

ACT

ADVANCE CHEMICAL TANKER

BAB VII

MONITOR AND CONTROL COMPLIANCE WITH LEGISLATIVE REQUIREMENT

7.1 Relevant Provisions of The International Convention For The Prevention of Pollution From Ship (MARPOL) and Others Relevant IMO Instrument, Industry Guidelines and Port Regulation as Commonly Applied

For safe handling of cargoes, and should be available on board for reference regardless of the age of the ships. The relevant Code or Codes applying to a particular ship must be carried on board.

The IMO Codes are intended to procedure a uniform set of regulation, allowing a ship to be issued with a Certificate of Fitness indicating compliance with relevant Code. The certificate is accepted by nations to which the ship may trade as assurance of the ship's constructional safety, in similar way to the international acceptance of safety equipment, Safety Equipmen, Safety Construction, Load Line and other certificates, the Codes require periodic re-inspection of the ship during its lifetime to maintain validity.

The implementation of these international regulations is through the approval by national administrations of a Procedures and Arrangements (P&A) Manual, individually developed for each ship

Main requirements of MARPOL Annex II

MARPOL Annex II categories substances posing a threat of harm to the marine environment, with chemicals posing the greatest threat having the most severe controls placed upon their shipment and severe limitation on their discharge into the sea. A pricipal way of meeting to the need to limit discharges to the sea is to reduce the residue that remains within a tank after arrangements specially designed to ensure that tank designated for thr carriage of controlled substances can be emptied so well that the quantity of cargo remaining afterwards is less than the minimum quantity specified in MARPOL. For each tank an initial assessment of the residue quantity has to be made, called a stripping test. The result of this test are recorde, and are used as the basis for procedures described. Only when residue is shown to be less than the quantity prescribed by MARPOL Annex II may the tank be approved for the carriage of a controlled substance.

MARPOL then sets requirements for diposal of those residues, usually through dilution and use of shore reception facilities. It then specifies the records that

must be kept of cargo work on board. Finally, it makes provision for inspections by authorities to confirm that the ship has complied

Main requirements of the IMO Codes

The IMO codes address the safety of everyone involved and protection of the environment by ensuring that the ship will remain afloat after an assumed extent of damage, thereby minimising potential pollution and the uncontrolled release of cargo that could follow if a ship tank. They set detailed requirements specific aspects of the ship: material of construction; the separation of cargo, accommodation and machinery spaces; segregation of different type of cargoes; controls and instrumentation for cargo handling equipment; control of condition within cargo spaces and venting from them; piping and pumping arrangements; electrical installations; fire fighting and extinguishing systems; and personal protective equipment.

The IMO codes then list cargoes, identifying the hazards each presents during carriage by sea. Cargoes which are assessed as presenting a safety or pollution hazard to such an extent as to warrant protection are required to be carried in designated ship types providing the appropriate degree of protection are required to be carried in designated ship types providing the appropriate. Three ship types are prescribed, with the most hazardous cargoes receiving the most protection through further requirements applied to individual cargo tanks.

Procedures and Arrangements (P&A) Manual for each ship

MARPOL Annex H requires that each chemical tanker to be provided with a P&A manual to achieve compliance with the regulation and to be able to demonstrate that compliance has been considered from the earliest design stage. The format of the P&A manual and its contents must be as specified in MARPOL Annex II Appendix D, and be approved by the flag administration of the ships. The P&A Manual is concerned with the marine environmental aspect of cleaning of cargo tanks, and the discharge of cargo residues that may or may not be mixed with a washing medium. The results of the stripping test are recorded in it.

Ship's officers should familiarise themselves thoroughly with the P&A Manual, and adhere at all times to operational procedures with respect to cargo handling, tank cleaning, slop handling, residue discharge, ballasting and deballasting. The master is obliged to ensure that the ship does not discharge into the sea any cargo residues, or mixtures of residue with water, unless such discharges are made in full compliance with the operational procedures contained in the P&A Manual, and that the equipment required by the Manual for such discharge is used.

The P&A Manual, together with the cargo record book and Certificate of Fitness, will be checked by the ship's own flag administration and by port state control

officers in order to confirm full compliance with the requirements of MARPOL Annex 11.

