MAIN DIMENSIONS

Length (Article 2(8))	Breadth (Regulation 2(3))	Moulded Depth amidships to Upper Deck (Regulation 2(2))

THE TONNAGES OF THE SHIP ARE:

GROSS TONNAGE.....

NET TONNAGE.....

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

Issued at .....20....

(place of issue of certificate)

(date of issue).....

(signature of official issuing the certificate)

and/or

(seal of issuing authority)

If signed, the following paragraph is to be added:

GOVERNMENT OF PAKISTAN
MINISTRY OF COMMUNICATIONS AND RAILWAYS
(Communications Division)

NOTIFICATION

S.R.O. 30 (KE)/2003 : - In exercise of the power conferred by clause (h) of Sub-Section (2) of section 74 of the Merchant Shipping Ordinance, 2001 (LII of 2001), the Federal Government is pleased to make the following rules, namely :-

THE MERCHANT SHIPPING (REGISTRATION OF SHIPS) RULES, 2002

1. **Short title, application and commencement** – (1) These rules may be called the Merchant Shipping (Registration of Ships) Rules, 2002.

2. **Application** – They shall apply to all ships having length over twenty-four meters intended to be registered in Pakistan.

3. They shall come into force at once.

2. **Definitions.-(1)** In these rules, unless there is anything repugnant in the subject or context,-

(a) "bare boat charter" means a contract for the lease of a ship, for a stipulated period of time, by virtue of which the lessee has complete possession and control of the ship including the right to appoint the Master and crew of the ship for the duration of the lease;
(b) "chartered vessel" means vessel leased under bareboat charter party terms;
(c) "competent authority" means the Director General, Ports and Shipping Wing;
(d) "Flag State" means a state whose flag a ship is entitled to fly;
(e) "Ordinance" means the Pakistan Merchant Shipping Ordinance, 2001 (LII of 2001),
(f) "operator" means the owner or bareboat charterer or any other natural or juridical person to whom the responsibilities of the owner or bareboat charterer have been formally assigned;
(g) "register" means the official register or registers in which particulars of a ship are recorded;
(h) "registrar" means the Principal Officer of the Mercantile Marine Department; and
(i) "state of registration" means the state in whose register of ships a ship has been entered.

2. All other terms and expressions used, but not defined in these rules, shall have the same meaning as assigned to them in the Ordinance.

3. **Owner of a ship.-** A Pakistani Ship may be owned by

(a) citizens of Pakistan by birth or migration;
(b) persons having acquired citizenship of Pakistan by registration under the Pakistan Citizenship Act, 1951 (II of 1951);
(c) companies having their principal place of business in Pakistan and which control operation and management of the ship from Pakistan; or
(d) any individual or company permitted by the Federal Government.

4. **Management.-** The owner of every Pakistani ship shall appoint a manager who is a resident in Pakistan. The manager may be an officer of the owning company or of a management company. The appointment of or the management agreement stating the name of manager shall be registered with the Registrar of Ships.

5. **Registration procedure.-(1)** The registration of Pakistani ships shall be done by Principal Officer (Registrar of Ships), Mercantile Marine Department, Karachi, on prescribed application form by the persons qualified to own ships under M.S.O. 2001 as given in Annex-A. Declaration shall be signed before the Registrar of Ships by the applicant.

(2) Every name to be used for a Pakistani vessel shall be approved by the Directorate Signals, Naval Headquarters, Islamabad. This shall be applicable even if there is no change in the name the vessel from its previous registry. More than one name may be submitted for approval in the order preference. After approval of name an advertisement at least in the one daily newspaper shall be publish for public notice.

(3) The call sign or signal letters shall be issued by the registrar of ships at the time issuance of Certificate of Registry and the owner of a ship shall also obtain Mobile Station License operate the ship board radio station while vessels equipped with GMDSS are required to obtain Maritime Mobile Service identity (MMSI) number from the Pakistan Telecommunication Author Provided that the ships will be exempt from such formalities if there is no requirement for the vessel to fitted with any radio station.

(4) The following requirements shall be fulfilled as to ownership of a Pakistani ship vessel-

(a) in case of individual, proof of proprietorship, partnership or association of persons, natio identity cards, national tax number and place of business shall be supplied;
(b) in case of body corporate, a certified copy of memorandum and articles of associati certificate of incorporation, certificate of commencement of business, list of directors w their nationality and address, and place of business in Pakistan shall be supplied;

(5) The following shall be required as an evidence of ownership of a vessel-

(a) an original copy of the ownership deed or documents; and
(b) builders certificate shall be required for a new vessel and any other vessel, a certi transcript of its former registry or similar other document showing the previous owner and the bill of sale duly executed shall be required. If there shall be intervening change ownership, all the intermediate bill of sale shall also be produced showing the continuity title;
(c) provided that a builder's certificate or bill of sale which is executed outside Pakistan shal notarized and endorsed by the Pakistan Consulate of that country.

(6) A copy of the full term Tonnage Certificate issued by Mercantile Marine Departm Karachi, or one of the authorized classification societies in accordance with the provisions of the Merc Shipping (Tonnage) Rules, 2002, shall be produced, if required.

(7) A copy of the full term classification certificate issued by one of the autho classification societies may be accepted as evidence of seaworthiness.

(8) When applicable, copies of the vessels valid statutory certificate such as passengership sa cargo ship safety construction, cargo ship safety equipment, cargo ship safety radio, international load l international oil pollution prevention, noxious liquid substances document of compliance, sa management certificate shall be produced:

Provided that the certificates shall be valid for at least for three month's period.

(9) Evidence of cancellation of the former registry shall be required in all cases when vessel, at any point in time, has been registered in another country. Such evidence may be in the fo Deletion Certificate or any other form as the case may be, issued by the last flag Government.

(10) A certified copy of the carving and marking note issued by registrar of ships and ex by a surveyor from the Mercantile Marine Department or one of the authorized classification society's also be required, where applicable.

(11) Attested photo copies of the following documents shall also be required for purpo record and reference-

(a) general arrangement plan;
(b) accommodation plan;
(c) tonnage certificate;
(d) previous ships registry; and

(e) all other statutory certificates required under SOLAS, MARPOl and other IMO Conventions applicable to the concerned type of ship.

12. After completing all formalities and production of required documents mentioned under sub-rules (I) to (II), permanent Pakistani registry shall be issued by the registrar of ships.

(13) A certificate of registry shall be issued to a ship on becoming Pakistan abroad in the following cases-

a) when at a foreign port where a ship becomes the property of a person qualified to own a Pakistani ship, a permanent Pakistani ship registry and carving or marking note shall be prepared by the registrar and forwarded to the Pakistan consular officer at the port of delivery, who after certification of carving or marking of the vessel, shall deliver the registry to the owner; and

b) in case of any deficiency in production of all required documents under clause 5, subject to the alternative acceptable to the registrar, a provisional certificate of registry shall be issued.

6. **Statutory certificates.**- (1) After issuance of Pakistan registry, the statutory certificates required to be carried on board as stipulated in SOLAS Convention attached as annexure "J" shall be issued, after survey, by the Mercantile Marine Department or a classification society as recognized by the Government of Pakistan;

(2) If the ship is delivered at a foreign port, special authorization shall be required to be issued to the Maritime Administration of the port of delivery or a recognized classification society for survey and issuance of above certificates on behalf of Government of Pakistan.

