificate. The OCMI should note that an ABS issued Safety Construction Certificate has a 5-year period of validity, as allowed in the Convention.
- Exemption Requests d. Exemption Requests. When exemptions from the provisions of SOLAS requirements are requested, the OCMI shall forward recommendations to Commandant (G-MOC). Issuance of SOLAS certificates shall be delayed until the Commandant has issued an Exemption Certificate or the vessel has attained compliance with the SOLAS requirements.
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3. Special Requirements for Ships Carrying Dangerous Goods

COI Endorsement in lieu of Separate SOLAS Documentation

- a. COI Endorsement in lieu of Separate SOLAS Documentation. SOLAS, Regulation II-2/54.3 requires the flag administration to provide a vessel with appropriate documentation as evidence of compliance with the construction and equipment requirements for ship types and cargo spaces carrying dangerous goods. Currently, U.S. ships complying with SOLAS Regulation 54 do not receive separate documentation other than the COI. Therefore, the following guidance is provided.

NOTE: The 1981 Amendments to SOLAS extended the applicability of Regulation 54 to cargo ships of less than 500 gross tonnage constructed on or after 01 February 1992 (See Reg. 54.1.1).

- (1) For existing ships, SOLAS requirements are applied depending upon the date of keel laying. The 1981 amendments, which included the revised text of SOLAS II-2, Regulation 54, went into effect on September 1, 1984. Vessels built before that date do not need to be brought into compliance with the amendments unless they undergo repairs, alterations, or modifications of a major character as defined in SOLAS, Chapter II-2, Regulation 1.3. SOLAS amendments would be applied to existing vessels without SOLAS documents insofar as would be reasonable and practicable by the flag administration on a case-by-case basis. A COI endorsement is appropriate to serve as evidence of compliance with the above regulation.
- (2) The endorsement should read as follows:

"Construction and equipment meet the special requirements of SOLAS 1974, as amended, Regulation II-2/54 for carrying dangerous goods (packaged hazardous materials) as set forth below:

Cargo hold numbers #, #, #, and #: Dangerous goods of IMO hazard classes X, X, X.*

Weather decks: Dangerous goods of International Maritime Organization (IMO) hazard classes X through X, X and X.*

*The carriage of all dangerous goods, including those of IMO hazard class 7 which is not covered by SOLAS II-2/54, must be in accordance with the provisions and limitations of the current edition of the International Maritime Dangerous Goods (IMDG) Code for the specific dangerous goods."

- (3) With regard to the endorsement above, the hazard classes which the vessel is suitable to carry in the cargo holds will have to be determined by the Officer in Charge, Marine Inspection (OCMI) based on determination of compliance with Regulation 54.
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G. EXTENSION OF SOLAS CERTIFICATES BY CONSULAR OFFICERS

Regulation 14 of Chapter I, SOLAS 74/78 provides for extensions of Convention certificates by authorized officers of the country of registry, if the vessel is not in a port of that country when the certificate expires. This extension is granted only to permit a voyage to the country of registry or to another port where SOLAS inspections may be conducted, in cases where it appears reasonable to do so.

NOTE: If the Safety Construction Certificate is issued for a 5-year period, no extension is permitted.

The procedure for extending SOLAS certificates for U.S. vessels is stated in the Department of State's Foreign Affairs Manual, Volume 7 (Special Consular Services), as follows:

"524.6-3. Extension or Reissue of Certificates. When an international certificate issued under the terms of the International Convention for the Safety of Life at Sea to a vessel of the United States expires before or at the time the vessel reaches a foreign port or will expire before the vessel reaches a port of the United States, it may be extended by the consular officer, or a new certificate may be issued by authorities of a foreign government which is a party to the Convention, according to the preference of the master. The request must come from the master. A request of preference expressed by the agent of a United States vessel should not be honored unless the agent is acting at the master's specific request."

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H. SOLAS ANNUAL SURVEY REQUIREMENTS

At a minimum, the scope of annual reinspections should satisfy all SOLAS survey requirements. The following summary of SOLAS survey requirements is adapted from IMO Resolution A.413(XI):

1. Requirements Regulation 6(b), Chapter 1 of the 1978 SOLAS Protocol requires annual surveys of all cargo and tank vessels issued SAFCON and SEC Certificates. There are additional requirements for tank vessels over 10 years old.

