BELIZE:

REGISTRATION OF MERCHANT SHIPS

(FISHING VESSELS OF 24 METERS INLENGTH AND ABOVE)

SAFETY REGULATIONS, 1995

S.I. No. 113 of 1995

BELIZE:

STATUTORY INSTRUMENT

No. 113 of 1995

REGULATIONS made by the Attorney General in exercise of the powers conferred upon him by section 24 of the Registration of Merchant Ships Act, Chapter 196C of the Laws of Belize, Revised Edition, 1980-1990, and all other powers thereunto him enabling.

(Gazetted 4th November, 1995)

WHEREAS, a growing number of fishing vessels are being Registered with the International Merchant Marine Registry of Belize which are not subject to any specific safety regulations and inspections, and it is therefore necessary to ensure that fishing vessels of Belize of 24 meters in length and above are so constructed, equipped, operated and inspected as to attain the highest level of safety of life and property at sea;

NOW, THEREFORE, IT SI HEREBY PROVIDED AS FOLLOWS:-

1. These Regulations may be cited as the **REGISTRATION OF MERCHANT SHIPS (FISHING VESSELS OF 24 METERS IN LENGTH AND ABOVE) SAFETY REGULATIONS, 1995.** **Short Title.**

2. In these Regulations, unless the context otherwise requires, **Interpretation.**

"Administration" means the International Merchant Marine Registry of Belize;

“approved” means approved by the Administration;

“classed vessel” means a vessel fully classification society authorized by the Administration;

“coastwise service” means navigations not exceeding twenty nautical miles from the nearest land;

“existing vessel” means a vessel which not a new vessel;

“fishing vessel” means a vessel used for catching fish or other living creatures of the sea;

“length” of a vessel shall be taken as ninety-six percent of the total length of a waterline at eighty-five percent of the least depth measured from the keel line to the top of the working deck beam at the side, or as the length form the foreside of the stem to the axis of the rudderstock if that be greater, In vessels designed with rake of keel, the waterline on which the length is measured shall be parallel to the designed waterline;

“Master” means the Master of a vessel;

“new vessel” means a vessel the keel of which is laid or which is at a similar stage of construction on or after the entry into force of these Regulations;

“recognized organization” means an organization officially authorized by the Administration for performing on its behalf the surveys mentioned in these Regulations;

“SOLAS” means the International Convention for the Safety of Life at Sea, 1974 and the Protocol of 1978 related thereto and may include, at the discretion of the Administration and for the application of these Regulations, any amendments to the above or any new convention replacing the above that may subsequently come into force;

"vessel" means a fishing vessel subject to these Regulations.

Application of Regulations.

3. Subject to regulation, these Regulations shall apply to all Belizean flag vessels of twenty-fours in length and above.

Exceptions.

4. (1) These Regulations shall not apply to:

(a) vessels engaged exclusively in sport or pleasure activities;

(b) vessels engaged exclusively in processing fish or any other living resources of the sea;

(c) vessels engage exclusively in research of training; and

(d) vessels engaged exclusively in fish transportation.

(2) The Administration may, on such conditions as it thinks fit, exempt any existing vessels from any of the requirements of these Regulations if it is satisfied that such requirements are either impracticable or unreasonable in the case of that vessel.

(3) The Administration may require special norms for the application of these Regulations to vessels subject thereto that operate exclusively within the jurisdictional waters of Belize.

Substitution of requirements.

5. Where these Regulations require that a particular material, appliance or apparatus, or type thereof, shall be fitted or carried, or a particular provision is to be made on a vessel, then other appliance or apparatus may be carried or other provisions may be made in the vessel if the Administrations is satisfied that the alternative is as effective as required under these Regulations.

Required documents.

6. All vessels shall be required to have the following documents on board:

(a) a Belizean tonnage certificate issued by the administration or a recognized organization stating up-to-date values of gross and net registered tonnages computed according to accepted rules for as measurement presently in force in Belize;

(b) a valid patent (provisional or full term) registration;

(c) current receipts for Belizean annual and in spection taxes;

(d) a valid radio permit or license for all vessels fitted with a radio station;

(e) a valid Fishing Vessel Safety Certificate issued by the Administration or a recognized organization the validity of which shall not exceed five years, subject to an annual survey schedule between there months before or three months after the anniversary date of the survey for the issuance of the certificate; (This is a combined certificate which covers items of safety construction equipment and radio);

(f) when applicable, a valid International Oil Pollution Prevention Certificate, and

(g) when applicable , a valid Certificate of Inspection of Crew Accommodation.

Survey and certification

7. The issuance and endorsement of the Fishing Vessel safety Certificate shall be subject to the successful completion of a survey carried out by a recognized organization and covering all the provisions of these Regulations.