7. **Bare boat charter registry.**- (1) A ship on bare boat or demise charter for a period of not less than six months may be registered as a Pakistani ship in the name of persons provided that such persons fall under any of the description given in rule-3 of these rules subject to following conditions, namely:-

(a) the charterer and the operator of the ship shall be a citizen of Pakistan or a body corporate, or a legal entity, as allowed to be shipowner, under Ordinance;

(b) the principal place of business shall be maintained in Pakistan and the chartered vessels shall be operated and controlled from Pakistan ;

(c) the vessel so chartered and subsequently registered under Pakistani flag shall be classed by the classification societies, as approved and recognized by the Federal Government, and shall maintain the class during the continuation currency of registration under Pakistan flag ;

(d) the master and the crew of the ship shall be engaged from Pakistan ;

(e) the ship, chartered and subsequently registered, shall fly the flag of Pakistan and change the original port of registry to new port of registry at the stern of the ship ;

(f) the name of the vessel shall not be changed unless mutually agreed by the owner and the charterer and applied for the same with the consent of the flag state ;

(g) for bareboat charter registration under Pakistan flag, the applicant shall pay registration fees, capacity and presumptive income tax as prescribed by the Federal Government from time to time.

(h) the charterer and the master of registered vessel under Pakistan flag shall abide by the rules and regulations with regard to safety standards, flag state control, and administration of fiscal nature, issued by the Federal Government from time to time ;

(i) the charterer shall obtain clearance from the flagging out sate and the consent of the owner of the ship for registering the vessel under Pakistan flag ;

(j) the charterer shall provide all the particulars of mortgages, hypothecations and encumbrances against the vessel intended to be registered under the Pakistan flag ; and

(k) the vessel intended to be registered under these rules shall not to be in the ports of Pa The registration may be accomplished while the vessel is in foreign ports, however, insp may be arranged by the competent authority to witness change of flag and completion necessary formalities required for bareboat registration.

(2) The registrar upon receipt of an application from a charterer of the vessel shall obt following documents, from the applicant, namely: -

(a) evidence of qualification to own a ship under rule - 3;

(b) particulars of the vessel, class and nationality ;

(c) evidence of ownership of the vessel ;

(d) certificate of suspension of ship registry or, in case of new building, the certifi name, builders certificate, title deeds or other documents which provide evid ownership ;

(e) copy of charterparty with riding clauses, showing that charter terms are based on b charter or bareboat charter with purchase option ;

(f) particulars of owners such as :-

(i) in case of shipowning by sole proprietor; the name and nationality of the name and type of the firm, address of registered business place, with tele telexes, facsimile, and e-mail, etc.,

(ii) in case of shipowning by partnership, the name and nationality of managing other partners, name, address and type of the firm, registered place of b alongwith particulars of communication media, or

(iii) in case of limited company incorporated or corporation; the name and natio managing director, other directors, registered principal place of business company, name and business place of managers, particulars of commu media etc.

(g) an undertaking or affidavit from owners entitled to sign for the company stating that th agreed or have no objection to register the vessel by the charterers at their home p period as specified in the charterparty;

(h) consent or administrative order from the administration of the flag state, indicat vessel's registered rights shall remain suspended for the period, the ship is under the of the charterers' home port ;

(i) an undertaking from the applicant, stating that the vessel during currency of the under Pakistan flag, shall not fly any other flag except of Pakistan;

(j) a statement officially issued by the administration of the flag State, showing mortgag hypothecations and other encumbrances or interests against the vessel intende registered ;

(k) an undertaking from owners, charterers and operators stating that the registrar informed about the changes of ownership judicial sale of the vessel alterations, con if any, in the ship during the currency of the registration under Pakistan flag ; and

(l) copies of all statutory and other certificates of the vessel, valid for at least three months, ensuring that the vessel intended to be registered under these rules is seaworthy and classed under the approved classification society.

(3) The registrar, may if he considers necessary, demand such other documents to verify the information given by the applicant as may deem fit and appropriate.

(4) The registrar, on his being satisfied that the requirements for temporary registry of a bareboat charter have been substantially complied with, shall issue certificate of registry and inform the flagging out state about the status of the registry.

(5) The registrar shall ensure that vessel's port of registry is properly painted or embossed at the stern of the ship while flying the flag of Pakistan.

(6) The registrar may, if deems necessary and circumstances so arise, make an advance registry of a bareboat chartered vessel where a vessel is due to be delivered from shipyard, or to change hands at a time outside normal working days (during holiday) such advance registry shall be valid for maximum period of one week, thereafter, if not registered properly, shall stand cancelled or revoked automatically.

(7) Pakistani missions abroad may, if the circumstance so arise, issue provisional registry or provisional certificate of nationality to bareboat chartered vessels upon receipt of instructions from the registrar of ships.

(8) The ship registered under bareboat charter, shall be de-registered at any time on the request of a charterer or upon expiry of the bareboat charter party whichever is earlier, the charterer shall satisfy the competent authority that circumstances so exist which are beyond their control to mature its term of contract.

(9) The registrar may grant certificate of registry with such restrictions or endorsements as he may think fit.

(10) The competent authority may de-register or suspend the registration of a bareboat chartered vessel, if on receipt of information if it is satisfied that registration of the vessel was based upon incorrect or insufficient information, or if at any time the charterer fails to satisfy the conditions laid down in these rules.

8. **Bareboat charter registry in a foreign state.**- (1) An application for permission to obtain foreign bare boat charter registry shall be submitted to the registrar of ships and the bareboat charter registration, under the flag of a foreign state, of a vessel registered in Pakistan shall be allowed submitting an application for permission to obtain foreign bare boat charter Registry, shall be submitted to the Registrar of Shipping. (No application form is required) containing-

a) the name and official number of vessel;
b) the name, address, telefax and telephone numbers of the bareboat charterer;
c) the vessels intended service, the nature of the cargo and geographical regions in which it will navigate; and
d) the dates contemplated for commencement of the charter party and for its earliest termination.

(2) If the vessel is already subject to one or more mortgages, the written consent of each mortgagee to the proposed foreign bareboat charter registration, usually in the form of a letter, shall be presented.

(3) The owner shall produce an undertaking containing the following, namely:-

(a) to deposit the existing certificate of Pakistan registry to the registrar of ships within thirty days of the issuance of certificate of permission for foreign bareboat charter registration or within thirty days of the date of commencement of the charter party, whichever is earlier;
(b) to notify the registrar, immediately whenever the charter party has terminated for whatsoever reason, or when the owner has otherwise retaken the possession of the vessel.

(c) the registrar shall have evidence in his possession that both the owner and bareboat charterer are aware that the Pakistan's jurisdiction over the vessel has been withdrawn during the period of foreign bareboat charter registration and that as soon as the period ends, the safety equipment standards required under Pakistani law, in accordance with applicable International Conventions and agreements to which Pakistan is a party, shall be immediately and fully implemented and observed by the owner;

(d) the agreement between the owner and bareboat charterer shall contain the following namely:-

(i) during the period of foreign bareboat charter registration, the owner and bareboat charterer shall neither permit the vessel to fly the flag of Pakistan nor show Karachi as her home port while the vessel remains in the service of the bareboat charterer under the charterparty and that the owner and bareboat charterer shall acknowledge and agree that the vessel shall immediately revert to the jurisdiction and control of Pakistan when the charterparty is terminated or expires, or possession and control of the vessel is retaken by the owner; and

(ii) at all times pending the vessel's return to Pakistan flag it shall be equipped, maintained and navigated to standards which shall not be less than those laid down in the Maritime Law, Pakistani rules & regulations including the relevant International Conventions to which Pakistan is a party.

