

## **CHAPTER 163**

### **SHIPPING**

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##### **SECTION**

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## **CHAPTER 163**

### **SHIPPING**

AN ACT TO PROVIDE FOR THE CONTROL AND SAFETY OF SHIPPING

[1st July 1967]

16 of 1966  
4 of 1967  
6 of 1967  
4 of 1968  
12 of 1969  
11 of 1970  
LN 46 of 1974  
LN 46A of 1978  
LN 88 of 1978  
7 of 1980

1. This Act may be cited as the Shipping Act.

Short title

2. In this Act unless the context otherwise requires-

Interpretation

"bosun" means a person in charge of a vessel other than a master;

"coastal vessel" means a vessel going between places in Solomon Islands which does not proceed more than five miles from land at any point;

LN 46A of 1978

"dangerous goods" means any goods or substances of a dangerous nature and shall include any goods or substances defined as dangerous goods in any regulations made under this Act;

"engaged in trade" includes the doing of any act with a view to or for the purposes of gain or profit;

"foreign going vessel" means any vessel going between any place in Solomon Islands and any other place beyond the limits of Solomon Islands not being in the Island of Bougainville;

LN 46A of 1978

"inner islands" means islands in Solomon Islands other than the outer islands, and for all the purposes of this Act shall include the Island of Bougainville;

LN 46A of 1978

"inner island vessel" means a vessel, other than a coastal vessel, going between places in Solomon Islands none of which is in the outer islands;

LN 46A of 1978

"inspector" means an inspector appointed pursuant to section 4;

"licensing officer" means the Principal Licensing Officer and any licensing officer appointed pursuant to section 3;

"outer islands" means Rennell, Bellona, Ontong Java, Stewart Islands, Duff Islands,

Reef Islands, Santa Cruz Group, Utupua, Vanikoro, Tikopia and Anuta;

"outer island vessel" means a vessel, other than a coastal vessel going between any place in the outer islands and any place in the inner islands, or between places in the outer islands;

"passenger" means any person carried in a vessel except-

4 of 1968, Sched

(a) a person employed or engaged in any capacity on board the vessel on the business of the vessel;

(b) a person on board the vessel either in pursuance of any obligation laid upon the master to carry shipwrecked or distressed or other person or by reason of any circumstances that neither the master nor the owner nor the charterer (if any) could have prevented or forestalled; and

(c) a child under one year of age;

"safety certificate" means a safety certificate issued under section 13;

"vessel" means anything made or used to carry by water or to hold or contain on water any human being or goods or property whatsoever, but excludes-

12 of 1969, s. 2

(a) canoes not propelled by an engine; and

(b) canoes propelled by an outboard engine of ten or less brake horsepower,

except in sections 19, 24 and 28 and in any other provision of this Act or any regulation made under it which is expressly applied to such canoes by any regulation made under section 28.

**3.-(1)** There may be appointed a Principal Licensing Officer, and such number of licensing officers as may be necessary to give effect to this Act, and where a person so appointed is to be a public officer, the appointment shall be made pursuant to the Constitution, but otherwise may be made by the Minister.

Appointment of Principal  
Licensing Officer and  
other licensing officers  
*LN 46A of 1978*

(2) Subject to the provisions of this Act, licensing officers shall exercise their powers and discharge their duties subject to any general directions which the Principal Licensing Officer may see fit to issue.

**4.-(1)** Persons may be appointed to act as inspectors to report upon the condition

Appointment of

of vessels brought to them for inspection and to examine candidates applying for certificates of competency under the provisions of this Act.

inspectors  
LN 46A of 1978

(2) Where a person so appointed is to be a public officer the appointment shall be made pursuant to the Constitution, but otherwise may be made by the Principal Licensing Officer.

**5.-(1)** Every inspector shall have power at all reasonable hours to go on board any vessel for the purpose of examining the hull, machinery, boats, wireless apparatus, equipment or any materials belonging to or on board such vessel in order to ascertain whether the provisions of this Act or any regulations made thereunder have been complied with. He may require the attendance of all such persons as he may consider necessary to call before him for a like purpose and may require answers to any questions he may think necessary to put and may require the production of any books, papers, log or other document relating to the grant of a safety certificate.

Powers of inspectors and  
offences connected  
therewith

(2) If any person without reasonable excuse (proof whereof shall lie on him) does any of the following things, namely-

(a) fails to attend before an inspector or to make any answer or to produce any document or to make or sign any declaration or refuses to allow any copies to be taken of any documents; or

(b) prevents or impedes any inspector in the execution of his duty on board ship or elsewhere or knowingly misleads or deceives any inspector,

he shall be guilty of an offence against this Act.

(3) Notwithstanding anything contained herein a licensing officer shall have and may exercise all the powers of an inspector under this section, which shall be read and construed as if the expression "inspector" included the expression "licensing officer".

**6.-(1)** Examinations shall be instituted for persons who wish to obtain certificates of competency according to grades prescribed under this Act.

Examinations for  
certificate of competency

(2) All applicants for examination for certificates of competency shall pay the appropriate fee prescribed under this Act.

**7.** A licensing officer shall deliver to any applicant who has passed the prescribed examination satisfactorily and has given satisfactory evidence of his sobriety, ability and general good conduct, a certificate of competency in the prescribed form to the

Certificates of  
competency to be  
granted to those who  
pass

effect that he is competent to act in the capacity therein described and shall keep a copy of all certificates issued.

**8.** All applicants for certificates of competency as master, mate or bosun under this Act shall also pass an examination for sight and colour.

Examination of  
candidates for certificates

**9.-(1)** Every vessel, whatever its means of propulsion, engaged in trade or passenger traffic navigating from any port or place in Solomon Islands shall be provided with deck officers holding valid certificates of competency under this Act or holding similar or equivalent unexpired certificates from the Ministry of Transport in the United Kingdom or other competent authority according to the scale required by the laws of the country in which she is registered when proceeding from a port in that country or else according to a scale to be prescribed under this Act.

Vessels to be provided  
with certificated officers  
*LN 46A of 1978*

(2) Every certificate of competency for employment in a foreign going vessel shall be deemed to be of a higher grade than the corresponding certificate for employment in an outer island vessel, and every certificate of competency for employment in an outer island vessel shall be deemed to be of a higher grade than the corresponding certificate of competency for employment in an inner island vessel, and every certificate of competency for employment in an inner island vessel shall be deemed to be of a higher grade than the corresponding certificate of competency for employment in a coastal vessel,

(3) The lawful holder of any higher grade certificate shall be entitled to go to sea in a capacity requiring a lower grade certificate.

**10.** Every vessel, whose primary means of propulsion is mechanical, engaged in trade or passenger traffic, navigating from any port or place in Solomon Islands shall be provided with at least one mechanic or engineer duly certificated for the type of voyage on which the vessel is engaged, according to the appropriate scale of certificated officers which shall be prescribed.

Mechanically propelled  
vessels to be provided  
with a certificated  
engineer  
*LN 46A of 1978*

**11.** Any person who having been engaged to serve in any capacity for which a certificate is required under this Act goes to sea or serves in any vessel without being at the time the holder of such a certificate, being a valid certificate, and every person who employs any person in any such capacity in such a vessel who at the time is not the holder of such a certificate, and any person who navigates or causes to be navigated any such vessel without the proper complement of deck officers or mechanics or engineers required by sections 9 and 10 shall be guilty of an offence and shall be liable to a fine of one hundred dollars or in default of payment to imprisonment

Penalty for engagement  
to service without proper  
certificate

for three months.

**12.-(1)** It shall be lawful for a licensing officer if, after due enquiry, he is satisfied that the holder of any certificate issued under section 7 is unfit to discharge his duties, to cancel, suspend or lower the grade of such certificate, as he may think fit.

Cancellation and  
suspension of certificates

(2) Any licensing officer exercising these powers shall report the result of his decisions to the Minister, and no new certificates of any grade shall be granted or certificate restored without the approval of the Minister.

LN 46A of 1978

**13.** A licensing officer may grant to vessels engaged in trade or passenger traffic a safety certificate in the form prescribed or as near thereto as circumstances permit, and shall retain a duplicate thereof, and such certificate shall be liable to be revoked or suspended at any time by a licensing officer in such manner and for such cause as may be prescribed. Such certificate shall state whether the vessel to which any certificate is given may be employed on foreign going, outer island, inner island, or coastal purposes, the name of the owner, the number and qualifications of officers and crew to be carried, the maximum number of persons (including the crew) which may be carried, and the minimum freeboard permitted and the date on which the certificate will expire, if not earlier revoked or suspended.

Issue of safety  
certificates

**14.** A safety certificate shall, unless revoked or suspended remain in force for not more than twelve months from the date thereof:

Duration of same  
LN 46A of 1978

Provided always that if any vessel is absent from Solomon Islands on the date of expiration of the safety certificate last granted in respect of such vessel, such safety certificate, if not revoked or suspended, shall continue in force until the return of such vessel to Solomon Islands.

**15.** The owner of any vessel requiring a safety certificate under this Act shall pay at the time of application therefor such fee as may be prescribed.

Fees for safety  
certificates

**16.-(1)** When an inspector has received a complaint, or has reason to believe that any vessel is, by reason of the defective condition of the hull, equipment or machinery or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, he shall undertake a survey of the vessel, and if he is satisfied that the vessel cannot proceed to sea without danger to human life, may make such order as he thinks proper as to the detention of the vessel or as to her release either absolutely or upon the performance of such conditions with respect to the execution of

Survey to be made if  
vessel believed to be  
unseaworthy

repairs or alterations, or the unloading or reloading of cargo as he may impose. The inspector may also from time to time vary or add to such orders and a copy of every such order and alteration thereof shall be served as soon as possible on the owner, master or bosun of the vessel. The inspector shall notify the licensing officer without delay of any decision made or action taken by him under this section.

(2) Notwithstanding anything to the contrary contained in this section, a licensing officer shall have and may exercise all the powers of an inspector under this section, which shall be read and construed as if the expression "inspector" included the expression "licensing officer".

**17.** Whenever any vessel has been lost or sustained damage so as to impair her seaworthiness either in her hull or any part of her machinery, the owner, master or bosun of such vessel shall, at the earliest opportunity, make to the licensing officer, who gave the vessel her current safety certificate, a report of such accident or damage stating the name of such vessel, the port to which she belongs, and the place where she is, and if such owner, master or bosun neglects to do so he shall be guilty of an offence and shall be liable to a fine of forty dollars or in default of payment to imprisonment for two months.

Master or owner to report  
loss or damage of vessel

**18.-(1)** If any vessel engaged in trade or passenger traffic, whatever its means of propulsion, proceeds upon any voyage or excursion, unless there is subsisting a valid and unexpired safety certificate authorising that class of voyage or excursion and issued in respect of that vessel under section 13, the master, bosun and owner of such vessel shall be guilty of an offence and shall be liable to a fine of two hundred dollars or in default of payment to imprisonment for six months:

Penalty on vessel  
proceeding to sea without  
certificate  
4 of 1968, Sched  
7 of 1980, s. 2

Provided that in the event of the owner of such vessel being a limited company or other corporation, such limited company or other corporation shall for any such offence as above mentioned be liable to a fine of two hundred dollars recoverable by distress.

(2) If upon demand therefor by any licensing officer or inspector, the master, bosun or owner of any vessel engaged in trade or passenger traffic fails without reasonable cause or excuse to produce to such officer or inspector the safety certificate of such vessel and the certificates of competency of the officers, mechanics and engineers of the vessel, he shall be guilty of an offence and shall be liable to a fine of fifty dollars or in default of payment to imprisonment for three months.

**19.-(1)** Any person who sends or attempts to send, or is party to sending or attempting to send, a vessel to sea in such an unseaworthy state that the life of any person is likely to be thereby endangered shall be guilty of an offence and shall be liable to imprisonment for a term for two years or to a fine of one thousand dollars or to

Unseaworthy vessels

both such fine and such imprisonment, unless he proves either that he used allreasonable means to ensure her being sent to sea in a seaworthy state, or that her going to sea in such an unseaworthy state was, under the circumstances, reasonable and justifiable.

(2) If the master or boson of any vessel knowingly takes the same to sea in such an unseaworthy state that the life of any person is likely to be thereby endangered he shall be guilty of an offence and shall be liable to imprisonment for two years or to a fine of one thousand dollars or to both such imprisonment and such fine, unless he proves that her going to sea in such an unseaworthy state was, under the circumstances, reasonable and justifiable.

(3) A prosecution under this section shall not be instituted otherwise than by or with the consent of the Director of Public prosecutions.

LN 88 of 1978

**20.** Any person who knowingly sends or attempts to send by, or carries or attempts to carry in any vessel any dangerous goods under a false description, or who falsely describes the sender or carrier thereof, shall be guilty of an offence and shall be liable to a fine of one thousand dollars or in default of payment to imprisonment for two years.

Penalty for misdescription of dangerous goods

**21.-(1)** The master, bosun or owner of any vessel may refuse to take on board any package or parcel which he suspects contains any dangerous goods, and may require it to be opened to ascertain the fact.

Power to deal with goods suspected of being dangerous

(2) Where any dangerous goods, or any goods, which, in the judgment of the master, bosun or owner of the vessel are dangerous goods, have been sent or brought aboard the vessel without being marked in such manner, or without such notice having been given, as may be prescribed, the master, bosun or owner of the vessel may cause those goods to be thrown overboard, together with any package or receptacle in which they are contained; and neither the master, bosun nor owner of the vessel shall be subject to any liability, civil or criminal in any court, for so throwing the goods overboard.

**22.** Any master or bosun of any vessel who carries a greater number of persons than is specified in such vessel's safety certificate shall be guilty of an offence and shall be liable to a fine of ten dollars per day for each excess person so carried, or, in default of payment, to imprisonment for three months.