Loadlines and

8. (1) On the initial survey, a maximum permissible Operating draught shall be approved by the recognized orga-

Nization and marked on both sides of the vessel, such that, in the associated operation conditions, the freeboard and stability of the vessel are adequate for the intended service.

(2) A complete report shall be prepared describing all openings in the hull that may lead to downflowing, with their means of closing, and the position of openings and their means of closing shall conform to the requirements of the Administration.

Stability for new vessels.

(3) Every new vessel shall be subject to a stability test upon its completion of construction, and the elements of its stability shall be determined to the satisfaction of the Administration.

(4) The Master of a vessel shall be supplied with such reliable information as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of ships under varying conditions of service.

(5) The Administration may require additional stability information where any alterations are made to a vessel.

(6) The trim and stability data shall include at least the following conditions:

(a) departure to fishing area with provisions, ice fuel, fishing equipment and other essential items,

(b) departure from fishing area with a full catch,

(c) arrival in port with full catch and ten per cent of provisions, fuel and other essential items,

(d) arrival in port with twenty per cent of catch and ten per cent of provisions fuel and other essential items.

(7) The minimum stability criteria shall be as follows or shall be those from a recognized alternative acceptable to the Administration.

(a) the area under the righting arm curve shall not be less than 0.055 meters-radian up to an angle of heel of 30° nor less that 0.090 meters-radian up to 40° or up to the flooding angle (O_f), provided that it is less than 40°, and, the area under the righting arm curve (GZ curve) within the angles of 30° and 40°, or within 30° and the flooding angle (O_f provided that O_f is less that 40°), shall not be less than 0.030 meters-radian,

(b) the righting arm (GZ) shall not be less than 200 mm for an angle of heel of 30° or greater,

(c) the maximum righting are (GZ max.) shall be achieved at an angle of heel preferably exceeding 30°, but not less than 25°,

(d) the initial metacentric height (GM) shall not be less than 350 mm

(8) Vessels operating in areas where the effects of wind or of ice deposited on exposed hull, superstructures and other structures above deck could adversely affect their stability, may be required to take account of those effects, according to the recommendations of the International Maritime Organization, in complying with the above criteria.

(9) Account shall be taken of all significant free liquid surface effects arising in tanks or other enclosed spaces in which quantities of liquids may collect and open partially enclosed spaces having restricted provisions for drainage may also be included in this category at the discretion of the Administration.

(10) Means (longitudinal shifting boards) shall be Arranged so as to prevent shifting of fish within the holds,

to he satisfaction of the Administration and such measures shall comply, as far as possible, with the recommendations of the International Maritime Organization.

Stability of existing vessels.

(11) Every existing vessel shall have its stability elements determined to the satisfaction of the Administration.

(12) In certain instances the Administration may require that a vessel undergo a stability test to confirm the elements of its stability.

(13) Such stability tests shall be performed before the second annual survey, but other means of determining the initial stability of the vessel, such as the rolling period tests combined with data from similar vessels, may be acceptable.

(14) The Master shall be supplied with such reliable information as is necessary to enable him, by rapid and simple processes, to obtain accurate guidance as to the stability of the ship under varying conditions of service.

(15) Information to be submitted to the Master may be in the form of a "stability letter" which gives specific directions on the load carrying ability of the vessel and the format of this letter shall be approved by the Administration.

(16) Stability letters issued by any previous flag administration and pre-existing stability information may be accepted by the Administration at its discretion, as evidence of compliance with the requirements of these Regulations.

Construction of vessels.

9. (1) Every vessel shall have sufficient structural strength as to be able to withstand any foreseeable service condition.

(2) Vessels built and maintain in conformity with The requirements of a classification society recognized by the Administration shall be regarded as being in compliance with these requirements.

(3) All remaining vessels shall adhere to the requirements of the Administration.

Dry-docking of Vessels.

10. (1) At least every two and a half years vessels shall be put in dry-dock or on a slipway and undergo a thorough examination of all underwater and overside parts.

(2) The dry-docking may take place separately from the survey for issuing the Fishing Vessel Safety Certificate, and shall be subject to verification by the recognized organition carrying out the survey, and a detailed report of the Dry-docking shall be attached to the next periodic survey Report.

Machinery Installations.

11. (1) Main and auxiliary machinery, steering gear, boilers, furl oil systems, air compressors and air bottles piping and pumping arrangements and refrigeration systems shall be designed, constructed and installed in accordance with good marine practices.

(2) Such mechanisms shall also be so protected and maintained so as not to constitute a danger to persons.

(3) Classed vessels shall be regarded as meeting these requirements and for all other ships the standards shall conform to the requirements of the Administration.