2. Purpose The purpose of mandatory surveys is to ensure that the ship and its equipment as prescribed in Regulations 8(a) and 10(b) of Chapter 1 of the 1978 SOLAS Protocol relating to SOLAS 1974, have been maintained in accordance with Regulation 11 of Chapter 1 of the 1978 SOLAS Protocol, and that the ship and its equipment remain satisfactory for the service intended. Annual inspections enable the Coast Guard to verify this. It is recognized that these survey provisions are not necessarily applicable to all types and sizes of ships.

3. When Required A midperiod inspection should be held within 3 months before or after the anniversary dates of the SAFCON Certificate.

4. Scope The scope of the annual inspection should depend upon the condition of the ship and its equipment.

- a. In general, the inspection should consist of a certificate examination, a visual examination to confirm that no unapproved modifications have been made to the ship and its equipment, and examination and testing of vessel equipment to confirm that their condition is being properly maintained.
- b. The inspection should include examination of the following:

INSPECTION ITEM	INSPECTION ITEM
• Certificate and logbook	• Firefighting equipment
• Hull and watertight integrity	• Navigational equipment
• Machinery and electrical	• Tanker requirements
• Lifesaving equipment	• Tanker over 10 years

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- c. Further examination and testing should be conducted as considered necessary if there is any doubt as to the condition of the vessel or maintenance of its equipment.

5. Certificate and Logbook Examination

This is required to ensure that certificates are valid and required entries are being made in logbooks.

- a. Certificates to be checked are:
 - (1) All safety certificates issued in conformity with Regulation 12, Chapter 1, SOLAS 1974 and Regulation 14, Chapter 1, 1978 SOLAS Protocol;
 - (2) International Load Line Certificate; and
 - (3) Certificates issued by a classification society on behalf of the Coast Guard.
- b. Lifesaving equipment records and logbook entries should be examined to:
 - (1) Confirm that any new equipment has been properly approved before installation, and that no changes have been made which would affect the validity of the SEC;
 - (2) Check that all instructions and/or notices including the emergency station muster list are properly posted and printed in a language understood by all personnel on board; and
 - (3) Check whether any fire has occurred on board since the last inspection, necessitating the operation of the fixed fire extinguishing systems or the portable fire extinguishers.
- c. Hull machinery and equipment certificates and records should be checked for the required examinations of:
 - (1) Automatic and remote control systems, such as main propulsion automatic systems; and
 - (2) Inert gas systems (IGS).

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- d. Logbook entries should be checked for required entries. These include:
 - (1) Entries required by Regulation 26, Chapter III, SOLAS 1974, such as:
 - (a) The date of the last full muster of crew for boat and fire drill;
 - (b) The records indicating that lifeboat equipment was examined and found to be complete; and
 - (c) The last occasion the lifeboats were swung out, and which ones were lowered into the water.
 - (2) Entries required by Regulation 19-2(f), Chapter V, of the 1978 SOLAS Protocol.
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6. Hull

A general examination of the hull and its closing appliances is required at annual inspections. This includes:

- a. All closing appliances, scuppers and sanitary discharges, and means for protection of the crew according to the requirements of the 1966 Load Line Convention.
 - b. Examination of anchoring and mooring equipment, as far as practicable.
 - c. Examination and testing (locally and remotely) of all watertight doors in watertight bulkheads, as far as practicable.
 - d. Examination of watertight bulkhead penetrations, as far as practicable.
 - e. Confirmation that no significant changes have been made to the arrangement of structural fire protection.
 - f. Confirmation of the operation of manual and/or automatic fire doors where fitted.
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- 7. Machinery and Electrical** A general examination of machinery and boiler spaces with particular attention to the propulsion system, auxiliary machinery, and the fire and explosion hazards is required at annual inspections. This includes:
- a. Confirmation that escape routes are not blocked;
 - b. Examination and testing in operation of all main and auxiliary steering arrangements, including their associated equipment and systems;
 - c. Testing of all the means of communication between the navigating bridge and the machinery control positions, as well as the bridge and the alternative steering position, if fitted;
 - d. Examination, as far as practicable, of the bilge pumping systems and bilge wells including operation of pumps, remote reach rods and level alarms, where fitted;
 - e. External examination of boilers, pressure vessels and their appurtenances including safety devices, foundations, controls, relieving gear, high pressure and steam escape piping, insulation, and gauges;
 - f. Visual and operational examination, as far as feasible, of electrical machinery, emergency sources of power, switchgear, and other electrical equipment; and
 - g. Confirmation, as far as practicable, of the operation of all emergency sources of power and, if they are automatic, in the automatic mode.