Limit of persons to be carried

**23.-(1)** Any person who-

Offences in connection with vessels



(a) being drunk or under the influence of drugs or being disorderly has been on that account refused admission to a vessel by the owner or any person in his employment, nevertheless persists in attempting to board the vessel;

(b) being drunk or under the influence of drugs or being disorderly on board a vessel is requested by the owner or any person in his employ to leave the vessel at any place in Solomon Islands, at which he can conveniently do so, does not comply with the request;

LN 88 of 1978

(c) on board a vessel, after warning by the master or other officer thereof, molests or continues to molest any passenger;

(d) after having been refused admission to a vessel by the owner or any person in his employ on account of the vessel being full nevertheless persists in attempting to enter the vessel;

(e) having gone on board a vessel at any place, and being requested, on account of the vessel being full, by the owner or any person in his employ to leave the vessel, before it has quitted that place does not comply with that request;

(f) travels or attempts to travel in a vessel without first paying his fare, and with intent to avoid payment thereof;

(g) having paid his fare for a certain distance, knowingly and wilfully proceeds in a vessel beyond that distance without first paying the additional fare for the additional distance, and with intent to avoid payment thereof;

(h) on arriving in a vessel at a point to which he has paid his fare, knowingly and wilfully refuses or neglects to quit the vessel; or

(i) on board a vessel fails, when requested by the master or other officer thereof, either to pay his fare or exhibit such ticket or other receipt, if any, showing the payment of his fare, as is usually given to persons travelling by and paying their fare for the vessel,

shall be guilty of an offence and shall be liable to a fine of four dollars or to imprisonment for one month, or to both such fine and such imprisonment, but such liability shall not prejudice the recovery of any fare payable by him.

(2) Any person on board any vessel who wilfully does or causes to be done anything in such a manner as to obstruct or injure any part of the machinery or tackle of the vessel, or to obstruct, impede, or molest the crew, or any of them in the navigation or management of the vessel, or otherwise in the execution of their duty on or about the

vessel, shall be guilty of an offence and shall be liable to a fine of forty dollars or in default of payment to imprisonment for two months.

(3) The master or other officer of any vessel and all persons called by him to his assistance, may, without any warrant, detain any person who commits any offence against this section and convey the offender with all convenient despatch before a Magistrate to be dealt with according to law.

**24.** If a master or bosun of, or any person employed in any capacity as a member of the crew of any vessel, by wilful breach of duty or by neglect of duty or by reason of being under the influence of drugs, or by reason of drunkenness-

Misconduct endangering  
life or ship

(a) does any act tending to the immediate loss, destruction or serious damage of the vessel, or tending immediately to endanger the life or limb of a person belonging to or on board the vessel; or

(b) refuses or omits to do any lawful act proper and requisite to be done by him for preserving the vessel from immediate loss, destruction or serious damage, or for preserving any person belonging to or on board the vessel from immediate danger to life or limb,

he shall be guilty of an offence and shall be liable to a fine of two hundred dollars or in default of payment to imprisonment for six months.

**25.-(1)** There shall be a committee to be known as the Shipping Advisory Committee consisting of the Chief Marine Officer, who shall be the Chairman, and such other members resident in Solomon Islands whether officials or non-officials, as may be appointed by the Minister.

Shipping Advisory  
Committee  
LN 46A of 1974  
LN 46A of 1978

(2) Members of the Committee shall hold office for two years or such lesser period as may be specified in their instruments of appointment, and shall be eligible for re-appointment:

Provided that the Minister may in his discretion terminate the appointment of any member at any time without giving any reason therefor:

Provided further that any member may by writing under his hand resign his appointment at any time.

(3) The functions of the Committee shall be-

(a) to make recommendations to the Minister on shipping matters in Solomon

Islands; and

(b) to advise the Minister on shipping matters referred to it.

(4) The Committee shall meet as and when required by the Chairman:

Provided that the Chairman shall call a meeting of the Committee upon the request of the majority, for the time being, of the members of the Committee.

(5) The Chairman shall preside at meetings of the Committee, but in case of his absence from any meeting the members present shall elect one of their number to be a temporary Chairman for that meeting.

(6) The Chairman may co-opt temporary members, not exceeding two in number, to attend any particular meeting of the Committee.

(7) Subject to the provisions of this section, the Committee may make rules for its own procedure and for the better carrying out of its functions.

**26.** The Minister of Finance may in his discretion direct either generally or in any particular case what fees, if any, shall be paid to an inspector or licensing officer.

Power to fix fees  
LN 46A of 1978

**27.-(1)** Any person dissatisfied with any decision of a licensing officer or an inspector under this Act or under any regulations made thereunder may, within twenty-one days after being notified thereof, appeal to the Chief Marine Officer by sending notice in writing of the grounds of his dissatisfaction, and the Chief Marine Officer shall decide the appeal as to him shall seem just and shall notify the appellant and the licensing officer or inspector forthwith.

Appeals  
LN 46A of 1978

(2) Any person dissatisfied with any decision of the Chief Marine Officer may, within twenty-one days after being notified thereof, appeal to the High Court by sending notice in writing of the grounds of his dissatisfaction to the Registrar of the High Court.

(3) Any appeal under the last foregoing subsection may, in the discretion of any judge of the High Court, be heard in chambers and may be determined summarily, and shall in any event be subject to such terms as to costs or otherwise as the Court may direct.

(4) The decision of the Court shall be communicated to the appellant and to the

licensing officer or inspector concerned as soon as possible and such decision shall be final and conclusive and shall not be questioned in any other court or proceedings what-soever.

**28.-(1)** The Minister may make regulations for the better carrying out of the provisions and purposes of this Act, and without prejudice to the generality of the foregoing power, such regulations may provide for-

Regulations  
12 of 1969, s. 3  
LN 46A of 1978

- (a) such matters as under this Act may be prescribed;
- (b) the qualifications of applicants for certificates of competency;
- (c) the standards for safety, seaworthiness, accommodation, sanitation, equipment and machinery of all vessels engaged in trade or passenger traffic;
- (d) the requirements as regards safety at sea equipment;
- (e) the lights to be shown, signals to be used, and the sailing rules to be observed;
- (f) the marking, naming or numbering of vessels;
- (g) the grant of exemption to classes of vessels or persons or to particular vessels or persons from the requirements of this Act and any regulations made under it;
- (h) the discipline of masters, officers and seamen engaged to serve on board vessels;
- (i) applying any provision of this Act or any regulation made under it to any canoe excluded from the definition of "vessel" in section 2 or any class or description thereof.

(2) There may be annexed to the breach of any regulation made under this section a penalty not exceeding a fine of one hundred dollars or imprisonment for a term not exceeding six months.

**29.** Any person committing any offence against any of the provisions of this Act, or against any of the regulations made under this Act, for which no specific penalty is provided shall be liable to a fine of fifty dollars, or in default of payment to imprisonment for three months.

General penalty

**30.** This Act shall apply to vessels and persons in the public service of the Crown in a civil capacity in respect of the Government of Solomon Islands. Application to the Crown

## CHAPTER 163

### SHIPPING

#### *Subsidiary Legislation*

#### THE SHIPPING REGULATIONS

(Section 28)

[1st July 1967]

#### PART I GENERAL

LN 75/1967  
LN 115/1967  
LN 109/1970  
LN 12/1976

**1.** These Regulations may be cited as the Shipping Regulations.

Title

**2.** For the purpose of these Regulations every vessel shall be assigned a class as follows-

Classes of vessels

- (i) coastal vessel;
- (ii) inner island vessel;
- (iii) outer island vessel;
- (iv) foreign going vessel;

according to the type of voyage such vessel is permitted to undertake, and shall comply with all the requirements for a vessel of that class.

**3.** For the purpose of these Regulations, the following meanings shall be attached to the words, unless the context otherwise requires-

Definitions

"Board of Trade" means the Board of Trade in the United Kingdom, and any reference to the Board of Trade shall be construed as including reference to the Ministry of Transport in the United Kingdom in respect of functions previously performed by that Ministry and now performed by the Board of Trade;

"B.H.P." means Brake Horse Power;

"breadth" means registered breadth, that is to say, the extreme breadth over the sideplating or planking excluding rubbers;

"Collision Regulations" means The Collision Regulations (Ships and Seaplanes on the Water) and Signals of Distress (Ships) Order, 1965;

SI 1965  
No. 1525

"deadweight" means the weight of cargo, fuel, stores, etc. carried in a vessel;

"depth" means registered depth, that is to say, the height at the midship section of the top of the deckbeam at the middle line above the top of the ceiling.;

"length" means registered length, that is to say, the length measured from the forepart of the stem to the after side of the head of the sternpost or if a vessel without a sternpost then to the foreside of the rudder stock;

"licensing officer" means a person appointed to be a licensing officer under section 3 of the Shipping Act;

"Merchant Shipping Acts" means the Merchant Shipping Acts 1894 to 1965 of the United Kingdom, and any amendment thereto;

"passenger vessel" means a vessel carrying more than twelve passengers;

"revoked Rules" means the Shipping Rules;

Rev. Ed. 1961  
Cap. 108

"seaman" means any person employed in any capacity as a member of the crew of a vessel;

Sub. Leg

"tons" means gross tons.

## PART II

### CERTIFICATES OF COMPETENCY

4. Certificates of competency shall be granted in pursuance of section 7 of the Shipping Act and in accordance with these Regulations for each of the following grades, and such certificates may be referred to in the abbreviated form given in parentheses after each grade-

*(a) Certificates of competency for Masters, Mates and Coxswains shall be, in order of superiority.*

- (i) Master of a vessel trading to neighbouring Pacific territories (Master Pacific Is. B.S.I.P.).
- (ii) Mate of a vessel trading to neighbouring Pacific territories (Mate Pacific Is. B.S.I.P.).
- (iii) Master of a vessel trading solely in Solomon Islands waters (Master Solomon Is.).
- (iv) Mate of a vessel trading solely in Solomon Islands waters (Mate Solomon Is.).
- (v) First Class Coxswain (Coxswain 1st class).
- (vi) Second Class Coxswain (Coxswain 2nd class).
- (vii) Third Class Coxswain (Coxswain 3rd class).

*(b) Certificates of competency for Engineers and Mechanics shall be, in order of superiority.*

- (i) Engineer in charge of engines up to and including 500 B.H.P. (Engineer 500 B.H.P.).
- (ii) Engineer in charge of engines up to and including 300 B.H.P. (Engineer 300 B.H.P.).
- (iii) First Class mechanic (Mechanic 1st class).
- (iv) Second Class mechanic (Mechanic 2nd class).
- (v) Third Class mechanic (Mechanic 3rd class).

**5. For the purpose of section 9 of the Shipping Act and these Regulations-**

Equivalent certificates of competency

(a) A certificate of competency as First Mate of a foreign going vessel issued by the Board of Trade shall be considered equivalent to a certificate of competency as Master of a vessel trading to neighbouring Pacific territories issued under these Regulations, and a certificate of competency as Second Mate of a foreign going vessel issued by the Board of Trade shall be considered equivalent to a certificate of competency as mate of a vessel trading to neighbouring Pacific territories, issued under these Regulations.

(b) A certificate of competency as engineer, second class motor, or steam and motor, issued by the Board of Trade shall be considered superior to a certificate of competency as engineer in charge of engines up to and including 500 B.H.P. issued under these Regulations.

(c) The standard of a certificate of competency as master, mate or engineer issued by an authority other than the Board of Trade, shall be as decided by the Chief Marine Officer from time to time, in his discretion.

**6.** A candidate for examination for a certificate of competency under section 6 of the Shipping Act shall make application in the prescribed form, which, together with the candidate's sight and colour test certificate, in the prescribed form, two passport size photographs of the applicant and the prescribed fee, shall be lodged with the licensing officer before examination. The forms prescribed by this regulation shall be as shown in Form S.R. 1 and S.R. 2 in Schedule J to these Regulations. The fees shall be as shown in Schedule I to these Regulations.

Application for examination  
Schedule J  
Schedule I

**7.-(a)** A candidate for examination for a certificate of competency must satisfy the licensing officer that he has attained the age and has served the minimum period of service required for each grade of certificate, as shown in Schedule B to these Regulations, and that his conduct has been satisfactory:

Minimum age, service  
and knowledge of English  
Schedule B

Provided that the licensing officer may in his discretion exempt from compliance any candidate who can produce satisfactory evidence of equivalent experience.

(b) Candidates must prove to the satisfaction of the licensing officer that they can speak and write English sufficiently well to perform the duties required of them on board ship. If a candidate fails through lack of sufficient knowledge of English, he will not be reexamined until a further six months have elapsed.

**8. For the purpose of these Regulations, except where otherwise stated, the term**

Definition of service



"sea service" and "service at sea" shall be taken to mean service on a ship in the deck and engine department, and to include time spent in port, provided that the candidate was a bona fide member of the crew of the vessel of the class required by these Regulations. In the case of engineers the term "workshop service" or "service in a workshop" shall be taken to mean service ashore in an approved marine engineering workshop or approved shore establishment dealing mainly with the repair and overhaul of marine engines, or an approved training establishment dealing exclusively with the training of marine mechanics or engineers and shall include weekends and public holidays. In the case of an apprentice deck officer, the whole period of apprenticeship shall count as sea service, provided he has performed his service faithfully and has spent not more than one-fourth of his apprenticeship ashore.

**9.** Examinations for certificates of competency shall be conducted in accordance with the provisions for the conduct of examinations contained in Schedule C to these Regulations.

Conduct of examinations  
Schedule C

**10.** A candidate who has failed in all parts of an examination for a certificate of competency will not be allowed to present himself for re-examination for a period of six months.

Failure

**11.** Every candidate for examination for a certificate of competency may be asked questions to determine his knowledge of the various subjects in accordance with the syllabi of the various examinations set out in Schedule D to these Regulations.

Syllabi for examinations  
Schedule D

**12.** The syllabus for a higher grade of examination in both oral and written work is always to be regarded as including the syllabus for that subject for a certificate of a lower grade.

Syllabus for higher  
grades

**13.** The licensing officer shall issue to every candidate who has passed the examination a certificate of competency in the prescribed form, as shown in Forms S.R.3 and S.R.4 in Schedule J to these Regulations, which shall contain a photograph of the candidate, provided that a candidate who already holds a certificate of a lower grade must surrender such certificate to the licensing officer before he may be issued with the certificate of a higher grade.

