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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation
(Twenty-ninth session, 7-9 June 2005,
agenda item 3)

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL
REQUIREMENTS FOR INLAND NAVIGATION VESSELS
(ANNEX TO RESOLUTION NO. 17, REVISED)**

Transmitted by the Group of Volunteers

Note: Reproduced below is the text of amended chapters 1 "General provisions" and 1bis "Procedure and rules for the inspection of inland navigation vessels" of the annex to resolution No. 17, revised, prepared by the Group of Volunteers after its St. Petersburg and Geneva meetings. The text derived from the draft revised Directive 82/714/EC is shown in italics, while the new text proposed by the Group of Volunteers is shown in bold. To facilitate the finalization of the text of the whole of the amended annex, all the cross-references are put in square brackets.

* * *

CHAPTER 1
GENERAL PROVISIONS

1-1 PURPOSE AND SCOPE

1-1.1 The purpose of this text is to provide recommendations on the design and equipment of inland navigation vessels with a view in particular to promoting the safety of vessels and crews; this text is not a substitute for national laws and regulations.

1-1.2 **In general, these Recommendations shall, with due regard to definitions in [1-2], apply to:** (i) *vessels having a length L of 20 meters or more;*
(ii) *vessels for which the product of $L \times B \times T$ is a volume of 100 m³ or more.^{1/}*

1-1.3 **These Recommendations shall also apply, with due regard to definitions in [1-2], to all:** (i) *tugs and pushers, designated to tow or to push or to move alongside vessels as referred to in [1-1.2];*
(ii) *vessels intended for passenger transport which carry more than 12 people in addition to the crew.^{2/}*

1-1.4 ~~1-1.2~~ **In general, these Recommendations shall not apply to: ~~small craft within the meaning of the European Code for Inland Waterways (CEVNI) or to special craft such as hydrofoil craft and air cushion vehicles.~~**

- (i) *ferries,*
- (ii) *naval craft.^{3/}*

1-1.5 ~~1-1.3~~ **For the purpose of these Recommendations, European inland waterways shall be classified as follows:**

Zone 1 (wave height of up to 2.0 m): the waterways listed in chapter I of appendix ...^{4/} to these Recommendations;

Zone 2 (height of up to 1.2 m): the waterways listed in chapter II of appendix ... to these Recommendations;

Zone 3 (height of up to 0.6 m): the waterways listed in chapter III of appendix ... to these Recommendations.

On inland waterways not listed in the appendix ... as belonging to navigational zones 1, 2 or 3, Administrations may establish technical requirements which differ from the provisions of these Recommendations. Such technical requirements should be adapted to the geographical, hydrological and navigational conditions prevailing on the respective inland waterway and should be equally applied to all vessels navigating on this waterway. It is understood, however, that vessels allowed to navigate on inland waterways belonging to zones 1, 2 and 3, satisfy the safety requirements applied on those unclassified inland waterways.^{5/}

1-1.6 Unless otherwise stated, the provisions of the present Recommendations shall apply to new vessels ~~which~~ **that** are intended to navigate in the ~~above-mentioned~~ navigational zones

^{1/} Article 2, section 1 of draft Directive amending Directive 82/714/82 (CM3985/04).

^{2/} Article 2, section 2 of draft Directive amending Directive 82/714/82.

^{3/} Article 2, section 3 of draft Directive amending Directive 82/714/82 partly (sea-going vessels are excluded due to article 1-1.1).

^{4/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

^{5/} With the exception of the lakes Ladoga and Onega in the Russian Federation where the height of waves reaches 3 m **and over**. In the Russian Federation navigable zones are marked not with figures 1, 2 and 3 but with Cyrillic letters **O**, **II** and **JI**, respectively.

mentioned in section [1-1.5], differentiated by the maximum significant wave height^{6/} corresponding to a 5 per cent probability of over-topping.

1-1.7 These provisions shall apply to existing inland navigation vessels so long as the Administration considers them reasonable and practicable.

