



PORTS and MARITIME AFFAIRS

EMAIL: msep@mtt.gov.bh WEBSITE: http://www.mtt.gov.bh

Directive No. SOLAS/01

SURVEY AND CERTIFICATION UNDER SOLAS CHAPTER I

Issued under the enabling power of the Ministerial Resolution 20/2016

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1 Introduction

(1) With reference to;

- Regulation 1 of ministerial resolution 20/2016: Implementation of Conventions related to marine navigation.
- PMA Resolution no. 8/2016: Regarding the Implementation of the Requirements of the International Convention for the Safety of Life at Sea (SOLAS), 1974 and its amendments,
- Legislative decree law no.14/1978 : Law for Registration of Ships and Determination of Safety Conditions thereof,
- Legislative decree law no.13/1985 : Acceding to several maritime Conventions
- SOLAS, International Convention for the Safety of Life at Sea, Consolidated Edition 2014, Chapter I, as amended.
- SOLAS, Protocol 1988.
- IMO Assembly Resolution A.1104(29), "Survey Guidelines Under the Harmonized System of Survey and Certification (HSSC), 2015.
- IMO MSC.1/Circ.1348 issued June 2010 – Guidelines for the assessment of technical provisions for the performance of an in-water survey in lieu of bottom inspection in dry-dock to permit one dry-dock examination in any five-year period for passenger ships other than Ro-Ro passenger ships.
- Guidelines for pre-planning of surveys in dry dock of ships which are not subject to the enhanced programme of inspections (MSC.1/Circ.1223).
- International code on the enhanced programme of inspections during



surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code) adopted by resolution A.1049(27), as amended.

- (2) The International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended requires signatory flag States to give effect to the provisions of the convention and promulgate all laws, decrees, orders and regulations and to take all other steps which may be necessary to give the convention full complete effect.
- (3) The Ports and Maritime Affairs (PMA) exercises its right to ensure that the Bahraini registered ships are complying with the minimum safety standard, and a number of required certificates prescribed in the SOLAS Convention, in line with the obligation stipulated in the National and International laws.
- (4) This directive provides guidance concerning the survey and certification of the various types of ships which required by the SOLAS Convention, this directive should be read in conjunction with the "General Provisions" Chapter I of the SOLAS Convention, as well as IMO Assembly Resolution A.1104(29) "Survey Guidelines Under the Harmonized System of Survey and Certification (HSSC), 2015".

2 Definitions

For the purpose of this Directive the following definitions apply:

- (1) **Anniversary date** means the day and the month of each year which correspond to the date of expiry of the relevant certificate;
- (2) **Cargo ship** means any ship that is not a:
 - (a) passenger ship;
 - (b) ship of war;
 - (c) fishing vessel; or
 - (d) pleasure vessel;
- (3) **Certifying Authority** means the PMA or Recognized Organisation (RO) or any person authorized by the PMA.



- (4) **Certificate of Classification**, for a vessel, means a certificate issued by a classification society.
- (5) **Classification Society** means an Organisation that is authorized by a flag administration as defined in Regulation 1 of Chapter XI-1 of SOLAS and listed accordingly in the IMO database Global Integrated Shipping Information System (GISIS). For delegation of PMA powers under this directive, see ministerial resolution no. 14 of 2016.
- (6) **Chapter I** means Chapter I of SOLAS 74.
- (7) **Gross tons** means gross tonnage ascertained under the International Tonnage Convention 1966
- (8) **International voyage** means a voyage from a port in one country to a port in another country, either of the countries being a country to which the SOLAS Convention applies;
- (9) **Mile** means an international nautical mile of 1852 meters.
- (10) **Non-SOLAS certificate** means a certificate issued for Non SOLAS Ships as applicable and in line with Law 11 of 2014, for Non Convention size ships (GCC Regulations).
- (11) **Organisation** means International Maritime Organisation
- (12) **Passenger** means any person carried on a ship except:
 - (a) a person employed or engaged in any capacity on the business of the ship,
 - (b) a person on board the ship either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons, or by reason of any circumstance that neither the master nor the owner nor the charterer (if any) could have prevented or anticipated,
 - (c) a child of under one year of age;
- (13) **Passenger ship** means a ship carrying more than 12 passengers;