Issue of certificates  
Schedule J

**14.** Every person who has lost his certificate of competency shall report the loss without delay to the licensing officer who shall, on application therefor by such person, after the licensing officer has satisfied himself that the certificate is genuinely lost, issue

Loss of certificate  
Schedule I

a certified copy of the certificate, on payment of the fee prescribed in Schedule I to these Regulations.

**15.** Any person who makes or assists in making or procures to be made any false representation for the purpose of procuring either for himself or for any other person a certificate of competency shall be guilty of an offence.

Fraud and  
misrepresentation

**16.** Any candidate who offers a gratuity to any examiner or to the licensing officer, shall be guilty of an offence.

Attempted bribery

**17.** The Minister may, in his discretion, exempt any applicant for a certificate of competency from passing the examinations specified in these Regulations.

Exemption from  
examination

### PART III

#### SAFETY CERTIFICATES

**18.** The owner of any vessel requiring a safety certificate under section 13 of the Shipping Act shall make application on the prescribed form, which together with the prescribed fee, must be lodged with the licensing officer not less than one month prior to the date on which the said safety certificate is to become effective. The form required by this regulation shall be as shown in Form S.R. 5 in Schedule J to these Regulations. The fee required by this regulation shall be as shown in Schedule I to these Regulations.

Application  
Schedule J  
Schedule I

**19.** The licensing officer shall, on receipt of the form of application and the prescribed fee, or in pursuance of section 16 of the Shipping Act, appoint a suitable board of inspectors to survey the vessel and the equipment and machinery thereof.

Appointment of inspector

**20.** Every inspector appointed under regulation 19 of these Regulations shall survey the vessel in accordance with the provisions for the survey of vessels as laid down in Schedule E to these Regulations, and shall report to the licensing officer on the appropriate certificate of survey as shown in Forms S.R.6 and S.R.7 in Schedule J to these Regulations on the state of seaworthiness of the vessel and on the quantity and quality of the safety appliances provided.

Survey of vessels  
Schedule E  
Schedule J

**21.** The licensing officer shall, on receipt of information from an inspector that alterations or repairs are necessary, or that additional equipment is required inform the

Necessary repairs to be  
completed

master or owner accordingly, and no safety certificate shall be issued until all such repairs or alterations have been completed or additional equipment supplied, to the satisfaction of the inspector. Any inspector may detain a vessel which requires repairs, alterations or additional gear, pending the decision of the licensing officer.

**22.** The licensing officer shall have the power to order any vessel for which a safety certificate is required to be beached or slipped for the purpose of examining the under-water portion of the hull and the fittings thereof. Where a vessel has not been examined by an inspector at the time of slipping, satisfactory evidence as to the condition of the under-water portion of the hull and fittings thereof must be furnished to the licensing officer when application is made for a safety certificate and attached to the said application.

Beaching or slipping of vessels

**23.** All charges for work done or equipment supplied to a vessel to meet the requirements of these Regulations shall be borne by the owner of such vessel.

Charges for work done

**24.** The licensing officer shall, in pursuance of section 13 of the Shipping Act, issue, to every vessel which has been found seaworthy and complete with all equipment for her class in accordance with regulation 20 of these Regulations, a safety certificate as shown in Form S.R. 8 in Schedule J to these Regulations and, except in the case of vessels with an official number, a local registration number. Such certificate shall be issued in triplicate, the original to be retained by the owner, the duplicate copy posted in the wheelhouse or some accessible place on board the vessel and the triplicate copy shall be retained by the licensing officer.

Issue of certificates  
Schedule J

**25.** Every vessel in respect of which a safety certificate is to be issued must have its name painted on both bows and the name and port of registry, if registered, painted across the stern in easily legible letters, not less than four inches in depth. If a vessel is without an official number, the local registration number shall be cut in in such manner as an inspector shall direct.

Marking of vessels

**26.** Vessels shall be provided with a minimum number of certificated officers at least in accordance with the following scale-

Scale of certificated officers

*(a) Deck Officers*

- (i) A vessel of 500 gross tons and upwards and any passenger vessel engaged on a foreign going voyage, to the scale required by section 92 of

the Merchant Shipping Acts;

(ii) A vessel, other than a passenger vessel, of under 500 gross tons engaged on a foreign going voyage, with a Master Pacific Is. B.S.I.P. and a Master Solomon Is.;

(iii) A vessel of 100 feet in length and upwards and any passenger vessel engaged on an outer islands voyage, with a Master Solomon Is. and a Mate Solomon Is.;

(iv) A vessel, other than a passenger vessel, of under 100 feet in length engaged on an outer island voyage, with a Master Solomon Is. and a Coxswain 2nd Class;

(v) A passenger vessel engaged on an inner islands voyage, with a Coxswain 1st class and a Coxswain 3rd class;

(vi) A vessel, other than a passenger vessel engaged on an inner island voyage-

(a) of 35 feet in length and upwards, with a Coxswain 2nd class;

(b) of under 35 feet in length, with a Coxswain 3rd class;

(vii) A passenger vessel engaged on a coastal voyage-

(a) of 35 feet in length and upwards, with a Coxswain 2nd class;

(b) of under 35 feet in length with a Coxswain 3rd class;

(viii) A vessel, other than a passenger vessel, engaged on a coastal voyage, with a Coxswain 3rd class.

(b) *Engineer officers*

(i) A vessel with main engines of over 500 B.H.P., with an engineer holding a certificate of competency as Second Class Engineer motor, or steam and motor, issued by the Board of Trade, and an Engineer 300 B.H.P.;

(ii) A vessel with main engines of over 300 B.H.P. and not more than 500 B.H.P., with an Engineer 500 B.H.P. and a Mechanic 1st class;

(iii) A vessel with main engines up to and including 300 B.H.P. engaged on a foreign going or outer island voyage, with an Engineer 300 B.H.P. and a Mechanic 2nd class;

(iv) A vessel with main engines of over 100 B.H.P. and not more than 300 B.H.P. engaged on an inner island or coastal voyage, with a Mechanic 1st class;

(v) A vessel with main engines of over 50 B.H.P. and not more than 100 B.H.P. engaged on an inner island or coastal voyage, with a Mechanic 2nd class;

(vi) A vessel with main engines up to and including 50 B.H.P. engaged on an inner island or coastal voyage, with a Mechanic 3rd class;

**27.** The licensing officer shall prescribe for every vessel requiring a safety certificate the minimum number of crew which must be carried on board in accordance with the provisions contained in Schedule G to these Regulations and the number so prescribed shall be shown on the vessel's safety certificate. The master bosun or owner of any vessel which proceeds to sea without the prescribed number of crew on board shall be guilty of an offence.

Minimum number of crew  
Schedule G

**28.** The licensing officer shall prescribe for every vessel requiring a safety certificate the maximum number of passengers, both saloon and deck, which may be carried on board in accordance with the provisions contained in Schedule H to these Regulations, and the numbers so prescribed shall be shown on the vessel's safety certificate.

Maximum number of  
passengers  
Schedule H

**29.-(1)** The maximum number of persons carried, including passengers and crew, shall in no circumstances exceed the number for which adequate life saving appliances are carried as shown in the vessel's safety certificate.

Maximum number of  
persons

(2) The master, bosun or owner of any vessel which proceeds to sea with a greater number of persons than that permitted by this regulation shall be guilty of an offence.

(3) Nothing in this regulation shall prevent the licensing officer from permitting a greater number of persons than that prescribed to be carried in the event of an emergency.

**30.** The licensing officer shall prescribe for every vessel requiring a safety certificate a freeboard below which the vessel may not load and shall require the vessel to be marked in accordance with the provisions contained in Schedule F to these

Minimum freeboard  
Schedule F

Regulations. The master, bosun or owner of any vessel which proceeds to sea with a lesser freeboard than that prescribed or without having the vessel marked in accordance with this regulation shall be guilty of an offence.

**31.** Any vessel the safe navigation of which is hampered due to the forward vision of the lookout or watchkeeper being impaired by reason of the disposition of deck cargo or passengers or from any other cause shall be deemed to be unseaworthy.

Hampered navigation

**32.** Any person who makes, or assists in making, or procures to be made, any false representation or offers a gratuity to any inspector, or to the licensing officer, for the purpose of procuring for any vessel a safety certificate, shall be guilty of an offence.

False representation

**33.** If subsequent to the issue of a safety certificate, the vessel to which it relates fails to comply with any of the requirements of these Regulations, or ceases to be seaworthy, such certificate may be revoked or suspended at any time by the licensing officer by written notice served upon the owner, master or bosun of the vessel.

Revocation and suspension of safety certificates

#### PART IV DISCIPLINE

**34.-(1)** If any seaman lawfully engaged to serve in any vessel-

Offences by seaman  
LN 115/1967  
LN 109/1970

(a) deserts the vessel; or

(b) wrongfully quits the vessel; or

(c) wilfully disobeys any lawful command; or

(d) strikes or assaults any person on board or belonging to the vessel; or

(e) unlawfully combines with any one or more of the crew to disobey lawful commands; or

(f) wilfully damages the vessel or embezzles or wilfully damages any of her stores, equipment or cargo; or

(g) brings or has on board, without the concurrence of the master or bosun, any intoxicating liquors or substances or drugs; or

(h) is drunk or under the influence of any intoxicating substance or drugs; or

(i) takes or has on board, without the concurrence of the master or bosun, any firearm, knuckledusters, loaded cane, slingshot, sword stick, dagger or any other offensive weapon or offensive instrument; or

(g) uses insolent or contemptuous language or behaviour to the master, bosun or other officer,

he shall be guilty of an offence and liable to a fine of one hundred dollars or to imprisonment for six months.

(2) A master or bosun shall be liable to punishment for the said offences of deserting, wrongfully quitting the vessel, wilful damage and being drunk or under the influence of any intoxicating substance or drugs, as if he were a seaman.

LN 109/1970

## PART V MISCELLANEOUS

**35.** The master or bosun of any vessel which fails to comply with all the provisions of the Collision Regulations in regard to the lights and shapes to be shown, the signals to be given and the steering and sailing rules to be observed, shall be guilty of an offence.

Lights, signals and sailing rules

**36.** Every vessel which is required by these Regulations to carry radio shall report its position at least once in every twenty-four hours. The master or bosun of any vessel who fails, without reasonable cause, to report the position of his vessel as required by this regulation shall be guilty of an offence.

Reporting position by radio

**37.-(1)** Every vessel which is primarily or secondarily mechanically propelled shall be equipped with tanks capable of containing a sufficient quantity of fuel necessary for any voyage on which it might normally be expected to proceed.

Sufficient fuel to be carried

(2) A master of a vessel-

(a) which is primarily propelled mechanically, who fails to carry sufficient fuel to complete a voyage to the next scheduled port or place of call at which fuel is available, including any extension of such voyage that may reasonably be expected, and in addition to maintain an adequate reserve of fuel to meet any emergency that may reasonably be expected;

(b) which is secondarily propelled mechanically, who fails to carry sufficient fuel to meet any emergency that may reasonably be expected,

shall be guilty of an offence.

**38.** The licensing officer shall have the power to inquire into the nature or cause of any accident or damage which any vessel has sustained or caused, and shall make recommendations to the Minister as to whether a formal inquiry should be held.

Inquiries

**39.** The licensing officer may exempt, subject to such conditions as he thinks fit to impose, any vessels from compliance with any requirement of these Regulations, for the period of any voyage or voyages, if he is satisfied that the requirement is either impracticable or unreasonable having regard to all the circumstances of the case.

Exemptions

**40.-(1)** The Shipping Rules (hereinbefore referred to as the "revoked Rules") are hereby revoked.

Revocation and  
transitional provisions  
*Rev. Ed. 1961*  
Sub. Leg

(2) Subject to the provisions of paragraph (3) of this regulation any certificate of seaworthiness issued and subsisting shall be deemed to be a safety certificate of the appropriate class issued under these Regulations and shall continue in force for the period stated on the certificate or if no period is stated then until

the certificate is cancelled, suspended, or otherwise invalidated under the provisions of the Shipping Act, or of these Regulations.

(3) A certificate of competency issued under the revoked Rules shall be deemed to be equivalent to a certificate of competency issued under these Regulations as specified in Schedule A to these Regulations.

Schedule A

#### SCHEDULE A

##### *Equivalent Certificates of Competency*

(Regulation 40 (3))



A certificate of competency issued under the revoked Rules and listed in column (1) of the following table shall be deemed to be equivalent to a certificate of competency issued under these Regulations and listed in column (2) of the said table opposite such first-mentioned certificate-

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## SCHEDULE B

### *Minimum Age and Service*

(Regulation 7)

As prescribed by regulation 7 of the Shipping Regulations candidates must have attained the age and served the minimum period of service required for each grade of certificate as shown below-

#### *Coxswain 3rd class*

A candidate for a certificate of competency as Third Class Coxswain must have attained the age of 18 years and must have served at least one year at sea in the deck department.

#### *Coxswain 2nd class*

A candidate for a certificate of competency as Second Class Coxswain must have attained the age of 19 years and must have served at least 18 months at sea in the deck department.

#### *Coxswain 1st class*

A candidate for a certificate of competency as First Class Coxswain must have attained the age of 21 years and must have served at sea for at least 18 months while in possession of a certificate of competency as Second Class Coxswain. Up to 6 months of this service may be remitted for attendance at an approved sea training establishment.

#### *Mate Solomon Is.*

A candidate for a certificate of competency as Mate of a vessel trading solely in Solomon Islands waters must have attained the age of 21 years and must have served at sea in the deck department on outer island or foreign going vessels for at least 3 years. Service on coastal or inner island vessels may count at two-thirds rate provided that at least 1 year must have been served on outer island or foreign going vessels. Up to 6 months of this service may be remitted for attendance at an approved sea training establishment.

