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发：本社验船师，有关设计单位和船东

关于执行《特种用途船舶安全规则》2008 的通知

2008 年 5 月 13 日 IMO 以 MSC.266(84) 决议通过了《特种用途船舶安全规则》2008（以下简称 SPS 规则）。该规则系对原《特种用途船舶安全规则》(A.534(13)) 的全面修订，其中主要修改内容为：

一、新的 SPS 规则适用于自通过之日起 500 总吨及以上且载有 12 名以上特殊人员的新建船舶。

二、重新定义了“特种用途船舶”和“特殊人员”，对特殊人员数量的界定也改为对船上乘员数量的界定；

三、完整稳性要求应满足《2007 年完整稳性规则》B 部分第 2.5 节的规定；

四、按核准载运人数满足不同的破损稳性要求；

五、将“爆炸品的储存”改为“危险货物”。

由于 MSC.266(84) 决议本身为非强制性的要求，且没有明确具体的生效时间，需由主管机关自行决定生效的有效日期。而目前我们尚未收到船旗国主管机关有关实施 MSC.266(84) 决议的通知。因此，我们特将 MSC.266(84) 决议英文原文和翻译稿附后，供大家参考。在主管机关没有明确实施该决议的具体日期之前，可按 MSC.266(84) 决议之前的原 SPS 规则及修正案执行，船东也可自愿实施 MSC.266(84) 决议。如果我们接到船旗国主管机关有关实施 MSC.266(84) 决议的通知，将会及时转发。

本通函将在网上发布（网址：www.ccs.org.cn）。请我社当地机构通知有关船东与设计单位。

附件 1：《特种用途船安全规则》2008 版与前 SPS 规则（见《船舶与海上设施法定检验规则》（2008）国际航行篇第 4A 分册）的主要内容对比

附件 2：《特种用途船安全规则》2008（中文版）

附件 3：《特种用途船安全规则》2008（英文版）

附件 1：

《特种用途船安全规则》2008 版与前 SPS 规则（见《船舶与海上设施法定检验规则》（2008）国际航行篇第 4A 分册）的主要内容对比

章 节	主 要 变 化
1、第 7 章	标题“爆炸品的贮存”改为“危险品”
2、第 11 章	增加新的一章“保安”
3、前言	1、新增第 1 条的内容 2、删除原第 5 条有关对近岸航程的放宽要求 3、新增第 8 条的内容
4、第 1 章，第 1.2 条 适用范围	1、增加“适用于所有在 2008 年 5 月 13 日或以后发证” 2、增加“不适用于符合 MODU 规则的船” 3、增加“不适用于用以运输和装载不在船上工作的工业人员的船舶。”
5、第 1 章，第 1.3 条定义	1、删除近岸航程的定义 2、1.3.12 款增加脚注，对“非机械推进”和“客船”进行说明
6、第 1 章，第 1.7.4 条	删除原“提示”的内容
7、第 2 章	1、完整稳性标准改为“应满足《2007 年完整稳性规则》B 部分第 2.5 节的规定”； 2、原 2.2 至 2.8 的要求删除，由现在 2.2 至 2.5 条替代。
8、第 3 章	第 3.2 条中“200 名”改为“240 名”
9、第 4 章	第 4.2 和 4.3 条中的“50 名”改为“60 名”
10、第 5 章	第 5.2 条中“200 名”改为“240 名”
11、第 6 章	第 6.1 至 6.3 条中的“200 名”改为“240 名”，“50 名”改为“60 名”
12、第 7 章	整体修改，全面引进 IMDG 规则
13、第 8 章	1、第 8.2 至 8.4 条中的“50 名”改为“60 名” 2、第 8.3 条的要求有较大变化
14、第 9 章	删除原 9.2 条
15、第 11 章	新增内容

附件 2:

特种用途船舶安全规则（2008）

目录

第1章	通则
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前言

- 1 海上安全委员会在其 84 届会议上修订了 A.534(13)决议通过的特种用途船舶安全规则（SPS 规则）使其与 SOLAS 修正案同步更新并将经修订的规则自愿实施范围扩展到训练船，而不论其是否涉及 SOLAS 的实施要求。
- 2 本规则的制定旨在为新建造的特种用途船舶提供国际安全标准。本规则的实施将有利于这类船舶的作业，并将使船舶及其人员的安全等级达到《1974 年国际海上人命安全公约》的等效要求。
- 3 就本规则而言，特殊用途船系指不小于 500 总吨、载有 12 名以上特殊人员的船舶。特殊人员系指船舶特殊作业所专门需要的人员，是为船舶正常航行、操纵和维护保养或为船上人员提供服务的人员以外所乘载的附加人员。
- 4 由于特殊人员被认为具有良好的身体，对船舶布置有相当的了解并受过安全程序及船上安全设备操作训练的人员，因此，他们乘载的特种用途船舶不必视作客船或作为客船对待。
- 5 在制定本规则安全标准时，应考虑到：
 - .1 所载特殊人员的数量；和
 - .2 有关船舶的设计和尺度。
- 6 尽管本规则的制定用于 500 总吨及以上的新船，但主管机关亦可考虑对较小吨位的船舶应用本规则。术语“新船”尚未定义，以便主管机关能自行决定生效的有效日期。
- 7 为便利特种用途船舶作业，本规则制定了一份证书，称为《特种用途船舶安全证书》。应对每一艘特种用途船舶签发该证书。如一艘特种用途船舶通常从事 SOLAS 所定义的国际航行，且主管机关认为适当时，该船还应持有 SOLAS 安全证书，不论其是：
 - .1 持有 SOLAS 免除证书的客船；或
 - .2 持有 SOLAS 免除证书的货船，如必要。
- 8 注意到本规则可能迅速适用于某些不适用 SOLAS 公约的载运特殊人员的船舶，海上安全委员会提请各主管机关在其认为合理可行的范围对此类船舶应用本规则的标准。