- 8. Lifesaving Equipment** Inspection of the lifesaving gear and equipment shall include:
- a. Examination of all lifeboats, davits, embarkation arrangements, and launching gear. If practicable, one of the lifeboats should be lowered to the water.
 - b. Testing that the engine of each motor lifeboat starts satisfactorily, in both ahead and astern operation (as permitted by cargo handling conditions).
 - c. Checking that the inflatable life rafts have been serviced during the past 12 months, unless it is determined that the servicing has not been possible; checking that stowage will facilitate proper release and that launching instructions are posted. The embarkation arrangement of inflatable life rafts shall also be examined and, when provided, the launching arrangement of davit launched life rafts.

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- d. Checking that lifeboats are in good condition, and that the required number are fitted with self-igniting lights and self-activating smoke signals, and that all are properly stationed.
- e. Checking that rigid life rafts are in good condition and that stowage will facilitate rapid launching.
- f. Checking for proper stowage of life jackets and random examination of their condition.
- g. Checking that ship and lifeboat distress signals and the line-throwing rockets are not out of date.
- h. Testing of the emergency lighting and general alarm system.

9. Firefighting Equipment

Annual inspections of firefighting equipment shall include:

- a. Confirmation that fire control plans are properly posted;
- b. Examination and testing, as feasible, of the fire and/or smoke detection system(s);
- c. Examination of the fire main system and confirmation that each fire pump, including the emergency fire pump, can be operated so that the two required powerful jets of water can be produced simultaneously from different hydrants;
- d. Confirmation that fire hoses, nozzles, applicators and spanners are in good working condition and situated at their respective locations;
- e. Examination of fixed firefighting system controls, piping, instructions and marking, checking for evidence of proper maintenance and servicing, including date of last systems tests;
- f. Confirmation that all semi-portable and portable fire extinguishers are in their stowed positions, checking for evidence of proper maintenance and servicing, conducting random check for evidence of discharged containers;
- g. Confirmation, as far as practicable, that the remote controls for stopping fans and machinery and shutting off fuel supplies in machinery spaces are in working order;
- h. Examination of the closing arrangements of ventilators, funnel annular spaces, skylights, doorways and tunnels, where applicable; and
- i. Confirmation that the firemen's outfits are complete and in good condition.

10. Navigational Equipment

Annual inspections of navigational equipment shall include verifying that:

- a. Navigation lights, shapes, and sound signaling equipment are in order;
- b. The compass deviation record book is properly maintained and that the daylight signaling lamp is in order;
- c. The radars, echo depth-sounding device, automatic radar plotting aid (ARPA), and gyro-compass are in working order;
- d. Pilot ladder/hoists are in good condition and operational; and
- e. Nautical charts and publications necessary for the intended voyage are available and updated.

11. Tankers

These vessels are subject to additional inspection requirements. The following areas and equipment shall be examined:

- a. Weather Deck and Equipment.
 - (1) Cargo tank openings, such as gaskets, covers, coamings, and screens;
 - (2) Pressure/vacuum valves and flame screens on cargo tanks;
 - (3) Flame screens on vents to all bunker, oily ballast and oily slop tanks and void spaces, as far as practicable;
 - (4) Cargo, crude oil washing bunker, ballast and vent piping systems, including vent masts and headers; and
 - (5) Confirmation that all electrical equipment in dangerous zones is in good condition and has been properly maintained.

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- b. Cargo Pumprooms.
 - (1) Confirmation that potential sources of ignition in or near the cargo pumproom are eliminated, such as loose gear, excessive product in bilges, excessive vapors, combustible materials, etc., and that access ladders are in good condition.
 - (2) Confirmation that all electrical equipment is in good condition and has been properly maintained.
 - (3) Examination of all pumproom bulkheads for signs of oil leakage or fractures and, in particular, the sealing arrangements of all penetrations of pumproom bulkheads.
 - (4) Examination of the condition of all piping systems.
 - (5) Examination, as far as practicable, of cargo, bilge, ballast, and stripping pumps for excessive gland seal leakage; verification of proper operation of electrical and mechanical remote operating and shutdown devices, and pumproom bilge system, and that pump foundations are intact.
 - (6) Confirmation that the pumproom ventilation system is operational, ducting intact, dampers operational, and screens are clean.
 - (7) Verification that installed pressure gauges on cargo discharge lines and level indicator systems are operational.