1-1.8 ~~1-1.4~~ The Administration may permit derogations from these provisions *for limited journeys of local interest or in harbour areas, where operating experience has clearly shown them to be justified.* ~~The derogations in question and the journeys or area for which they are valid shall be specified in the vessel's~~ **Ship's Certificate.**^{7/}

1-1.9 ~~1-1.5~~ Vessels intended for the carriage of dangerous goods shall also satisfy ~~the requirements of annex B to the European Agreement Provisions concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).~~

1-2 DEFINITIONS^{8/}

Ship's certificate: a certificate in accordance with the model of appendix...^{9/} issued to a vessel by the Administration, signifying compliance with the technical provisions of these Recommendations.

General

Administration: the Administration of the country in which the vessel is registered, or which issues the vessel's certificate.

Basin administration: the national or international organization that is competent to decide regulations on waterways within a geographical area.

New vessel: a vessel the keel of which is laid, or which is at a comparable stage of construction, on or after the date of entry into force of these Recommendations decided by the Administration.

Existing vessel: a vessel ~~which is not a new vessel in the possession of a valid certificate or another permission to navigate on the day before the entry into force of these Recommendations decided by the Administration.~~

* * *

^{6/} [In this provision, "significant wave height" means the average of heights of 10 per cent of the total number of waves having the greater heights measured between wave trough and wave crest, observed over a short period.] Russian Federation may submit modification to this footnote if found necessary.

^{7/} Article 7, section 2 of the Directive 82/714/EEC.

^{8/} The list of definitions should be extended to include the definitions used in the consolidated texts of the amended chapters, which should be harmonized with the definitions used in Annex II of the draft revised EC Directive.

^{9/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

Appendix ...^{10/}

**List of European inland waterways
divided geographically into zones 1, 2 and 3
(paragraph [1-1.5] of the Recommendations)**

Note by the secretariat

1. The text of the appendix may be found in TRANS/SC.3/104/Add.2. For reasons of economy, it is not reproduced here but will be included into a consolidated text of the amended annex to resolution No.17, revised.

2. Inland waterways of the Russian Federation appearing in TRANS/SC.3/104/Add.2 should be supplemented with the following:

Zone 1

Nizhne-Kamskoe Reservoir, from the town of Ust-Belsk (1766 km) to the dam at the Lower Kama hydroelectric power station;

Mezen, from the mouth of the Bolshaya Chetsa River to the Mezen entrance buoy.

Pechora, from the Alekseevsky Island to the line between the Cape of Bolvansky Nos – northern extremity of the Lovetsky Island.

Northern Dvina – along the Maymaksan branch from the village of Lapominka to the southern extremity of the Mudiug Island, along the Murmansk branch to the Kumbysh Island.

Zone 2

Veselovskoe Reservoir.

Krasnodarskoe Reservoir.

Cheboksarskoe Reservoir.

Belaya – from Yamalinsky Yar (1786 km) to the mouth.

Volga - from the city of Tver to the town of Koprino (including Ivankovskoe and Uglichskoe reservoirs), from the dam at the Rybinsk hydro-electric power station to the Elyat mouth, from the dam at the Gorkovskaya hydro-electric power station to the Sura mouth, from the dam at the Cheboksary hydro-electric power station to the village of Kamskoe Ustye, from the dam at the Kuibyshevskaya hydro-electric power station to Syzran bridge, from the dam at the Saratov hydro-electric power station to Uvek bridge, from the dam at the Volgograd hydro-electric power station to the town of Krasnye Barrikady.

^{10/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the amended annex.

Kama - from the dam at the Kama hydro-electric power station to the Chastye wharf, from the dam at the Votkinsk hydro-electric power station to the town of Ust-Belsk (1766 km), from the dam at the Lower Kama hydro-electric power station to Tchistopol.

Mezen - from the city of Mezen to the Bolshaya Chetsa mouth.