#### *Master Solomon Is.*

A candidate for a certificate of competency as Master of a vessel trading solely in Solomon Islands waters must have attained the age of 23 years and must have served at least 2 years at sea while in possession of a certificate of competency as Mate of a vessel trading solely in Solomon Islands waters. Of this 2-year period at least 1 year must have been served as a watchkeeping officer on outer island or foreign going vessels.

*Mate Pacific Is. B.S.I.P.*

A candidate for a certificate of competency as Mate of a vessel trading to neighbouring Pacific territories must have attained the age of 23 years and must have served at least 2 years at sea while in possession of a certificate of competency as Mate of a vessel trading solely in Solomon Islands waters. Of this 2-year period at least 1 year must have been served as a watchkeeping officer on outer island or foreign going vessels.

*Master Pacific Is. B.S.I.P.*

A candidate for a certificate of competency as Master of a vessel trading to neighbouring Pacific territories must have attained the age of 25 years and must have served at least 2 years at sea while in possession of a certificate of competency as Master of a vessel trading solely in Solomon Islands waters or as Mate of a vessel trading to neighbouring Pacific territories. Of this 2-year period at least one year must have been served as a watchkeeping officer on an outer island or foreign going vessel and at least one year must have been served as a watchkeeping officer on a foreign going vessel. Up to 6 months of this service may be remitted for attendance at an approved sea training establishment.

*Mechanic 3rd class*

A candidate for a certificate of competency as a Third Class Mechanic must have attained the age of 18 years and must have had at least one year's experience of internal combustion or compression ignition engines, 6 months of which time must have been spent at sea.

*Mechanic 2nd class*

A candidate for a certificate of competency as a Second Class Mechanic must have attained the age of 19 years and must have had at least 18 months experience of internal combustion or compression ignition engines, one year of which time must have been spent at sea.

*Mechanic 1st class*

A candidate for a certificate of competency as a First Class Mechanic must have attained the age of 21 years and must have served for at least two years in an approved workshop and must also have had at least 12 months sea service.

*Engineer 300 B.H.P.*

A candidate for a certificate of competency as Engineer in charge of engines up to and including 300 B.H.P. must have attained the age of 21 years and must have served for at least two years in an approved workshop and must also have had at least 18 months sea service. Service on vessels of a power of less than 100 B.H.P., but not less than 25 B.H.P. may count at two-thirds rate provided that not less than 6

months must have been served on vessels of a power of at least 100 B.H.P.

*Engineer 500 B.H.P.*

A candidate for a certificate of competency as Engineer in charge of engines up to and including 500 B.H.P. must have attained the age of 23 years and must have served at least two years at sea while in possession of a certificate of competency as Engineer in charge of engines up to and including 300 B.H.P. Of this two-year period at least one year must have been served as an engineer in vessels with main engines of an aggregate power of at least 140 B.H.P.

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## SCHEDULE C

### *Conduct of Examinations for Certificates of Competency*

(Regulation 9)

1. No candidate shall be eligible for examination for a certificate of competency who has not completed the prescribed form of application and paid the prescribed fee.

2. The fee will not be refunded to a candidate who fails to pass the examination.

3. Every candidate will be deemed to have failed in the examination who-

(a) fails to appear at the time and place appointed for the examination without good cause;

(b) brings into the examination room any books or papers other than those approved by the examiner;

(c) leaves the examination room without the permission of the examiner;

(d) refers to any unauthorised books or papers, or copies from or gives assistance to another candidate, or obtains assistance by any unauthorised means;

(e) is guilty of disorderly or improper conduct in or near the examination room.

4. Examinations for certificates of competency shall normally be carried out by examiners appointed by the licensing officer.

5. In marking written papers it will not be necessary to assign numerical marks or percentages. The examiners need only decide whether a person has passed or failed.

6. In order to pass the examination it will be necessary for the candidates to achieve a pass in every part of the examination, provided that a pass in two or more parts of the examination will remain valid for six months and if the candidate secures a pass in all parts during this period he will be awarded a certificate of competency. If the candidate fails to secure a pass in all parts during this period, he will be required to take the whole examination again, subject to the provisions of regulation 10 of the Regulations.

7. Candidates will be allowed to work out the various problems set in the examination by any method to which they are accustomed, provided such method is correct in principle.

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## SCHEDULE D

### *Examination Syllabi*

(Regulation 11)

As prescribed by regulation 11 of the Shipping Regulations, examinations for certificates of competency will be held in accordance with the following syllabi-

Note.-Where a syllabus is stated to be the same as that of a lower grade of certificate the standard of questions asked and the standard required to be obtained will be higher. Every syllabus shall include a knowledge of the relevant portions of the Shipping Act and of the Shipping Regulations.

1. The examination for a certificate of competency as a Third Class Coxswain shall comprise the following- Coxswain 3rd class

(a) Local knowledge-oral and practical-

- (i) The topography of the area for which the candidate is to be certificated including the position of dangerous reefs and obstructions, boat passages, safe anchorages and land marks.
- (ii) Local weather patterns.
- (iii) Currents and tidal streams in the area.

(b) General Ship knowledge-oral and practical-

- (i) The Steering and Sailing Rules (Part C of the Collision Regulations) and the lights to be carried by vessels under various conditions.
- (ii) Steering by compass.
- (iii) Names of principal parts of a ship's structure.
- (iv) Care and use of firefighting and lifesaving appliances and distress signals.
- (v) Care and maintenance of vessels.
- (vi) Knots and hitches-reef knot, bowline.
- (vii) Boat handling under normal conditions including berthing, unberthing, anchoring,

picking up objects or persons from the water.

2. The examination for a certificate of competency as Second Class Coxswain shall comprise the following- Coxswain 2nd class

(a) Local knowledge-oral and practical-

As for Coxswain 3rd class but requiring less detailed knowledge of any one locality and more general knowledge of inner island waters.

(b) General ship knowledge-oral and practical-

As for Coxswain 3rd class with the addition of-

- (i) Use and marking of leadline.
- (ii) Use of sea anchor.
- (iii) Names and functions of various parts of a ship, e.g. decks, bulwarks, strums, etc.
- (iv) General ship routine.
- (v) Paint and its uses.
- (vi) Operation of windlass.
- (vii) Operation of winches, derricks and cargo gear.
- (viii) Stowage of cargo and trim of vessel.
- (ix) Standing and running rigging.
- (x) Reeving boat falls and tackles.
- (xi) Knots, splices and hitches-round turn and 2 half hitches, eye splice, short splice, back splice, common whipping.
- (xii) Battening down and securing for sea.

(c) Navigation and ship handling-oral and practical-

- (i) Principal symbols used on Admiralty charts and interpretation of charted information.
- (ii) Setting and steering a given course.
- (iii) Keeping a plot on a given marked course on the chart.
- (iv) Boat handling in all weather conditions, including towage, and turning short round.

3. The examination for a certificate of competency as a First Class Coxswain shall comprise the following- Coxswain 1st class

(a) Local knowledge-oral and practical-

As for Coxswain 2nd class.

(b) General ship knowledge-oral and practical-

As for Coxswain 2nd class with the addition of-

- (i) Cause and prevention of corrosion.
- (ii) Meaning of "stiff" and "tender" and proper loading.
- (iii) Practical use of tackles.
- (iv) Lifting and stowing heavy weights.
- (v) Types of anchors and their advantages.
- (vi) Anchor cables and their care.
- (vii) Precautions to be taken on the approach of bad weather.
- (viii) How to act in the case of collision, fire, stranding, approaching sharp bends, man overboard and other emergencies.
- (ix) Elementary ideas on damage control.
- (x) The Collision Regulations and the use of compass to ascertain risk of collision.
- (xi) Anchoring, anchoring in a seaway, anchoring in a confined space, precautions to be taken when riding to a single anchor, uses of a second anchor and mooring.
- (xii) How to clear a foul hawse.
- (xiii) The rigging and use of an improvised sea anchor.

(c) Navigation-oral and practical-

As for Coxswain 2nd class with the addition of-

- (i) Application of variation and deviation to true magnetic and compass bearings and courses.
- (ii) Laying off a course on the chart, applying the necessary corrections to find the compass course to steer.
- (iii) Taking and plotting simultaneous cross bearings.
- (iv) Finding the ship's position by 4 point bearing.

(d) Signals-oral-

- (i) Elementary operations of R/T.
- (ii) R/T Distress procedure.

(e) First Aid-

- (i) Simple first aid.
- (ii) Artificial respiration.

**4.** The examination for a certificate of competency as Mate of a vessel trading solely in Solomon Islands waters shall comprise the following-

(a) Local knowledge-oral-

As for Coxswain 1st and 2nd class but with additional knowledge of Solomon Islands waters generally.

(b) General ship knowledge-oral-

As for Coxswain 1st class with the addition of-

- (i) Rigging jury rudder and emergency steering.
- (ii) Improvised emergency jury sail.
- (iii) How to make and use cement boxes.
- (iv) General knowledge of ship construction.
- (v) Duties of officer of the watch.

(c) Navigation-written (3 hours) and oral-

As for the oral examination for Coxswain 1st class with the addition of-

- (i) Allowance for leeway and set.
- (ii) Fixing the ship's position by two single bearings with a run between.
- (iii) Plane sailing.
- (iv) Use of traverse table.

(d) Signals-oral-

As for Coxswain 1st class with the addition of-

Recognition and single letter meanings of the international code flags.

(e) First Aid-

As for Coxswain 1st class.

**5.** The examination for a certificate of competency as Master of a vessel trading solely in Solomon Islands waters shall comprise the following-

(a) Local knowledge-oral-

As for Mate Solomon Is.

(b) General ship knowledge-oral-

As for Mate Solomon Is. with the addition of-

- (i) Use of sextant, finding and applying index error.
- (ii) Checking chronometer error by W/T time signal.
- (iii) Strength of ropes and wire.
- (iv) General ideas on ship construction.
- (v) Use of aneroid barometer.
- (vi) Indications of approaching bad weather, tropical revolving storms, etc. and necessary action to be taken.
- (vii) The use and care of azimuth mirror and chronometer.

(c) Navigation-written (3 hours)-

As for the examination for Mate Solomon Is. with the addition of-

- (i) Variation, deviation and local attraction of the compass.
- (ii) To find the deviation by the bearing of two objects in line and by amplitude and azimuth of the sun (use of tables only required).
- (iii) To find on a chart the course to steer by compass to counteract the effects of a given current and find the distance the ship will make good towards a given point in a given time.
- (iv) To work a day's work.
- (v) To find a latitude by meridian altitude of the sun.

(d) Signals, as for Mate Solomon Is. with the addition of-

- (i) Use of the International Code of Signals, Volume 1.
- (ii) Morse code by flashing up to 6 words per minute.
- (iii) British semaphore up to 8 words per minute.

(e) First Aid-

As for Mate Solomon Is.

**6.** The examination for a certificate of competency as Mate of a vessel trading to neighbouring Pacific territories shall comprise the following- Mate Pacific Is B.S.I.P

(a) Mathematics and Principles of Navigation-written (3 hours)-



- (i) Algebra-addition, subtraction, multiplication, division, law of indices, insertion and removal of brackets, simple equations, problems, graphs.
- (ii) Common Logarithms-the use of common Logarithms in calculations involving multiplication and division, powers and roots.
- (iii) Geometry-construction and properties of triangles, circles, chords and tangents, diagrams of forces.
- (iv) Trigonometry-measurements of angles, solution of plane right-angled and oblique triangles. Use of traverse table for solution of plane right-angled triangles.
- (v) Principles of Navigation-

Understanding of terrestrial and celestial spheres.  
Real and apparent movement of heavenly bodies.  
Time and G.H.A. and relationship between time and longitude.  
The principle of the sextant.  
The correction of sextant altitudes.  
Geographical position of heavenly bodies and position circles.  
Magnetic and compass meridian, variation and deviation.  
Simple properties of Mercator Charts, their advantages and disadvantages.  
Rhumb lines.

(b) General Nautical knowledge-written (3 hours) and oral-

As for the oral examination for Master Solomon Is. with the addition of-

- (i) Dunnaging and stowage of cargo.
- (ii) Precautions against heavy weather.
- (iii) An acquaintance with the construction of wooden and small steel vessels, including framing, beams, beam knees, hatchways, rudders, steering gear, sounding pipes, air pipes and pumping arrangements.
- (iv) The meanings of Block Coefficient, Displacement, Deadweight.
- (v) Rigging for cargo work.
- (vi) Protection of cargoes.
- (vii) Conversion of weight measurements of cargo into space measurements and vice versa.
- (viii) Handling of heavy weights.
- (ix) Ship maintenance.
- (x) The fire and lifesaving requirements under these Rules for foreign going vessels.
- (xi) The use and care of all deck appliances and fittings.
- (xii) Anchors and cables.
- (xiii) Ship handling in port approaches and bad weather.

(c) Navigation-written (3 hours)-

As for Master Solomon Is. with the addition of-

- (i) Finding the time and height of high and low water at a standard port.
- (ii) The use of Admiralty sailing directions and Notices to Mariners.
- (iii) Parallel and Mercator sailings.

- (iv) Finding the position of a vessel by means of position lines from sun, moon or stars out of the meridian either simultaneously or with a run between observations.
- v) Fixing a vessel's position by horizontal and vertical sextant angles.
- (vi) Use of the danger angle.

(d) Signals-

As for Master Solomon Is.

(e) First Aid-

As for Master Solomon Is.

7. The examination for a certificate of competency as Master of a vessel trading to neighbouring Pacific territories shall comprise the following- Master Pacific Is B.S.I.P

(a) Mathematics and Principles of Navigation-written (3 hours)-

As for Mate Pacific Is. B.S.I.P. with the addition of-

- (i) Knowledge of ratio, proportion, variation.
- (ii) Solution of spherical triangles.