- c. IGS Inspections.
 - (1) External examination of the condition of all piping and components for signs of corrosion or gas/effluent leakage;
 - (2) Confirmation of the proper operation of both inert gas blowers;
 - (3) Observation of the operation of the scrubber room ventilation system;
 - (4) Checking of deck water seal for automatic filling and draining, for presence of water carry-over, and checking the condition of the non-return valve;
 - (5) Examination of the operation of all remotely operated or automatically controlled valves and, in particular, the flue gas isolating valve(s);
 - (6) Observation of a test of the interlocking feature of soot blowers;

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- (7) Observation that the gas pressure regulating valve automatically closes when the inert gas blowers are secured; and
- (8) Checking, as far as practicable, the following alarms and safety devices of the IGS, using simulated conditions where necessary:
 - (a) High oxygen content of gas in the inert gas main;
 - (b) Low gas pressure in the inert gas main;
 - (c) Low pressure in the supply to the deck water seal;
 - (d) High temperature of gas in the inert gas main;
 - (e) Low water pressure to the scrubber; and
 - (f) Accuracy of portable and fixed oxygen measuring equipment by means of calibration gas.
- d. Other Items.
 - (1) External examination of piping and cutout valves of cargo tank and cargo pumproom fixed firefighting system.
 - (2) Confirmation that the deck foam system and deck sprinkler system are in sound operating condition.

**12. Requirements
or Tankers
Over Ten
Years Old**

General

- a. General. Regulation 10(a)(ii), Chapter 1 of the 1978 SOLAS Protocol, contains additional inspection requirements at intermediate inspections for tankers over ten years old. "A tanker of ten years of age and over shall undergo a minimum of one intermediate survey during the period of validity of its SAFCON. In cases where only one such intermediate survey is carried out in any one certificate validity period, it shall be held not before 6 months prior to, nor later than 6 months after, the halfway date of the certificate's period of validity."

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Scope

b. Scope. The intermediate survey should be a thorough examination and be sufficiently extensive to enable the Administration to attest that the ship's degree of compliance with SAFCON warrants the ship's continued possession of the certificate and, further, that the ship can continue to be operated with safety. The intermediate survey of hull, machinery, and equipment of tankers of 10 years of age and over should consist of all the relevant items for all vessels and, at a minimum, the following additional items:

- (1) Hull.
 - (a) Examination of the shell, including bottom and bow plating, keel, stem, stern frame, and rudder.
 - (b) Note the clearances measured in the rudder bearings.
 - (c) Examination of the propeller and shaft seals, as far as practicable.
 - (d) Note the clearance measured in the propeller shaft(s).
 - (e) Examination of the sea connections and overboard discharge valves and their connections to the hull.
 - (f) Examination of anchoring and mooring equipment as far as practicable. The anchors should be partially lowered and raised using the windlass.
 - (g) Examination of at least two selected cargo tanks internally.
 - (h) Examination of cargo, crude oil washing, bunker, ballast, steam, and vent piping, as well as vent masts and headers. If upon examination there is any doubt as to the condition of the piping, it may be required to be pressure tested, gauged, or both. Particular attention is to be paid to any repairs, such as welded doublers.

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- (2) Machinery and Electrical.
 - (a) General examination of machinery and boiler spaces, including tank tops, bilges and cofferdams, sea suction and overboards, with particular attention to the propulsion system and fire and explosion hazards; confirmation that emergency escape routes are not blocked.
 - (b) Ascertain that the annual examinations of boilers and other pressure vessels have been carried out as required, and that safety devices, such as for boilers, have been tested.
 - (c) General examination of the electrical equipment and cables in dangerous zones, such as cargo pump rooms and areas adjacent to cargo tanks, for defective explosion proof lights and fixtures, improperly installed wiring, non-approved lighting and fixtures and dead ended wiring, and testing the insulation resistance of the circuits. Except in cases where a proper record of testing is maintained, consideration should be given to accepting recent readings by the crew. If any of the readings are marginal, or if the condition of the cables, fixtures, or equipment appears defective in any way, verification measurements may be required. These measurements should not be attempted until the ship is in a gas-free or inerted condition and should be carried out within an acceptable time period.

**13. Completion of
SOLAS
Annual
Inspection**

- a. After satisfactory completion of the survey, the endorsement (See MSM II, A.3) to the SAFCON and/or to the SEC should be completed by the OCMI or his or her authorized representative. When the SAFCON has been issued by the American Bureau of Shipping (ABS), they should provide the SAFCON supplements and endorsements as necessary.
- b. If a survey shows that the condition of the ship or its equipment is unsatisfactory, the OCMI should be guided by the requirements of Regulation 6(d), Chapter 1, of the 1978 SOLAS Protocol.