第 1 章 通则

1.1 本规则的目的是对特种用途船舶的设计衡准、建造标准和其他安全措施提出建议。

1.2 适用范围

1.2.1 除 8.3 规定外, 本规则适用于所有在 2008 年 5 月 13 日或以后发证的不小于 500 总吨的特种用途船舶。主管机关也可在尽可能合理及可行的情况下, 将这些规定应用于 500 总吨以下的特种用途船舶和在 2008 年 5 月 13 日以前建造的特种用途船舶。

1.2.2 本规则不适用于符合《海上移动式钻井平台构造和设备规则》(MODU 规则)要求的船舶。

1.2.3 本规则不适用于用以运输和装载不在船上工作的工业人员的船舶。

1.3 定义

1.3.1 就本规则而言, 下列定义适用。对在本规则中使用的但未定义的术语, 则 SOLAS 中的定义适用。

1.3.2 船宽(B)系指船舶的最大宽度, 金属船壳的船舶是在船中部量至肋骨型线, 其他材料的船舶, 在船中处量至船壳外表面。船宽(B)应以米计算。

1.3.3 船员系指船上所有为船舶航行及为保养船舶、机器、系统和推进与安全航行重要装置而配备的人员或为船上其他人员提供服务的人员。

1.3.4 “IMDG 规则”系指由海上安全委员会 MSC.122(75)决议通过并经修正的《国际海运危险货物规则》。

1.3.5 船长(L)系指量自龙骨上缘的最小型深的 85% 处的水线总长的 96%, 或沿该水线从首柱前缘至舵杆中心线的长度, 取大者。若船舶设计具有倾斜龙骨时, 测量此长度的水线应与设计水线平行。船长(L)应以米计算。

1.3.6 “LSA 规则”系指由海上安全委员会 MSC.48(66)决议通过并经修正的《国际救生设备规则》。

1.3.7 “组织”系指国际海事组织。

1.3.8 乘客系指除下列人员之外的每一个人:

- .1 船长和船员或在船上以任何职业从事或参加该船业务工作的其他人员; 和
- .2 一岁以下的儿童。

1.3.9 处所的渗透率系指该处所内假定被水浸占的容积与该处所总容积之比。

1.3.10 “SOLAS”系指经修正的《1974 年国际海上人命安全公约》。

1.3.11 特殊人员系指乘客或船员或一岁以下儿童以外，与船舶的特殊用途有关的或在船上进行特殊工作而乘载于船上的所有人员。在本规则中特殊人员数量作为参数出现时，包括船上所载的乘客数量应不超过 12 名。

特殊人员被认为具有良好的身体，对船舶布置有相当的了解并在离港前受过安全程序及船上安全设备操作训练，包括：

- .1 船上从事科研、非商业考察和调研的科学家、技术人员和考察人员；
- .2 为开发适合海上专门职业的航海技能而参加培训和实际航海经验的人员。此类培训应符合经主管机关批准的培训计划；
- .3 在不从事捕捞的加工船上从事捕鱼、鲸或其他海洋生物资源的人员；
- .4 在打捞船上的打捞人员，在布缆船上的布缆人员，在地震勘测船上的地震勘测人员，在潜水支撑船上的潜水人员，在铺管船上的铺管人员以及在起重船上的起重机操作人员；和
- .5 主管机关认为可以归入此类的与.1 至.4 所述相类似的其他人员。

1.3.12 特种用途船舶¹系指因船舶功能的需要而载有 12 名以上特殊工作人员²的机械自航船舶。

1.3.13 “培训计划”系指有关船舶操作所有方面的指导和实际经验所确定的课程，其与主管机关国家海事机构提供的基本安全培训相类似。

1.4 免除

对于通常不作特殊用途用的船舶，如被用来作为特种用途船舶进行一次例外航行时，主管机关可以免除本规则的规定，前提是主管机关认为该船舶满足进行此次航行的足够的安全要求。

1.5 等效

1.5.1 凡本规则要求设备上应装设或配备的专门装置、材料、设备、器具、设备项目或其型式，或本规则要求作出的特殊规定，或符合程序或布置，主管机关可准许该设备上装设或配备任何其他装置、材料、设备、器具、设备项目或其型式，或提出其他规定、程序或布置，只要通过试验或其他方法确认这些装置、材料、设备、器具、设备项目或其型式或任何特殊的规定、程序或布置至少与本规则所要求的具有同等效能。

1.5.2 当主管机关准许取代任何装置、材料、设备、器具、设备项目或其型式，或规定、程序、布置、新颖设计或应用时，应将其细节连同所提供证据的报告送交本组织，本组织将上述细节转发给其他国家政府，供其官员参考。

1.6 检验

每一特种用途船舶应接受 SOLAS 对除油船以外的货船所规定的各种检验，并应满足本规则的规定。

1.7 证书

¹ 某些航海训练船舶，如其安装用于辅助和应急机械推进装置，可能被主管机关归类为“非机械推进”。

² 如一艘船舶按SOLAS定义载运 12 名以上乘客时，因其按SOLAS定义为客船，该船不应视为特种用途船舶。

1.7.1 按照 1.6 规定进行检验后，主管机关或经其正式授权的个人或组织可颁发证书，在任何情况下，主管机关应对证书负完全责任。

1.7.2 证书应按本规则附录中所提供的格式，用发证国的官方文字写成。如所用文字既非英文也非法文，则应在证书中包括这两种文字中的任何一种译文。

1.7.3 证书的期限和有效性应符合 SOLAS 有关货船的规定。

1.7.4 如对 500 总吨以下的特种用途船舶签发了证书，则应在该证书上注明准许按 1.2 规定放宽的范围。

第 2 章 稳性与分舱

2.1 特种用途船舶的完整稳性应符合《2007 年完整稳性规则》B 部分第 2.5 节的规定。

2.2 特殊用途船的分舱和破损稳性通常应符合 SOLAS 第 II-1 章的规定，如果该船舶视为客船且特殊人员视为乘客，则 R 值按 SOLAS 第 II-1/6.2.3 条计算如下：

- .1 核准载运 240 人或以上，R 值定为 R；
- .2 核准载运不超过 60 人，R 值定为 0.8R；和
- .3 对于超过 60（但不超过 240）人，R 值应在上述.1 和.2 给出的 R 值间用线形内插法确定。