(b) General nautical knowledge-written (3 hours) and oral-

As for Mate Pacific Is. B.S.I.P. with the addition of-

- (i) Stresses and strains in a seaway, or when loading or ballasting.
- (ii) Use of displacement and T.P.I. scales.
- (iii) Effect of density of water on draught.
- (iv) Understanding of buoyancy, reserve buoyancy, centre of gravity, centre of buoyancy, metacentric height.
- (v) Effect of adding, moving or removing weights.
- (vi) Effect of slack tanks.
- (vii) Change of trim.
- (viii) Use of stability curves.
- (ix) Computation of area by Simpson's Rules.
- (x) Elementary ideas on the use of cargo plans.
- (xi) The construction and capacity of lifeboats.
- (xii) Maintenance of lifeboat equipment, lifebuoys, life-jackets, line-throwing apparatus, fire appliances, lights and sound signals.
- (xiii) Organisation of crew.
- (xiv) Inspection and maintenance of tanks, bilges, pipe-lines, strums, rudder, anchor and

cables, steering gear.

- (xv) Dry docking routine.
- (xvi) Preparations for dry docking and undocking (or slipping).
- (xvii) Purchases and power gained.
- (xviii) Scaling and painting.
- (xix) Ability to set out in a clear manner a report on damage sustained.
- (xx) Pilot signals.
- (xxi) Use of hydrometer.
- (xxii) Correction of sextant into which has been introduced an error or errors of perpendicularity, side and index errors.
- (xxiii) Care of compass.
- (xxiv) Reliability of charts.
- (xxv) Landfalls in thick and clear weather.
- (xxvi) Knowledge of Notices to Mariners, Annual Summary.
- (xxvii) Ship's business.
- (xxviii) Entering and clearing port.
- (xxix) Pratique, etc.

(c) Navigation-written (3 hours)-

As for Mate Pacific Is. B.S.I.P. with the addition of-

- (i) Finding the time and height of high and low water at a secondary port.
- (ii) Reduction to soundings.
- (iii) Distance of sighting lights.

(d) Signals-

As for Mate Pacific Is. B.S.I.P.

(e) First Aid and Tropical Hygiene-

As for the First Aid examination for Mate Pacific Is. B.S.I.P. with the addition of the following-

Tropical Hygiene as outlined in the "Ship Captain's Medical Guide".

(f) Meteorology-written (3 hours)-

- (i) Principles and use of barometer, thermometer and hygrometer.
- (ii) Knowledge of the main pressure, wind and current systems of the Pacific Ocean.
- (iii) Relationship between pressure and wind.
- (iv) Buys Ballot's Law.
- (v) The characteristics of anticyclones, depressions, monsoon systems, tropical revolving storms, land and sea breezes.

- (vi) Beaufort wind scales and weather notation.
- (vii) Principal cloud types.
- (viii) Simple ideas on fronts.
- (ix) General points to consider in selection of ocean routes.

(g) Magnetism, Electricity and Engineering-written (2 hours)-

- (i) Simple magnetism, poles of a magnet, laws of magnetism, magnetic field.
- (ii) Earth's magnetic field, magnetic force, dip, horizontal and vertical components, magnetic variation.
- (iii) Deviation, "hard" and "soft" iron, siting of compasses on board ship.
- (iv) Simple electrics, current, voltage, resistance, Ohm's Law, direct and alternating current.
- (v) Principle of the dynamo and electric motor.
- (vi) Fuses, switches and simple ship's circuits.
- (vii) Simple mechanics, heat, work and power.
- (viii) Simple mechanical engineering, principles of steam reciprocating and turbine machinery, internal combustion and compression ignition engines.
- (ix) Ship's pumps, valve chests, and piping arrangements.
- (x) Horse power, fuel consumption, propeller ship.

**8.** The examination for a certificate of competency as Third Class Mechanic shall be conducted in such manner as the examiner may deem fit to satisfy him that the candidate possesses sufficient working knowledge to operate and maintain the class of engine he will be in charge of. The emphasis shall be in the practical application of such knowledge with particular reference to fuel system, lubrication system, bilge connections and cleanliness of bilges, together with knowledge of operation of fire fighting appliances and fire prevention. The examiner shall endorse on the certificate the type of engine for which the candidate has been examined and such certificate shall be valid only for that type of engine.

Mechanic 3rd class

**9.** The examination for a certificate of competency as Second Class Mechanic shall comprise the following, with emphasis on the practical application of the necessary knowledge-

Mechanic 2nd class

(a) Engineering knowledge-oral and practical-

- (i) The working of internal combustion and compression ignition engines.
- (ii) Engine maintenance.
- (iii) Starting and reversing arrangements.
- (iv) Two stroke and four stroke cycles.
- (v) Circulation systems.
- (vi) Lubrication systems.
- (vii) Care and changing of injectors.
- (viii) Care and charging of batteries, fuses.

(b) Marine Engineering knowledge-oral and practical-

- (i) Shaft couplings and bearings.
- (ii) Stern glands and bushes.
- (iii) Circulating systems.
- (iv) Propellers.
- (v) Water strainers.

(c) Fire Precautions-oral and practical-

- (i) Precautions to be taken against outbreak of petrol, oil or electrical fires.
- (ii) Use and recharging of fire extinguishers.

**10.** The examination for a certificate of competency as First Class Mechanic shall comprise the following- Mechanic 1st class

(a) Engineering knowledge-oral and practical-

As for Mechanic 2nd class with the addition of-

Knowledge and maintenance of hydraulic systems used on engine remote controls, windlass and winches.

(b) Marine Engineering knowledge-oral and practical-

As for Mechanic 2nd class with the addition of-

Fresh water and salt water circulation systems.

(c) Fire Precautions-oral and practical-

As for Mechanic 2nd class.

(d) Electrical knowledge-oral and practical-

- (i) Care and maintenance of batteries.
- (ii) Simple light circuits.
- (iii) Fuses and their function.
- (iv) Care of electric motors and dynamos.

**11.** The examination for a certificate of competency as Engineer in charge of engines of up to and including 300 B.H.P. shall comprise the following- Engineer 300 B.H.P

(a) Engineering knowledge-oral-

As for Mechanic 1st class with the addition of-

- (i) Governors.
- (ii) Injectors.
- (iii) Electric starting.
- (iv) Air starting.
- (v) Fuel pumps and carburettors.
- (vi) Fuel systems.
- (vii) Gear boxes and clutches.
- (viii) Air compressors.

(b) Marine Engineering knowledge-oral-

As for Mechanic 1st class with the addition of-

- (i) Bilge pumps and pumping arrangements.
- (ii) Stern gear lubrication.
- (iii) Method of attaching propellers to shaft.
- (iv) Rudder particulars.
- (v) Steering gear.
- (vi) Knowledge of refrigeration.
- (vii) Underwater fittings.

(c) Fire Precautions-oral-

As for Mechanic 1st Class with the addition of-

Types of extinguishers and their use for different types of fires.

(d) Mathematics-written (1 hour)-

- (i) Tank capacities.
- (ii) Consumption per mile and per hour.

(e) Drawing (1 hour)-

Freehand sketches with measurements.

(f) Electrical knowledge-written (1 hour)-

- (i) Battery care and maintenance.
- (ii) Simple circuits.
- (iii) Fuses.

12. The examination for a certificate of competency as Engineer in charge of engines up to and including 500 B.H.P. shall comprise the following-

(a) Engineering knowledge-written (2 hours)-

As for Engineer 300 B.H.P. with the addition of-

- (i) Care of air bottles.
- (ii) Engine timing.
- (iii) Fuel pump calibration.
- (iv) Simple mechanics, heat, work and power.
- (v) Simple ship construction.

(b) Marine Engineering knowledge-written (2 hours)-

As for Engineer 300 B.H.P. with the addition of-

- (i) Knowledge of direct reversing engines.
- (ii) Propellers and pitch, etc.
- (iii) Operation of hydraulic clutch and reverse gear.
- (iv) Engine alignment.

(c) Fire Precautions-written (1 hour)-

As for Engineer 300 B.H.P. with the addition of-

Knowledge of the action of various types of extinguishers and their care and maintenance.

(d) Mathematics-written (3 hours)-

As for Engineer 300 B.H.P. with the addition of-

- (i) Propeller problems, pitch and slip, etc.
- (ii) Consumption variations in relation to horsepower and speed, etc.
- (iii) Simple electrical problems.
- (iv) Areas of different figures.

- (v) Volumes of different solids.
- (vi) Powers and roots.
- (vii) Use of common logarithms.

(e) Drawing (2 hours)-

Making and dimensioning of simple mechanical working drawings.

(f) Electrics-written (2 hours)-

As for Engineer 300 B.H.P. with the addition of-

- (i) Battery charging.
- (ii) Dynamos.
- (iii) Electric starters.
- (iv) Switchboards.
- (v) Electric motors and their starters.
- (vi) Mechanical ventilation.

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## SCHEDULE E

### *Rules for the Survey of Vessels for Safety Certificates*

(Regulation 20)

## PART I

### GENERAL PROVISIONS

1. Every foreign going vessel of 500 gross tons and upwards and every foreign going passenger vessel shall comply with the requirements of the Merchant Shipping Acts for a vessel of her class, provided that a vessel which is not normally engaged on foreign going voyages, if required to undertake a single foreign going voyage, may be exempted from full compliance with the requirements of the Merchant Shipping Acts provided that it complies with safety requirements which are adequate in the opinion of the licensing officer for the voyage which is to be undertaken.

Foreign Going Vessels

2. Every vessel which fails to comply with the requirements of these rules for a vessel of the class for which application is made may be awarded a safety certificate for a vessel of a lower class, provided that she complies with the requirements of that class.

Certificates of lower class  
may be awarded



3. Every inspector must, before informing the licensing officer that any vessel is safe, be satisfied that the vessel is staunch, safe, sound and seaworthy in all respects and complies with all the requirements of these rules for a vessel of her class.

Vessel to be seaworthy

## PART II

### SURVEY OF HULL AND PERMANENT FIXTURES

4. Subject to the provisions of regulation 22 of the Shipping Regulations, the inspector shall be satisfied as to the condition of the underwater portion of the hull including fittings. In the case of wooden vessels, the inspector may order the removal of fastenings of a portion or portions of the sheathing in order to satisfy himself as to the condition of the hull. In the case of wooden vessels over 5 years of age, which are fastened with ferrous metal, a selection of fastenings should be withdrawn and tested to ascertain that the fastenings are still in good condition.

Underwater portion of the hull to be surveyed

5. The inspector shall examine the above water portion of the hull and satisfy himself that the condition of the hull, fittings and fastenings is adequate.

Above water portion of the hull to be surveyed

6. All decks and superstructure shall be surveyed and the inspector shall satisfy himself that they are of adequate strength and are watertight.

Decks and superstructure to be surveyed

7.-(1) Every foreign going vessel to which these rules apply and every outer island vessel, and every coastal and inner island vessel over 75 feet in length, shall be fitted with-

Vessels to be fitted with bulkheads

(a) a watertight bulkhead not less than 10 per cent. and not more than 25 per cent. of the vessel's length abaft the forward perpendicular, and with

(b) watertight bulkheads at either end of machinery:

Provided that the licensing officer may at his discretion exempt outer island vessels 75 feet and under in length from the need to fit one of the three bulkheads.

(2) Every coastal and inner island vessel over 50 feet in length shall be fitted with a watertight bulkhead. Such bulkhead to be so placed that the length of any one watertight compartment shall not exceed 65 per cent. of the vessel's length.

(3) The licensing officer may at his discretion exempt from compliance with this rule any vessel, the keel of which was laid before the date on which these rules came into operation, providing such vessel has not been converted or rebuilt on or after that date.

8. The inspector shall satisfy himself that all the hatchways and other openings in the vessel's structure are of adequate strength and are provided with hatch boards and tarpaulins, together with adequate

Hatchways to be of adequate strength and to

means of securing the same, or other equally efficient method of protecting the opening against the entry of the sea.	be provided with adequate means of securing
<b>9.</b> Masts, derricks, cargo gear and rigging shall be surveyed and the inspector shall satisfy himself that these items are of adequate strength for the work expected of them. If in doubt, the inspector shall order load tests to be carried out. The limiting factor shall be noted on the vessel's safety certificate, and shall be clearly and legibly marked on the derrick.	Masts, derricks, cargo gear and rigging
<b>10.</b> The steering gear of every vessel shall be surveyed. In the case of wire, chains, or any system which utilises any combination of these materials, the complete system shall be opened up for inspection by the inspector.	Steering gear to be surveyed
<b>11.</b> All accommodation shall be examined, special attention being paid to accessibility, lighting, ventilation, etc.	Accommodation
<b>12.</b> All portholes cut in the vessel's hull below main deck level shall be fitted with deadlights, and with an efficient means of securing the same unless they are exempted by the licensing officer on account of their strength and position. All ventilators, air pipes, etc. to below freeboard deck spaces shall be provided with wooden plugs and canvas covers or other equally efficient means of securing the same against entry of the sea.	Portholes, ventilators, goosenecks, etc. to be provided with means of closing
<b>13.</b> Vessels having bulwarks over 12 inches in height shall be provided with a minimum freeing port area of 1 square foot for every 15 square feet of bulwark.	Freeing port area
<b>14.</b> The main engines, shafting, shaft bearing, and stern gear shall be inspected and the inspector shall be satisfied with their condition and effectiveness. In cases of doubt, the inspector may order all or any of those parts to be stripped for full inspection. Running surveys may be allowed if, in the opinion of the licensing officer, adequate records can be kept.	Machinery
<b>15.-(1) Air starting</b> -In all vessels fitted with air starting, the following gear must be present on board and in serviceable condition-	Starting gear
(i) An auxiliary air compressor, unless the main engine is capable of being started by other means.	
(ii) Air bottles of sufficient capacity, for at least 12 consecutive starts if direct drive, or 6 consecutive starts if the engine is fitted with a clutch and reverse gear.	
Compressor, compressed air lines, bottles, drains, gauges and valves shall be inspected to ensure they are in a serviceable condition.	
<b>(2) Electric starting</b> -In all vessels fitted with electric starting, the following gear shall be present and in	

serviceable condition-

(i) All inner island and coastal vessels must carry batteries of adequate capacity, plus emergency hand starting.