Environmental aspects of discharges into the sea

Even after careful unloading, final disposal of residues may only be carried out in accordance with approved procedures and arrangements. It is necessary for tanks that have contained some specified cargoes to have a first rinse at the unloading port, called a pre-wash, and the initial washings discharged to shore reception facilities (usually the cargo receiver). Pre-wash sets a minimum required level of dilution of cargo residue for environmental protection. It has no direct relevance to preparing a tank for its next cargo. The commercial justification for any further tank cleaning is not addressed by authorities, although handling and disposal of washings must continue to take account of MARPOL.

When a tank is washed with a washing medium other than water which would itself require control if carried as a cargo, discharge or disposal of the strippings will be governed by the provisions of MARPOL applying either to the washing medium or to the original cargo, whichever are the more severe.

Discharge into the sea of cargo residues and tank cleaning products is strictly controlled. It is recommended that any discharge should be as far from land as practicable. Any discharge of effluent containing controlled substances (except in an emergency situation) is subject to a maximum concentration of the substance in the ship's wake or the dilution of substances prior to discharge, and must take account of the following;

- A maximum quantity of such substance per tank.
- The speed of the ship during the discharge.
- The minimum distance from the nearest land during discharge.
- The minimum depth of water during discharge.
- The need to carry out the discharge below the water line.

Some areas of the sea are designated as special areas in which even more stringent discharge criteria apply. Discharge overboard in port is always prohibited by local, national or regional standards that are usually supplementary to MARPOL, rather than in conflict with it.

Increased awareness

It is now recognised that almost any discharge from a ship into the surrounding environment needs to be carefully considered in advance. Not only are chemical cargo residues, oily water from machinery room bilges and overboard disposal of garbage strictly regulated, but funnel exhausts and ballast water have now been identified as requiring control.

Air pollution

Control of Ozone Depleting Substances (ODS), such as halogenated hydrocarbon gases, was established internationally in the early 1990s. In 1997, IMO adopted Annex VI to MARPOL, addressing ships' emissions that are considered to be harmful to the atmosphere, or which can settle on land or into the sea.

Funnel emissions of different oxides in engine and incinerator exhausts are generally not susceptible to daily adjustment by a ship's crew, but will be dependant upon the grade of fuel used and the condition of the engines. However, the crew will be involved in control of cargo vapours by on board techniques, such as vapour return to shore while loading, reducing excess discharge of inert gas, and avoiding unnecessary evaporation of liquid cargo into the atmosphere while cleaning tanks. While these regulations are not yet (2002) in force internationally, they will become important once ratified by enough countries to give them effect.

Ballast water management

The intent of ballast water management is to minimise the transfer of marine organisms from one geographical region to another. The discharge of ballast water is now known to be responsible for the introduction of alien species into sensitive coastal waters, and the demand for ballast water management is an aspect of quarantine procedures rather than traditional pollution controls. IMO is seeking to encourage establishment of a single regime worldwide, in the manner of other Conventions, so that the present various requirements become standardized.

7.2 Proficiency in The Use Of IBC Code and Related Documents General

Application

1. The Code applies to ships regardless of size, including those of less than 500 gross tonnage, engaged in the carriage of bulk cargoes of dangerous chemicals or noxious liquid substances (NLS), other than petroleum or similar flammable product as follow
 - a. Products having significant fire hazard in excess of those of petroleum products and similar flammable products.
 - b. Products having significant hazards in addition to or other than flammability.
2. Products that have been reviewed and determined not to present safety and pollution hazard to such an extent as to warrant the application of the Code are found in chapter 18.
3. Liquids covered by the code are those having a vapour pressure not exceeding 0.28 MPa absolute at temperature of 37.8°C.