2.3 对适用 2.2.1 的特种用途船舶，应将其视为客船且特殊人员视为乘客而适用 SOLAS 第 II-1/8 条和第 II-1/8-1 条以及 SOLAS 第 II-1 章、B-2、B-3 和 B-4 部分的要求。但是不适用 SOLAS 第 II-1/14 条和第 II-1/18 条。

2.4 对适用 2.2.2 或 2.2.3 的特种用途船舶，除 2.5 规定外，应将其视为货船且特殊人员视为船员而适用 SOLAS 第 II-1 章、B-2、B-3 和 B-4 部分的规定。但是，不必适用 SOLAS 第 II-1/8 条和第 II-1/8-1 条且不适用 SOLAS 第 II-1/14 条和第 II-1/18 条。

2.5 所有特种用途船舶应视为客船并符合 SOLAS 第 II-1/9 条、第 II-1/13 条、第 II-1/19 条、第 II-1/20 条、第 II-1/21 条和第 II-1/35-1 条。

第 3 章 机械装置

3.1 按照 3.2，应满足 SOLAS 第 II-1 章 C 部分的要求。

3.2 操舵装置

所有装置均应符合 SOLAS 第 II-1 章 C 部分第 29 条的规定，但对船上载运 240 人以下的特种用途船舶，适用时，其装置应符合第 29.6.1.2 条的规定，对船上载运 240 人以上的特种用途船舶，适用时，其装置应符合第 29.6.1.1 条的规定。

第4章 电气装置

4.1 按照 4.2 和 4.3 的规定，应满足 SOLAS 第 II-1 章 D 部分的要求。

4.2 应急电源

4.2.1 对船上载运不超过 60 人的特种用途船舶，其装置应符合 SOLAS 第 II-1 章 D 部分第 43 条的规定。此外，船长 50 m 以上的特种用途船舶还应符合该部分第 42.2.6.1 条规定。

4.2.2 对船上载运 60 人以上的特种用途船舶，其装置应符合 SOLAS 第 II-1 章 D 部分第 42 条的规定。

4.3 触电、电气火灾和其他电气灾害的预防措施

4.3.1 所有装置应符合 SOLAS 第 II-1 章 D 部分第 45.1 至 45.10 条的规定。

4.3.2 对船上载运 60 人以上的特种用途船舶，其装置亦应符合 SOLAS 第 II-1 章 D 部分第 45.11 条规定。

第 5 章 周期性无人值班机器处所

5.1 按照 5.2，应满足 SOLAS 第 II-1 章 E 部分的要求，第 46 条除外。

5.2 船上载运 240 人以上的特种用途船舶

对船上载运 240 人以上的特种用途船舶，其机器处所是否可以周期性无人值班，应经主管机关特别考虑，如果可以，应考虑在本章规定之外增加某些补充要求，以达到与通常有人值班机器处所相等的安全程度。

第 6 章 防火

6.1 对船上载运 240 人以上的船舶,应符合 SOLAS 第 II-2 章对载运 36 名以上乘客的客船的要求。

6.2 对船上载运 60 人以上但不超过 240 人的船舶,应符合 SOLAS 第 II-2 章对载运不超过 36 名乘客的客船的要求。

6.3 对船上载运不超过 60 人的船舶,应符合 SOLAS 第 II-2 章对货船的要求。

第7章 危险品

7.1 特种用途船舶有时载运多种按 IMDG 规则分类的，用于科学调查工作或其他多种用途的危险品。这些危险品经常作为船舶物料载运并在船上使用，因此其不适用 IMDG 规则的规定。但是，作为货物载运的不用于船上的危险品则显然适用 IMDG 规则的规定。

7.2 尽管 IMDG 规则不适用于作为船舶物料载运并在船上使用的危险品，但其包含与特种用途船舶上安全堆装、装卸和载运该危险品相关的规定。IMDG 规则还包含电气设备、布线、防火设备、通风、烟气方面的要求以及对其他任何特殊设备的要求。某些规定是一般性的并适用于所有危险品级别，而另一些是特定的，如：1 级爆炸物。

7.3 因此，在拟载运危险品时考虑相应的 IMDG 规则规定是重要的，这样相关规定可予以考虑，以确保相应的构造、装载、堆装、分隔和载运规定得以适用。

7.4 虽然 IMDG 规则不适用于船舶物料，但是船长和船上负责使用船舶物料的人员应意识到 IMDG 规则的规定并应在任何可能的情况下最好应用这些规定。

7.5 堆装、个人保护和在使用危险品时的应急程序问题，以及随后对打开的危险品的堆装问题应通过正式的安全评估予以解决。实施正式安全评估，除 IMDG 规则外，还应咨询危险品供应商和查阅安全数据表。

7.6 IMDG 规则的规定基于完整的和未打开的包装，从完整包装中移动爆炸物品或物质可能使其 IMDG 规则的分类无效。在实施正式安全评估时应考虑到此方面，以确保危险品在使用后仍保持相应的安全水平。

第 8 章 救生设备

8.1 应按下述规定适用 SOLAS 第 III 章的要求。

8.2 船上载运 60 人以上的特种用途船舶应符合 SOLAS 第 III 章对从事非短程国际航行客船的要求。

8.3 尽管有 8.2 规定，船上载运 60 人以上的船舶可以符合 SOLAS 第 III 章第 21.1.5 条的要求而替代 SOLAS 第 III 章第 21.1.1 条的要求，包括配备至少 2 艘符合第 III 章第 21.2.1 条规定的救助艇。

8.4 船上载运不超过 60 人的特种用途船舶应符合 SOLAS 第 III 章对除油轮外其他货船的要求。如果此类船舶符合对载运 60 人以上的船舶的分舱要求，则船舶可按 8.2 的要求配备救生设备。