(ii) Outer island and foreign going vessels must, in addition to adequate storage batteries, be provided with a serviceable auxiliary charging set.

(3) *Hand starting*-All hand starting arrangements shall be inspected for suitability and serviceability.

**16.** All piping shall be carefully examined by the inspector to ensure that it is in good condition. Special attention shall be paid to all underwater connections and to that portion of the piping and any valves which are below the loaded water level.

All piping to be surveyed

**17.** The inspector shall examine all generators, batteries, wiring, fuses and electric motors, to ensure that they are safe and serviceable.

Electrics to be surveyed

**18.** Except in the case of open or partially decked vessels not exceeding 25 feet in length, every vessel to which these rules apply shall be provided with an efficient pumping plant capable of pumping from and draining any watertight compartments in the vessel under all conditions likely to arise after a casualty, whether or not the vessel remains upright. Wing suction shall be provided, if necessary, for that purpose. Efficient arrangements shall be provided whereby water in any watertight compartment may find its way to the suction pipes.

Bilge pumping arrangements

**19.-(a)** Every vessel which is an open or partially decked vessel 25 feet in length or under shall be provided with two bailers, or one bailer and one bucket.

Number and type of bilge pumps, etc. to be provided

**(b)** Every vessel which is an open or partially decked vessel over 25 feet in length, but under 50 feet in length shall be provided with an efficient hand pump, and in addition with two bailers, or one bucket and one bailer.

**(c)** Every vessel being a decked vessel shall be provided with approved pumps in accordance with the following table-

Length of ship in feet			No. of Pumps		
		Main Engine **Pumps	Independent **Power Pumps	Hand Pumps	
Under 50 ft.	...	...	Nil	Nil	1
50 ft. and under 100 ft.	...	1	Nil	1	

100 ft. and under 200 ft.	...	1	1	1	
200 ft. and under 300 ft.	...	1	1	2	
300 ft. and over	...	...	1	2	Nil

\*Main engine pumps may be replaced by independent power pumps.

\*\*Hand pumps specified in this column may be replaced by one independent power pump.

**20.**-(1) In every vessel to which these rules apply, bulwarks or guard rails shall be provided on any deck to which passengers are permitted access. Such bulwarks or guard rails, together with stanchions supporting the guard rails, shall be so placed, designed and constructed, and in particular shall be of such height above the deck, as to prevent any person who may have access to that deck from accidentally falling therefrom. Any freeing ports fitted to such a bulwark shall be covered by a grid or bars which will prevent any person from falling through the port.

Guard rails, stanchions and bulwarks

(2) In every open or partially decked vessel, every wash-strake covering board and coaming shall be so placed, designed and constructed, and in particular shall be of such height above the floorboards, as to prevent any person from falling overboard.

### PART III

#### GENERAL EQUIPMENT TO BE CARRIED

**21.** Every vessel must have provision for carrying fresh water in tanks or other receptacles capable of keeping the contents free from contamination and proof against the entry of sea water, in accordance with the following table-

Fresh water to be carried by all vessels

<i>Coastal vessels</i>	...	...	...	...	1/2 gallon for every person the vessel is certified to carry.
<i>Inner island vessels</i>	...	...	...	...	1 gallon for every person the vessel is certified to carry.
<i>Outer island and foreign going vessels</i>	...	...	...	...	5 gallons for every person the vessel is certified to carry.

22. Every vessel shall be provided with rations adequate for the voyage on which she is engaged.

23.-(1) This rule applies to every vessel other than a coastal vessel.

Sails

(2) Every sailing vessel which has no means of auxiliary propulsion shall be provided with a complete suit of sails, plus sufficient additional sails to work ship in case of emergency to the satisfaction of the inspector. Such sails shall be complete with all gear required for their efficient setting and use.

(3) Every sailing vessel which is fitted with some alternative means of propulsion shall carry one complete suit of sails, together with such gear as is required for their efficient setting and use.

(4) Every outer island and foreign going vessel which is primarily propelled by machinery shall, unless the vessel is fitted with twin screws or some other suitable auxiliary propulsion, carry sufficient canvas, to the satisfaction of the inspector, to work the ship in case of mechanical failure.

24.-(1) Every vessel shall be equipped with anchors and cables and mooring lines in accordance with the following tables. The inspector shall satisfy himself that the arrangements for letting go and heaving in the anchor are adequate.

Anchors, cable and mooring lines

TABLE I

MINIMUM SIZES OF ANCHORS AND LENGTH AND SIZE OF MOORING WARPS\*\*

Length of vessel	Weight of Anchor in lbs.						Mooring Lines	
	Danforth or CQR		Other types					
	(1)	(2)	(1)	(2)				
Up to 20 ft.	...	...	...	15	...	20	...	.....
Over 20 and up to 30 ft.	...	25	...	30	...		.....	
Over 30 and up to 40 ft.	...	50	40	65	50	2 × 15 fathoms 2 1/2 inches circ.		

Over 40 and up to 50 ft.	...	75	60	95	75	2 × 15 fathoms 3 inches circ.
Over 50 and up to 60 ft.	...	115	90	145	115	2 × 30 fathoms 3 1/2 inches circ.
Over 60 and up to 70 ft.	...	165	130	205	165	2 × 30 fathoms 3 1/2 inches circ.
Over 70 and up to 80 ft.	...	225	180	280	225	2 × 45 fathoms 4 inches circ.
Over 80 and up to 90 ft.	...	300	240	375	300	2 × 45 fathoms 4 inches circ.
Over 90 and up to 100 ft.	...	390	310	490	390	2 × 60 fathoms 4 inches circ.

Over 100: To Lloyds Rules

\*These sizes are given for motor vessels of the usual type found in Solomon Islands waters. The inspector may increase the requirements in vessels with unusually high freeboard, light draft and/or high superstructure, in his discretion. Column (2) under "Weight of Anchor in lbs." in each case gives the minimum size of each anchor required where two anchors are kept ready for immediate use.

TABLE 2

MINIMUM SIZES AND LENGTH OF CABLE\*\*

Size of anchor as given by		Required Cable	
Table 1	Length	Size	
Up to 25 lb.	...	...	10 fathoms ... 1/4 inch
Over 25 and up to 50 lb.	...	...	15 fathoms ... 5/16 inch
Over 50 and up to 75 lb.	...	...	15 fathoms ... 3/8 inch
Over 75 and up to 125 lb.	...	...	30 fathoms ... 7/16 inch

Over 125 and up to 175 lb. ...	30 fathoms ... 1/2 inch
Over 175 and up to 250 lb. ...	45 fathoms ... 9/16 inch
Over 250 and up to 350 lb. ...	60 fathoms ... 5/8 inch
Over 350 and up to 475 lb. ...	75 fathoms ... 11/16 inch
Over 475 and up to 650 lb. ...	75 fathoms ... 3/4 inch

**\*\***In vessels with anchors over 75 lb. in weight where stud link cable is not fitted 1/16 inch is to be added to the cable diameters listed. Vessels up to 20 ft. length may at the discretion of the inspector use wire or rope instead of chain.

(2) Every outer island and foreign going vessel shall be equipped with two bower anchors. Foreign going vessels must in addition be fitted with one stream or kedge anchor the weight of which shall not be less than one-quarter of the weight given in Table 1 for main anchors.

**25.**-(1) Every vessel shall be equipped with navigation lights as prescribed by the Collision Regulations. Navigation lights

(2) An approved navigation light must be of a type that will meet the requirements of the Collision Regulations and must be wind and weather proof and shall be placed to the satisfaction of the inspector.

**26.**-(1) Every vessel over 25 feet in length shall be equipped with sound equipment as follows- Sound equipment

(a) Every vessel of up to and including 50 feet in length, with a means of producing a clear horn-like note capable of being heard at a distance of at least one mile in calm conditions.

(b) Every vessel over 50 feet in length-

(i) if a sailing vessel, with an approved foghorn sounded by mechanical means, also with an approved bell;

(ii) if a steam or motor vessel with an approved whistle or siren sounded by steam or some substitute for steam, so placed that the sound shall not be intercepted by any obstruction, also with an approved bell.

(2) An approved foghorn, whistle or siren shall be audible for a distance of at least one mile under calm conditions.

**27.** Every vessel shall be equipped with efficient communications and signalling equipment as shown below- Signalling equipment

(a) Inner island vessels-  
1 approved signalling torch.

(b) Outer island vessels-  
1 approved signalling torch.  
1 approved daylight signalling light.  
1 set of international code flags, complete with International Code of Signals, Volume 1.

(c) Foreign going vessels-  
In addition to the equipment specified in (b) above-  
1 set semaphore flags.

**28.-(1)** Every inner island passenger vessel and every outer island vessel and foreign going vessel shall be equipped with an approved radio installation. Radio installations

(2) An approved radio installation shall consist in the case of inner island, outer island and foreign going vessels not required to carry radio telegraphy installation, of a radio capable of transmitting and receiving messages by speech on such frequencies as may be laid down by the Comptroller of Posts and Telecommunications from time to time, and having transmitted power of not less than 8 watts in the case of inner island vessels, 20 watts in the case of outer island vessels, and 50 watts in the case of foreign going vessels.

(3) The supply of power to the radio installations must be independent of the main engine. Aerials, earthing and wiring arrangements must be provided to the satisfaction of the inspector.

**29.-(1)** Every vessel to which these rules apply shall be equipped with an efficient compass with a suitable means of illumination to the satisfaction of the inspector. Navigational equipment

(2) Every inner island passenger vessel shall in addition to the compass carry charts and instruments which shall consist of at least one pair of parallel rulers, one pair of dividers and British Admiralty Chart No. 214, Solomon Islands.

(3) Every outer island vessel shall, in addition to the navigation equipment required to be carried in



paragraph (2) above, have on board the following additional navigational equipment-

An efficient sextant, a Nautical Almanac for the current year, an approved set of navigational tables, an efficient azimuth mirror to fit the compass or if the compass is so situated that it is impossible to obtain compass bearings from it, a pelorus or hand bearing compass or some other suitable means of obtaining compass bearings to the approval of the licensing officer, also British Admiralty Charts No. 208 Solomon Islands, Southern portion, and No. 2901 Solomon Islands to Ellice Islands.

(4) Every outer island and foreign going vessel must be swung to ascertain and, if necessary, reduce the deviation of the compass to the satisfaction of the licensing officer and a deviation card must be attached to the vessel's safety certificate and a spare copy retained by the licensing officer.

(5) Every outer island passenger vessel and every foreign going vessel shall, in addition to the navigational equipment required to be carried in paragraph (3) above, have on board an efficient chronometer or deck watch.

**30.** Every vessel other than a coastal vessel shall be equipped with a medicine chest clearly marked and fitted in an accessible position; such medicine chest shall be stocked with the following minimum requirements-

Medical supplies

(a) For inner island vessels-

Anti-Malaria tablets	...	...	...	...	25
Aspirin tablets (Gr. v.)	...	...	...	...	25
Diarrhoea mixture	...	...	...	...	16 oz.
Antiseptic solution	...	...	...	...	8 oz.
Bandages (3")	...	...	...	...	1/2 doz.

(b) For outer island vessels-

Anti-Malaria tablets	100
Aspirin tablets (Gr. v.)	100
Diarrhoea mixture	16 oz.
Sulphaguanidine tablets (or approved equivalent)	200
Tincture of Iodine (Fort)	4 oz.
Antiseptic solution	8 oz.
Magnesium Sulphate (Epsom Salts)	8 oz.
Lint	1 lb.
Gauze bandages	1 doz.
Sterile tube containing suture silk on needles	3
or: Suture needles	3
Suture silk	Q.S.
Scissors	1 pair
Printed instruction sheet or manual	1

(c) Foreign going vessels-

Ship Captain's Medical Guide	1 copy
Anti-Malaria tablets	500
Aspirin tablets (Gr. v.)	500
Epsom Salts	16 oz.
Tubonic ampules each containing 1/2 gr. 'Omnipon' equivalent to 3/4 gr. anhydros morphine	12
Distaquaine Penicillin (in oily solution)	12 vials
Pot. permanganate tablets	36
Acomine tablets	50
Stomach powder	16 oz.
Diarrhoea mixture	32 oz.
Sulphadimidine tablets (or approved equivalent)	500
Sulphadimidine tablets (or approved equivalent)	500
Tincture of Iodine	8 oz.
Antiseptic solution	16 oz.
Lint	2 lbs.
Cotton wool	2 lbs.
Gauze bandages	2 doz.
Sterile tube containing silk on needles	6
or: Suture needles	6
Suture thread	Q.S.
Scissors	1 pair
Dissecting forceps (toothed)	1 pair
Spencer Wells forceps	2 pairs
Scalpel handle	1
Scalpel blades (No. 23)	12 (1 pkt.)
Thermometers	2
Stomach tube	1
Penicillin tulle	3 tins
Hypo. syringe	1 tin
Serum needles (for penicillin)	6

#### Part IV

#### FIRE FIGHTING EQUIPMENT

**31.-(1)** Every vessel shall be provided with fire fighting appliances in accordance with the following table-

Fire appliances to be carried by all vessels

Length of vessel in feet			Fire Buckets			Approved fire extinguishers			Pump and fire hose
Up to 25 ...	...	...	Nil	...	...	...	1	Nil	
Over 25 and up to 50...			1...	...	...	1		Nil	

Over 50 and up to 75...	2 (1 with lanyard)...	1	1
Over 75 and up to 100...	3 (2 with lanyard)...	2	1
Over 100 and up to 200...	4 (2 with lanyard)...	2	1
Over 200... ..	4 (2 with lanyard)...	3	1

(i) The approved fire extinguishers required by this paragraph of this rule shall be placed where they are readily accessible to the crew, galley, and passenger spaces, to the satisfaction of the inspector.

(ii) The pump and fire hose required by this paragraph of this rule shall be capable of rapidly directing a powerful jet of water into any part of the vessel, to the satisfaction of the inspector:

Provided that the licensing officer may exempt from the requirement to be provided with a pump and fire hose any vessel up to 75 feet in length the keel of which was laid before the date on which these rules came into operation.