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I. SMALL PASSENGER VESSELS SUBJECT TO SOLAS 74/78

-
- 1. Drydockings** T-boats holding SOLAS certificates must have a drydock examination at least once every 12 months.
-
- 2. Lifeboatage** Chapter III of SOLAS 74/78 requires 100-percent lifeboatage, provided that an administration may permit exemptions according to the route and service. T-boats operating on international ocean or coastwise routes may be exempted from this requirement, provided they are equipped with inflatable life rafts sufficient for all persons aboard. T-boats operating on lesser routes may utilize lifefloats or buoyant apparatus capable of accommodating all persons aboard. In all cases, a suitable rescue boat shall be provided unless the OCMI deems this unnecessary.
-
- 3. Number of Passengers**
- a. 150 Passengers or Less. Except as noted below, T-boats carrying 150 passengers or less that comply with the requirements for a COI will generally be considered satisfactory for international voyages, provided the routes of operation are so limited as to permit exemption under Regulations 1(c) of Chapter II-1, 1(e) of Chapter II-2, and 3(a) of Chapter III, SOLAS 74/78.
 - b. More Than 150 Passengers. Subchapter K passenger vessels on international voyages shall comply with the provisions of Chapter II-2, SOLAS 74/78. Accordingly, no major exemptions that would reduce the overall safety afforded new vessels constructed under SOLAS should be granted.
 - c. T-boats Having Overnight Accommodations for 50 or More Passengers. Such vessels must, in the OCMI's judgment, reasonably comply with the structural fire protection requirements of SOLAS 74/78 before an exemption will be granted. When exemptions are requested for such vessels, due consideration shall be given to vessel size, route, condition; on, etc.
-

4. Certificates

- a. General. COIs shall be issued for 1 year to correspond with the Passenger Ship Safety Certificate. The initial Passenger Ship Safety Certificate (and Exemption Certificate, when appropriate) will be issued annually by Commandant (G-MOC) upon receipt of Form CG-969A (Notification of Approval for Passenger Ship Safety Certificate), a copy of FCC Form 806 (or Exemption Certificate), and a copy of the current COI (See E2.F above). An Exemption Certificate will not be issued unless the vessel has been inspected by the Coast Guard and found to qualify for the safety certificate. It is stressed that T-boats may not operate on international voyages without the required SOLAS safety and exemption certificates. COIs should be withdrawn if necessary to obtain compliance with SOLAS requirements.
- b. Specification of Route. The routes specified on the COI and Passenger Ship Safety Certificate (and Exemption Certificate, if issued) must agree. If the owner requests a route specification on the FCC certificate that differs from the route indicated on the COI, the safety and exemption certificates will be held by Commandant (G-MOC) until the matter is resolved.

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J. SPECIAL CONSIDERATIONS

1. Introduction Regulation 5 of Chapter I, SOLAS 74/78 provides for the substitution of equivalent fittings, appliances, or arrangements when the vessel's administration is satisfied that the substitute is as effective as the item specified in the Convention. Unless otherwise provided, Chapters II-1, II-2, and III of SOLAS 74 apply to new vessels. Special provision is made for existing vessels. Generally, they are expected to meet requirements for construction, lifesaving appliances, etc., that are considered reasonable and practicable by the vessel's administration.

2. Equivalents Filed with IMO

- a. Cargo Vessels of 500-1600 GT, Except Tankers. Regulation 35 of Chapter III, SOLAS 74/78 provides that every cargo vessel, with certain exceptions, shall carry lifeboats on each side of the ship sufficient to accommodate all persons aboard and life rafts sufficient to accommodate half the number of all persons aboard. The U.S. has accepted an equivalent arrangement under the provisions of Regulation 5 of Chapter I, SOLAS 74/78. Cargo vessels of 500-1600 GT, except tankers, may be equipped with the following:
- (1) On each side of the vessel, one or more davit-launched inflatable life rafts sufficient to accommodate all persons aboard;
 - (2) A minimum of one launching device on each side of the vessel, operation of which shall not require anyone to remain aboard;
 - (3) Sufficient float-free inflatable life rafts to accommodate not less than one-half of all persons aboard;
 - (4) For a vessel aboard which persons need not board inflatable life rafts in the water nor descend to them a distance greater than 3 m (9 ft), float-free inflatable life rafts on each side of the vessel sufficient to accommodate all persons aboard, may be substituted for davit-launched rafts and launching equipment; and
 - (5) A motor-propelled rescue boat suitable for ocean service, with a davit or other suitable launching gear capable of launch by no more than three persons.

NOTE: In accepting this arrangement, the Commandant has considered experience gained on vessels not subject to SOLAS 74/78 and the results of sea trials conducted on offshore supply vessels (OSVs) subject to SOLAS.