8.5 SOLAS 第 III 章第 2 条、第 19.2.3 条、第 21.1.2 条、第 21.1.3 条、第 31.1.6 条和 31.1.7 条的要求和 LSA 规则 4.8 和 4.9 的要求不适用于特种用途船舶。

8.6 就本规则而言，SOLAS 第 III 章中的术语“乘客”应理解为“特殊人员”。

第 9 章 无线电通信

尽管主管机关有权提出高于本章规定的要求，特种用途船舶应符合 SOLAS 第 IV 章对货船的要求。

第 10 章 航行安全

所有特种用途船舶应符合 SOLAS 第 V 章的要求。

第 11 章 保安

所有特种用途船舶应符合 SOLAS 第 XI-2 章的要求。

附件
特种用途船舶安全证书格式

特种用途船舶安全证书
本证书应附有设备记录（格式 SPS）

（公章）

（国籍）

本证书由_____（国名）政府授权_____（被授权的人或组织）按 MSC.266(84) 决议通过的《2008 年特种用途船舶安全规则》的规定签发。

船舶资料³

船名_____

船舶编号或呼号_____

船籍港_____

总吨位_____

准予营运的海区(SOLAS 第 IV/2 条)_____

IMO 编号_____

船舶的特殊用途_____

安放龙骨或处于类似建造阶段的日期，或（如适用）重大改建或改装开始之日期_____

³ 船舶资料也可在表格中横向排列。

兹证明：

1 该船业已按本规则 1.6 的规定进行了检验。

2 检验表明：

2.1 该船在以下方面符合规则的要求：

- .1 结构、主机和辅机、锅炉及其他压力容器；和
- .2 水密分舱布置及细节；

2.2 该船在结构防火、消防安全系统及设施和防火控制图方面符合规则的要求；

2.3 该船根据规则要求配备了救生设备及救生艇、救生筏和救助艇用属具；

2.4 该船根据规则要求在救生设备中配备了抛绳设备和无线电装置；

2.5 该船在无线电装置方面符合规则的要求；

2.6 该船救生设备中的无线电装置的功能符合规则的要求；

2.7 该船在船上装设的航行设备、领航员登离船装置及航海出版物方面符合规则的要求；

2.8 该船根据规则及现行的《国际海上避碰规则》的要求配备了航行灯、号型和发出声响信号及遇险信号的设备；

2.9 该船在所有其他方面均符合规则的有关要求。

3 已经/尚未⁴签发免除证书。

4 该船已持有/未持有^①按经修正的SOLAS签发的证书。

本证书有效期至_____

本证书基于的检验完成日期_____（年/月/日）

本证书在_____签发。
（发证地点）

（发证日期）

（经授权发证的官员签名）

（发证机关盖章或钢印）

⁴ 不适用者划去。

本证书第 2.1 节要求的对船体、机械和设备的年度检验的签署

兹证明业已按本规则 1.6 的要求对该船进行了检验，查明该船符合本规则的有关要求。

年度检验：

签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

年度检验：

签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

年度检验：

签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

年度检验：

签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

本证书第 2.2、2.3、2.4、2.6、2.7、2.8 和 2.9 节要求的对救生设备及其他设备的年度检验和
定期检验的签署

兹证明业已按本规则 1.6 的要求对该船进行了检验，查明该船符合本规则的有关要求。

年度检验： 签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

年度/定期⁵检验： 签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

年度/定期^①检验： 签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

年度检验： 签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

⁵ 不适用者划去。

本证书第 2.5 节要求的对无线电装置的定期检验的签署

兹证明业已按本规则 1.6 的要求对该船进行了检验，查明该船符合本规则的有关要求。

定期检验：_____ 签字_____

（经授权的官员签字）

地点_____

日期_____

(主管当局盖章或钢印)

定期检验: _____ 签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

定期检验：_____ 签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

年度检验：_____ 签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

证书展期签署

该船符合本规则的有关要求, 本证书根据 1.7.3 规定应视为有效, 有效期限至_____止。

签字_____

(经授权的官员签字)

地点_____

日期_____

(主管当局盖章或钢印)

附录
特种用途船舶安全证书设备记录（格式 SPS）

本记录应作为特种用途船舶安全证书的永久附录

证明符合特种用途船舶安全规则有关要求的设备记录

1 船舶资料

船名_____

船舶编号或呼号_____

准予载运的船上人数(包括乘客)_____

持证无线电设备操作人员的最少定员数_____

2 救生设备明细表

1 救生设备可供使用的总人数		
	左舷	右舷
2 救生艇的总数		
2.1 救生艇可载总人数		
2.2 部分封闭救生艇的数量 (第 III/31 条和 LSA 规则第 4.6 节)		
2.3 自扶正的部分封闭救生艇数量 (第 III/31 条和 LSA 规则第 4.8 节)		
2.4 全封闭救生艇的数量 (第 III/31 条和 LSA 规则第 4.9 节)		
2.5 其他救生艇		
2.5.1 数量		
2.5.2 型式		
3 机动救生艇的数量(包括在上述救生艇总数内)		
3.1 装备有探照灯的救生艇的数量		
4 救助艇的数量		
4.1 包括在上述救生艇总数内的艇的数量		
5 救生筏		
5.1 需设置认可的降落装置的救生筏		
5.1.1 救生筏的数量		
5.1.2 救生筏可载人数		
5.2 不需设置认可的降落装置的救生筏		
5.2.1 救生筏的数量		
5.2.2 救生筏可载人数		
6 浮具		
6.1 浮具数量		
6.2 可供使用的人数		
7 救生圈的数量		

8 救生衣的数量	
9 救生服	
9.1 总数	
9.2 符合救生衣要求的救生服的数量	
10 保温用具的数量 ⁶	
11 救生设备中的无线电装置	
11.1 雷达应答器的数量	
11.2 双向 VHF 无线电话设备的数量	

3 无线电设备明细表

项目	实际配备情况
1 主设备	
1.1 VHF 无线电装置	
1.1.1 DSC 编码器	
1.1.2 DSC 值班接收机	
1.1.3 无线电话	
1.2 MF 无线电装置	
1.2.1 DSC 编码器	
1.2.2 DSC 值班接收机	
1.2.3 无线电话	
1.3 MF/HF 无线电装置	
1.3.1 DSC 编码器	
1.3.2 DSC 值班接收机	
1.3.3 无线电话	
1.3.4 直接印字无线电报	
1.4 INMARSAT 船舶地面站	
2 辅助报警装置	
3 用于接收海上安全信息的设备	
3.1 NAVTEX 接收机	
3.2 EGC 接收机	
3.3 HF 直接印字无线电报接收机	
4 卫星 EPIRB	
4.1 COSPAS-SARSAT	
4.2 INMARSAT	
5 VHF EPIRB	
6 船舶雷达应答器	