Neva - from the source to the border of the inland waterways: along the Bolshaya Neva - Lieutenant Schmidt bridge; along the Malaya Neva - the alignment of the 1st Line of the Vasilyev island; along the Bolshaya Nevka - the alignment of spit of the Elagin island; along the Srednaya Nevka - the upper cape of the mouth of the Chukhonka river (the entrance to the rowing canal); along the Malaya Nevka - Petrovsky bridge.

Northern Dvina - from the Pinega mouth to the Uyma mouth; along the Maymaksan branch from the Uyma mouth to the village of Lapominka; along the Nikolskiy branch and channels between the isles of Yagra, Uglomin and Nikolsky to south-west extremity of the isle of Yagra.

White Sea access canal to the entrance buoy.

Gulfs of Veslinsk and Kaliningrad including the sea port of Kaliningrad and the canal to the line between the ends of the south and north moles of the port of Baltiysk.

Volga-Baltic Route - from the Onega Lake to the dam at the Sheksna hydroelectric power station including the Sizmin flooding.

Gulf of Kurshsky to the line between the ends of the south and north moles of the entrance gate to the port of Klaipeda.

Nevskaya Guba - from the border of inland waterways to the dam along the line between Gorskaya – Kronshtadt - Oranienbaum;

Petchora, from the village of Ust-Tzilma to the city of Naryan-Mar.

Zone 3

Kama - from the upper reaches to the city of Berezniki.

Manych - from the dam at Veselovsk reservoir to the mouth.

Mezen – from the upper reaches to the city of Mezen.

Oka (tributary of the Volga) – from the upper reaches to the mouth.

Belaya — from the upper reaches to Yamalinsky Yar (1786 km).

Don - from the upper reaches to Piatizbiansk roadsteads and from the dam at the Tsymliansk hydroelectric power station to Rostov-on-Don.

Voronezhskoe Reservoir.

Lakes, rivers and canals other than those mentioned in this appendix.

* * *

CHAPTER 1 BIS

PROCEDURE AND RULES FOR THE INSPECTION OF INLAND NAVIGATION VESSELS

1bis-1 OPERATING ABILITY

1bis-1.1 Vessels shall be suitable for operation.

1bis-1.2 Vessels shall be deemed as suitable for operation if they **carry a valid Ship's Certificate certifying the compliance** with the provisions of the Recommendations on Technical Requirements for Inland Navigation Vessels, as set out in document TRANS/SC.3/104/Rev.1 (annex to resolution No. 17, revised, as amended) concerning construction, installations and equipment of vessels **with due regard of [1-1.7].**^{11/}

1bis-1.3 The Ship's Certificate shall be issued by a competent authority and shall be in accordance with the model certificate in appendix ...^{12/}.

1bis-2 PURPOSE OF THE INSPECTION

1bis-2.1 The inspection shall

1bis-2.1.1 ensure **that the vessel is in all respects satisfactory and suitable** ~~a satisfactory state of the vessel and its suitability~~ for operation in the zone(s) specified in the Ship's Certificate with due regard to the intended service and possible restrictions relating to the operation of the vessel;

1bis-2.1.2 ensure the maintenance of conditions mentioned in paragraph 1-2.1.1 above for vessels already holding a Ship's Certificate;

1bis-2.1.3 ensure **that the attachment of the facilities determined markings required** for the identification of the vessel **are in place and the control by the shipping police, especially such as draught marks indicators, deadweight specification and registration number.**

1bis-3 KINDS OF INSPECTION

1bis-3.1 Vessels shall be subjected to the inspections specified below:

1bis-3.1.1 An inspection before the issuance of a Ship's Certificate to a vessel for the first time (initial inspection);

1bis-3.1.2 A periodical inspection carried out at regular intervals after the certification;

1bis-3.1.3 A special inspection carried out after major repairs or refitting of the structure which

^{11/} The Administration may apply the provisions of the present resolution equally with a view to verifying the compliance of the vessel with provisions of other UNECE recommendations concerned with technical requirements for inland navigation vessels (**such as those set up, in particular, in annexes 4, 5 and 6 of the European Code for Inland Waterways (CEVNI) with regard to navigational lights and sound signals**).