(4) The charterparty having foreign bareboat charter registration shall submit the following, namely:-

(a) the charterparty and any amendments thereto, shall be accompanied by proof of due execution which is a statement that charterparty was signed in accordance with the laws of the country or state in which it was signed and the signature, name and title of the notary public or other official shall be legible.

(b) A copy of the bareboat charterparty acknowledged or with proof of due execution, together with all annexures or addenda thereto and any bareboat sub-charter parties, with English translation if in any other language, shall be filed with registrar of ships.

(5) The certificate of Pakistan Registry shall be retained in the custody of registrar of Ships during the period of foreign bareboat charter registration together with the mobile radio station license. Subsequent amendments or addenda to the bareboat charterparty, with an English translation, if they are in any other language, shall also be filed together with a letter noting which parts, if any, have been altered, together with consent(s) thereto by the mortgagee(s) of the vessel.

(6) A certificate of permission for foreign bareboat charter registration shall be issued when all requirements this rule shall have been satisfied.

9. **Certificate of registry after termination of bareboat charter.**- (1) Upon termination of bareboat charter or when the vessel's owner retakes possession, the following documents shall be submitted to the registrar of Ships, namely:-

(a) a letter of application to restore certificate of registry together with the prescribed fee;

(b) an affidavit of the owner acknowledged in accordance with rule-7, advising that the bareboat charter has been terminated or that the owner is in possession and control of the vessel; and

(c) evidence of satisfactory completion of the following:-

(i) change of flag survey by the classification society, and
(ii) safety inspection of the vessel conducted by the surveyor of the Mercantile Marine Department, under instructions of the principal officer, shall also be produced.

(2) Upon receipt of the foregoing, the original certificate of registry shall be restored.

10. **Tonnage of Ships.** – (1) All vessels shall have their tonnages determined in accordance with the provisions of the Merchant Shipping (Tonnage) Rules, 2002 giving effect to the International Convention on Tonnage Measurement of Ships, 1969 (TM-69). A tonnage certificate may be issued by the Mercantile Marine Department or any of the classification societies authorized by the Government of Pakistan.

(2) A TM 69 Certificate issued by the Government of a contracting state to TM 69 may be accepted for registration.

Provided that an undertaking is given by the owner that no alteration or modification has been carried out after issuance of TM 69 Certificate. The vessel must have a tonnage certificate re-issued by the Mercantile Marine Department or one of the classification societies authorized by the Government of Pakistan.

(3) The tonnage of Pakistani Ship may not be re-determined except in accordance with the provision of regulations mentioned above, if the intention is to convert or modify the vessel after registration, before it is put into service.

11. **Marking of ships.**- (1) Every Pakistani ship shall, before registry, be marked permanently and conspicuously to the satisfaction of the registrar as follows, -

(a) its name shall be marked on each of its bows, and its name and the name of its port of registry shall be marked on its stern, on a dark ground in white or yellow letters, or on a light ground in black letters, such letters to be of length not less than hundred and fifty mille-meters and of proportionate breadth;

(b) its official number and the number denoting its registered tonnage shall be cut in on its main beam; and

(c) a scale in meters denoting its draught of water shall be marked on each side of its stem and of the stem post in Roman capital letters or in figures, not less than hundred & fifty millimeters in length, the lower of such letters or figures to coincide with the draught line denoted thereby and those letters and figures shall be marked by being cut in and painted white or yellow on a dark ground, or in such other way as the Federal Government may approve.

(2) The Federal Government may exempt any class of ships from all or any of the requirements of this rule.

(3) If the scale of metres showing the ship's draught of water is in any respect inaccurate so as to be likely to mislead, the owner of the ship shall be liable to a fine not exceeding Rupees two hundred thousands).

(4) The marks required by this section shall be permanently continued and no alteration shall be made therein except in the event of any of the particulars thereby denoted being altered in the manner provided by the Ordinance or rules made thereunder.

(5) If an owner or master of a Pakistani ship neglects to cause his or her ship to be marked as required by the section, or to keep her so marked, or if any person conceals, removes, alters, defaces, or obliterates or suffers any person under his or her control to conceal, marks, except in the event aforesaid, or except for the purpose of escaping capture by any enemy, that owner master, or person shall for each such offence, be liable to fine not exceeding rupees two hundred thousands and on a certificate from a surveyor under the Ordinance and Rules, that a ship is insufficiently or inaccurately marked the ship may be detained until the insufficiency or inaccuracy has been remedied.

12. **Closure of registry**.- (1) Deletion or closure of registry of a vessel from Pakistan registry shall be made for one of the following reason namely:-

(a) sale of vessel for trading;
(b) sale of a vessel for scrap;
(c) loss of vessel;
(d) auction of vessel by the Court;
(e) where the owner or charterer of a bare boat chartered vessel requires so.

(2) Registrar of ships of the Mercantile Marine Department under Director General Ports and Shipping, Ministry of Communications is solely responsible for deleting a ship from Pakistan registry. He shall require the following documents or proofs prior to deletion of a vessel from Pakistan registry, namely:-

(a) when a vessel is being sold for trading, a no objection certificate from Ports and Shipping Wing of the Ministry of Communications to ascertain any claims or liabilities on the vessel;
(b) when a vessel is being sold for scrap in Pakistan a no objection certificate from the Customs authorities in Pakistan;
(c) when a vessel is lost for any reason, a credible proof of such loss such as insurance company's certification, etc.
(d) when a vessel is sold through auction by the Court, proof of auction i.e. certified copy of Court orders. In case the auction has been done in another country, the certified copy of court order shall be attested by the respective Pakistani Counsel.
(e) when an owner or charterer of a bareboat chartered vessel requires such deletion, a request from the owner and charterer shall be the only document required. In case there is a difference of opinion between the charterer and the owner, the owner's request shall be acceded to; and
(f) surrender of following original vessel documents namely:-

(i) the current certificate of registry;
(ii) the Pakistan Mobile Radio Station License; and
(iii) two copies of bill of sale and transferring title to the purchaser, where a change of ownership has occurred.

(3) After completion of the formalities under the rules to the satisfaction of registrar and the ship being free from all encumbrances, the vessel be deleted from the register and a deletion certificate be issued.

13. Entry of record and discharge of mortgage.- (1) A ship or share when made a security for a loan or other valuable consideration upon production of instrument creating the security such as a mortgage, the registrar, shall record it in the register. The instrument creating security shall have a summary attached in the prescribed form to be recorded by the registrar.

(2) Mortgages shall be recorded by the registrar in order of time in which they are produced before him for that purpose, and the registrar shall by a memorandum on his own hand notify on each mortgage that it has been recorded by him stating the day and hour of that record.

(3) When a registered mortgage is discharged, the registrar shall, on the production of the mortgage deed with receipt for the mortgage money endorsed thereon duly signed and attested, make an entry in the register book to the effect that mortgage has been discharged.