Requirements of vessels

12. The following minimum requirements shall apply to all vessels, whether classed or not:

(a) vessels shall have sufficient power for going astern to secure control of the vessel in all normal circumstances;

(b) there shall be indicators fitted in the wheelhouse for propeller speed and direction in the case of fixed propellers, and for propeller speed and pitch position in the case of controllable pitch propellers;

(c) engine tachometers shall be considered equivalent to propeller speed indicators for vessels under forty-five meters in length;

(d) there shall be means of communication provided between the navigation bridge and the engine room;

(e) remote control of the propulsion machinery shall be regarded as equivalent to the above, and on vessels of forty-five meters in length and above two such means are to be provided, one of which shall be an engine room telegraph giving visual indication of the orders and responses both in the engine room and on the navigation bridge;

(f) vessels shall have a main steering gear capable of guiding the vessel at maximum speed ahead and the main steering gear and rudder shall also be capable of operation without damage at maximum speed astern;

(g) single screw vessels of forty-five meters in length and above, unless fitted with a complete dual steering system, shall be provided with an auxiliary steering arrangement capable of steering the vessel at navigable speed and of being brought speedily into action in an emergency. Clear instructions shall be posted in a conspicuous place to indicate how the system is brought into effect;

(h) an indicator shall be provided on the bridge to show the exact position of the rudder;

(i) vessels shall have an efficient bilge pumping plant, capable of draining any watertight com-

partment which is neither a permanent oil tank nor a water tank. Where the Administration is satisfied that the safety of the vessel is not impaired, the bilge pumping arrangements may be dispensed within particular compartments;

(j) classed vessels shall be regarded as meeting all the above requirements and for all other ships, the following shall apply:

(i) two independently driven power operated bilge pumps shall be provided, capable of giving a speed of not less than 2 m/s through the bilge main whose internal diameter shall be not less than 5 cm. A ballast or general service pump may be accepted as bilge pump provided it is fitted with the necessary connections to the bilge pumping system,

(ii) on the vessels under forty-five meters in length, a portable diesel driven pump with flexible suction line capable of reaching the bottom of every compartment shall be acceptable as one of the bilge pumps,

(iii) suctions, non-return valves, distribution boxes and control spindles, including accessibility and passage through bulkheads, shall follow standard marine practice to the satisfaction of the recognized organization,

(iv) there shall be means for sounding every compartment which is served by the bilge pumping system and which is not readily accessible at all times during a voyage,

(v) an automatic remote bilge alarm shall be fitted in any unattended propulsion machinery space.

Electrical installations.

13. (1) Electrical systems shall be so designed, installed, protected and maintained so as not to continue a danger to persons and for these purposes, classed vessels shall be regarded as meeting these requirements.

(2) For all other ships, there shall be suitable precautions against shock adopted by grounding electrical machines, equipment and metal sheaths of cables; by providing protection against short circuits; preventing temperature rises in light fittings, cables and motors and in general by following accepted marine practice.

(3) The following minimum requirements apply to all Vessels, whether classed or not:

(a) vessels shall have a main source of electrical power, a distribution switchboard and a system of electrical wiring suitably protected to provide power to machinery, heating, lighting, ventilation, alarm and other circuits required on board;

(b) on vessels of forty-five meters in length and above there shall be at least two independent generators capable each of supplying the essential propulsion and navigation consumers;

(c) vessels shall have an emergency source of electrical power situated above the uppermost continuous deck and outside the machinery casings in addition to the main source of electrical power. This emergency source of electrical power may be a self-contained, oil-powered generator or an accumulator battery

and it shall be provided with an emergency switchboard installed as near to the emergency generator as possible or, in the case of the accumulator battery in a different nearby space;

(d) emergency power shall be provided for at least three hours simultaneously to the following:

(i) emergency lighting in underdeck fish processing areas, alleyways, stair-ways and exits; survival craft stowage, launchings embarkation stations and oversides,

(ii) the general alarm

(iii) not-under-command navigation lights, unless they are autonomous (batteries or oil), and

(iv) the radio station, unless fitted with a separate set of batteries;

(e) where hull return is used, special precautions shall be taken to the satisfaction of the Administration;

(f) hull return shall not be accepted on new vessels.

Anchoring and

14. (1) Every vessel shall be provided with anchor equipment designed for quick and safe operation, which shall consist of anchors, anchor chains or wire ropes, stoppers and windlass or other arrangements for dropping and hoisting the anchor and for holding the vessel at anchor in all foreseeable service conditions.

(2) Each vessel shall also be provided with adequate mooring in all operating conditions.

(3) Anchor and mooring equipment shall conform to the requirements of the Administration.

Means of escape.

15. (1) Two widely separated means of escape shall be provided at each level of the accommodation and in spaces which the crew normally employed, other than the machinery spaces, and at least on shall be through a door, stairway or ladder.

