

## CHAPTER 20 A: SPECIAL REQUIREMENTS FOR SEAGOING VESSELS

### Article 20A-1

#### *Application of Part II*

20A-1.1 Seagoing vessels covered by the International Convention for the Safety of Life at Sea of 1974 (SOLAS 1974) **or the International Convention on Load Lines of 1966** shall carry a valid corresponding international certificate.

20A-1.2 Seagoing vessels not covered by SOLAS 1974 **or the International Convention of Load Lines 1966** must carry the certificates and bear the freeboard marks required by the laws of their States of registry, and shall meet the requirements of the Convention in respect of construction, rigging and gear, or otherwise ensure a comparable safety level.

20A-1.3 Seagoing vessels covered by the International Convention for the Prevention of Pollution from Ships of 1973 (MARPOL 73) shall carry a valid international sea pollution prevention certificate (IOPP certificate).

20A-1.4 Seagoing vessels not covered by MARPOL 73 shall carry a valid corresponding certificate required by the laws of their ~~States of registry~~ **flag state**.

20A-1.5 In addition, the following shall be applicable:

(i) Chapter 5;<sup>1/</sup>

(ii) In chapter 6, article **6-1.1, 6-2.1, 6-2.2**;

(iii) In chapter 7, **article 7-1.5, article 7-2.1, article 7-2.2, para. 1 and 4, article 9-2.14.3, article 7-6.7** for seagoing ships approved for radar-steering by one person;

(iv) In chapter 8, **article 8-1.1.6** for seagoing ships, when an automatic shutdown can be deactivated from the wheelhouse; **article 8-1.5.12, article 8B-1.5**, articles **8B-1.2** and **8B-1.6**; and **article 8B-8**.<sup>2/</sup>

A seal for the closing devices required under **article 8B-1.5** shall be considered equivalent to a shut-off for the closing devices of the drainage system for pumping oily water overboard. The necessary key or keys shall be kept in a properly marked central location.

An oil discharge monitoring and control system in accordance with regulation 16 of MARPOL 73/78 shall be considered to be equivalent to the sealing of closing devices prescribed in **article 8B-1.5**. An international certificate concerning the prevention of oil pollution in accordance with MARPOL 73/78 shall provide evidence of the presence of the monitoring and control system.

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<sup>1/</sup> Annex to resolution No. 61, chapter 5.

<sup>2/</sup> This provision, specially for pleasure craft, seems to be superfluous.

If it is indicated in the IOPP certificate mentioned under number 3, above, or the national certificate issued by the State of registry mentioned under number 4, above, that the ship is equipped with waste tanks sufficient to hold on board all oily water and residues, it shall be considered that there is compliance with **article 8B-1.6**;

- (v) In chapter 9, **article 9-2.14**;
- (vi) In chapter 10, **articles 10-1 except 10-1.2.2 and 10-1.3.3, (text from article 10-2.1)**;
- (vii) **Chapter 16**, for seagoing vessels approved as part of a convoy;
- (viii) **Chapter 22**.

Chapter 22 shall be considered to have been complied with when stability is in conformity with the resolutions of the International Maritime Organization (IMO) in force, when the relevant documents relating to stability have been stamped by the competent authority and when the containers are ~~immobilized~~ **secured** in the manner usual in **maritime** shipping.

#### Article 20A-2

##### *Minimum crew*

20A-2.1 Chapter 23 shall apply in determining the minimum crew for seagoing vessels.

20A-2.2 As an exception to number 1, seagoing vessels may continue to sail with the crew arrangements set out in the provisions of IMO resolution A.481 (XII) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers of 1978, provided that the number of the crew is not less than the minimum crew detailed in chapter 23 for operating mode B, and particularly **articles 23-9 and 23-13**.

The relevant documents, which set out the qualifications of crew members and their number, shall be kept on board. A person in possession of the **boatmaster's license** ~~Principal Licence of the Rhine Patent Regulation~~, valid for the section travelled, shall also be on board. He shall be replaced by another licence-holder after a maximum of 14 hours' navigation in any 24-hour period.

The following particulars shall be entered in the ship's log:

- (i) Name of the licence-holders on board, along with the start and finish of their watch;
- (ii) start and interruption, resumption and end of the voyage, with the following particulars: date, time and place and kilometre post.

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