[No. F.5(3)/2001-CNS]

RASOOL BAKHSH BALOCH
Director General

ANNEXURE A
(See Rule 5)
Form No. Reg. 001

APPLICATION FOR REGISTRATION AS A PAKISTANI SHIP

1. SHIP'S PARTICULARS

Official Number	Name of Ship (2)		Type of Ship (3)
IMO Number (4)	Gross Tonnage	Net Tonnage	Date Keel Laid
			Day Month Year
(5) Length in metres Breadth in metres Max Draught	Name and Address of shipyard where built		Hull Material ☐ Steel ☐ Aluminium ☐ ..... (please specify)
Country of previous registration (6)	Name of Previous Owner (7)		Previous name of ship

2. ENGINE PARTICULARS

Number of Engines Number of Cylinders in each set Diameter of Cylinders Length of Stroke BHP in Kilowatts	Name and address of maker	Type ☐ Diesel ☐ Steam ☐ ..... (please specify)
Year made	Make and Model of each engine	Estimated speed of Ship

3. OWNER'S/BAREBOAT CHARTERER'S PARTICULARS

Full Name	Number of shares in ship owned (7)	Nationality/Place of Incorporation (8)	Address
Nature of Interes (7) ☐ Sole Ownership ☐ Joint Ownership ☐ Ownership in Severalty			

4. EQUITY OF OWNING CORPORATION

Name of Corporation	Paid-up Capital	Legal Equity (10)	Foreign Equity (11)
		Total : %	Total : %

5. OWNER OF BAREBOAT CHARTERED SHIP

Full Name	Address	Nationality/Place of Incorporation (8)
Date of charter party	**Charter period**	**Preferred date of termination of Pakistant registration (13)**

6. DECLARANT'S PARTICULARS

Full Name	Address	Nationality

Status of applicant :

☐ Director of owning corporation ☐ Secretary of owning corporation ☐ Individual/joint owner(s)

I/We*, whose name(s) is/are* hereunto subscribed, hereby declare that :

1. all the particulars stated hereon are correct ;
2. the person(s) mentioned in section 3 is/are* qualified to own a Pakistani ship
3. the property of the ship is divided into ....., Shares; (13)
4. No. Person, other than those mentioned in section 3 is/are* entitled to be registered as owner(s) of the ship and no unqualified person is entitled as owner to any legal or beneficial interest in the ship or any share therein (14).

And I/We* make this solemn Declaration conscientiously believing the same to be true.

Name (s) and signature (s) of Declarant (s).	Declared before me at Karachi on (date) .....
Date :	(Signature) (Qualification) (The Principal Officer/Registrar of ships, a Commissioner for Oaths, a Notary Public or other person empowered by law to administer oaths, affirmations or affidavits. The qualification of the person taking the declaration to be stated).
Indicate preferred date of registration (15)	Indicate date for collection of certificate of registry (16)

*Delete whichever is inapplicable.

Instructions :-

1. This form may be used for the registration of a ship as a Pakistani ship in the ordinary register or register of bareboat charter ships.
2. Applicants are advised to seek prior approval for the name to avoid delay in case it cannot be used.
3. Delete whichever is not applicable.
4. Not required for a ship which is less than 100 gross tons or if it is not self propelled.
5. Give the dimensions as shown in the tonnage certificate.
6. Enter country name.
7. Not required for the registration of a bareboat charter ship.
8. Give the nationality in respect of individuals and place of incorporation for bodies corporate.
9. This section must be completed if the owner or bareboat chartered is a body corporate.
10. Give the name and percentage of equity owned by each and every person who is a citizen or permanent resident of Pakistan. Affix a separate list if the place is insufficient. Also give the address and nationality of each person.
11. Give the same information as specified in item (10) above for each person who is not a citizen or permanent resident of Pakistan. Affix a separate list if space is insufficient.
12. Not required for a ship which is to be registered in the ordinary register.
13. The date must be within 60 days of the date of termination of the charter party.
14. Delete this statement if the application is for the registration of a bareboat charter ship.
15. Applicants, must ensure that all the required documents will be complete and in order, that all the requirements are met, and that the necessary formalities will be completed before or on this date, so that the ship can be registered on this date.
16. A certificate of registry may be collected up to one week in advance of the preferred registration date. This form, except for the signature (s) of the declarant(s) and the date, must be completed and submitted at least 3 working days before the date on which the certificate of registry is to be collected. On the date of registration, the declarant (s) must be present to attest his/their signature (s) and date the declaration.

ANNEXURE B
Form No. REG-002

CERTIFICATE OF SURVEY

Name of Ship		Prescribed by the Director General, Ports & Shipping
Port of intended registry	**Official Number if there has been any former registry**	**Whether a sailing, steam or motor ship; if steam or motor ship, how propelled**
Where built	**When built**	**Name and address of builders**

		Metres	Centimeters
Number of Decks			
Stemn	Length*		
Stern	Breadth*		
Build	Depth *		
Framework and description of vessel	Length of engine room (if any)		
Number of Bulkheads			
	* acc. International convention on Tonnage measurement of ship 1969.		

Particulars of Tonnage

The tonnages of this ship, in accordance with her Pakistan tonnage Certificate are

GROSS TONNAGE : .....

NET TONNAGE : .....

A detailed summary of the tonnages for this ship are shown on the Pakistan Tonnage Certificate

The number of seamen and apprentices for whom accommodation is certified .....

I, the undersigned Surveyor appointed/authorized by the Government of Pakistan, having surveyed the above-named ship hereby certify that the above particulars are true, and that her name is marked on each of her bows, and her name and the port of registry are properly marked on a conspicuous part of her stern, and a scale of metres marked on each side of her stem and her stern post, in a manner directed by the Merchant Shipping Ordinance, 2001 (LII of 2001).

Dated at .....

this ..... Day of ..... 20 ....

Surveyor

CERTIFIED EXTRACTS OF PARTICULARS SUPPLIED BY BUILDERS, OWNERS OR ENGINE MAKERS

PARTICULARS OF PROPELLING ENGINES (if any)

No. of sets of engines .....

No. of Shafts .....

Description of Engines .....

When made .....

Name and address of makers .....

Reciprocating engines :—

No. of cylinders in each set .....

Diameter of cylinders .....

Length of stroke .....

Rotary engines :—

No. of cylinders in each set .....

PARTICULARS OF BOILERS

Description .....

Number .....

Loaded pressure .....

When made .....

Name and address of makers .....

N.H.P. ..... B.H.P. ..... I.H.P. ..... Estimated speed of ship .....

NOTE : In the case of multiple engined ships, the figures for horse-power show the total horse-power and not the horse power for each set of engine.

ANNEXURE C

CERTIFICATE OF PAKISTAN REGISTRY

PARTICULARS OF SHIP

Official Number	Name of Ship	No., Year and Port of Registry		No., Year and Port of previous Registry (if any)
Call Sign	Whether a Sailing, Steam or Motor Ship.	Where Built	When Built	Name and Address of Builders
IMO No.		Identification Dimensions		Metric Units
Type of Ship Number of Decks Material used to construct hull		Length* Breadth* Depth* Overall Length* Max. Draught *acc. International convention on Tonnage Measurement of ship 1969.		