4 用于确保无线电设备可用性的方法（SOLAS 第 IV/15.6 和 15.7 条）

- 4.1 双套设备_____
- 4.2 岸基维护保养_____
- 4.3 海上维护保养能力_____

5 航行系统和设备明细表

⁶ 不包括LSA规则 4.1.5.1.24、4.4.8.31 和 5.1.2.2.13 要求的保温用具。

项目

- 1.1 标准磁罗经⁷ _____
- 1.2 备用磁罗经^① _____
- 1.3 电罗经^① _____
- 1.4 电罗经首向复示器^① _____
- 1.5 电罗经方位复示器^① _____
- 1.6 首向或航迹控制系统^① _____
- 1.7 哑罗经或罗经方位装置^① _____
- 1.8 首向和方位修正仪 _____
- 1.9 首向传送装置(THD)^① _____
- 2.1 海图/电子海图显示和信息系统(ECDIS)⁸ _____
- 2.2 ECDIS 备份装置 _____
- 2.3 航海出版物 _____
- 2.4 电子海图出版物备份装置 _____
- 3.1 全球卫星导航系统/全球无线电导航系统接收装置^{① ②} _____
- 3.2 9 GHz 雷达^① _____
- 3.3 副雷达(3 GHz/9 GHz)^{② ①} _____
- 3.4 自动雷达标绘仪(ARPA)^① _____
- 3.5 自动跟踪仪^① _____
- 3.6 副自动跟踪仪^① _____
- 3.7 电子标绘装置^① _____
- 4 自动识别系统(AIS) _____
- 5.1 航行数据记录仪(VDR)^② _____
- 5.2 简化航行数据记录仪(S-VDR)^② _____
- 6.1 航速和航程测量装置(对水)^① _____
- 6.2 航速和航程测量装置(对地, 正向和横向)^① _____
- 6.3 回声测深仪^① _____
- 7.1 舵、螺旋桨、推力、螺距和工作模式指示器^① _____
- 7.2 回转速率指示仪^① _____
- 8 声响接收系统^① _____
- 9 与应急操舵位置联系的电话^① _____
- 10 白昼信号灯^① _____
- 11 雷达反射器^① _____
- 12 国际信号规则 _____
- 13 IAMSAR 手册第 III 卷 _____

兹证明该记录在各方面均正确无误。

本记录在 _____ 签发。

(签发地点)

(签发日期)

(经正式授权签发记录的官员签字)

(主管当局盖章或钢印)

⁷ 根据第V/19条规定, 可允许采用符合本要求的替代装置。如果是其他装置, 则应予详细说明。

⁸ 不适用者划去。

ANNEX 17

**RESOLUTION MSC.266(84)
(adopted on 13 May 2008)**

CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING that specialized types of ships with unusual design and operational characteristics may differ from those of conventional merchant ships subject to the International Convention for the Safety of Life at Sea, 1974 (hereafter referred to as the “1974 SOLAS Convention”),

ALSO NOTING that, by virtue of the specialized nature of the work undertaken by these ships, special personnel are carried, who are neither crew members nor passengers as defined in the 1974 SOLAS Convention,

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

NOTING FURTHER that the Assembly, at its thirteenth session, adopted, by resolution A.534(13), the Code of Safety for Special Purpose Ships and authorized the Committee to amend the Code as necessary,

1. ADOPTS the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code), the text of which is set out in the Annex to the present resolution, as an amendment to the Code adopted by the Assembly by resolution A.534(13);
2. DETERMINES that the 2008 SPS Code supersedes the SPS Code adopted by resolution A.534(13) for special purpose ships certified on or after 13 May 2008;
3. INVITES all Contracting Governments to the 1974 SOLAS Convention to take appropriate steps to give effect to the present Code as soon as possible;
4. REQUESTS the Assembly to endorse the action taken by the Maritime Safety Committee.

ANNEX

CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008

CONTENTS

Chapter	1	General
Chapter	2	Stability and subdivision
Chapter	3	Machinery installations
Chapter	4	Electrical installations
Chapter	5	Periodically unattended machinery spaces
Chapter	6	Fire protection
Chapter	7	Dangerous goods
Chapter	8	Life-saving appliances
Chapter	9	Radiocommunications
Chapter	10	Safety of navigation
Chapter	11	Security
Annex		Form of Safety Certificate for Special Purpose Ships

PREAMBLE

1 The Maritime Safety Committee, at its eighty-fourth session, revised the Code of Safety for Special Purpose Ships (SPS Code) adopted by resolution A.534(13) to bring it up to date with amendments to SOLAS and to extend the voluntary application of the revised Code to include training ships, whether or not covered by the application requirements of SOLAS.

2 The Code has been developed to provide an international standard of safety for special purpose ships of new construction, the application of which will facilitate operation of such ships and result in a level of safety for the ships and their personnel equivalent to that required by the International Convention for the Safety at Life of Sea, 1974.

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

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

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

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

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

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

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

as the Administration deems appropriate.

8 Noting that the Code may be readily applied to some ships that carry special personnel on board to which SOLAS does not apply, the Maritime Safety Committee invites Administrations to apply the standards of the Code to such ships to the extent deemed reasonable and practicable.

CHAPTER 1

GENERAL

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

1.2 Application

1.2.1 Except as provided in 8.3, the Code applies to every special purpose ship of not less than 500 gross tonnage certified on or after 13 May 2008. The Administration may also apply these provisions as far as reasonable and practicable to special purpose ships of less than 500 gross tonnage and to special purpose ships constructed before 13 May 2008.

1.2.2 This Code does not apply to ships meeting the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code).

1.2.3 The Code is not intended for ships used to transport and accommodate industrial personnel that are not working on board.

1.3 Definitions

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

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

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

1.3.4 "IMDG Code" means the International Maritime Dangerous Goods Code, adopted by the Maritime Safety Committee by resolution MSC.122(75), as amended.