(2) Every vessel which is equipped with main or auxiliary engines shall, in addition to the fire fighting appliances required by paragraph (1) of this rule, be provided with appliances in accordance with the following table-

Aggregate BHP of engines	Approved froth extinguishers	Receptacle	Spray nozzle for Sand vessels provided with pump and hose
Over 50 and up to 100	1	Nil	Nil
Over 100 and up to 300	2	1	1
Over 300 ... ..	3	1	1

(i) The approved froth extinguishers required by this paragraph shall be placed in or near the engine room entrance to the satisfaction of the inspector. In the case of vessels with engines of an aggregate over 300 BHP one of the froth extinguishers provided shall be of at least 10 gallons capacity, but may be replaced by a CO<sub>2</sub> extinguisher of at least 35 pounds capacity.

(ii) The sand receptacle required by this paragraph of this rule shall contain an adequate quantity of sand or other approved dry material suitable for quenching oil fires and shall be provided with a scoop for distributing the contents. For the purpose of this rule an adequate quantity shall be deemed to be 1 cubic foot per 50 feet of length.

(iii) The spray nozzle required by this paragraph of this rule shall be capable of being used with the fire hose referred to in paragraph (1) of this rule to provide a fine spray of water.

(3) Every vessel fitted with electrical equipment shall in addition to the fire fighting appliances required by the preceding paragraphs of this rule, be provided with an extinguisher, suitable for quenching electrical fires, placed adjacent to the main switchboard.

**32.**-(1) This rule applies to all outer island vessels and to foreign going vessels under 150 tons, other than passenger vessels.

Additional fire appliances  
for outer island vessels  
and foreign going vessels  
under 150 tons

(2) Every vessel to which this rule applies shall, in addition to the fire fighting appliances required by rule 31 of these rules, be provided with a fireman's axe, placed to the satisfaction of the inspector.

(3) Every vessel to which this rule applies, shall, in addition to the extinguisher required by rule 31(3) of these rules, be provided with an extinguisher suitable for quenching electrical fires, placed adjacent to the wireless apparatus.

**33.**-(1) This rule applies to foreign going vessels of 150 tons and over but under 500 tons, other than passenger vessels.

Additional fire appliances  
for foreign going vessels  
of 150-500 tons

(2) In every vessel to which this rule applies, the pump required by rule 31(1) of these rules, shall be a power pump.

(3) Every vessel to which this rule applies shall, in addition to the fire fighting appliances required by rules 31 and 32 of these rules, be provided with a fireman's outfit comprising-

(i) a safety lamp,

(ii) a fireman's axe, and

(iii) either-

(a) self-contained breathing apparatus, or

(b) a smoke helmet, or

(c) a smoke mask

complying with the requirements of the Board of Trade under the Merchant Shipping Acts.

**34.-(1)** Every pump required by these rules to be operated by power shall be operated by means other than the vessel's main engine, and shall not be used for pumping oil. Power pumps

(2) Every such pump shall be capable of producing a throw of at least 40 feet at every nozzle, other than a spray nozzle, when used with any of the hoses and nozzles provided in compliance with these rules.

(3) Escape valves shall, wherever necessary, be provided in connection with every such pump and shall be so placed and adjusted as to prevent excessive pressure in any part of the water pipes served by the pump.

**35.** All water pipes, fire hydrants and hoses and nozzles required to be carried by these rules shall be made and fitted to the satisfaction of the inspector. Water pipes and hydrants

**36.-(1)** Every fire bucket provided in accordance with these rules shall be painted red and shall be clearly and permanently marked with the word "FIRE". Every such bucket shall be kept filled with sand. Fire buckets

(2) Fire buckets provided in compliance with these rules shall not be used for any purpose other than the extinguishing of fire.

**37.-(1)** The fire extinguishers provided in compliance with these rules shall be constructed in accordance with the requirements of the Board of Trade under the Merchant Shipping Acts. Fire extinguishers

(2) Not more than two types of portable fire extinguishers shall be provided in the passenger or crew space of any ship to which these rules apply.

(3) Fire extinguishers in which the substance for extinguishing fire is stored under pressure shall not be provided for use in crew or passenger spaces.

(4) Every fire extinguisher provided in compliance with these rules shall at all times be kept fully charged.

- 38.** Every froth fire extinguishing installation of the gravity type provided in compliance with these rules shall be made and fitted in accordance with the requirements of the Board of Trade under the Merchant Shipping Acts. Froth extinguishing installations
- 39.** Every piping system provided in a ship to which these rules apply, for conveying smothering gas or steam shall be constructed and fitted in accordance with the requirements of the Board of Trade under the Merchant Shipping Acts. Smothering gas or steam fire fighting
- 40.-(1)** In every vessel to which these rules apply means shall be provided for rapidly stopping all fans. Such means shall be situated outside the space served by such fans. Stopping fans and closing of openings
- (2) In every vessel to which these rules apply means shall be provided for closing all openings through which air might otherwise be admitted to an enclosed space.
- 41.-(1)** All movable fire appliances other than fireman's outfits provided in compliance with these rules shall be stowed where they will be readily accessible from the spaces in which they are intended to be used, and in particular, fire extinguishers shall be stowed near the entrances to the spaces in which they are intended to be used. Stowage of moveable fire appliances
- (2) Fireman's outfits provided in compliance with these rules shall be stowed to the satisfaction of the inspector.
- 42.** The requirements laid down in Part IV of this Schedule are minimum requirements, and an inspector may, if he thinks fit, direct that appliances in excess of those laid down shall be carried, in order to ensure that every part of the vessel is adequately protected. Powers of inspector to increase requirements of these rules

## Part V

### LIFESAVING APPLIANCES

- 43.-(1)** This rule applies to coastal vessels. Lifesaving appliances for coastal vessels
- (2) Every vessel to which this rule applies shall carry one life-jacket for each person the vessel is certified to carry.

**44.**-(1) This rule applies to inner island vessels.

Lifesaving appliances for  
inner island vessels

(2) Every vessel to which this rule applies shall carry one life-jacket for each person the vessel is certified to carry and in addition shall carry buoyant apparatus, other than lifejackets, to the satisfaction of an inspector, to support the total number of persons the vessel is certified to carry. Such buoyant apparatus shall be capable of protecting not less than 50 per cent. of the said total number of persons from immersion in the sea.

(3) Every passenger vessel to which this rule applies shall carry an approved boat or boats capable of accommodating not less than 25 per cent. of the total number of persons the vessel is certified to carry:

Provided that approved rafts together with a boat or boats capable of towing such rafts clear of the vessel may be carried in lieu of part or all of the approved boats required by this paragraph.

(4) Every vessel to which this rule applies shall carry one lifebuoy for every completed 25 feet of length.

(5) Every vessel to which this rule applies being certified to carry more than 12 passengers shall be provided with at least two approved buoyant smoke signals and two approved distress hand flares.

**45.**-(1) This rule shall apply to outer island vessels.

Lifesaving appliances for  
outer island vessels

(2) Every vessel to which this rule applies shall carry one life-jacket for each person the vessel is certified to carry.

(3) Every vessel to which this rule applies shall carry a boat or boats with fitted buoyancy to the satisfaction of the inspector, capable of being placed in the water on either side of the vessel.

(4) Every vessel to which this rule applies shall carry sufficient approved boats or approved rafts to accommodate every person the vessel is certified to carry:

Provided that the boat required in paragraph (3) of this rule may be included if equipped as an approved boat.

(5) Every vessel to which this rule applies shall be equipped with lifebuoys in accordance with the following table-

<i>Length of Vessel</i>	<i>Minimum No. of Lifebuoys</i>
-------------------------	---

Under 50 ft.	...	...	...	...	2
50 ft. and under 100 ft.	...	...	...	...	4
100 ft. and under 150 ft.	...	...	...	...	6
150 ft. and under 200 ft.	...	...	...	...	8
200 ft. and over	As laid down for a foreign going vessel.				

(6) Every vessel to which this rule applies shall carry 12 parachute distress rockets together with adequate means of firing them.

(7) Every vessel to which this rule applies shall carry 2 buoyant smoke signals.

**46.**-(1) This rule shall apply to foreign going vessels of less than 500 tons gross, other than passenger vessels.

Lifesaving appliances for  
foreign going vessels

(2) Every vessel to which this rule applies shall carry one life-jacket for each person the vessel is certified to carry.

(3) Every vessel to which this rule applies shall carry an approved lifeboat or lifeboats capable of being placed in the water on either side of the vessel and of such aggregate capacity as will accommodate not less than 25 per cent. of the persons the vessel is certified to carry.

(4) Such additional approved boats, approved rafts or inflatable liferafts of an approved type shall be provided as will be sufficient together with the approved lifeboats required by paragraph (3) of this rule to accommodate every person the vessel is certified to carry.

(5) Every vessel to which this rule applies being a vessel of 150 feet in length or upwards shall carry the approved lifeboats required by paragraph (3) of this rule in davits.

(6) Every vessel to which this rule applies shall carry at least the number of lifebuoys determined in accordance with the following table-



<i>Length of Vessel</i>	<i>Minimum No. of Lifebuoys</i>			
Under 150 ft.	...	...	...	6
150 ft. and under 200 ft.	...	...	...	8
200 ft. and over	...	...	...	12

(7) Every vessel to which this rule applies shall carry 12 parachute distress rockets together with adequate means of firing them.

(8) Every vessel to which this rule applies shall carry 2 buoyant smoke signals.

(9) Every vessel to which this rule applies shall carry an approved portable radio apparatus for survival craft complying with the requirements of the Board of Trade under the Merchant Shipping Acts.

(10) Every vessel to which this rule applies being a vessel of 150 feet in length and upwards shall carry line throwing apparatus complying with the requirements of the Board of Trade under the Merchant Shipping Acts.

**47.-(1)** All lifejackets carried in compliance with these rules shall comply with the requirements of the Board of Trade under the Merchant Shipping Acts:

General requirements

Provided that small vessels on coastal or inner island voyages may at the discretion of the licensing officer substitute locally made lifejackets for all or part of the lifejackets required by these rules but such lifejackets shall be constructed according to specifications laid down by the licensing officer from time to time.

(2) All lifebuoys carried in compliance with these rules shall comply with the requirements of the Board of Trade under the Merchant Shipping Acts. In every vessel required to carry 4 or more lifebuoys one such lifebuoy shall be fitted with a self-igniting light of a type approved by the Board of Trade, and one with 15 fathoms of 1 1/2 inch line. In every vessel required to carry 8 or more lifebuoys, two such lifebuoys shall be fitted with approved lights and two with 15 fathoms of 1 1/2 inch line.

(3) All inflatable liferafts carried in compliance with these rules shall comply with the requirements of the Board of Trade under the Merchant Shipping Acts and shall be deemed fit to accommodate the number of persons prescribed thereunder by the Board of Trade.

(4) An approved lifeboat for the purpose of these rules shall mean a lifeboat of a standard not less than that required by the Board of Trade under the Merchant Shipping Acts and equipped in accordance with the requirements of the Board of Trade under the said Acts.

(5) An approved boat, other than an approved lifeboat, shall include any cargo boat, work boat or launch carried as part of the vessel's equipment, provided that it complies with the following requirements:-

(a) It is an open boat with rigid sides, fitted with approved internal buoyancy properly constructed and of such form and proportions that it shall have ample stability in a seaway and sufficient freeboard when fully loaded with its full complement of persons and equipment;

(b) the number of persons that such a boat shall be deemed fit to carry shall not exceed one person for each cubic foot of buoyancy that it contains, provided that such number shall not be greater than one-tenth of the cubic capacity of the boat. The space occupied by an engine and fuel tanks shall be deducted from the gross cubic capacity of the boat and adequate buoyancy shall be allowed to compensate for the weight of such engine;

(c) it carries the following equipment:-

If under 15 feet, one pair of oars;

If of 15 feet or over, two pairs of oars, a steering oar or rudder and tiller;

One-and-a-half sets of crutches attached by lanyards;

A line becketed round the boat;

Sea anchor, oil bag, and 1 gallon wave oil;

A bailer;

A painter.

(6) An approved liferaft of non-inflatable type shall be deemed capable of supporting a number of persons equal to one-third of the capacity of the buoyancy measured in cubic feet, or one-quarter of the deck area of the raft measured in square feet whichever number is the smaller, and shall have in the centre of the deck space, a stowage for provisions capable of being opened from the top or bottom of the raft. An approved liferaft must be provided with 4 paddles.

(7) Every approved boat and every approved liferaft of a non-inflatable type shall be provided with-

(a) the following minimum rations for every person it is deemed fit to carry-

2 quarts of fresh water;

16 oz. biscuits;

all of which shall be packed in watertight containers clearly marked "LIFEBOAT RATIONS", and

(b) the following equipment-

1 painter;

6 handflares;

2 buoyant smoke signals;

1 jack knife fitted with a tin opener,

approved fishing equipment.

(8) The equipment and rations to be provided for approved boats and rafts must be stowed in, or adjacent to, the boat or raft for which they are intended and must, if not stowed in the boat, be capable of being transferred from their place of stowage into the boat by one man within a period of time approved by the inspector.

(9) When the licensing officer has satisfied himself that any buoyant apparatus complies with the requirements of these rules, he shall cause it to be marked on the side or end exposed to the view of passengers with the number of persons it is permitted to carry or support.

(10) All buoyant apparatus other than lifeboats, approved boats, rigid or inflatable liferafts of an approved type and approved lifebuoys shall be constructed in accordance with specifications laid down from time to time by the licensing officer.

(11) All pyrotechnic signals carried in compliance with these rules shall be of a type complying with requirements of the Board of Trade under the Merchant Shipping Acts.