PARTICULARS OF PROPELLING ENGINES, as supplied by Builders, Owners or Engine Makers

No of Sets of Engines	Description of Engines	When Made	Name and Address of Makers	Reciprocating Engines		
				No. of Cylinder in each set	Diameter of cylinders	BHP in Kilowatts
No. of Shafts				Length of Stroke		Estimated Speed of Ship

PARTICULARS OF TONNAGE

The tonnages of this ship in accordance with her tonnage Certificate are

GROSS TONNAGE : _____

NET TONNAGE : _____

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of ships 1969.

A detailed summary of the tonnages for this ship is shown on the International Tonnage Certificate (1969).

The number of seamen for whom accommodation is certified .....

I, the undersigned, Registrar of Pakistan Ships at the Port of ..... hereby certify that the ship, the description of which is prefixed to this certificate, has been duly surveyed, and that the above Descriptions in accordance with the Register Book, that ..... whose certificate of Competency or Service is No. ..... is the Master of the said Ship; and that the Name, Residence and Description of the Owner, and Number of Sixty Fourth Shares held by ..... are as follows :—

Name, Residence and Occupation of Owner	No of Sixty Fourth Shares

Dated at ..... the ..... of ....., Two Thousand .....

Registrar of Ships
Government of Pakistan
Mercantile Marine Department
Karachi.

NOTICE: A Certificate of Registry is not a document of Title. It does not necessarily contain notice of all charges of ownership and in no case does it contain an official record of any mortgages affecting the ship. In case of any changes of ownership, it is important for the protection of the interests of all parties that the change should be registered according to law. Changes of ownership, address or other registered particulars should be notified to the Registrar at the Port of Registry. Should the Vessel be lost, sold to Foreigners, or broken up, notice thereof, together with the certificate of Registry, if in existence should immediately be given to the Registrar of Pakistan Ships at the Port of Registry.

ANNEXURE D
(See rule 7)

CERTIFICATE OF PAKISTAN
BAREBOAT CHARTER REGISTRY

PARTICULARS OF SHIP

Official Number	Name of Ship	No., Year and Port of Registry		Call Sign
				IMO No.
Whether a Sailing, Steam or Motor Ship		Where Built	When Built	Name and Address of Builders
		Identification Dimensions		Metric Units
Type of Ship Number of Decks Material used to construct hull		Length* Breadth* Depth* Overall Length Max. Draught *acc. International convention on Tonnage Measurement of ship 1969.		

PARTICULARS OF PROPELLING ENGINES, as supplied by Builders, Owners or Engine Makers

No of Sets of Engines	Description of Engines	When Made	Name and Address of Makers	Reciprocating Engines		
				No. of Cylinders in each set	Diameter of cylinders	BHP in Kilowatts
No. of Shafts				Length of Stroke		Estimated Speed of Ship

PARTICULARS OF TONNAGE

The tonnages of this ship in accordance with her tonnage Certificate are

GROSS TONNAGE : _____

NET TONNAGE : _____

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of ships, 1969.

A detailed summary of the tonnages for this ship is shown on the International Tonnage Certificate (1969).

Name, Residence and Occupation of Owner

1. Owner

2. Bareboat Charterer

Dated at ..... the ..... of ....., Two Thousand .....

This Certificate expires :

Registrar of Ships
Government of Pakistan
Mercantile Marine Department
Karachi.

NOTICE: A Certificate of Registry is not a document of Title. It does not necessarily contain notice of all changes of ownership and in no case does it contain an official record of any mortgages affecting the ship. In case of any changes of ownership, it is important for the protection of the interests of all parties that the change should be registered according to law. Changes of ownership, address or other registered particulars should be notified to the Registrar at the Port of Registry. Should the Vessel be lost, sold to Foreigners, or broken up, notice thereof, together with the certificate of Registry, if in existence should immediately be given to the Registrar of Pakistan Ships at the Port of Registry.

ANNEXURE E
Form No.REG-003
(See rule 11)

SHIP'S CARVING AND MARKING NOTE

Name of Ship	Port of Registry	Official Number	Net Tonnage

The Official number and Tonnage, as stated above, are to be permanently and conspicuously cut in on the Main-Beam of the Vessel.

Registrar of Shipping

Dated: _____ Port of:

I hearby certify that I have inspected the vessel, and find that the Official Number and Tonnage, as stated above, are permanently and conspicuously cut in on her Main-Beam, that her Name is marked on each of her Bows, and her Name and the Name of her Port of Registry are marked on her Stern, in the manner directed by Section 74 of the Merchant Shipping Ordinance 2001

Dated: _____

_____
(Signature and Rank)

N.B:- To be signed by a Surveyor of Mercantile Marine Department, surveyor of authorized classification society or Pakistani Consul or Vice-Consul

ANNEXURE F

Form No.REG-004-A

Prescribed by the Director General, Ports & Shipping

BILL OF SALE (Individual or Joint Owners)

Official Number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engines (if any)

	Metres	Centimeters	Tonnage	
			Gross	Net
Length*				
Breadth*				
Depth*				

* in accordance with International Tonnage Certificate

and as described in more detail in the Certificate of the Surveyor and Register Book

(a) ..... the undersigned (b) .....

.....

in consideration of the sum of .....(hereinafter called "the Transferor(s)")

..... paid to (c) ..... by (d) .....

.....

..... (herinafter called "the transferee(s)")

the receipt whereof is hereby acknowledged, transfer ..... shares in the Ship above particularly described, and in her boats and appurtenances, to the said Transferee(s).

Further, (a) ..... the said Transferor(s) for (e) .....

covenant with the said Transferee(s) and (f) ..... heirs

..... assigns that (a) ..... have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from encumbrances (g)

.....

In witness whereof (a) ..... have hereunto subscribed (h) ..... Name (s) and affixed (h) ..... seal on

.....20.....

Executed by the above named Transferror(s)
in the presence of (i)

} i.....

.....

(a) Insert "I" or "We" (b) Insert FULL name and address with description of transferor or transferors (c) Insert "me" or "us". Insert FULL name of and address of transferee or transferees with their description in the case of individuals and adding "as Joint Owners where such is the case. (e) Insert "myself and my" or "ourselves and our". (f) Insert "his", "her" or "their". (g) if there be any subsisting Mortgage or outstanding Certificate of Mortgage or Sale add "save as appears by the Registry of the said Ship". (h) Insert "my" or "our" (i) Names, addresses and description of witnesses. (j) Signature of Transferor (s).

ANNEXURE G

Form No.REG-004-B

Prescribed by the Director General, Ports & Shipping

BILL OF SALE (Body Corporate)

Official Number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engines (if any)

	Metres	Centimeters	Tonnage	
			Gross	Net
Length*				
Breadth*				
Depth*				

* In accordance with International Tonnage Certificate

and as described in more detail in the Certificate of the Surveyor and Register Book

We, (a) .....(hereinafter called "the Transferors") having our principal place of business at ..... in consideration of the sum of

..... paid to us by (b) .....

..... (hereinafter called "the Transferee(s)") the receipt whereof is hereby acknowledged, transfer ..... shares in the Ship above particularly described, and in her boats and appurtenances, to the said Transferee(s).

Further, we, the said Transferors for ourselves and our successors covenant with the said Transferee(s) and (c) ..... assigns, that we have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from encumbrances (d) .....

In witness whereof we have hereunto affixed our common seal on .....20.....

The Common Seal of the Transferors
was affixed hereunto in the presence of (e)

(a) Insert Title in FULL of the Body Corporate (b) Insert name and address in full and description of transferee or transferees (c) Insert "his", "her" or "their".