1.3.5 “Length (L)” means 96% of the total length on a waterline of 85% at the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel, the waterline on which this length is measured should be parallel to the designed waterline. The length (L) should be measured in metres.

1.3.6 “LSA Code” means the International Life-Saving Appliance Code, adopted by the Maritime Safety Committee by resolution MSC.48(66), as amended.

1.3.7 “Organization” means the International Maritime Organization.

1.3.8 “Passenger” means every person other than:

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

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

1.3.10 “SOLAS” means the International Convention for the Safety of Life at Sea, 1974, as amended.

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

Special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and to have received some training in safety procedures and the handling of the ship’s safety equipment before leaving port and include the following:

- .1 scientists, technicians and expeditionaries on ships engaged in research, non-commercial expeditions and survey;
- .2 personnel engaging in training and practical marine experience to develop seafaring skills suitable for a professional career at sea. Such training should be in accordance with a training programme approved by the Administration;
- .3 personnel who process the catch of fish, whales or other living resources of the sea on factory ships not engaged in catching;
- .4 salvage personnel on salvage ships, cable-laying personnel on cable-laying ships, seismic personnel on seismic survey ships, diving personnel on diving support ships, pipe-laying personnel on pipe layers and crane operating personnel on floating cranes; and
- .5 other personnel similar to those referred to in .1 to .4 who, in the opinion of the Administration, may be referred to this group.

1.3.12 “Special purpose ship”¹ means a mechanically self-propelled ship which by reason of its function carries on board more than 12 special personnel².

1.3.13 “Training programme” means a defined course of instruction and practical experience in all aspects of ship operations, similar to the basic safety training as offered by the maritime institutions in the country of the Administration.

1.4 Exemptions

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

1.5 Equivalents

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

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

1.6 Surveys

Every special purpose ship should be subject to the surveys specified for cargo ships, other than tankers, in SOLAS, which should cover the provisions of this Code.

1.7 Certification

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

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

¹ Some sail training ships may be classified by the Administration as “not propelled by mechanical means” if fitted with mechanical propulsion for auxiliary and emergency purposes.

² Where a ship carries more than 12 passengers, as defined in SOLAS, the ship should not be considered a special purpose ship as it is a passenger ship as defined by SOLAS.

1.7.3 The duration and validity of the certificate should be governed by the respective provisions for cargo ships in SOLAS.

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

CHAPTER 2

STABILITY AND SUBDIVISION

2.1 The intact stability of special purpose ships should comply with the provisions of section 2.5 of Part B of the 2007 Intact Stability Code.

2.2 The subdivision and damage stability of special purpose ships should in general be in accordance with SOLAS chapter II-1 where the ship is considered a passenger ship, and special personnel are considered passengers, with an R-value calculated in accordance with SOLAS regulation II-1/6.2.3 as follows:

- .1 where the ship is certified to carry 240 persons or more, the R-value is assigned as R;
- .2 where the ship is certified to carry not more than 60 persons, the R-value is assigned as 0.8R; and
- .3 for more than 60 (but not more than 240) persons, the R-value should be determined by linear interpolation between the R-values given in .1 and .2 above.

2.3 For special purpose ships to which 2.2.1 applies, the requirements of SOLAS regulations II-1/8 and II-1/8-1 and of SOLAS chapter II-1, parts B-2, B-3 and B-4 should be applied as though the ship is a passenger ship and the special personnel are passengers. However, SOLAS regulations II-1/14 and II-1/18 are not applicable.

2.4 For special purpose ships to which 2.2.2 or 2.2.3 applies, except as provided in 2.5, the provisions of SOLAS chapter II-1, parts B-2, B-3 and B-4 should be applied as though the ship is a cargo ship and the special personnel are crew. However, SOLAS regulations II-1/8 and II-1/8-1 need not be applied and SOLAS regulations II-1/14 and II-1/18 are not applicable.

2.5 All special purpose ships should comply with SOLAS regulations II-1/9, II-1/13, II-1/19, II-1/20, II-1/21 and II-1/35-1, as though the ship is a passenger ship.

CHAPTER 3

MACHINERY INSTALLATIONS

3.1 Subject to 3.2, the requirements of part C of chapter II-1 of SOLAS should be met.

3.2 Steering gear

All installations should be in accordance with regulation 29 of part C of chapter II-1 of SOLAS, except that installations in special purpose ships carrying not more than 240 persons on board should, when applicable, be in accordance with regulation 29.6.1.2 and installations in special

purpose ships carrying more than 240 persons on board should, when applicable, be in accordance with regulation 29.6.1.1.

CHAPTER 4

ELECTRICAL INSTALLATIONS

4.1 Subject to 4.2 and 4.3, the requirements of part D of chapter II-1 of SOLAS should be met.

4.2 Emergency source of power

4.2.1 Installations in special purpose ships carrying not more than 60 persons on board should be in accordance with regulation 43 of part D of chapter II-1 of SOLAS and in addition special purpose ships of more than 50 m in length should meet the requirements of regulation 42.2.6.1 of that part.

4.2.2 Installations in special purpose ships carrying more than 60 persons on board should be in accordance with regulation 42 of part D of chapter II-1 of SOLAS.

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

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

4.3.2 Installations on special purpose ships carrying more than 60 persons on board should also be in accordance with regulation 45.11 of part D of chapter II-1 of SOLAS.

CHAPTER 5

PERIODICALLY UNATTENDED MACHINERY SPACES

5.1 Subject to 5.2, the requirements of part E of chapter II-1 of SOLAS other than regulation 46, should be met.

5.2 Special purpose ships carrying more than 240 persons on board

Special purpose ships carrying more than 240 persons on board should be specially considered by the Administration as to whether or not their machinery spaces may be periodically unattended, and, if so, whether additional requirements to those stipulated in this chapter are necessary to achieve equivalent safety to that of normally attended machinery spaces.

CHAPTER 6

FIRE PROTECTION

6.1 For ships carrying more than 240 persons on board, the requirements of chapter II-2 of SOLAS for passenger ships carrying more than 36 passengers should be applied.

6.2 For ships carrying more than 60 (but not more than 240) persons on board, the requirements of chapter II-2 of SOLAS for passenger ships carrying not more than 36 passengers should be applied.