(2) Escapes shall be arranged as to provide quick exit to the open deck and thence to the survival craft.

(3) Two means of escape shall be provided from propulsion machinery spaces, which shall be as separated as possible.

(4) In vessels under forty-five meters in length, where the size of the machinery spaces makes it impracticable, one of these means of escape may be omitted and in such cases special consideration shall be given to the remaining exit.

(5) Al least one of the escapes from every space below The waterline shall be by means of a stairway or ladder and in The machinery spaces such escapes shall be made of steel.

Fire-fighting appliances and fire protection

16. (1) All fire-extinguishing appliances shall be of an approved type.

Fire pumps

(3) Every vessel under forty-five meters in length shall have at least one main fire pump while larger vessels shall have at least two main fire pumps.

(4) In addition to (3) above, every vessel shall be provided with an emergency fire pump.

(5) Fire pumps shall comply with the following requirements:

(a) main fire pumps shall be power-driven;

(b) on vessels under forty-five meters in length, fire pumps may be driven by the propulsion machinery, provided that the propeller shafting can be readily disconnected or a controllable pitch propeller may be fitted to that shaft;

(c) when connected to a fire hose fitted with 12 mm or larger nozzle, a main fire pump shall be capable of producing a jet of water having a throw of not less that 12 meters or it shall maintain a pressure of 0.25 newton/mm^2 at any hydrant;

(d) emergency fire pumps shall be located outside the spaces containing the main fire pumps and their prime movers;

(e) such fire pumps shall be powered independently from the propulsion machinery and the main source of electrical power and portable engine-driven pumps shall be acceptable for this purpose;

(f) when connected to a fire hose fitted with a 12 mm or larger nozzle, an emergency fire pump

shall be capable of producing a jet water having a throw of not less than 6 meters;

(g) sanitary, bilge or general service pumps may be used as fire pumps, provided that they are not used for pumping oil;

(h) every centrifugal pump which is connected to the fire main shall be fitted with a non-return valve;

(i) relief valves shall be provided in conjunction with all fire pumps so placed and adjusted as to prevent excessive pressure in any part of the fire main.

Fire main, hydrants, hoses and nozzles

(6) All vessels shall be provided with a fire main and hydrants and hoses as follows:

(a) the fire main shall have no connection other than those necessary for fire-fighting and washing down;

(b) materials readily rendered ineffective by heat shall not be used for fire mains;

(c) where the fire main is not self-draining, suitable draincocks shall be fitted;

(d) where the emergency fir pump discharge is connected to the fire main, an isolating valve shall be fitted to the main at or adjacent to the exit of the main from the machinery space;

(e) in every vessel of forty-five meters in length and above, the number and position of the hydrants shall be such that at least two jets of water not emanating from the same hydrant,

one of which shall be from a single length of hose, may reach any part of the vessel normally accessible to the crew while the vessel is being navigated; but in smaller vessels one jet of water from a single length of hose will suffice;

(f) in addition to the above, all ships shall have a hydrant located near the entrance to the machinery spaces, but such hydrant shall be outside the spaces.

(g) hydrants shall have a minimum diameter of 37 mm (1 ½ in.) and each hydrant shall have a shutoff valve;

(h) for every hydrant required there shall be on fire hose and at least one spare fire hose shall be provided in addition to this requirement; but vessels shall have at least three fire hoses;

(i) fire hoses shall be kept in a conspicuous position near the hydrants to which they belong and the respective couplings are to be fully compatible and each hydrant shall have a fire hose permanently attached unless couplings are of quick connection type;

(j) fire hoses shall be made of closely-woven flax canvas or other suitable material and they shall have a minimum diameter or 37 mm (1 ½ in.) and each length shall be no more than 20 meters long;

(k) each fire hose shall be attached to a nozzle of at least 12 mm in diameter;

(l) the fire hose located by the hydrant at the entrance to the machinery spaces shall be

fitted with a dual-purpose jet/spray nozzle while the other fire hoses may have regular jet nozzles;

(m) hydrants and hoses-stowage boxes shall be suitably labelled and painted red.

Fixed fire-fighting installation.

(7) One fixed fire fighting installation system shall be provided in spaces with oil-fired boilers or fuel-oil units and in unattended spaces containing internal-combustion propel-sion machinery with more than 750 kw installed power.

(8) Vessels certified for coastwise service may be exempted from the above requirement by the Administration.

(9) Due regard shall be taken of a vessel's size when fitted, in assessing the detailed requirements for the above system which may be based on either:

(a) pressure water-spraying; or

(b) a fire-smothering or fire extinguishing gas; or

(c) high- expansion foam.