- (14) **Radio installations** means any radio equipment other than radio navigational equipment on board a ship or provided in relation to the ship's life-saving appliances;
- (15) **SOLAS (Convention) Certificates** means the certificates of those names issued in accordance with the requirements of the SOLAS regulation 12 "Issue or endorsement of certificates" which include:
- (a) Passenger Ship Safety Certificate;
 - (b) Cargo Ship Safety Construction Certificate;
 - (c) Cargo Ship Safety Certificate;
 - (d) Cargo Ship Safety Equipment Certificate and
 - (e) Cargo Ship Safety Radio Certificate.
- (16) **SOLAS Convention** means the International Convention for the Safety of Life at Sea 1974(a), its Protocol 1988, and all amendments to them in force on the date this directive come into force.

3 Application (SOLAS I/1)

- (1) Unless expressly provided otherwise, this Directive applies to:
- (a) Bahraini ships wherever they may be, and
 - (b) foreign ships while they are in the territorial waters of Bahrain.
- (2) Unless expressly provided otherwise, this Directive does not apply to:
- (a) Ships of war and troopships.
 - (b) Cargo ships of less than 500 gross tonnage.
 - (c) Ships not propelled by mechanical means.
 - (d) Wooden ships of primitive build.
 - (e) Pleasure yachts not engaged in trade.
 - (f) Fishing vessels.
 - (g) High-speed craft which comply with the requirements of High-Speed Craft Code
- (3) The classes of ships to which each chapter applies are more precisely defined, and the extent of the application is shown, in each chapter.

4 Exemptions and Equivalent (SOLAS I/4 & 5)



- (1) A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may apply for an exemption in accordance with the application process set out in relevant PMA directive, from any of the requirements of the present SOLAS Ch. I regulations, provided that it complies with safety requirements which are adequate in the opinion of the PMA for the voyage which is to be undertaken by the ship.
- (2) PMA may exempt any ship which embodies features of a novel kind from any of the provisions of SOLAS chapters II-1, II-2, III and IV, the application of which might seriously impede research into the development of such features and their incorporation in ships engaged on international voyages. Any such ship shall, however, comply with safety requirements which, in the opinion of the PMA, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship and which are acceptable to the Governments of the States to be visited by the ship.
- (3) Exemptions may only be given, if the PMA is satisfied that:
 - (a) Compliance with the requirement would be unnecessary or unreasonable having regard to the vessel, its equipment and its intended voyage; and
 - (b) Giving the exemption would not contravene SOLAS.
- (4) Where compliance with any of the requirements of Chapter I would be impractical for the particular designs of the craft
- (5) Where the present SOLAS regulations require that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a ship, or that any particular provision shall be made, the PMA may permit any other fitting, material, appliance or apparatus or type thereof to be fitted or carried, or any other provision to be made in that ship if the PMA is satisfied by trial thereof or otherwise that such other fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the regulations.
- (6) Ships shall be designed, constructed and maintained in compliance with the structural, mechanical and electrical requirements of a classification society



recognized by the administration, and in case of the Kingdom of Bahrain it shall be a society being a member of the IACS or a Society recognized by the PMA

- (7) For the purpose of this directive, the results of verifications and tests carried out by the bodies and laboratories of IACS and any other manufacturer offering suitable and satisfactory guarantees of technical and professional competence shall be accepted.
- (8) Any issued exemptions or equivalent shall be communicated to the Organization as soon as possible after the first of January in each year showing all exemptions granted under this directive during the previous calendar year and giving the reasons for granting such exemptions for the purpose of circulating to its Member Governments for their information.