6.3 For ships carrying not more than 60 persons on board, the requirements of chapter II-2 of SOLAS for cargo ships should be applied.

CHAPTER 7

DANGEROUS GOODS

7.1 Special purpose ships sometimes carry a wide range of dangerous goods classified in accordance with the IMDG Code for use in scientific or survey work or a variety of other applications. These dangerous goods are often carried as ships' stores and are used on board and, therefore, they are not subject to the provisions of the IMDG Code. However, dangerous goods that are carried on board for shipment as cargo and are not used on board, are clearly subject to the provisions of the IMDG Code.

7.2 Notwithstanding the fact that the IMDG Code does not apply to dangerous goods carried as ships' stores and used on board, it contains provisions that are relevant to their safe stowage, handling and carriage on special purpose ships. The IMDG Code also contains requirements for electrical equipment, wiring, fire-fighting equipment, ventilation, smoking provisions and requirements for any special equipment. Some of the provisions are general and apply to all classes of dangerous goods, whilst others are specific, e.g., Class 1 Explosives.

7.3 Therefore, it is important to take into account the appropriate provisions of the IMDG Code when planning to carry dangerous goods, so that the relevant provisions can be taken into account to ensure appropriate construction, loading, stowage, segregation and carriage provisions are put into place.

7.4 Although the IMDG Code does not apply to ships' stores, the master and persons on board the ship responsible for the use of ships' stores should be aware of the provisions of the IMDG Code and should apply them as best practice whenever possible.

7.5 The issues of stowage, personal protection and emergency procedures when dangerous goods are in use, and the subsequent stowage of opened dangerous goods, should be addressed through a formal safety assessment. In addition to the IMDG Code, to carry out such a formal safety assessment, suppliers and safety data sheets for the dangerous goods should also be consulted.

7.6 The provisions of the IMDG Code are based on intact and unopened packaging and the removal of explosive articles or substances from a complete pack may invalidate its IMDG Code classification. This aspect should be taken into account when carrying out the formal safety assessment to ensure an equivalent level of safety is maintained when dangerous goods remain after use.

CHAPTER 8

LIFE-SAVING APPLIANCES

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

8.2 A special purpose ship carrying more than 60 persons on board should comply with the requirements contained in chapter III of SOLAS for passenger ships engaged in international voyages which are not short international voyages.

8.3 Notwithstanding the provisions of 8.2, a ship carrying more than 60 persons on board may in lieu of meeting the requirements of regulations 21.1.1 of chapter III of SOLAS comply with the requirements of regulation 21.1.5 of chapter III of SOLAS, including the provision of at least two rescue boat(s) in accordance with regulation 21.2.1 of chapter III.

8.4 A special purpose ship carrying not more than 60 persons on board should comply with the requirements contained in chapter III of SOLAS for cargo ships other than tankers. Such ships may, however, carry life-saving appliances in accordance with 8.2, if they comply with the subdivision requirements for ships carrying more than 60 persons.

8.5 Regulations 2, 19.2.3, 21.1.2, 21.1.3, 31.1.6 and 31.1.7 of chapter III of SOLAS and the requirements of paragraphs 4.8 and 4.9 of the LSA Code are not applicable to special purpose ships.

8.6 Where in chapter III of SOLAS the term “passenger” is used, it should be read to mean “special personnel” for the purpose of this Code.

CHAPTER 9

RADIOCOMMUNICATIONS

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

CHAPTER 10

SAFETY OF NAVIGATION

All special purpose ships should comply with the requirements of chapter V of SOLAS.

CHAPTER 11

SECURITY

All special purpose ships should comply with the requirements of chapter XI-2 of SOLAS.

ANNEX

FORM OF SAFETY CERTIFICATE FOR SPECIAL PURPOSE SHIPS

SPECIAL PURPOSE SHIP SAFETY CERTIFICATE

This Certificate should be supplemented by a Record of Equipment (Form SPS)

(Official seal)

(State)

Issued in compliance with the provisions of the

CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008
as adopted by resolution MSC.266(84)

under the authority of the Government of

(name of the State)

by

(person or organization authorized)

Particulars of ship^{*}

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Sea areas in which ship is certificated
to operate (SOLAS regulation IV/2)

IMO number

Ship's special purpose

Date on which keel was laid or ship was of a similar
stage of construction or, where applicable, date on
which work for a conversion or an alteration or
modification of a major character was commenced

^{*} *Alternatively, the particulars of the ship may be placed horizontally in boxes.*

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the provisions of 1.6 of the Code.
- 2 That the survey showed that:
 - 2.1 the ship complied with the provisions of the Code as regards:
 - .1 the structure, main and auxiliary machinery, boilers and other pressure vessels; and
 - .2 the watertight subdivision arrangements and details;
 - 2.2 the ship complied with the provisions of the Code as regards structural fire protection, fire safety systems and appliances and fire control plans;
 - 2.3 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the provisions of the Code;
 - 2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the provisions of the Code;
 - 2.5 the ship complied with the provisions of the Code as regards radio installations;
 - 2.6 the functioning of the radio installations used in life-saving appliances complied with the provisions of the Code;
 - 2.7 the ship complied with the provisions of the Code as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
 - 2.8 the ship was provided with lights, shapes, means of making sound signals and distress signals in accordance with the provisions of the Code and the International Regulations for Preventing Collisions of Sea in force;
 - 2.9 in all other respects the ship complied with the relevant provisions of the Code.
- 3 That an Exemption Certificate has/has not* been issued.

* *Delete as appropriate.*

- 4 That the ship has/has not* been provided with certificates issued under SOLAS, as amended.