Fire extinguishers

(10) Vessels shall be provided with a sufficient number of approved fire extinguishers, as follows:

(a) in accommodation and service spaces these shall be at least one portable fire extinguisher at each deck level, with a minimum of three units on vessels under forty-five meters in length and five units on larger vessels;

(b) in spaces containing oil-fired boilers of fuel oil units there shall be at least two portable fire extinguishers and also a receptacle containing at least 0.15m^3 of sand and a scoop;

(c) in spaces containing internal-combustion machinery there shall be one portable fire extinguisher for each 750 kw of engine-power output or part thereof; the total number of portable fire extinguishers so supplied in propulsion machinery spaces being not less than two;

(d) vessels having internal combustion propelling machinery spaces not protected by a fixed fire-extinguishing system shall be provided with at least a 45-liter foam extinguisher or its equivalent, suitable for fighting oil fires, but where the size of the machinery space makes this provision impracticable, four additional portable fire extinguishers shall be carried;

(e) portable foam fire extinguishers shall have a capacity of between 9 and 14 liters liquid. For other types of fire extinguishers, the fire-fighting power and portability shall be equivaalent to the above, to the satisfaction of the Administration;

(f) in machinery spaces, portable fire extinguishers shall be of foam type or an equivalent suitable for oil fires;

(g) a spare charge shall be provide for each portable fire extinguisher capable of being rapidly recharged and spare units shall be provided for at least one half of the portable fire extinguishers required by these Regulations that are not readily recharged

(h) extinguishers specifically intended for use in a particular space shall be stowed near the access to the space;

(i) all extinguishers shall recharged or serviced every two years and pressure-tested

when the strength of the containers fails, but at least every five years.

Fireman's outfit.

(11) Every vessel of 45 meters in length and above, shall be provided with at least one complete fireman's outfit Complying with the technical requirements of SOLAS.

(12) The above requirements shall not be applicable to vessels certified for coastwise service.

Labeling of fire-fighting equipment.

(13) All fire-fighting equipment shall be clearly labelled for its specific purpose either in the predominant language of the crew and in English or by means of self-explanatory diagrams.

Fire control plans.

(14) Fire control plans shall be permanently exhibited on every vessel of forty-five meters in length and above, for the guidance of the crew.

(15) Such plans shall consist of general arrangement plans showing clearly for each deck the control stations, the various fire sections enclosed by steel divisions, together with particulars of the fire alarms, detecting system, fire-extinguishing appliances, means of access to different compartments and decks, and he ventilation system.

(16) Alternatively, at the discretion of the Adiministration, the aforementioned details may be set out in a booklet, a copy of which shall at all times be available on board in an accessible position.

(17) Plans and booklets shall be kept up to date and any alterations being recorded thereon as soon as practicable.

(18) Descriptions in such plans and booklets shall be in the national language of the crew and if the language is not English, a translation into English shall be included.

(19) Instructions concerning the maintenance and operation of all the equipment and installations on board for the fighting and containment of fire, shall be kept under cover and be readily available in an accessible position.

Fire Protection.

(20) The following minimum fire protection requirements shall be applicable:

(a) means shall be provided for closing doorways, ventilators and other openings to machinery and cargo spaces and for stopping the ventilating fans serving these spaces, which shall be operable from outside such spaces;

(b) means shall be provided for stopping forced or induced draft fans, oil transfer pumps, oil fuel units, purifiers and other oil handling equipments, which shall be operable from outside the spaces where they are located;

(c) flammable or other dangerous gases shall be stowed on the open deck and be properly secured and protected from the elements;

(d) gas piping shall be of copper or steel and special care shall be taken to avoid the danger of fire or explosion;

(e) portable gasoline engines, paint, and other flammable or dangerous liquids shall be stowed in well ventilated rooms separated from other accommodation and service spaces by gas-light bulkheads and having access only from the open deck, and electric equipment installed in these rooms shall be appropriate for use in a flammable atmosphere;

(f) any electric heaters fitted in the accommodation shall be of a fixed typed and located away from readily ignitable material;

(g) open flame heaters shall not be permitted in the accommodation, and gas or kerosene stoves and water heaters, if fitted, shall be installed in well ventilated rooms with low level air exhausts to the open air;

(h) an automatic remote fir alarm shall be fitted in any unattended propulsion machinery space.

Life-saving appliances

17. (1) All life-saving appliances shall be of an approved type.

(2) Appliances approved by the government of a traditional maritime country subscribing to SOLAS shall be acceptable to the Administration.

(3) Each vessel shall have at least two survival craft, which can be either lifeboats, liferafts or a combination thereof.

(4) Vessels shall have at least two survival craft, which can be either lifeboats, liferafts or a combination thereof.

(5) Survival craft accommodating at least the total number of persons on board shall be capable of being launched from either side of the vessel.