^{12/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

have the effect of altering the main technical characteristics of the vessel, and also in case of change of the mode or area of operation of the vessel or designation of new restrictions relating to the operation of the vessel;

1bis-3.1.4 on the order of the competent authority, if it is suspected that the vessel is not **longer** suitable for operation ~~any more~~ (inspection ex officio).

1bis-4 **PERIODIC INSPECTION**

1bis-4.1 For the renewal of the Ship's Certificate a periodic inspection shall be carried out on a request by the owner of the vessel in good time before the expiry of its period of validity.

1bis-4.2 The Ship's Certificate shall be renewed only if the periodic inspection has ensured that the vessel is suitable for operation as stipulated in paragraph [1bis-1.2] above.

1bis-5 **COMPETENT AUTHORITY ON THE INSPECTION OF VESSELS**

1bis-5.1 The inspection of vessels (~~except small craft~~)-intended for the use on inland waterways is carried out by the competent authority on the inspection of vessels or qualified bodies, duly authorized by the Government.

1bis-6 **ADDITIONAL REQUIREMENTS IN THE COURSE OF THE INSPECTION**

1bis-6.1 The competent authority may demand

1bis-6.1.1 an inspection **out of the water** ~~on the launching stage~~;

1bis-6.1.2 trial-trips;

1bis-6.1.3 a mathematical proof of the strength of the hull;

1bis-6.1.4 a proof of stability and of other vessel's characteristics, for example an inclining experiment, if it is necessary for the inspection of the suitability for operation.

~~1bis-7 **ATTESTATION OF THE OPERATING ABILITY**~~

1bis-6.2 ~~1bis-7.1~~ The competent authority may refrain from an inspection in respect of the matters regulated by the Recommendations on Technical Requirements for Inland Navigation Vessels, as set out in document TRANS/SC.3/104/**Rev.1** (annex to resolution No. 17, revised, as amended) concerning the construction, installations and equipment of vessels in so far as an attestation of a recognized Classification Society or of an appointed inland vessels surveyor is available. The attestation shall not be older than six months.

~~1bis-8 **SHIP'S CERTIFICATE**~~

~~1bis-8.1 The Administration of the flag State shall certify in the ship's certificate that the vessel has undergone the inspection in accordance with the procedure and rules of these Recommendations."~~

1bis-7 OFFICIAL NUMBER

*Ibis-7.1 The competent authority **issuing** a ~~Community~~ certificate shall enter on that certificate the official number assigned to that ~~craft~~ vessel by the competent authority of the State in which the ~~craft~~ vessel has been registered or has its home port.*

~~As far as craft from non Member States are concerned the official number to be affixed to the certificate shall be assigned by the competent authority issuing that certificate.~~

~~These requirements shall not apply to recreational craft.~~

1bis- 7.2 The official number shall consist of eight Arabic numerals, as follows:

*The first **two or three** digits shall indicate the country and place where the official number was assigned. [They shall be separated from the subsequent digits by a full stop.] For ~~this~~ ~~these~~ purpose the following key shall apply:*

- Austria	220 – 239
- Belgium	060 – 069
- Bulgaria	89
- Croatia	96
- Czech Republic	95
- Denmark	100 – 119
- Finland	120 – 139
- France	001 – 019
- Germany	040 – 059
- Greece	140 – 159
- Hungary	86
- Ireland	160 – 179
- Italy	180 – 199
- Luxembourg	200 – 219
- Netherlands	020 – 39
- Poland	83
- Portugal	240 – 259
- Republic of Moldova	98
- Romania	88
- Russian Federation	92
- Serbia and Montenegro	97
- Slovakia	94
- Spain	280 – 299
- Sweden	260 – 279
- Switzerland	070 – 079
- Ukraine	93
- United Kingdom and Northern Ireland	300 – 319
- United States of America (USA)	91
- Other States	99

*The next five **or six** digits of the official number shall indicate the serial number in the register kept by the competent ~~department~~ **authority**. For technical inspection purposes, the official number may be followed by a lower case letter.*