This certificate is valid until

Completion date of the survey on which this certificate is based (dd/mm/yyyy):

Issued at
(Place of issue of certificate)

.....
(Date of issue)

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

(Seal or stamp of the issuing authority, as appropriate)

* *Delete as appropriate.*

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

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

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

**ENDORSEMENT FOR ANNUAL AND PERIODICAL SURVEYS RELATING TO
LIFE-SAVING APPLIANCES AND OTHER EQUIPMENT REFERRED TO
IN SECTIONS 2.2, 2.3, 2.4, 2.6, 2.7, 2.8 AND 2.9
OF THIS CERTIFICATE**

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

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual/periodical* survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual/periodical* survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

* *Delete as appropriate.*

**ENDORSEMENT FOR PERIODICAL SURVEYS RELATING TO RADIO
INSTALLATIONS REFERRED TO IN SECTION 2.5 OF THIS CERTIFICATE**

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

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Periodical survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Annual survey: Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

ENDORSEMENT FOR THE EXTENSION OF THE CERTIFICATE

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

Signed
(Signature of authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

APPENDIX

Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS)

This Record should be permanently attached to the
Special Purpose Ship Safety Certificate.

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS

1 Particulars of ship

Name of ship

Distinctive number or letters

Number of persons on board (including passengers)
for which certified

Minimum number of persons on board with required qualifications to operate
the radio installations

2 Details of life-saving appliances

1	Total number of persons for which life-saving appliances are provided	.....	.....
		Port side	Starboard side
2	Total number of lifeboats	.....	.....
2.1	Total number of persons accommodated by them	.....	.....
2.2	Number of partially enclosed lifeboats (regulation III/31 and LSA Code, section 4.6)	.....	.....
2.3	Number of self-righting partially enclosed lifeboats (regulation III/31 and LSA Code, section 4.8)	.....	.....
2.4	Number of totally enclosed lifeboats (regulation III/31 and LSA Code, section 4.9)	.....	.....
2.5	Other lifeboats	.....	.....
2.5.1	Number	.....	.....
2.5.2	Type	.....	.....

3	Number of motor lifeboats (included in the total lifeboats shown above)	.....
3.1	Number of lifeboats fitted with searchlights	.....
4	Number of rescue boats	.....
4.1	Number of boats which are included in the total lifeboats shown above	.....
5	Liferafts	.....
5.1	Those for which approved launching appliances are required	.....
5.1.1	Number of liferafts	.....
5.1.2	Number of persons accommodated by them	.....
5.2	Those for which approved launching appliances are not required	.....
5.2.1	Number of liferafts	.....
5.2.2	Number of persons accommodated by them	.....
6	Buoyant apparatus	.....
6.1	Number of apparatus	.....
6.2	Number of persons capable of being supported	.....
7	Number of lifebuoys	.....
8	Number of lifejackets	.....
9	Immersion suits	.....
9.1	Total number	.....
9.2	Number of suits complying with the requirements for lifejackets	.....
10	Number of thermal protective aids*	.....
11	Radio installations used in life-saving appliances	.....
11.1	Number of radar transponders	.....
11.2	Number of two-way VHF radiotelephone apparatus	.....

* Excluding those required by the LSA Code, paragraphs 4.1.5.1.24, 4.4.8.31 and 5.1.2.2.13.

3 Details of radio facilities

Item		Actual provision
1	Primary systems	.....
1.1	VHF radio installation	.....
1.1.1	DSC encoder	.....
1.1.2	DSC watch receiver	.....
1.1.3	Radiotelephony	.....
1.2	MF radio installation	.....
1.2.1	DSC encoder	.....
1.2.2	DSC watch receiver	.....
1.2.3	Radiotelephony	.....
1.3	MF/HF radio installation	.....
1.3.1	DSC encoder	.....
1.3.2	DSC watch receiver	.....
1.3.3	Radiotelephony	.....
1.3.4	Direct-printing radiotelegraphy	.....
1.4	Inmarsat ship earth station	.....
2	Secondary means of alerting	.....
3	Facilities for reception of maritime safety information	.....
3.1	NAVTEX receiver	.....
3.2	EGC receiver	.....
3.3	HF direct-printing radiotelegraph receiver	.....
4	Satellite EPIRB	.....
4.1	COSPAS-SARSAT	.....
4.2	Inmarsat	.....
5	VHF EPIRB	.....
6	Ship's radar transponder	.....

4 Methods used to ensure availability of radio facilities (SOLAS regulations IV/15.6 and 15.7)

- 4.1 Duplication of equipment
- 4.2 Shore-based maintenance
- 4.3 Of-sea maintenance capability

5 Details of navigational systems and equipment

Item	
1.1	Standard magnetic compass [*]
1.2	Spare magnetic compass [*]
1.3	Gyro compass [*]
1.4	Gyro compass heading repeater [*]
1.5	Gyro compass bearing repeater [*]
1.6	Heading or track control system [*]
1.7	Pelorus or compass bearing device [*]
1.8	Means of correcting heading and bearings
1.9	Transmitting heading device (THD) [*]
2.1	Nautical charts/Electronic chart display and information system (ECDIS) ^{**}
2.2	Back up arrangements for ECDIS
2.3	Nautical publications
2.4	Back up arrangements for electronic nautical publications
3.1	Receiver for a global navigation satellite system/terrestrial radionavigation system ^{*, **}
3.2	9 GHz radar [*]
3.3	Second radar (3 GHz/ 9 GHz ^{**}) [*]
3.4	Automatic radar plotting aid (ARPA) [*]
3.5	Automatic tracking aid [*]
3.6	Second automatic tracking aid [*]
3.7	Electronic plotting aid [*]
4	Automatic identification system (AIS)
5.1	Voyage data recorder (VDR) ^{**}
5.2	Simplified voyage data recorder (S-VDR) ^{**}
6.1	Speed and distance measuring device (through the water) [*]
6.2	Speed and distance measuring device (over the ground in the forward and athwartship direction) [*]
6.3	Echo sounding device [*]
7.1	Rudder, propeller, thrust, pitch and operational mode indicator [*]
7.2	Rate of turn indicator [*]
8	Sound reception system [*]
9	Telephone to emergency steering position [*]
10	Daylight signalling lamp [*]
11	Radar reflector [*]
12	International Code of Signals
13	IAMSAR Manual, Volume III

^{*} Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means, they should be specified.

^{**} Delete as appropriate.

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at
(Place of issue of the Record)

.....
(Date of issue)

.....
(Signature of duly authorized official
issuing the Record)

(Seal or stamp of the issuing authority, as appropriate)