(6) On vessels over forty-five meters in length, the survival craft shall include float free liferafts of aggregate capacity to accommodate at least fifty per cent of the total number of persons on board.

(7) On vessels of forty-five meters in length and above, a rescue boat shall be requited in addition to the above, unless the vessel is provided with a motor lifeboat.

(8) Vessels carrying more than one hundred persons on board shall have at least on motor lifeboat on each side.

Survival craft specifications.

(9) Lifeboat, liferafts, rescue boats and launching gear shall be an approved design and construction according to the technical requirements of SOLAS and lifeboats shall have a minimum length of 4.9 meters (16 feet).

Survival craft equipment.

(10) Survival craft equipment shall comply with the applicable SOLAS requirements, expect that life-boats of vessels certified for coastwise service may be exempted by the Administration from some of these requirements.

Survival craft maintenance

(11) Equipment and provisions in lifeboats and non-inflated liferafts shall be inspected every twelve months and renewed as required.

(12) Inflatable liferafts, their equipment and provisions, shall be serviced at regular intervals not exceeding twelve months at an approved service station, and, in cases where it appears proper and reasonable, the Administration may extend this period to seventeenth months.

Availability of Lifeboats and

(13) All items of life-saving equipment shall be readily available for use in an emergency.

(14) All boats and rafts shall be stowed so that they can put in the water quickly an safely even if the vessel is listed 15º either way with a 10º trim and they should be stowed clear of the vessel's propeller where practicable.

(15) All liferafts shall be stowed in float-free positions and where they are secured to prevent movement in inclement weather, their latches shall be fitted with a dyfro-

static release to allow the rafts to rise to the surface if carried down by a sinking ship.

(16) Detailed instructions for operation of and survival in liferafts shall be conspicuously displayed in the crew accommodation area and on the bridge.

Making of survival craft.

(17) Lifeboats and non-inflatable liferafts shall be of a highly visible color preferable orange, and have the name of the parent ship, port of registry, principal dimensions and carrying capacity clearly marked.

(18) Containers for inflatable liferafts shall be marked with the name of the manufacturer, serial number and maximum capacity.

Davits

(19) Each lifeboat shall be attached to a set if davits of an approved type. Davits shall also be provided for non-inflatable liferafts and rescue boats that cannot be readily launched and recovered without mechanical assistance.

(20) Gravity davits shall be so designed that there is a positive turning-out moment during the whole of the davit travel from the inboard stowed position to the outboard position under the conditions of list and trim specified above and for this purpose the turning-out load of the boat shall be taken as the weight of the boat with the addition of the equipment but excluding the launching crew.

(21) Where luffing-type davits are installed, the operating gear shall be such as to enable the lifeboats to be turned out quickly an din full control under the above specified conditions of list and trim, fully equipped and manned by the launching of crew only, form the inboard to the outboard position.

(22) Mechanically-controlled single are davits shall Be acceptable for rescue boats and liferafts only, and the

turning-out gear shall enable the craft to be turned out quickly and under full control from inboard to outboard position under the above specified conditions of list and trim.

(23) In addition to the above, there shall be means to hold the arm at the inboard and outboard position.

(24) Davits, falls, blocks and associated lowering gear shall be of sufficient strength so that a boat with its full equipment and manned by a launching crew of not less than two persons or liferaft with its full equipment and complement can be turned out and then safely lowered to the water from the embarkation deck when the ship has the conditions of list and trim as specified above.

(25) Winches shall have at least an efficient hand-gear for the recovery of the lifeboats or rescue boats and where davits are recovered by power, an automatic stop shall be installed in order to prevent the gear being overstressed when the davits meet the stops.

(26) Boat falls shall have a proof load of 2.5 times the working load on the drum and falls shall be reversed every thirty months and replaced every five years.

(27) Provision shall be made for acceptable means of releasing the lifeboats, rescue boats or liferafts from the falls.

Embarkation into survival

(28) Suitable arrangements shall be made for embarking into the survival craft which shall include:

(a) at least one ladder on each side of the vessel, unless the distance from the point of embarkation to the waterborne survival craft is so smaller that the ladder is unnecessary;

(b) means of illuminating the stowage positions of the survival craft and their launching appli-

ances during preparation for launching, and also for illuminating the water into which the survival craft are launched until the process of launching is complete, the power for which is to be supplied from the emergency source;

(c) arrangements for warning all persons on board that the vessel is about to be abandoned.

life-jackets

(29) All vessels shall carry life-jackets of an approved type for all personnel on board and life-jacket shall be so placed as to be readily accessible and their position shall be clearly indicated.

Immersion suite.

(30) On vessels not engaged in coastwise service and when operating outside tropical waters, an immersion suite of an appropriate size, complying with the SOLAS requirements, shall be provided for every person assigned to crew the rescue boat.