(ii) ~~In the case of craft not registered or not with their home port in the above mentioned states, the first two digits shall indicate the home country of the craft. [They shall be separated from the subsequent digits by a full stop.]~~

~~The next three digits shall indicate the country and place which issued the official number. These shall follow the key in section 2(a). The next three digits in the official number shall indicate the serial number in the register kept by the competent authorities.]~~

*1 bis-7.3 The official number shall remain invariable throughout the existence of the ~~craft~~ **vessel**. However, if that ~~craft~~ **vessel** is registered in another State or if its home port is transferred there, the official number shall no longer be valid. The ~~inspection~~ **Ship's** certificate shall then be submitted to a ~~inspection body~~ **competent authority on the inspection of vessels** which shall delete the official number that has ceased to be valid and, if necessary, shall enter the new official number ~~assigned by the competent department~~.*

~~1bis 7.4 The owner of a craft, or his representative, shall apply to the competent authorities for assignment of the official number. The owner or his representative shall also be responsible for affixing the official number entered in the Community certificate and removing it as soon as it is no longer valid.~~

* * *

Appendix ...¹³

MODEL SHIP'S CERTIFICATE
(paragraph [1bis-1.2] of the Recommendations)

SHIP'S CERTIFICATE	
(Reserved for State emblem)	
NAME OF STATE / SEAL OF STATE	
CERTIFICATE No	
Place, date	
.....	
	Competent authority on inspection of vessels

Seal	

	(Signature)
Remarks: The vessel may be used for navigation by virtue of this certificate only while in the condition herein described. In the event of major alterations or repairs, the vessel must undergo a special inspection before any new voyage. The owner of the vessel, or his representative, must inform a competent authority on inspection of vessels of any change in the name or ownership of the vessel, any remeasurement and any change in the official number, registration number or home port, and send it the inspection certificate for amendment.	

^{13/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

Certificate N° of theCompetent authority on inspection of vessels

1. Name of vessel	2. Type of vessel	3. Official number
4. Name and domicile of owner		
5. Place of registration and registration number	6. Home port	
7. Year of construction	8. Name and location of shipyard	
9. This certificate replace Certificate No. _____ issued on _____ by the _____ Competent authority on inspection of vessels.		
<p>10. The above-mentioned vessel, subsequent to the inspection carried out on *) _____ on presentation of the certificate issued on *) _____ by the recognised classification society _____ is acknowledged as fit to operate - on waterways in zone(s) (*) _____ on the waterways in zone(s) (*) _____ in ... (Names of States (*)) _____ except for : _____ - on the following waterways in : (Names of the State (*)) _____ at the maximum authorised draught with the rigging specified below.</p>		
11. The validity of this certificate expires on _____		
<p>*) Amendment to item(s) : _____ New text : _____</p> <p>*) This page has been replaced. Place, date _____ Competent authority on inspection of vessels _____ Seal _____ Signature _____</p>		
*) Delete as appropriate		

Certificate N° of the Competent authority on inspection of vessels

12. The certificate number (1), official number (2), registration number (3) and measurement number (4) are affixed with the corresponding signs at the following locations on the vessel.

- 1 _____
- 2 _____
- 3 _____
- 4 _____

13. The maximum authorised draught is indicated on each side of the vessel.

- by two - _____ - draught marks *)
- by the upper measurement plates *).

Two draught scales have been applied *).

The rear measurement scales serve as draught scales : they have been supplemented for that purpose by figures indicating the draughts *).