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- b. T-Boats Operating on Routes Between Florida and the Bahamas. Under Regulation 5 of Chapter I, the U.S. has accepted the provisions of 46 CFR, Subchapter T as equivalent to SOLAS provisions for small passenger vessels operating on routes between the east coast of Florida and the Bahamas not more than 30 nautical miles from land, provided they are:

NOTE: In accepting these provisions, the U.S. has taken into account the proven reliability of vessels constructed according to the requirements of Subchapter T, the sheltered nature of the area, and available search and rescue resources.

- (1) Of less than 100 GT;
 - (2) Carrying less than 50 passengers;
 - (3) Certificated by the Coast Guard for a 100-nautical mile (180 kilometers) ocean route;
 - (4) Equipped with inflatable life rafts for all persons aboard;
 - (5) Equipped with a LORAN C set and a fathometer; and
 - (6) Equipped with two fixed bilge pumps, which may be combination bilge/fire pumps.
-

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K. INSPECTION FOR MANNING REQUIREMENT EXEMPTION FOR VESSELS WITH GMDSS

In 1988, the international maritime community agreed to replace the radiotelegraph as the required installation with the Global Distress & Safety System (GMDSS), an automated ship shore distress and safety radio communications system that relies on satellites and advanced terrestrial systems. Accordingly, the Federal Communications Commission (FCC) adopted rules implementing the international GMDSS requirements in 47 CFR 80 for U.S. vessels in 1992. Section 206 of the Telecommunications Act of 1996 eliminated the radiotelegraph carriage requirements for each GMDSS-equipped vessel. This includes removing the Radio Officer from a vessel's required manning, so long as the U.S. Coast Guard determines that the vessel has the GMDSS equipment installed and in good working condition.

1. Definitions

- Cargo Ship Safety Radio Certificate
 - a. Cargo Ship Safety Radio Certificate: a certificate issued after inspection of a cargo ship radio communications equipment which complies with applicable Safety Convention radio requirements.
- Cargo Ship
 - b. Cargo Ship: is defined as any ship that is not a passenger ship.
- Global Maritime Distress and Safety System (GMDSS)
 - c. Global Maritime Distress and Safety System (GMDSS): an international Maritime organization (IMO) worldwide coordinated maritime distress system designed to provide the rapid transfer of distress messages from vessels in distress to units best suited for giving or coordinating assistance. The system includes standardized equipment and operational procedures, unique identifiers for each station, and the integrated use of frequency bands and radio systems to ensure the transmission and reception of distress and safety calls and messages at short, medium and long ranges.
- Maritime Sea Areas
 - d. Maritime Sea Areas: for the purposes of GMDSS requirements, a ship's area of operations is defined as follows:
 - (1) Sea Area A1: an area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available as defined by the International Maritime Organization (IMO).
 - (2) Sea Area A2: an area, excluding sea area A1, within the radiotelephone coverage of at least one MF coast station in which continuous DSC alerting is available as defined by IMO.

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- (3) Sea Area A3: an area, excluding sea areas A1 and A2, within the coverage of an INMARSAT geo-stationary satellite in which continuous alerting is available.
- (4) Sea area A4: an area outside sea areas A1, A2, and A3.
- (5) Maritime sea areas are delineated in the international Maritime Organization Publication GMDSS Master Plan of Shore-Based Facilities (GMDSS Circ.7).

Passenger Ship e. Passenger Ship: any ship that carries or is licensed or certificated to carry more than twelve passengers.

Passenger Ship Safety Certificate f. Passenger Ship Safety Certificate: a certificate issued by the Commandant of the Coast Guard after inspection of a passenger ship which complies with the requirements of the Safety Convention; including radio communications equipment.

2. Applicability

This policy applies to each U.S. passenger ship and each U.S. Cargo Ship of 1,600 gross tons and upward.

3. GMDSS Compliance Determination

The OCMI shall check that a vessel meets the following requirements to make a determination whether a vessel has the required GMDSS equipment installed and in good working condition.

Cargo Ship Safety Radio Certificate a. A vessel must carry a valid Cargo Ship Safety Radio Certificate or Passenger Ship Safety Certificate. The Certificate must be posted in a prominent and accessible place on the ship.

GMDSS Radio Operators b. GMDSS Radio Operators. A vessel must carry at least two persons holding GMDSS Radio Operator's Certificates as specified in 47 CFR 13.2 for distress and safety radio communications purposes, one of whom has to be designated as the primary operator during an emergency.