5 Certifying Authorities, Inspection and Survey (SOLAS I/6)

- (1) In this directive, "Certifying Authority" means the PMA or Recognized Organisation (RO) or any person authorized by the PMA.
- (2) Authorisation under paragraph (5.1) may be given conditionally or unconditionally and is subject to paragraph (5.4).
- (3) The Undersecretary for PMA may direct, in relation to an individual case or to a class of cases, that a survey or part of a survey, for the purpose of this directive is carried out by the PMA and not by another Certifying Authority.
- (4) A Certifying Authority other than the PMA is not to be regarded as the servant or agent of the PMA or as enjoying any status, immunity or privilege of the Kingdom of Bahrain.
- (5) The inspection and survey of ships, so far as regards the enforcement of the provisions of the present SOLAS regulations and the granting of exemptions therefrom, shall be carried out by officers of the PMA. The PMA may, however, entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it.



- (6) PMA nominated surveyors or recognizing organizations to conduct inspections and surveys as set forth in paragraph (5.5) is hereby empowered to:
- require repairs to a ship;
 - Carry out inspections and surveys if requested by the appropriate authorities of a port State.
- (7) PMA shall notify the Organization of the specific responsibilities and conditions of the authority delegated to nominated surveyors or recognized organizations (see Ministerial Resolution No. 14 of 2016).
- (8) When a nominated surveyor or recognized organization determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the certificate or is such that the ship is not fit to proceed to sea without danger to the ship, or persons on board, such surveyor or organization shall immediately ensure that corrective action is taken and shall in due course notify the PMA. If such corrective action is not taken, the relevant certificate should be withdrawn and the PMA shall be notified immediately.
- (9) If the ship is in the port of another Party, the appropriate authorities of the port State shall also be notified immediately. When an officer of the PMA, a nominated surveyor or a recognized organization has notified the appropriate authorities of the port State. When applicable, the Government of the port State concerned shall ensure that the ship shall not sail until it can proceed to sea, or leave port for the purpose of proceeding to the appropriate repair yard, without danger to the ship or persons on board.

6 Surveys of Passenger Ships (SOLAS I/7)

- (1) An initial survey before the ship is put into service, such survey shall include a complete inspection of the ship's structure, machinery and equipment, including the outside of the ship's bottom and inside and outside of the boilers. This survey shall be such as to ensure that the arrangements, materials and scantlings of the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installation, radio installations including those used in life-saving appliances, fire protection, fire safety systems and appliances, life-saving appliances and



arrangements, ship-borne navigational equipment, nautical publications, lights, shapes, means of making sound signals and distress signals, means of embarkation of the pilots and other equipment fully comply with the requirements of the Convention (SOLAS74).

- (2) **A Passenger Ship Safety Certificate** issued annually after the necessary survey is carried out to ensure that Convention requirements are complied with. Except where regulation 14(b), (e), (f) and (g) of SOLAS Ch. I. is applicable. Those inspections of the ship's bottom, of which two inspections within any five year period are to take place out of the water at intervals not exceeding 36 months.
- (3) **An additional survey**, as occasion arises either general or partial, according to circumstances, after any repair or alteration to ensure that the ship is still in full compliance of the requirements of the Convention (SOLAS74).
- (4) In addition to the above paragraphs, the survey shall also comply with the laws, decrees, orders and regulations promulgated from time to time as a result thereof by the PMA for ships of the service for which it is intended.

7 Surveys and Certification of Cargo Ships

- (1) **An initial survey** shall be as outlined in paragraph 4.1 including inspection of the outside of the ship's bottom to ensure that it complies fully with paragraph 2.6.
- (2) **A renewal survey** shall be at intervals not exceeding 5 years to ensure compliance of the Convention requirements.
- (3) **A periodical (intermediate) survey** shall be within three months before or after the second or third anniversary date.
- (4) **An annual survey** shall be within 3 months before or after each anniversary date.
- (5) **An additional survey** may be whenever due to any accident or otherwise if there is any change of status that puts the ship not in full compliance of the Convention requirement, to ascertain the seaworthiness of the ship. The



survey may recommend permanent or temporary repairs or other measures to ensure closest possible compliance. Short term certificates may stipulate conditions that must be met within the specified period.