14. Without prejudice to the restrictions*) mentioned in items 15 and 52, the vessel is fit to

- | | |
|--|---|
| 1. push-tow*) | 4. be empowered in a breasted-up formation*) |
| 1.1 in rigid formation*) | 5. tow*) |
| 1.2 with guided articulation*) | 5.1 vessel having no motive power of its own*) |
| 2. be push-towed*) | 5.2 motorised vessel*) |
| 2.1 in rigid formation*) | 5.3 upstream only*) |
| 2.2 at the head of a rigid formation*) | 6. be towed*) |
| 2.3 with guided articulation*) | 6.1 as a motorised vessel*) |
| 3. power a breasted-up formation*) | 6.2 as a vessel with no motive power of its own*) |

*) Amendment to item(s) : _____
 New text : _____

*) This page has been replaced.
 Place, date _____ Competent authority on inspection of vessels

Seal

 Signature

*) Delete as appropriate

Certificate N° of the Competent authority on inspection of vessels

16. Measurement certificate No. of the Measurement Office dated			
17a. Max length m	18a. Max breadth m	19. Maximum draught m	20. Freeboard cm
17b. Length L m	18b. Breadth B m		
21. Dead weight/Displacement*) t/m ³ *)	22. Number of passengers:	23. Number of passenger berths:	
24. Number of watertight compartments	25. Number of holds	26. Type of hatch cover	
27. Number of main propulsion engines	28. Total power rating of main means of propulsion kW	29. Number of main propellers	
30. Number of bow windlasses of which powered		31. Number of stern windlasses of which powered	
32. Number of towing hooks	33. Number of towing winches of which powered.		
34. Steering gear			
Number of rudder blades on main rudder	Main rudder drive	- manual *) - electric *)	- electric / hydraulic *) - hydraulic *)
Other installations: yes / no *) Type :			
Flanking rudder: yes / no *)	Flanking rudder drive:	- manual *) - electric *)	- electric / hydraulic *) - hydraulic *)
Bow rudder installation yes / no *)	- bow rudder *) - bow thrusters *) - other installation *)	- Remote control yes / no *)	- Remote activation yes / no *)
35. Pumping equipment			
Total calculated capacity l/min	Number of power-driven pumps	Flow rate l/min	Number of hand pumps
*) Amendment to item(s) :			
New text :			
*) This page has been replaced.			
Place, date	Competent authority on inspection of vessels		
Seal	Signature		
*) Delete as appropriate			

Certificate N° of theCompetent authority on inspection of vessels
.....

36. Number and position of closing devices referred to in [18-2.5]			
37. Anchors			
Number of bow anchors	Total mass of bow anchors kg	Number of stern anchors	Total mass of stern anchors kg
38. Anchor chains			
Number of bow anchor chains	Length of each chain m	Breaking strain of each chain kN	
Number of stern anchor chains	Length of each chain m	Breaking strain of each chain kN	
39. Mooring cables			
1 st cable	..... m long with a break strain of	.....	kN.
2 nd cable	..... m long with a break strain of	.....	kN.
3 rd cable	..... m long with a break strain of	.....	kN.
40. Towing cables			
.....	with a length of	..... m and a breaking strain of	..... kN.
.....	with a length of	..... m and a breaking strain of	..... kN.
41. Visual and audible signals			
The lights, flags, balls, floats and audible warning devices used for signalling and to emit the visual and audible signals prescribed by the European Code for Inland Waterways (CEVNI) are carried on board, as are the stand-alone emergency mooring lights prescribed by CEVNI .			
*) Amendment to item(s) :			
New text :			
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Place, date	Competent authority on inspection of vessels		
.....		
Seal		
.....	Signature		
*) Delete as appropriate			

Certificate N° of the Competent authority on inspection of vessels

42.	Other rigging heaving line gangway with handrail gaff hook first-aid kit pair of binoculars notice concerning rescue of men overboard fire-resistant receptacles embarkation stairway/ladder*)	Voice communi- cation system Radio-telephone installation Cranes	- alternative two-way*) - simultaneous two-way/telephone*) - internal radio-telephone link*) - vessel-to-vessel service - nautical information service - vessel-port authority service - in accordance with [7-2] *) - cranes with a useful load not exceeding 2000 kg*)
43.	Fire-fighting appliances	Number of portable extinguishers _____	Fixed sprinkler system(s) None/Number *) _____ Other fixed fire-fighting system(s) None/Number *) _____
Number of fire pumps		Number of hydrants	Number of hoses
The powered drainage pump replaces a fire pump			Yes/No *)
44.	Survival equipment Number of lifebuoys A life-jacket for each person regularly on board _____ Other survival equipment on passenger vessels *) _____ A ship's boat with a set of oars, one mooring line and a baler*) _____ Other survival equipment on passenger vessels *) _____		
45.	Special wheelhouse arrangements for steering on radar by one person : _____ Approved for steering on radar by one person *) _____		
*)	Amendment to item(s) : _____ New text : _____		
*)	This page has been replaced. Place, date _____ <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> Seal _____ *) Delete as appropriate </div> <div style="text-align: center;"> Competent authority on inspection of vessels _____ Signature </div> </div>		