(d) If there be any subsisting Mortgage, or outstanding Certificate of Mortgage or Sale, add "save as appears by the Registry of the said Ship".

(e) Description of Witnesses: Directors, Secretary, etc. (as the case may be).

NOTE:- A purchaser of a registered Pakistani Vessel does not obtain a complete title until the Bill of Sale has been recorded at the Port of Registry of the ship; and neglect of this precaution may entail serious consequences.

NOTE:- Registered Owners or Mortgages are reminded of the importance of keeping the Registrar of Pakistani Ships informed of any change of residence on their part.

ANNEXURE "H"
FORM No. REG-005

MORTGAGE (to secure Principal Sum and Interest)

From No.

(Body Corporate)

Official Number	Name of Ship	No. Date and Port of Registry

Whether a Sailing, Steam or Motor Ship	Horse Power of Engines, if any

	Meters	Centimeters
Length.....		
Breadth.....		
Depth.....		
in accordance with International Tonnage certificate		

TONNAGE.

Gross.....		NET.....	

and as described in more detail in the Certificate of the Surveyor and the Register Book.

We, (a).....
in consideration of.....this day lent to us by (b).....
.....
do hereby for ourselves and our successors covenant with the said (f) ..... and (c) .....assigns firstly That we or our successors, will pay to the said (f) ..... or (c) .....assigns the said sum of ..... together with interest thereon at the rate of ..... per cent. per annum on the (d).....day of .....next, and secondly; that if the said principal sum is not paid on the said day, we or our successors will, during such time as the same or any part thereof remains unpaid, pay to the said (f).....or(c)..... assigns, interest on the whole or such part thereof as may for the time being remain unpaid, at the rate of ..... per cent. per annum, by equal half-yearly payments on the ..... day of ..... and .....day of .....in every year, and for better securing to the said (f).....
the repayment in manner aforesaid of the principal sum and interest we hereby mortgage to the said (f).....
..... shares, of which we are the Owners in the Ship above particularly described, and in her boats, guns, ammunition, small arms, and appurtenances. Lastly, we for ourselves and our successors covenant with the said (f).....and (c).....assigns that we have power to mortgage in manner aforesaid the above-mentioned shares, and that the same are free incumbrances (c).....
In witness whereof we have hereunto affixed our common seal this ..... day of ..... Two thousand and .....
The common Seal of the .....
.....
was affixed hereunto in the presence of ‡.....
.....
.....
.....

NOTE. – The prompt registration of a Mortgage Deed in the Port of Registry of the Ship is essential to the security of the lender.

NOTE.- Registered Owners or Mortgagees are reminded of the importance of keeping the Registrar of Pakistan Ships informed of any

(a) Names in full of Body Corporate together with its principal place of Business. (b) Full name, address and description of mortgagee. If joint mortgagees are concerned, they must be so described. If the mortgagee is a Body Corporate, the full title and address must be given. (c) "his, "their" or "its." (d) Insert the day fixed for payment of principal as above. (e) If any prior incumbrance add, "save as appears by the Registry of the said Ship." (f) Full name of mortgagee. ‡ Signatures and description of witnesses, Directors,

N.B.—In the case of Transfer it must be made by Endorsement in one of the following forms—

TRANSFER OF MORTGAGE—by Individual or Joint Mortgagees

(a) "I" or "we"

(b) "me" or "us"

(c) "him" "them" or "it"
(d) "my" or "our"

(e) Name, address and description of witness two witnesses are required.

(a) ..... the within mentioned
in consideration of .....
this day paid to (b) ..... by .....
.....
hereby transfer to (c) ..... the benefit of the within written security in witness whereof (a) .....
have hereunto subscribed (d) ..... name ..... and affixed
(d) ..... this ..... day of .....
Two thousand and .....

Executed by the above Named .....
.....
in the presence of (e)
.....
.....

TRANSFER OF MORTGAGE—by Body Corporate.

The within mentioned .....
in consideration of .....
this day paid to it by .....
.....
hereby transfer to (c) ..... the benefit of the within written security in witness whereof we have hereunto affixed our common seal this .....
day of ..... Two thousand and .....

The Common Seal of the .....
.....
was affixed in the presence of .....
.....
.....
.....

N.B.—In case a Mortgage is paid off, a Memorandum of its Discharge in one of the following forms must be used. By Individual or Joint Mortgagees

Received the sum of .....
In discharge of the within-written security. Dated at .....
this ..... day of ..... 20.
Witness (e).....
of .....

By Bodies corporate

Received the sum of .....
in discharge of the within-written security. In witness whereof we have hereunto affixed our common seal this ..... day of .....
20..... at .....

The Common Seal of the .....
.....
was affixed in the presence of .....
.....
.....
.....

Signatures and description of witnesses i.e., Directors, Secretary, etc., (as the case may be).

ANNEXURE I

Official Number	CALL SIGN	Name of Ship	No., Date and Port of Registry
	IMO No.		

No. Date and Port of previous Registry (if any)

Whether Pakistani or Foreign Built	Whether a Sailing Steams or Motor Ship, of Steams or Motor Ship how propelled	Where Built	When Built	Name and Address of Builders.

Number of Decks	Length*	Metre	Centimeter
Steam	Breadth*		
Stern	Depth*		
Build	Length of engine room (if any)		
Framework and description of vessel			
Number of Bulkheads	*acc. International convention on tonnage Measurement of Ships 1969.		

Name of Master	Certificate of	Service No.
		Competency No.

Names, Residence and description of the Owners and viz
Number of Sixty forth Shares not by each

Dated .. .. Registrar.

Col. 1 Number of Transaction	Col. 2 Letter denoting Mortgages and Certificate of Mortgages	Col. 3 Name of Person from whom title is derived	Col. 4 Number of Shares affceted	Col. 5 Date & hour of Registry	Col. 6 Nature & date of Transaction	Col. 7 Name, Residence & Occupation of Transferee Mortgage or other Person acquiring Title or Power

PARTICULARS OF PROPELLING ENGINES & C. (if any), and WATERBALLAST TANKS, as supplied by Builders, Owners or Engine Makers.

No. of set of Engines	Description of Engines	Whether Pakistani or Foreign made	When made	Name and address of makers	Reciprocating Engines: No. and Diameter of Cylanders on each set	Reciprocating Engines: Length of Stroke	Rotary Engines No. of Cylenders in each set	N.H.P., B.H.P., IHP, Estimated speed of ship.
		Engines	Engines	Engine				
No. of Shafts	Particulars of Boilers Description Number nom or Steel Loaded Presue.	Boilers	Boilers					
Number of water ballast tanks and their capacity in tons:								

PARTICULARS OF TONNAGE

The tonnages of this ship in accordance with her tonnage Certificate are

GROSS TONNAGE :

NET TONNAGE :

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships 1969. A detailed summary of the tonnages for this ship is shown on the International Tonnage Certificate (1969).