- (6) Subject to satisfactory survey, Cargo ships may also be issued with a combined Cargo Ship Safety Certificate or with three different certificates e.g. Cargo Ship Safety Construction Certificate, Cargo Ship Safety Equipment Certificate and Cargo Ship Safety Radio Certificate.
- (7) Cargo Ship Safety Radio and Cargo ship Safety Equipment Certificates involve periodical survey instead of annual survey to include complete examination of all items. These certificates will have Record of Equipment attached to them.
- (8) The periodical and annual surveys referred to in paragraphs 7.3 and 7.4 shall be endorsed on the Cargo Ship Safety Equipment Certificate.

8 Surveys of Cargo Ship Safety Equipment (SOLAS I/8)

In line with the surveys referred to in paragraph (7), cargo ship shall be subject to the following surveys of its life-saving appliances and other equipment as follow:

- (1) The initial survey shall include a complete inspection of the fire safety systems and appliances, life-saving appliances and arrangements except radio installations, the ship borne navigational equipment, means of embarkation for pilots and other equipment to which SOLAS chapters II-1, II-2, III and V apply to ensure that they comply with the requirements of the present SOLAS regulations as amended, are in satisfactory condition and are fit for the service for which the ship is intended. The fire control plans, nautical publications, lights, shapes, means of making sound signals and distress signals shall also be subject to the above mentioned survey for the purpose of ensuring that they comply with the requirements of the present SOLAS regulations (as Amended), PMA instruction, notices, guidance and, where applicable, the International Regulations for Preventing Collisions at Sea in force.
- (2) The renewal and periodical surveys shall include an inspection of the equipment referred to in paragraph (8.1) to ensure that it complies with the relevant requirements of the present SOALS regulations (as Amended), PMA



instruction, notices, guidance and the International Regulations for Preventing Collisions at Sea in force, is in satisfactory condition and is fit for the service for which the ship is intended;

- (3) **The annual survey** shall include a general inspection of the equipment referred to in paragraph (8.1) to ensure that it has been maintained in accordance with SOLAS regulation I/11(a) and that it remains satisfactory for the service for which the ship is intended.

9 Surveys of Cargo Ship Radio Installations (SOLAS I/9)

- (1) Cargo ship of 300 gross tons or more engaged on international voyages shall be subject to the following surveys of its radio installations including those used in life-saving appliances, of cargo ships to which chapters III and IV apply shall be subject to the surveys specified below:
- (a) **An initial survey** before the ship is put in service.
 - (b) **A renewal survey** at intervals not exceeding 5 years to ensure compliance of the Convention requirements, except where SOLAS Ch. I regulation 14(b), (e), (f) and (g) is applicable.
 - (c) **A periodical survey** within three months before or after each anniversary date of the Cargo Ship Safety Radio Certificate.
 - (d) **An additional survey** as prescribed for passenger ships in SOLAS Ch. I regulation 7(b) (iii).
- (2) The surveys referred to in paragraph (9.1) shall be carried out as follows:
- (a) the initial survey shall include a complete inspection of the radio installations of cargo ships, including those used in life-saving appliances, to ensure that they comply with the requirements of the present SOLAS regulations.
 - (b) The renewal and periodical surveys shall include an inspection of the radio installations of cargo ships, including those used in lifesaving appliances, to ensure that they comply with the requirements of the present SOALS regulations (as Amended), PMA instruction, notices and guidance.
- (3) The periodical surveys referred to in paragraph (9.1.C) shall be endorsed on the Cargo Ship Safety Radio Certificate.



10 Surveys of Structure, Machinery and Equipment of Cargo Ships (SOLAS I/10)

(1) Survey requirements:

- (a) The structure, machinery and equipment of a cargo ship (other than items in respect of which a Certificate of Survey for a Cargo Ship, a Cargo Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate and a Cargo Ship Safety Radio Certificate are issued) must be surveyed in accordance with SOLAS Chapter I, Regulation 10 (as Amended), and with such requirements of the PMA instruction, notices and guidance.
- (b) The renewal survey required by SOLAS Regulation 10 (a) (ii) at intervals not exceeding 5 years to ensure compliance of the Convention requirements, except where SOLAS Ch. I regulation 14(b), (e), (f) and (g) is applicable.
- (c) The intermediate and annual surveys required by Regulation 10 (a) (iii) of Chapter I of SOLAS are also required in respect of a Certificate of Survey for a Cargo Ship and a Cargo Ship Safety Certificate.