4. For the purpose of the 1974 SOLAS Convention, the code applies to ships which are engaged in the carriage of products on the basis of their safety characteristic and identified as such by an entry as S or S/P in *column d*.
5. For the purpose of MARPOL 73/78, the code applies only to NLS tankers, as defined in regulation 1. 62.2 of Annex II thereof, which are engaged in the carriage of Noxious Liquid Substances identified as such by an entry of X, Y or Z in *column c* of chapter 17.
6. For a product proposed to carriage in bulk, but not listed in chapter 17 and 18, the Administration and port Administrations involved in such carriage shall prescribe the preliminary suitable condition for the carriage, having regard to the criteria for hazard evaluation of bulk chemicals. For the evaluation of the pollution hazard of such a product and assignment of its pollution category, the procedure specified in regulation 6.3 of Annex II of MARPOL 73/78 must be followed. The Organization shall be notified of the conditions for consideration for inclusion of the product in the Code.
7. Unless expressly provided otherwise, the Code applies to ships, the keels of which are laid or which are at the stage where
 - a. Construction identifiable with the ship begins; and
 - 1) Assembly has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less on or after 1 July 1986.
 - 2) A ship, irrespective of the date of construction, which is converted to a chemical tanker on or after 1 July 1986 shall be treated as a chemical tanker constructed on the date on which such conversion commences. This conversion provision does not apply to the modification of a ship referred to in regulation 1.14 Annex II of MARPOL 73/78.

Where reference is made in the Code to a paragraph, all the provisions of the subparagraph of that designation shall apply

2. Hazards

Hazards of products covered by the Code include:

2.1 Fire hazard, defined by flashpoint, explosive/flammability limits/range and autoignition temperature of the chemical.

2.2 Health hazard, defined by:

- a. Corrosive effects on the skin in the liquid state; or .

- b. Acute toxic effect, taking into account values of:
 - LD₅₀ (oral): a dose which is lethal to 50% of the test subjects when administered orally.
 - LD₅₀ (dermal): a dose which is lethal to 50% of the test subjects when administered to the skin;
 - LC₅₀ (inhalation): the concentration which is lethal by inhalation to 50% of the test subjects; or
- c. Other health effects such as carcinogenicity and sensitization.

2.3 Reactivity hazard, defined by reactivity.

- 1. With water:
- 2. With air:
- 3. With other products; or
- 4. Of the product itself (e.g., polymerization).

2.4 Marine pollution hazard, as defined by:

- 1. Bioaccumulation;
- 2. Lack of ready biodegradability;
- 3. Acute toxicity to aquatic organisms;
- 4. Chronic: toxicity to aquatic organisms;
- 5. Long-term human health effects: and
- 6. Physical properties resulting in the product floating or sinking and so adversely affecting marine life.

3. Definitions

The following definitions apply unless expressly provided otherwise. (Additional definitions are given in individual chapters). Accommodation spaces are those spaces used for public spaces, corridors, lavatories, cabins, offices, hospitals, cinemas, games and hobbies rooms, barbershops, pantries containing no cooking appliances and similar spaces. Public spaces are those portions of the accommodation spaces which are used for halls, dining rooms, lounges and similar permanently enclosed spaces.

- 1. Administration means the Government of the State whose flag the ship is entitled to fly. For Administration (Port) see Port Administration.
- 2. Anniversary date means the day and the month of each year which will correspond to the date of expiry of the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk.

3. Boiling point is the temperature at which a product exhibits a vapour pressure equal to the atmospheric pressure.
 4. 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 (S) shall be measured in metres.
 5. **Cargo areas** that part of the ship that contains cargo tanks, slop tanks, cargo pump-rooms including pump-rooms, cofferdams, ballast or void spaces adjacent to cargo tanks or slop tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above-mentioned spaces. Where independent tanks are installed in hold spaces, cofferdams, ballast or void spaces at the after end of the aftermost hold space or at the forward end of the forward-most hold space are excluded from the cargo area
 6. **Cargo pump-rooms** a space containing pumps and their accessories for the handling of the products covered by the Code,
 7. **Cargo service spaces** are spaces within the cargo area used for workshops, lockers, and store-rooms of more than 2 m² in area, used for cargo-handling equipment.
 8. **Chemical tanker** Cargo tank is the envelope designed to contain the cargo.
 9. **Chemical Tanker** is a cargo ship constructed or adapted and used for the carriage in bulk of any liquid product listed in chapter 17.
 10. **Cofferdam** is the isolating space between two adjacent steel bulkheads or decks. This space may be a void space or a ballast space.
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- i. **Control stations** are those spaces in which ship's radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire-control equipment is centralized. This does not include special fire-control equipment which can be most practically located in the cargo area.
 - ii. **Dangerous chemicals** means any liquid chemicals designated as presenting a safety hazard, based on the safety criteria for assigning products to chapter 17.
 - iii. **Density** is the ratio of the mass to the volume of a product, expressed in terms of kilograms per cubic metre. This applies to liquids, gases and vapours.
 - iv. **Explosive/flammability limits/range** are the conditions defining the state of fuel-oxidant mixture at which application of an adequately strong external