Lifebuoys.

(31) The minimum lifebuoy requirements shall be:

(a) eight lifebuoys in vessels of seventy-five meters in length and above;

(b) six lifebuoys in vessels of forty-five meters in length and above but less than seventy-five meters; and

(c) four-life-buys in vessels of less than forty-five meters in length.

(32) At least half of the number of lifebuoys required above shall have self-igniting lights, which shall be stowed near the lifebuoys to which they belong, with the necessary means of attachment.

(33) In vessels of forty-five meters in length and and above, at least two of the lifebuoys provided with self-igniting lights shall also be provided with an efficient self-activating smoke signal and shall, where practicable be capable of quick release from the wheelhouse.

(34) At least one lifebuoy on each side of the vessel shall be fitted with a buoyant line of at least 27.5 meters in length, and such lifebuoy shall not have self-igniting lights.

(35) All lifebuoys shall be so placed as to be readily accessible to the persons on board and shall always be capable of being rapidly cast loose and shall not be permanently secured in any way.

Distress signals

(36) Every vessel shall be provided with approved means of making effective distress signals by day and night, including at least twelve parachute signals capable of giving a bright red light at a high altitude and they shall be so placed as to be readily accessible and their position shall be clearly indicated.

(37) All pyrotechnic distress signals shall be replaced within the period required by the manufacturer.

Line throwing Appliance

(38) All ships shall have an approved line-throwing appliance with two lines and two projectiles capable of throwing a line over a minimum distance of 230 meters (250 yards) and the rockets and cartridges shall be replaced as required by the manufacturer.

Portable radio

(39) A portable radio apparatus or an emergency position indicating radio beacon (EPIRB), each of an approved type and according to the technical requirements of SOLAS, shall be carried and be located so as to be readily Accessible and its position shall be clearly indicated.

Labelling of life-saving equipment.

(40) All life-saving equipment shall be clearly labelled as required for its specific purpose either in the predominant language of the crew and in English or by means

Retro-

(41) All life-jackets and lifebuoys shall be fitted with retro-reflective tapes.

Emergency procedures, muster and drills.

18.(1) On vessels of forty-five meters in length and above, there shall be permanently posted a muster list containing instructions on the duties assigned to members of the crew in the event of an emergency and the signals for summoning the crews to their survival craft and fire actions. The signal shall be a succession of seven or more short blows followed by one long blow of the whistle or siren.

(2) A muster of the crew for abandon ship drill and fire drill shall take place at intervals not exceeding one month, provided that these musters shall take place within 25 hours of leaving port whenever 25 per cent of the crew has been replaced since the last muster.

(3) When holding musters, the life-saving fire-fighting and other safety equipment shall be examined to ensure that they are complete and in satisfactory working order.

(4) The dates on which musters are held shall be recorded in the deck log book and if no muster is held within the prescribed interval or a partial muster only is held, an entry shall be made stating the circumstances and extent of the muster held.

(5) A report of the examination of the life-saving equipment shall be entered in the log book, together with a record of boats used.

(6) In ships fitted with lifeboats, different boats shall be swung out at successive drills and the lifeboats and rescue

boats shall, where practicable, be lowered into the water at least once every four months at which time checks shall be carried out for the reliability of all apparatus and systems and the watertight integrity of the boat, as well as the operation of the releasing devices.

(7) The muster shall be so arranged as to ensure that the crew thoroughly understand and are drilled in the duties they have to perform including instructions in the handling and operation of liferafts where these are carried.

First aid

(19.) (1) Every shall be provided with suitable first-aid equipment, taking into account the length and intended service of the ship.

(2) For vessels forty-five meters in length and above, a stretcher shall be included in the equipment capable of enfloding the patient and being transferred from interior spaces accessible to the crew to the open deck or from the ship to the shore or a boat.

(3) Instructions in the form of a medical guide shall be available on board.

Radio Installations.

20. (1) All vessels of seventy-five meters in length and above shall be fitted with a Radiotelegraph Station according to SOLAS.

(2) An INMARSAT Station combined with a Radio-telephone Station shall be considered equivalent to the Radio-telephone Station according to SOLAS.

(4) Notwithstanding the above provisions, vessels of any size certified for coastwise service which remain, while at sea, within Very High Frequency (VHF) coverage of coast stations, may be authorized by the Administration to have only a VHF Radiotelephone Station.

(5) Any shipboard Radiotelegraph or Radio telephone station, whether fitted on compulsory or on a voluntary basis, shall comply with the technical requirements of SOLAS.

(6) INMARSAT Stations and other long-distance communications equipment shall comply with approved international Maritime Organization guidelines as well as with the regulations of the International Telecommunications Union.