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Maintenance Requirements

- c. Maintenance Requirements. Required GMDSS radio equipment must be maintained to provide the availability of the functional requirements and performance standards specified in 47 CFR 80. The ship's maintenance program should make explicit reference to GMDSS equipment to ensure on-board or shore-side plans are taken into account.
 - (1) On ships engaged on voyages in sea areas A1 and A2, the availability of functioning GMDSS equipment must be ensured by duplication of equipment, shore-based maintenance, or at-sea electronic maintenance capability, or any combination of these.
 - (2) On ships engaged on voyages in sea areas A3 and A4, the availability of functioning equipment must be ensured by using a combination of at least two of the following methods:
 - duplication of equipment,
 - shore-based maintenance, or
 - at-sea electronic maintenance capability.
 - (3) Maintenance Methods. The OCMI shall check the following for determining adequacy of the maintenance methods specified above.
 - (a) Duplication of Equipment. If duplication of Equipment is used, the vessel must meet the requirements in 47 CFR 80.1105(g).
 - (b) Shore-Based Maintenance. Demonstration of shore-based maintenance should be provided in the form of a contract or other agreement between the vessel and a shore-based electronics maintenance company. The Ship's master is responsible for providing sufficient information to satisfy the OCMI. Means for enforcing this requirement are still being developed and are subject to change.
 - (c) At-Sea Electronic Maintenance Capability. A vessel using this method must carry at least one qualified GMDSS Radio Maintainer. GMDSS Radio Maintainer must hold one of the following licenses:
 - (i) FCC GMDSS Radio Maintainer's License.
 - (ii) Merchant Mariner's Document (MMD).
 - (iii) Appropriately endorsed STCW certificate

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- Scope of Inspection
- d. Scope of Inspection. The Federal Communications Commission will determine that a vessel has GMDSS equipment installed and in good working condition. The inspection conducted by the Coast Guard to make a determination that a vessel meets the exemption requirements will include, at a minimum, the documentation check specified above in MSM II, E2.F.3 (a) through (c). The OCMI may also check entries in the Radiotelephone Log to ensure GMDSS equipment has been tested demonstrating it to be capable of meeting all distress and safety functions prior to the ship departing each port, as required by 47 CFR 80.1105(e) and 80.409(e) and may ask the master how these tests are performed. The OCMI may also ask that the GMDSS operator to demonstrate an ability to communicate over at least two GMDSS systems, show that the NAVTEX and Inmarsat SafetyNET receivers are working, or show the EPIRB built-in test works. If the OCMI has any doubts or concerns about the technical adequacy of the GMDSS equipment installation, the suitability of electrical wiring to interconnect components of the equipment, or the proper maintenance and efficient operation of the GMDSS equipment, they should consult with the local FCC representative before taking further action.

**4. Document-
ation**

Once the OCMI has checked for compliance with the requirements specified above and made the determination that a vessel's GMDSS equipment is installed and in good working condition, the Radio Officer shall be removed from the required manning and the vessel's COI endorsed with the following:

"This vessel is equipped with GMDSS and shall be provided with a minimum of two persons who possess certificates issued to them from the Federal Communications Commission attesting to their qualification in the operation of GMDSS, and if the at sea maintenance method is chosen, at least one person possessing a certificate issued to them from the Federal Communications Commission attesting to their qualification in the maintaining of GMDSS."

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L. EXEMPTION REQUESTS FROM RDF CARRIAGE REQUIREMENTS

SOLAS 74 requires all vessels 1600 GT or greater, engaged on international voyages, to be fitted with a radio direction-finding (RDF) equipment. The OCMI/COTP may grant an exemption from this requirement to those U.S. ships that fully comply with the GMDSS requirements contained in 47 CFR Subpart W and have an operable GPS receiver installed.

1. Review for Exemption

Upon receipt of a request for an exemption from the RDF carriage requirements in SOLAS 74, the OCMI will check to ensure that the ship fully complies with the following requirements:

Compliance with GMDSS

a. Compliance with GMDSS. The ship must be in full compliance with GMDSS requirements. A ship is considered in compliance with GMDSS requirements if it meets the criteria found in MSM II, E2.K.

GPS Carriage

b. GPS Carriage. The ship must have an operable GPS receiver installed.

2. Issuance of Exemption

If the OCMI/COTP finds that a ship meets the requirements, an Exemption Certificate will be issued granting the exemption. Once issued, the Exemption Certificate shall be attached to the applicable Safety Certificate (either the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate). Figures E2-L1 and L2 provides an example of a completed Exemption Certificate. The following information will be filled on the Exemption Certificate:

- a. The authority for this exemption is regulation V/1-2(p).
- b. The requirement that the ship is exempted from is regulation V/12(p).
- c. The condition on which the Exemption Certificate is granted is:

"This ship must comply with the GMDSS requirements found in Title 47, Code of Federal Regulations, Sub-part W."