ignition source is only just capable of producing flammability in a given test apparatus.

- v. **Flashpoint** is the temperature in degrees Celsius at which a product will give off enough flammable vapour to be ignited. Values given in the Code are those for a "closed-cup test" determined by an approved flashpoint apparatus.
- vi. **Hold space** is the space enclosed by the ship's structure in which an independent cargo tank is situated
- vii. **Independent** means that a piping or venting system, for example, is in no way connected to another system and that there are no provisions available for the potential connection to other systems.
- viii. **Length (L)** means 96% of the total length on a waterline at 85% of the least moulded depth measured from the top of the keel, or the length from the forside 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 shall be parallel to the designed waterline. The length (L) shall be measured in metres.
- ix. **Machinery spaces of category A** are those spaces and trunks to such spaces which contain:
 - 1. Internal-combustion machinery used for main propulsion; or
 - 2. Internal-combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 kW; or
 - 3. Any oil-fired boiler or oil fuel unit or any oil-fired equipment other than boilers, such as inert gas generators, incinerators, etc.
- x. **Machinery spaces** are all machinery spaces of category A and all other spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling station, refrigerating, stabilizing, ventilation and air-conditioning machinery, and similar spaces, and trunks to such spaces.
- xi. **MARPOL** means the international Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978 relating thereto, as amended.
- xii. **Noxious Liquid Substance** means any substance indicated in the Pollution Category column of chapters 17 or 18 of the International Bulk Chemical Code, or the current MEPC 2/Circular or provisionally assessed under the provisions of regulation 6.3 of MARPOL Annex II as falling into categories X or Y.

- xiii. **Oil fuel unit** is the equipment used for the preparation of oil fuel for delivery to an oil-fired boiler or equipment used for the preparation for delivery of heated oil to an internal-combustion engine, and includes any oil pressure pumps, filters and heaters dealing with oil at a gauge pressure of more than 0.18 Mpa. **Organization**, is the International Maritime Organization (IMO).
- xiv. **Permeability of a space** means the ratio of the volume within that space which is assumed to be occupied by water to the total volume of that space.
- xv. **Port Administration** means the appropriate authority of the country in the port of which the ship is loading or unloading.
- xvi. **Products** is the collective term used to cover both Noxious Liquid Substances and Dangerous Chemicals.
- xvii. **Pump-room** is a space, located in the cargo area, containing pumps and their accessories for the handling of ballast and oil fuel.
- xviii. Recognized standards are applicable international, or national standards acceptable to the Administration or standards laid down and maintained by an organization which complies with the standards adopted by the Organization and which is recognized by the Administration.
- xix. Reference temperature is the temperature at which the vapour pressure of the cargo corresponds to the set pressure of the pressure-relief valve.
- xx. Separate means that a cargo piping system or cargo vent system, for example, is not connected to another cargo piping or cargo vent system.
- xxi. Service spaces are those spaces used for galleys, pantries containing cooking appliances, lockers, mail and specie rooms, store-rooms, workshops other than those forming part of the machinery spaces and similar spaces and trunks to such spaces.
- xxii. SOLAS means the International Convention for the Safety of Life at Sea, 1974, as amended.
- xxiii. Vapour pressure is the equilibrium pressure of the saturated vapour above a liquid expressed in pascals (Pa) at a specified temperature
- xxiv. Void space is an enclosed space in the cargo area external to a cargo tank, other than a hold space, ballast space, oil fuel tank, cargo pump room, pump room, or any space in normal use by personnel.

b. Equivalents

Where the Code requires that a particular tilting, material, appliance, apparatus, item of equipment or type thereof shall be fitted or carried in a ship, or that any particular provision shall be made, or any procedure or arrangement shall 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 ship, 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. However, the Administration may not allow operational methods or procedures to be made an alternative to a particular fitting, material, appliance, apparatus, item of equipment, or type thereof, which are prescribed by the Code, unless such substitution is specifically allowed by the Code.