(7) All vessels, except those fitted only with a VHF radiotelephone, shall carry on board, the Manual for Use by the Maritime Mobile and Maritime Satellite Services of the International Telecommunications Union.

Radio watches.

21. (1) Vessels having a Radiotelegraph Station shall carry at least on licensed radio officer.

(2) While at sea, the radio officer shall maintain a continuous listening watch on the radio telegraph distress frequency by means of headphones, or a loudspeaker, or with radiotelegraph auto alarm and, on those vessels having a Radiotelephone Station, while at sea, the requirement of Paragraph(3) of this regulation shall apply.

(3) Vessels having a Radiotelehone Station shall have at least one crew member with a Restricted Radiotelephone Operator Licence or Permit. While at sea, a continuous listing watch on the radiotelephone distress shall be maintained in the place from which the vessel is usually navigated, by means of a radiotelephone distress frequency watch receiver using a loudspeaker, a filtered loudspeaker or a radiotelephone auto alarm.

(4) Vessels having only a VHF Radiotelephone Station shall maintain a continuous listening watch on channel 16 or the alternative distress and emergency call channel in the area of operation.

(5) Every vessel shall keep a radio log-book.

Pilot ladders.

22. (1) All vessels shall carry a pilot ladder which shall be efficient for the purpose of enabling pilots to embark and disembark safely.

(2) The ladder shall be kept clean and in food order and may be used by officials and other persons while a ship is arriving at or leaving a port.

Navigation equipment.

23. (1) Every vessel shall be provided with an approved standard magnetic compass outside the bridge with means for taking bearings or azimuths over an arc of the horizon of 360º or as near to that as possible. Unless a reflected or projected image of this compass is visible from the steering position, a second approved magnetic compass shall be provided within the wheelhouse for steering purposes.

Gyro-compass.

(2) A gyro-compass shall be fitted on vessels of seventy-five meters in length and above and also on vessels operating at latitudes where the magnetic compasses become unstable.

Depth Sounding equipment.

(3) Every vessel shall be provided with a hand-lead properly marked and graduated up to a forty-five meters (25 fathoms). Vessels of forty-five meters in length and above shall also be provided with an approved echo-sounding device.

Radar

(4) Vessels of forty-five meters in length and above Shall be fitted with approved radar equipment.

Publications and

(5) Every vessel shall be provided with nautical instrument, charts and navigational publications suitable for the voyage it is to undertake and the Administration shall instruments shall be provided on board.

Signalling Equipment

(6) All vessels shall carry on board a copy of the International code of Signals in force.

(7) Vessels of forty-five meters in length and above shall also carry an efficient daylight signalling lamp which shall not be solely dependent upon the ship's main source of electrical power.

(8) Vessels of forty-five meters in length and above shall carry a full complement of flags and pennants to enable communications to be sent using the International code of Signals.

Record books.

(9) Every vessel shall carry a bridge log-book for entering the daily routine of navigation and ship's operation. Vessels with propulsion machinery of more than 750 kw of installed power shall also carry an engine room log-book for entering the daily routine of engine and auxiliary machinery operation.

Collision regulations.

24. The navigation lights and shapes and also the means for making acoustic signals of every vessel shall comply with the requirements of the International Regulations for Preventing Collision at Sea, 1972 and all vessels shall carry a copy of the regulations on board.

Prevention of Pollution Regulations

25. Every vessel shall comply with the applicable requirements of the International Convention for the Prevention of Pollution from Ships, 1973 and the Protocol of 1978 relating thereto (MARPOL 73/78). All vessels over 400 gross register tons shall have an International Oil Pollution Prevention Certificate.

Compliance upon commencement of Regulations.

26. Upon the commencement of these regulations,

(a) vessels already registered in Belize shall have a grace period of six months to obtain the Fishing Vessel Safety Certificate under regulation 6;

(b) vessels shall comply with all safety equipment and Radio items within six months from the entry into force of these Regulations;

(c) the remaining requirements, including safety construction, shall be complied with at the second annual survey but no later than thirty months for the entry into force of these regulations and the Fishing Vessel Safety Certificate shall reflect the status of such requirements.

Offence and

27. (1) Where the owner of Master of any vessel contravenes any of the provisions of these Regulations, he shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding two hundred and fifty dollars for every such offence or imprisonment for a term not exceeding six months, or to both such fine and imprisonment; and in addition, where an offence has been committed on three or more subsequent occasions, the vessel in question may be liable to deregistration form IMMARBE.

(2) In lieu of proceeding criminally as provided in subsection (1) above, the Administration may, if it finds that the provisions of these Regulations have been violated, punish the offending vessel with a fine not exceeding ten thousand dollars.

MADE by the Attorney General this 10th day of August, 1995.

(DEAN O. BARROW)
Attorney General