SUMMARY

Col. 8 Number & Account of subsequent Transactions, showing how Interest tha posted of.	Col. 9 Number of Transaction under which title acquired	Col. 10 Names of Owners	Col. 11 Mortgages Certificate of Mortgage and Certificates of Sale	Col. 12 Names of Mortgagees & Attorny under Certificate of Mortgage or of Sale	Col. 13 Number of Shares	Col. 14 Remarks

Annexure J

Certificates and documents required to be carried on board ships

(Note: All certificates to be carried on board must be originals)

	Reference
1 All ships	
International Tonnage Certificate (1969) An International Tonnage Certificate (1969) shall be issued to every ship, the gross and net tonnage of which have been determined in accordance with the Convention.	Tonnage Convention, art. 7
International Load Line Certificate An International Load Line Certificate shall be issued under the provisions of the International Convention on Load Lines, 1966, to every ship which has been surveyed and marked in accordance with the Convention or the Convention as modified by the 1988 LL Protocol, as appropriate.	LL Convention, art. 16; 1988 LL Protocol, art. 18
International Load Line Exemption Certificate An International Load Line Exemption Certificate shall be issued to any ship to which an exemption has been granted under and in accordance with article 6 of the Load Line Convention or the Convention as modified by the 1988 LL Protocol, as appropriate.	LL Convention, art. 6; 1988 LL Protocol, art. 18
Intact Stability Booklet Every passenger ship regardless of size and every cargo ship of 24 m and over shall be inclined on completion and the elements of their stability determined. The master shall be supplied with a Stability Booklet containing such information as is necessary to enable him, by rapid and simple procedures, to obtain accurate guidance as to the ship under varying conditions of loading. For bulk carriers, the information required in a bulk carrier booklet may be contained in the stability booklet.	SOLAS 1974, regs. II-1/22 and II-1/25-8; 1988 LL Protocol, reg. 10

	Reference
Damage control booklets On passenger and cargo ships, there shall be permanently exhibited 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. Booklets containing the aforementioned information shall be made available to the officers of the ship.	SOLAS 1974, regs. II-1/23, 23-1, 25-8
Minimum safe manning document Every ship to which chapter I of the Convention applies shall be provided with an appropriate safe manning document or equivalent issued by the Administration as evidence of the minimum safe manning.	SOLAS 1974 (1989 amdts.), reg. V/13(b)
Certificates for masters, officers or ratings Certificates for masters, officers or ratings shall be issued to those candidates who, to the satisfaction of the Administration, meet the requirements for service, age, medical fitness, training, qualifications and examinations in accordance with the provisions of the STCW Code annexed to the Convention on Standards of Training, Certification and Watch-keeping for Seafarers, 1978. Formats of certificates are given in section A-I/2 of the STCW Code. Certificates must be kept available in their original form on board the ships on which the holder is serving.	STCW 1978 (1995 amdts.), art. VI, reg. I/2; STCW Code, section A-I/2
International Oil Pollution Prevention Certificate An International Oil Pollution Prevention Certificate shall be issued after survey in accordance with regulation 4 of Annex I of MARPOL 73/78, to any oil tanker of 150 gross tonnage and above and any other ship of 400 gross tonnage and above which are engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to MARPOL 73/78. The certificate is supplemented by a Record of Construction and Equipment for Ships Other Than Oil Tankers (Form A) or a Record of Construction and Equipment for Oil Tankers (Form B), as appropriate.	MARPOL 73/78, Annex I, reg. 5

	Reference
Oil Record Book Every oil tanker of 150 gross tonnage and above and every ship of 400 gross tonnage and above other than an oil tanker shall be provided with an Oil Record Book, Part I (Machinery space operations). Every oil tanker of 150 gross tonnage and above shall also be provided with an Oil Record Book, Part II (Cargo/ ballast operations).	MARPOL 73/78, Annex I, reg. 20
Shipboard Oil Pollution Emergency Plan Every oil tanker of 150 gross tonnage and above and every ship other than an oil tanker of 400 gross tonnage and above shall carry on board a Shipboard Oil Pollution Emergency Plan approved by the Administration.	MARPOL 73/78, Annex I, reg. 26
Garbage Management Plan Every ship of 400 gross tonnage and above and every ship which is certified to carry 15 persons or more shall carry a garbage management plan which the crew shall follow.	MARPOL 73/78, Annex V, reg. 9
Garbage Record Book Every ship of 400 gross tonnage and above and every ship which is certified to carry 15 persons or more engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention and every fixed and floating platform engaged in exploration and exploitation of the sea-bed shall be provided with a Garbage Record Book.	MARPOL 73/78, Annex V, reg. 9
Cargo Securing Manual Cargo units, including containers, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. 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 Organization.	SOLAS 1974, regs. VI/5, VII/6; MSC/Circ.745
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.	SOLAS 1974, reg. IX/4; ISM Code, paragraph 13

	Reference
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.	SOLAS 1974, reg. IX/4; ISM Code, paragraph 13
2 In addition to the certificates listed in section 1 above, passenger ships shall carry:	
*Passenger Ship Safety Certificate** A certificate called a Passenger Ship Safety Certificate shall be issued after inspection and survey to a passenger ship which complies with the requirements of chapters II-1, II-2, III and IV and any other relevant requirements of SOLAS 1974. A Record of Equipment for the Passenger Ship Safety Certificate (Form P) shall be permanently attached.	SOLAS 1974, reg. I/12, as amended by the GMDSS amdts.; 1988 SOLAS Protocol, reg. I/12
Exemption Certificate† 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.	SOLAS 1974, reg. I/12; 1988 SOLAS Protocol, reg. I/12
Special trade passenger ships A form of safety certificate for special trade passenger ships, issued under the provisions of the Special Trade Passenger Ships Agreement, 1971.	STP Agreement, reg. 6
Special Trade Passenger Ships Space Certificate issued under the provisions of the Protocol on Space Requirements for Special Trade Passenger Ships, 1973.	SSTP 73, rule 5
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.	SOLAS 1974 (1995 Conference amdts), reg. V/15(c)

	Reference
List of operational limitations Passenger ships to which chapter I of the 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.	SOLAS 1974 (1995 Conferenc amdts), reg. V/2
Decision support system for masters In all passenger ships, a decision support system for emergency management shall be provided on the navigation bridge.	SOLAS 1974, reg. III/24-4
3 In addition to the certificates listed in section 1 above, cargo ships shall carry:	
*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.	SOLAS 1974, reg. I/12, as amended by th GMDSS amdts.; 1988 SOLAS Protocol, reg. I/
Cargo Ship Safety Equipment Certificate† 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, 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.	SOLAS 1974, reg. I/12, as amended by th GMDSS amdts.; 1988 SOLAS Protocol, reg. I/

	Reference
*Cargo Ship Safety Radio Certificate** A certificate called a Cargo Ship Safety Radio Certificate shall be issued after survey to a 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.	SOLAS 1974, reg. I/12, as amended by the GMDSS amdts.; 1988 SOLAS Protocol, reg. I/12
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 above cargo ship safety certificates.	1988 SOLAS Protocol, reg. I/12
Exemption Certificate† 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.	SOLAS 1974, reg. I/12; 1988 SOLAS Protocol, reg. I/12
Document of compliance with the special requirements for ships carrying dangerous goods An appropriate document as evidence of compliance with the construction and equipment requirements of that regulation.	SOLAS 1974, reg. II-2/54.3
Dangerous goods manifest or stowage plan Each ship carrying dangerous goods shall have a special list or manifest setting forth, in accordance with the classification set out in regulation VII/2, the dangerous goods on board and the location thereof. 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. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.	SOLAS 1974, reg. VII/5(5); MARPOL 73/78, Annex III, reg. 4