With in the Administration allows any fitting, material, appliance, apparatus, item of equipment, or type thereof, or provision, procedure, or arrangement, or novel design or application to be substituted, it shall 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 Contracting Governments to SOLAS and Parties to MARPOL for the Information of their officers.

c. Surveys and Certification

Survey Procedure

The survey of ships, so far as regards the enforcement of the provisions of the regulations and granting of exemptions therefrom, shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it.

The recognized organization, referred to in regulation 8.2.1 of MARPOL Annex II, shall comply with the guidelines adopted by the Organization by resolution A.739(18), as may be amended by the Organization, and the specification adopted by the Organization by resolution A.789 (19), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article 16 of MARPOL and article VIII of SOLAS concerning the amendment procedures applicable to this Code.

The Administration nominating surveyors or recognizing organizations to conduct surveys shall, as a minimum, empower any nominated surveyor or recognized organization to:

1. Require repairs to a ship; and
2. Carry out surveys if requested by the appropriate authorities of a port State.

The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to nominated surveyors or recognized organizations for circulation to the Contracting Governments.

When a nominated surveyor or recognized organization determines that the condition of a ship or its equipment does not correspond substantially with the particulars of the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, or is such that the ship is not fit to proceed to sea without danger to the ship, or persons on board, or without presenting unreasonable threat of to the marine environment, such surveyor or organization shall immediately ensure that corrective action is such officer, taken and shall, in due course, notify the Administration. If such corrective action is not taken the Certificate shall be withdrawn and the Administration shall be notified immediately. If the ship is in a port of another Contracting Government, the appropriate authorities of the port State shall be notified immediately. When an officer of the Administration, a nominated surveyor or a recognized organization has notified the appropriate authorities of the port State, the Government of the port state concerned shall give officer, surveyor or organization any necessary assistance to carry out their obligations under this paragraph. When applicable, the Government of the port State concerned shall take such steps as will ensure that the ship does not sail until it can proceed to sea or leave the port for the purpose of proceeding to the nearest appropriate repair yard available without danger to the ship or persons on board or without presenting an unreasonable threat of harm to the marine environment.

In every case Administration shall guarantee the completeness and efficiency of the survey, and shall undertake to ensure the necessary arrangements to satisfy this obligation.

Survey Requirements

Equipment, fittings, arrangements and material (other than items in respect of which a Instruction Certificate, Cargo Ship Safety Equipment Certificate and Cargo Ship safety radio certificate or Cargo Ship Safety Certificate are issued) of a chemical tanker shall be subjected to the following surveys:

1. An initial survey before the ship is put in service or before the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk is issued for the first time, which shall include a complete examination of its structure, equipment, fittings, arrangements and material in so far as the ship is covered by the Code. This survey shall be such as to ensure that the structure, equipment, fittings, arrangements and material fully comply with the applicable provisions of the.

2. Renewal survey at intervals specified by the Administration, but not exceeding 5 years, except where 1.5.6.2.2, 1.5.6.5, 1.5.6.6 or 1.5.6.7 is applicable. The renewal survey shall be such as to ensure that the structure, equipment, fittings, arrangements and material fully comply with the applicable provisions of the Code.
3. Intermediate survey within 3 months before or after the second anniversary date or within 3 months before or after the third anniversary date of the Certificate, which shall take the place of one of the annual surveys specified in 1.5.2.1.4. The intermediate survey shall be such as to ensure that the safety equipment, and other equipment, and associated pump and piping systems fully comply with the applicable provisions of the Code and are in good working order. Such intermediate surveys shall be endorsed on the Certificate issued under 1.5.4 or 1.5.5.
4. An annual survey within 3 months before or after each anniversary date of the Certificate, including a general inspection of the structure, equipment, fittings, arrangements and material referred to in 1.5.2.1.1 to ensure that they have been maintained in accordance with 1.5.3 and that they remain satisfactory for the service for which the ship is intended. Such annual surveys shall be endorsed on the Certificate issued under 1.5.4 or 1.5.5.
5. An additional survey, either general or partial according to the circumstances, shall be made when required after an investigation prescribed in 1.5.3.3, or whenever any important repairs or renewals are made. Such a survey shall ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are satisfactory; and that the ship is fit to proceed to sea without danger to the ship or persons on board or without presenting unreasonable threat of harm to the marine environment.