(2) Inspection of the outside of the ship's bottom:

- (a) The general requirement for inspection of the outside of the ship's bottom is at least twice in any five year period at intervals not exceeding 36 months between two such inspections, except where regulation 14 (e) or (f) is applicable. Where regulation 14(e) or (f) is applicable, this five year period may be extended to coincide with the extended period of validity of the certificate.
- (b) The requirements for the survey of underwater part of the hull (twice in any five year period at intervals not exceeding 36 months between two such inspections) can be done as In Water Survey (IWS) provided that every alternative one is done in dry-dock.
- (c) Tankers and bulk carriers of over 15 years of age must be dry-docked instead of IWS.
- (d) The inspection of the ship's bottom shall be endorsed in the Cargo Ship Safety Construction certificate.



- (e) The PMA inspector or the RO surveyor will only permit inspections of the outside of a ship's bottom to be carried out while the ship is afloat if the surveyor is using video equipment operated in-water by a diving contractor with underwater hull inspection skills and experience acceptable to the PMA or RO surveyor. The underwater hull must be marked in such a manner as to enable the location of the diver and underwater camera to be readily identified, by frame and strake. The markings must be verified at the intervening dry dockings or slipping and found to be satisfactory.
- (3) The required surveys and inspections referred to in paragraph (10.1 and 10.2) shall be carried out as per SOLAS Regulation 10 (b).

11 Issue or Endorsement of Certificates (SOLAS I/12)

- (1) All certificates shall be named and issued as per SOLAS Regulation (I/12).
- (2) When an exemption is granted to a ship under and in accordance with the provisions of the present regulations, a certificate called an Exemption Certificate shall be issued in addition to the certificates prescribed in this paragraph.
- (3) All certificates referred to in this directive shall be issued or endorsed either by the PMA or by any person or organization authorized by it.

12 Issue or endorsement of certificates by another Government (SOLAS I/13)

- (1) The PMA may request the Maritime Administration of Government of a country to which the SOLAS Convention applies to survey a Bahraini ship and, if satisfied that the requirements of the Convention are complied with, to issue or authorize the issue to the ship the certificates referred to in this directive.
- (2) A certificate issued in accordance with such a request shall contain a statement that it has been so issued and shall have the same effect as if it was issued by the PMA.



13 Renewal Survey and Period of Validity (SOLAS I/14)

- (1) If the renewal survey is carried out within a period of 3 months before the expiry of the existing certificate, then the new certificate can be issued on completion of the relevant survey and will have a validity of 5 years (one year in case of passenger ships) from the date of expiry of the existing certificate.
- (2) If the renewal survey is carried out more than 3 months before the expiry date of the existing certificate, then the new certificate can be issued on the day the survey is completed but it will have a validity of no more than 5 years (one year in case of passenger ships) from the date of completion of the survey.
- (3) In exceptional circumstances where a renewal survey is carried out after the expiry date of the existing certificate, the new certificate can be issued on the day the survey is completed and will have a validity of 5 years (one year in case of passenger ships) from the date of expiry of the previous certificate.
- (4) If for some reason a new certificate cannot be issued on completion of survey, then the existing certificate may be endorsed as valid for a further period of 5 months (from the expiry date).
- (5) After the PMA approval or on its advice; the relevant Classification Society may extend the period of validity of an existing certificate (other than the Passenger Ship Safety Certificate) by no more than 3 months to allow the ship to reach the intended port of survey.
- (6) A SOLAS certificate comes into force, and ceases to be in force, in accordance with SOLAS Regulation (I/14).

14 Forms of Certificates and Records of Equipment (SOLAS I/15)

- (1) The certificates and records of equipment shall be drawn up in the form corresponding to the models given in the SOLAS appendix, the language used is English.

15 Issue of Certificates to Bahraini Ships not Engaged on International Voyages



- (1) When a survey of a Bahraini passenger ship to meet the requirements set out in the SOLAS Regulations has been satisfactorily completed in respect of a ship not engaged on international voyages, the Certifying Authority shall issue a Passenger Certificate as appropriate.
- (2) Ship other than passenger ship 500 GT and more, shall be surveyed and certified in line with SOLAS regulations and this directive.