- d. The Exemption Certificate will be valid until the Safety Certificate to which it is attached expires.

NOTE: More information on sea areas and GMDSS, including the FCC rules, may be obtained from the Office of Communications Systems, Spectrum Management Division (G-SCT-2) at (202) 267-2860, email: cgsoms@comdt.uscg.mil, or on the internet at <http://www.navcen.uscg.mil/marcomms/gmdss/gmdss.htm>

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OMB APPROVAL 2-15-00

EXEMPTION CERTIFICATE

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

THE UNITED STATES OF AMERICA

by the UNITED STATES COAST GUARD

Particulars of Ship

Name of Ship	Distinctive Number or Letters	Port of Registry
DURABLE	NRCB	ANYPORT, USA

Gross Tonnage	IMO Number (Note 1)
10,000	D920000

THIS IS TO CERTIFY:

That this ship is, under the authority conferred by regulation V/12(p)
of the Convention, exempted from the requirements of: Regulation V/12(p), requirement to be fitted
with a radio direction finding apparatus.

_____ of the Convention.

Note

1. In accordance with resolution A.600(15), IMO Ship Identification Number Scheme, this information may be included voluntarily.

The Coast Guard estimates that the average burden for this report is 5 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-MV), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (2115-0036), Washington DC 20503

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PREVIOUS EDITIONS ARE OBSOLETE

Figure E2.L-1: SOLAS Exemption Certificate for GMDSS (front page)

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EXEMPTION CERTIFICATE	
<p>Conditions, if any, on which the Exemption Certificate is granted: <u>This ship must comply with the GMDSS requirements found in Title 47, Code of Federal Regulations, Subpart W.</u></p> <hr/> <hr/> <hr/> <hr/>	
<p>Voyages, if any, for which the Exemption Certificate is granted: _____</p> <hr/> <hr/> <hr/> <hr/>	
<p>This certificate is valid until <u>31 DEC 00</u> subject to the <u>Cargo Ship Safety Equipment Certificate,</u> to which this certificate is attached, remaining valid.</p>	
<p>Issued at : <u>Marine Safety Office, Meadow Creek, West Virginia</u> <i>Place of Issue of Certificate</i></p>	
<u>01 JAN 97</u> <small><i>Date of Issue</i></small>	<u>D. Pettry, CAPT, USCG</u> <small><i>Officer in Charge, Marine Inspection, U.S. Coast Guard</i></small>
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Figure 9.L.-1: SOLAS Exemption Certificate for GMDSS (back page)

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Unit:	U.S. Coast Guard GMDSS Exemption Evaluation Checklist	Date:
Vessel Name:	VIN:	MMSI:
1. Documentation of Inspection. (47 CFR 80.1067) <input type="checkbox"/> a. Has valid Safety Certificate Issue Date: _____ Expiration Date: _____		
2. GMDSS Operators. (47 CFR 80.1073) <input type="checkbox"/> a. Has at least 2 licensed GMDSS Operators (1) License #: _____ Expiration Date: _____ (2) License #: _____ Expiration Date: _____		
3. Maintenance Requirements. (47 CFR 80.1105) a. engages in voyages in: <input type="checkbox"/> (1) Areas A1 and A2 if checked, ship must ensure availability is maintained by at least one of the methods listed in 3.b. <input type="checkbox"/> (2) Areas A3 and A4 if checked, ship must ensure availability is maintained by at least two of the methods listed in 3.b. b. has at least one or two of the following (as applicable): <input type="checkbox"/> (1) duplication of equipment (complies with 47 CFR 80.1105(g)) <input type="checkbox"/> (2) demonstration of shore-based maintenance: Company's name: _____ Effective Date: _____ Address: _____ Expiration Date: _____ _____ _____ <input type="checkbox"/> (3) at-sea electronics maintenance capability <input type="checkbox"/> (e) Has qualified GMDSS Radio Maintainer. Personnel holds one of the following licenses: <input type="checkbox"/> - GMDSS Radio Maintainer's License <input type="checkbox"/> - GMDSS Radio Operator/Maintainer's License		
4. GPS Requirement (for RDF exemption only) <input type="checkbox"/> a. Vessel is equipped with an operable GPS receiver		
5. Determination: <input type="checkbox"/> a. According to the information provided above, the ship in question <i>meets / does not meet (circle one)</i> the requirements for an exemption.		

Figure 9.L.-2: GMDSS Exemption Evaluation Checklist