Maintenance of conditions after survey

The conditions of the ship and its equipment shall be maintained to conform with the provisions of the Code to ensure that the ship will remain fit to proceed to sea without danger to the ship or persons on board or without presenting an unreasonable threat of harm to the marine environment.

After any survey of the ship under 1.5.2 has been completed, no change shall be made in the structure, equipment, fittings, arrangements and material covered by the survey, without the sanction of the Administration, except by direct replacement.

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 covered by the Code, the master or owner of the ship shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the Certificate, who shall cause investigations to be initiated to determine whether a survey, as required by 1.5.2.1.5, is necessary. If the ship is in a port of another Contracting Government, the master or owner shall also report immediately to the appropriate authorities of the port

Duration and validity of International Certificate of Fitness

An International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk shall be issued for a period specified by the Administration which shall not exceed 5 years.

Notwithstanding the provisions of 1.5, 6.1, when the renewal survey is completed within 3 months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of expiry of the existing Certificate.

When the renewal survey is completed after the expiry date of the existing Certificate the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of expiry of the existing Certificate.

When the renewal survey is completed more than 3 months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of completion of the renewal survey.

If a Certificate is issued for a period of less than 5 years, the Administration may extend the validity of the Certificate beyond the expiry date to the maximum period specified in 1.5.6.1 provided that the surveys referred to in 1.5.2.1.3 and 1.5.2.1.4, applicable when a Certificate is issued for a period of 5 years, are carried out as appropriate.

If a renewal survey has been completed and a new Certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the person or organization authorized by the Administration may endorse the existing Certificate such a Certificate shall be accepted as valid for a further period which shall not exceed 5 months from the expiry date.

If a ship, at the time when a Certificate expires is not in a port in which it is to be surveyed the Administration may extend the period of validity of the Certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so.

A Certificate, issued to a ship engaged on short voyages which has not been extended under the foregoing provisions of this section, may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed the new Certificate shall be valid to a date not exceeding 5 years from the date of expiry of the existing Certificate before the extension was granted.

In special circumstances, as determined by the Administration, a new Certificate need not be dated from the date of expiry of the existing Certificate as required by 1.5.6.2.2.1.5.6.5 or 1.5.6.6 in these special circumstances, the new Certificate shall be valid to a date not exceeding 5 years from the date of completion of the renewal survey. If an annual or intermediate survey is completed store the period specified in 1.5.2, then:

1. The anniversary date shown on the Certificate shall be amended or endorsement to a date which shall not be more than 3 months later than the date on which the survey was completed;
2. The subsequent annual or intermediate survey required by 1.5.2 shall be completed at the Intervals prescribed by that section using the new anniversary date; and
3. The expiry date may remain unchanged provided one or more annual or intermediate surveys as appropriate, are carried out so that the maximum intervals between the surveys prescribed by 1.5.2 are not exceeded

A Certificate issued under 1.5.4 or 1.5.5 shall cease to be valid in any of the following cases:

1. If the relevant surveys are not completed within the periods specified under 1.5.2.
2. If the Certificate is not endorsed in accordance with 1.5.2.1.3 or 1.5.2.1.4;
3. Upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new Certificate is fully satisfied that the ship is in compliance with the requirements of 1.5.3.1 and 1.5.3.2. In the case of transfer between Governments that are both a Contracting Government to the 1974 SOLAS Convention and a Party to MARPOL 73/78 if requested within 3 months after the transfer has taken place, the Government of the State whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the Certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.