16 Responsibilities of Owner and Master (SOLAS I/6 (C) & I/11)

- (1) The owner and master of every ship to which this directive applies shall ensure that:
 - (a) the ship and its equipment is maintained so as to ensure that the ship in all respects remains fit to proceed to sea without danger to the ship, persons on board and the environment.
 - (b) After any survey of the ship required by the SOLAS Regulations has been completed, no change shall be made in the structural arrangements, machinery, equipment and other items covered by the survey, without the approval of the Certifying Authority, except by direct replacement.
 - (c) Whenever an accident occurs to a ship or a defect is discovered, either of which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment, it shall be;
 - i. Reported at the earliest opportunity to the PMA and Classification Society, and
 - ii. If a Bahraini ship is in such a case in a port outside Bahrain it is also reported to the appropriate authorities of the country in which the port is situated.
- (2) If a report is made under paragraph (16.1.c.i), the Certifying Authority shall determine whether a survey is necessary, and if so, require one to be carried out.
- (3) If the survey referred to in paragraph (11.2) shows that repairs are required, or if any important repairs or renewals are otherwise made to the ship or its equipment, a further survey shall be carried out on the completion of those repairs or renewals.
- (4) The owner and master of every ship issued with a Convention Certificate



shall ensure that it is readily available on board for examination at all times.

17 Control (Port State Control) (SOLAS I/19)

- (1) Port State Control measures shall be undertaken to inspect foreign ships while in Bahraini ports or anchorages by duly authorized Port State Control Officer (PSCO), for the purpose of verifying that the certificates issued in pursuant to SOLAS regulations (I/12 and I/13) are valid.
- (2) Certificates referred to in paragraph (17.1), if valid, shall be accepted unless there are clear grounds for believing that the condition of the ship or of its equipment does not correspond substantially with the particulars of any of the certificates or that the ship and its equipment are not in compliance with the provisions of SOLAS regulation (I/11(a) and (b)).
- (3) It is important to check that the ship has all certificates and documents in order. However, the inspector may compare the actual status with respect to the certificates and may ask for demonstration of performance of any particular equipment especially those relating to fire-fighting and life-saving.
- (4) In the circumstances given in paragraph (17.2) or where a certificate has expired or ceased to be valid and cannot validate the certificate during their stay in Bahrain either because of non-availability of Certifying Authorities, or other reasons, the ship may be permitted to sail for the purpose of proceeding to the appropriate repair yard without danger to the ship or persons on board, the next port and the authorities at next destination shall be informed accordingly.
- (5) In the event of this control giving rise to an intervention of any kind, the officer carrying out the control shall forthwith coordinate with the Director of Maritime Safety to inform, in writing (e-mail), the Consul or, in his absence, the nearest diplomatic representative of the State whose flag the ship is entitled to fly of all the circumstances in which intervention was deemed necessary. In addition, nominated surveyors or recognized organizations responsible for the issue of the certificates shall also be notified. The facts concerning the intervention shall be reported to the Organization.
- (6) When exercising control under this directive all possible efforts shall be made to avoid a ship being unduly detained or delayed. And shall be guided by IMO



Assembly resolution No. A.1052 (27), MSC-MEPC.4/Circ.2 as amended) and PMA Directive No. PSC/01 of 2016 regarding PSC.

18 Casualties (Conduct of Casualty Investigation) (SOLAS I/21 & XI/6)

- (1) The PMA will conduct an investigation of any casualty pursuant to the national and SOLAS regulation (I/21) requirements.
- (2) In conducting the investigation, PMA will be guided by the IMO Casualty Investigation Code (as amended) and PMA Directive No CIC/01 of 2016, in respect to casualty investigation.
- (3) Information pertaining to the outcome of the investigation shall be supplied to the Organization in the manner described in the relevant directive.

19 Revision History:

Revision No. 1 of the present Directive is the first revision.

Hassan Ali AlMajed
Undersecretary for Ports and Maritime Affairs
14th December 2016