Certificate N° of theCompetent authority on inspection of vessels
.....

46. Operating modes meeting the requirements of national or international law concerning the crew **)

47. Vessel equipment in accordance with [19-9.1]
The vessel (complies)* / (doesn't comply)* with [19-9.1]

Space for entering the minimum crew meeting the requirements of national or international law **	Space for entering the operating modes according to number 46		

48. Space for entering the minimum crew for vessels that are not covered by general minimum crew prescriptions in national or international requirements**

	Space for entering the operating modes		

Observations and special conditions :
.....
.....
.....
.....
.....
.....

*) Amendment to item(s) :
New text :

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Place, date _____ Competent authority on inspection of vessels
.....
Seal _____ Signature
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*) Delete as appropriate
**) Requirements of national or international law which a State may choose to apply, or have no requirements

Certificate N° of theCompetent authority on inspection of vessels
.....

49. Extension/confirmation*) of certificate validity*) Supplementary/special*) inspection certificate

The Competent authority on inspection of vessels inspected the vessel on _____ *)

A certificate dated _____ from the _____ recognised classification society

_____ was presented to the Competent authority on inspection of vessels *)

Reason for the inspection / certificate *)

_____ In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)
until _____

_____ , _____
(Place) (date)

Seal

Competent authority on inspection of vessels

_____ *) Delete as appropriate

_____ Signature

49. Extension/confirmation*) of certificate validity*) Supplementary/special*) inspection certificate

The Competent authority on inspection of vessels inspected the vessel on _____ *)

A certificate dated _____ from the _____ recognised classification society

_____ was presented to the Competent authority on inspection of vessels *)

Reason for the inspection / certificate *)

_____ In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)
until _____

_____ , _____
(Place) (date)

Seal

Competent authority on inspection of vessels

_____ *) Delete as appropriate

_____ Signature

49. Extension/confirmation*) of certificate validity*) Supplementary/special*) inspection certificate

The Competent authority on inspection of vessels inspected the vessel on _____ *)

A certificate dated _____ from the _____ recognised classification society

_____ was presented to the Competent authority on inspection of vessels *)

Reason for the inspection / certificate *)

_____ In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)
until _____

_____ , _____
(Place) (date)

Seal

Competent authority on inspection of vessels

_____ *) Delete as appropriate

_____ Signature

Certificate N° of theCompetent authority on inspection of vessels
.....

51. Extension of the attestation relating to the liquefied gas plant

The period covered by the attestation relating to liquefied gas plant(s)
dated is extended until

- following the supplementary inspection by the authorised officer
- on presentation of the acceptance report dated

.....
(Place)

.....
(Date)

Seal

.....
Competent authority on inspection of vessels

.....
(Signature)

51. Extension of the attestation relating to the liquefied gas plant

The period covered by the attestation relating to liquefied gas plant(s)
dated is extended until

- following the supplementary inspection by the authorised officer
- on presentation of the acceptance report dated

.....
(Place)

.....
(Date)

Seal

.....
Competent authority on inspection of vessels

.....
(Signature)

51. Extension of the attestation relating to the liquefied gas plant

The period covered by the attestation relating to liquefied gas plant(s)
dated is extended until

- following the supplementary inspection by the authorised officer
- on presentation of the acceptance report dated

.....
(Place)

.....
(Date)

Seal

.....
Competent authority on inspection of vessels

.....
(Signature)