	Reference
Document of authorization for the carriage of 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.	SOLAS 1974, reg. VI/9; International Code for the Safe Carriage of Grain in Bulk, section 3
Certificate of insurance or other financial security in respect of civil liability for oil pollution damage A certificate attesting that insurance or other financial security is in force shall be issued to each ship carrying more than 2,000 tons of oil in bulk as cargo. It shall be issued or certified by the appropriate authority of the State of the ship's registry after determining that the requirements of article VII, paragraph 1, of the CLC Convention have been complied with.	CLC 69, art. VII
Enhanced survey report file Bulk carriers and oil tankers shall have a survey report file and supporting documents complying with paragraphs 6.2 and 6.3 of annex A and annex B of resolution A.744(18), Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers.	MARPOL 73/78, Annex I, reg. 13G; SOLAS 1974, reg. XI/2
Record of oil discharge monitoring and control system for the last ballast voyage Subject to provisions of paragraphs (4), (5), (6) and (7) of regulation 15 of Annex I of MARPOL 73/78, every oil tanker of 150 gross tonnage and above shall be fitted with an oil discharge monitoring and control system approved by the Administration. The system shall be fitted with a recording device to provide a continuous record of the discharge in litres per nautical mile and total quantity discharged, or the oil content and rate of discharge. This record shall be identifiable as to time and date and shall be kept for at least three years.	MARPOL 73/78, Annex I, reg. 15(3)(a)

Bulk Carrier Booklet	*Reference*
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.	SOLAS 1974 (1996 amdts), reg. VI/7; the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)

4 In addition to the certificates listed in sections 1 and 3 above, where appropriate, any ship carrying noxious liquid chemical substances in bulk shall carry:

International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate) An international pollution prevention certificate for the carriage of noxious liquid substances in bulk (NLS Certificate) shall be issued, after survey in accordance with the provisions of regulation 10 of Annex II of MARPOL 73/78, to any ship carrying noxious liquid substances in bulk and which is engaged in voyages to ports or terminals under the jurisdiction of other Parties to MARPOL 73/78. In respect of chemical tankers, the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk and the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, issued under the provisions of the Bulk Chemical Code and the International Bulk Chemical Code, respectively, shall have the same force and receive the same recognition as the NLS Certificate.	MARPOL 73/78 Annex II, regs. 12 and 12a
Cargo Record Book Every ship to which Annex II of MARPOL 73/78 applies shall be provided with a Cargo Record Book, whether as part of the ship's official log-book or otherwise, in the form specified in appendix IV to the Annex.	MARPOL 73/78, Annex II, reg. 9

	Reference
Procedures and Arrangements Manual (P & A Manual) Every ship certified to carry noxious liquid substances in bulk shall have on board a Procedures and Arrangements Manual approved by the Administration.	Resolution MEPC.18(22), chapter 2; MARPOL 73/78, Annex II, regs. 5, 5A and 8
Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances Every ship of 150 gross tonnage and above certified to carry noxious liquid substances in bulk shall carry on board a shipboard marine pollution emergency plan for noxious liquid substances approved by the Administration. This requirement shall apply to all such ships not later than 1 January 2003.	MARPOL 73/78, Annex II, reg. 16
5 **In addition to the certificates listed in sections 1 and 3 above, where applicable, any chemical tanker shall carry:**	
Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk 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.	BCH Code, section 1.6; BCH Code as modified by resolution MSC.18(58) section 1.6
Note: The Code is mandatory under Annex II of MARPOL 73/78 for chemical tankers constructed before 1 July 1986.	
or	
International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk 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.	IBC Code, section 1.5; IBC Code as modified by resolutions MSC.16(58) and MEPC.40(29), section 1.5

	Reference
Note: The Code is mandatory under both chapter VII of SOLAS 1974 and Annex II of MARPOL 73/78 for chemical tankers constructed on or after 1 July 1986.	
6 **In addition to the certificates listed in sections 1 and 3 above, where applicable, any gas carrier shall carry:**	
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.	GC Code, section 1.6
or	
International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk 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.	IGC Code, section 1.5; IGC Code as modified by resolution MSC.17(58), section 1.5
Note: The Code is mandatory under chapter VII of SOLAS 1974 for gas carriers constructed on or after 1 July 1986.	
7 **In addition to the certificates listed in sections 1 and 3 above, where applicable, high-speed craft shall carry:**	
High-Speed Craft Safety Certificate A certificate called a High-Speed Craft Safety Certificate should be issued after completion of an initial or renewal survey to a craft which complies with the requirements of the High-Speed Craft (HSC) Code in its entirety.	SOLAS 1974, reg. X/3; HSC Code, paragraph 1.8

	Reference
Permit to Operate High-Speed Craft A certificate called a Permit to Operate High-Speed Craft should be issued to a craft which complies with the requirements set out in paragraphs 1.2.2 to 1.2.7 and 1.8 of the HSC Code.	HSC Code, paragraph 1.9

8 In addition to the certificates listed in sections 1 and 3 above, where applicable, any ship carrying INF cargo shall carry:

*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.	SOLAS 1974 (1999 amdts), reg. 16; INF Code (resolution MSC88(71)), paragraph 1.3

Other miscellaneous certificates

Special purpose ships

Special Purpose Ship Safety Certificate In addition to SOLAS certificates as specified in paragraph 7 of the Preamble of the Code of Safety for Special Purpose Ships, a Special Purpose Ship Safety Certificate shall be issued after survey in accordance with the provisions of paragraph 1.6 of the Code of Safety for Special Purpose Ships.The duration and validity of the certificate should be governed by the respective provisions for cargo ships in SOLAS 1974. If a certificate is issued for a special purpose ship of less than 500 gross tonnage, this certificate should indicate to what extent relaxations in accordance with 1.2 were accepted.	Resolution A.534(13) as amended by MSC/Circ.739; SOLAS 1974, reg. I/12; 1988 SOLAS Protocol, reg. I/12

Offshore support vessels

Certificate of Fitness for Offshore Support Vessels When carrying such cargoes, offshore support vessels should carry a Certificate of Fitness issued under the "Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels".	Resolution A.673(16); MARPOL 73/78, Annex II, reg. 13(4)
If an offshore support vessel carries only noxious liquid substances, a suitably endorsed International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk may be issued instead of the above Certificate of Fitness.	

Diving systems

Diving System Safety Certificate A certificate should be issued either by the Administration or any person or organization duly authorized by it after survey or inspection to a diving system which complies with the requirements of the Code of Safety for Diving Systems. In every case, the Administration should assume full responsibility for the certificate.	Resolution A.536(13), section 1.6

Dynamically supported craft

Dynamically Supported Craft Construction and Equipment Certificate To be issued after survey carried out in accordance with paragraph 1.5.1(a) of the Code of Safety for Dynamically Supported Craft.	Resolution A.373(X), section 1.6

Mobile offshore drilling units

Mobile Offshore Drilling Unit Safety Certificate To be issued after survey carried out in accordance with the provisions of the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979, or, for units constructed on or after 1 May 1991, the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989.	Resolution A.414(XI), section 1.6; resolution A.649(16) section 1.6; resolution A.649(16) as modified by resolution MSC.38(63), section 1.6

	Reference
Noise levels	
Noise Survey Report A noise survey report should be made for each ship in accordance with the Code on Noise Levels on Board Ships.	Resolution A.468(XII), section 4.3

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