#### ACCOMMODATION AND SANITARY ARRANGEMENTS

**48.-(1)** Foreign going and outer island vessels shall have at least the following accommodation, cooking facilities and sanitary arrangements-

Foreign going and outer island vessels

- (a) approved sleeping accommodation for all members of the crew;
- (b) an approved galley and pantry either separate or combined;
- (c) one approved lavatory for every 30 persons or part thereof on board the vessel.

(2) Where more than 30 persons are carried one of the approved lavatories required by paragraph (1) (c) of this rule may consist of an outboard box, provided that such box is of sound construction and adequately screened to the satisfaction of the inspector.

**49.-(1)** Inner island vessels of 50 feet in length and over shall have at least the following facilities:-

Inner island vessels

- (a) approved sleeping accommodation for all members of the crew;
- (b) an approved galley;
- (c) one approved lavatory for every 30 persons or part thereof on board:

Provided that where more than one lavatory is provided, one such lavatory may be of an approved outboard type as provided in rule 48 (2).

(2) Inner island vessels under 50 feet in length shall have accommodation to the satisfaction of the inspector.

**50.** Coastal vessels of 50 feet in length and over shall have at least one approved lavatory for every 30 persons or fraction of that number that the vessel is carrying:

Coastal vessels

Provided that one such lavatory may be of an approved outboard type as provided by rule 48(2).

**51.-(1)** The accommodation approved for the carriage of deck passengers under rule 2 of Schedule H to the Shipping Regulations must be adequately shaded and sheltered.

Deck passenger accommodation

(2) Where in outer island and foreign going vessels a deck within 3 feet of the waterline is included in the clear deck space a platform or floor raised not less than 6 inches and not more than 9 inches above the deck shall be provided.

**52.-(1)** Approved sleeping accommodation shall be adequately lighted and ventilated and shall contain a bed or bunk for every person for whom the accommodation is approved. Such accommodation shall contain a clear deck space of at least 6 square feet adjacent to each bed or bunk or tier of beds or bunks.

General requirements

(2) An approved lavatory shall consist of a water closet designed to be flushed with water, adequately lighted and ventilated and shall be situated in a cubicle with a floor area of not less than 6 square feet, except as provided elsewhere in this Part of this Schedule.

(3) An approved galley shall be adequately lighted and ventilated and shall contain facilities for providing adequate cooked meals for the number of persons which the vessel is certified to carry without risk of fire damage to the vessel.

## PART VII

### MISCELLANEOUS PROVISIONS

**53.** Where these rules require that any particular fitting, appliance or apparatus, or type thereof, shall be fitted or carried in a vessel, or that any particular provision shall be made, the licensing officer may allow any other fitting, appliance or apparatus, or type thereof, to be fitted or carried or any other provision to be made in that vessel if he is satisfied by trial thereof that such other fitting, appliance or apparatus, or type thereof, or provision is at least as effective as that required by these rules.

Equivalents

**54.** The licensing officer may exempt any vessel not normally engaged in outer island or foreign going voyages but which in exceptional circumstances is required to undertake a single outer island or foreign going voyage from any of the requirements of these rules, provided that it complies with such safety requirements as in his opinion are adequate for the voyage which is to be undertaken by such vessel.

Exemptions

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## SCHEDULE F

*Rules for Determining the Position, Shape and Dimensions of the Deck  
and Load Lines*

(Regulation 30)

1. The deck line shall be 10 inches in length and 1 inch in breadth marked amidships, with its upper edge passing through the points specified hereunder:- Deck line

(a) In the case of a fully decked vessel, the point where the continuation of the upper surface of the freeboard deck intersects the outer surface of the shell;

(b) in the case of a partially decked vessel, a point lying one inch below the point where a continuation of the upper surface of the side decking intersects the outer surface of the shell;

(c) in the case of open vessels, a point lying 2 inches below the gunwhale capping.

2.-(1) The load line shall be so placed in relation to the length of the vessel that it shall be directly under the deck line. Load line

(2) The load line shall be so placed in relation to the water level that when the vessel is fully loaded with the minimum freeboard permitted under these rules, the centre of the load line disc shall correspond to the water line.

(3) The circle of the load line disc shall be one inch in breadth and of 8 inches outside diameter and shall be intersected horizontally by the load line being 1 inch in breadth and 10 inches in length the upper edge of which passes through the centre of the disc.

3. The upper edge of the deck line and the upper edge of the load line shall be carved or cut into the hull of the vessel as directed by the inspector and the lines and disc shall be clearly painted with white paint on a dark background, or black paint on a white background. Marking of deck and load lines

4. The vertical distance between the upper edge of the deck line and the upper edge of the load line shall be the "Assigned freeboard" shown on the vessel's safety certificate and shall, in no case, be less than the minimum freeboard laid down in rule 5 of these rules. Assigned freeboard

5.-(1) Every vessel to which these rules apply being a vessel of 150 gross tons or over shall have her freeboard assigned as prescribed by the Board of Trade in accordance with the Load Line Rules, 1959 made under the Merchant Shipping Acts. Minimum freeboards  
SI 1959 No. 2238

(2) Every vessel to which these rules apply being a vessel of less than 150 gross tons, shall have her freeboard assigned as follows-

(a) The minimum freeboard applicable shall be in accordance with the following table, provided that the licensing officer may in the case of vessels of unusual design or in special circumstances assign a lesser freeboard than that shown if he considers it safe and reasonable to do so:-

Minimum Freeboard				
Length of vessel			Open or partially decked vessels	Fully decked vessels
20 ft. and under	...	11 inches	...	8 inches
21-30 ft.	...	...	12 1/2 inches	9 1/2 inches
31-40 ft.	...	...	14 inches	11 inches
41-50 ft.	...	...	16 3/4 inches	12 1/2 inches
51-60 ft.	...	...	19 1/2 inches	14 inches
61-70 ft.	...	...	22 3/4 inches	15 1/2 inches
71-80 ft.	...	...	25 inches	17 inches
81-90 ft.	...	...	27 3/4 inches	18 1/2 inches
Over 90 ft.	...	...	30 1/2 inches	20 inches

(b) the freeboards specified in sub-paragraph (a) of this paragraph are the minimum assignable, and the inspector may, if he deems it advisable, having due regard to the design, construction, age and condition of the vessel, increase the minimum freeboard to such a limit as he may deem necessary to ensure the safety of the vessel in adverse weather conditions.

## SCHEDULE G

### *Rules for Prescribing the Minimum Number of the Crew to be Carried on any Vessel*

#### (Regulation 27)

1. Every vessel of less than 500 tons gross, must carry a minimum number of crew, including the master and officers, according to her class and size as follows- Minimum crew required

<i>Class of vessel</i>				<i>Number of seamen</i>
Coastal Vessels	...	...	...	One seaman, plus one additional seaman for every completed 20 feet in length.
Inner Island Vessels	...	...	...	Up to and including 20 feet in length, two seamen, and thereafter one additional seaman for every additional completed 15 feet in length.
Outer Island Vessels	...	...	...	Three seamen, plus one additional seaman for every completed 20 feet in length.
Foreign Going Vessels	...	...	...	Four seamen, plus one additional seaman for every completed 20 feet in length.

2.-(1) Of the number of seamen required to be carried on a vessel under rule 1 of these Rules at least half shall have served at sea for a minimum period in the aggregate of six months within the immediately preceding period of two years, or for a minimum period in the aggregate of twelve months within the immediately preceding period of ten years.

Minimum period of service  
LN 109/1970

(2) For the purposes of this rule, "seaman" does not include any certificated officer with whom a vessel must be provided under regulation 26

3. Where the inspector is of the opinion that the number of seamen determined by rule 1 of these Rules is insufficient for the safe and seamanlike conduct of the vessel, he may, in his discretion, order the number of seamen required to be carried to be increased to such number as he thinks fit.

Powers of an inspector to increase minimum number of crew

4. Vessels of 500 tons gross or upwards shall carry the minimum number of crew as required by the Board of Trade.

Crew for vessels of 500 tons gross and upwards



5. The licensing officer may, in his discretion, allow a lesser number of crew to be carried than laid down in rule 1 of these Rules, if he considers it safe to do so owing to the nature of the voyage or the special circumstances of the case.

Exemption

## SCHEDULE H

### *Rules for Prescribing the Maximum Number of Passengers that may be Carried*

(Regulation 28)

1.-(1) The number of berthed passengers to be carried on board a vessel shall in no circumstances exceed the number of fixed or portable bunks of approved construction and spacing that are available. Such bunks may be provided in the cargo space, but no berth occupied by cargo shall be included in assessing the passenger carrying capacity of the vessel on any particular voyage.

Berthed passengers

(2) An approved bunk shall be constructed so that it is at least 6 feet long by 2 feet wide and it shall have at least 2 feet of clear space above it and shall be raised at least 6 inches clear of the deck. Sufficient ventilation and floor space to the satisfaction of an inspector shall be provided for each bunk.

2.-(1) Approved clear deck space shall be provided for each passenger at the rate shown in the following table:-

Deck space for passengers

		Airing space for Berthed passengers	Total space for Deck or unberthed passengers
Coastal voyages	...	3 superficial square feet	9 superficial square feet
Inner Island voyages	...	6 superficial square feet	12 superficial square feet
Outer Island voyages	...	6 superficial square feet	12 superficial square feet
ForeignGoingvoyages		6 superficial square feet	15 superficial square feet

(2) "Clear deck space" means the space left after sky-lights, ventilators and all other obstructions are deducted.

3.-(1) The tops of hatches may be included in the measurement of deck space, but no space may be included which has insufficient height over it for an average adult to sit upright with comfort.

Measurement of deck space

(2) When there are deck houses on a vessel and the space between the side of any deck house and the bulwark or rail is less than 2 feet in width, such space shall not be included in the measurement of deck space.

(3) Forecastle decks shall not be included in the measurement of deck space, provided that the Principal Licensing Officer may approve the measurement of certain parts of such decks where an inspector advises that because of the size or structure of a particular forecastle deck he considers it unreasonable to exclude it entirely. In the case of vessels having a completely raised fore-deck the foremost ordinate of the space measured shall not be nearer the fore side of the stern than one-eighth of the vessel's length.

(4) No space which contains bunks or cargo nor any spaces lighted and ventilated by hatches only shall be included in the measurement of deck space.

(5) No portion of the top of a midships house or bridge deck, etc. which is used for the purpose of navigation nor any portion of a deck which extends beyond the vessel's sides, nor any portion of a deck supported solely by stanchions and of light construction shall be included in the measurement of deck space.

(6) The tops of properly constructed saloons and cabins on the main deck fitted with approved rails may be included in the measurement of deck space, provided that in the opinion of the inspector such parts are strong enough and the vessel is sufficiently stable.

(7) Deck space less than 2 feet above the waterline in the case of foreign going or outer island vessels and less than 12 inches above the waterline in the case of inner island and coastal vessels and any spaces not habitually used for the carriage of passengers may not be included in the measurement of deck space.

4. The total number of passengers allowed shall in no case exceed the number for which lifesaving appliances, complying with the rules laid down in Part V of Schedule E, are provided.

Limitation of total number of passengers by lifesaving appliances

5. The number of passengers determined in accordance with the foregoing rules shall be the maximum that may be carried on board a vessel in any circumstances, but in the event of the inspector not being satisfied that the vessel will be fully stable with such number of passengers on board he shall refer the matter to the licensing officer who may prescribe that a lesser number of passengers than that determined in accordance with the foregoing rules shall be the maximum that may be carried on board such vessel.

Stability of vessel

6. Vessels that do not comply with the bulkhead requirements of rule 7 of Schedule E, for reasons of age or otherwise, may have their passenger carrying capacity reduced by one-tenth for each bulkhead they fall short.

Bulkheads effect on passenger capacity

7. Where the master or bosun in charge of a vessel, or the licensing officer or inspector is of the opinion that the number of passengers determined in accordance with the provisions of this Schedule is too great having regard to the weather or other circumstances and may tend to cause the vessel to be unseaworthy or may endanger the lives of any of the persons carried, he may at his discretion reduce the number of persons permitted to be carried by such number as he may think fit.

Special circumstances

8. In the case of open or partially decked vessels on inner island or coastal voyages where the measurement of clear deck space is not practicable, the vessel shall not be permitted to carry a greater number of passengers than can be seated on properly constructed seats or benches in reasonable comfort in the opinion of the inspector, having regard to there being adequate space for the crew and for the safe navigation of the vessel and provided that any space occupied by cargo may not be included for the carriage of passengers.

Open or partially decked vessels

## SCHEDULE I

### *Fees*

(Regulations 6, 14, 18.)

1. The fee for examination for a certificate of competency of a-

Fee under regulation 6  
LN 12/1976

	\$		
Coxswain 3rd Class shall be	...	...	...2.00
Coxswain 2nd Class shall be	...	...	...4.00
Coxswain 1st Class shall be	...	...	...4.00
Mate Solomon Is. shall be	...	...	...6.00
Master Solomon Is. shall be	...	...	...8.00

Mate Pacific Is. B.S.I.P. shall be	...	...	...8.00
Master Pacific Is. B.S.I.P. shall be	...	...	...12.00
Mechanic 3rd Class shall be	...	...	...2.00
Mechanic 2nd Class shall be	...	...	...4.00
Mechanic 1st Class shall be	...	...	...4.00
Engineer 300 B.H.P. shall be	...	...	...8.00
Engineer 500 B.H.P. shall be	...	...	...12.00

**2. The fee for a certified copy of a lost certificate of competency for-**

Fee under regulation 14

\$

(a) Coxswains and Mechanics shall be	...	...0.50
(b) Masters, Mates and Engineers shall be	...	...1.00

**3.-(1)** The fee for survey for a safety certificate of a vessel of the gross tonnage specified in column (1) of the following table shall be as specified opposite such vessel in column (2) of the table, and where, for the convenience of the owner, the inspector attends in order to furnish satisfactory evidence as to condition as required by regulation 22 of the Shipping Regulations, or for running surveys of machinery, or where it is necessary for the inspector to make additional visits to a vessel in order to ascertain whether defects or deficiencies noted at the time of the main survey have been rectified, the fee shown in column (3) of the table opposite such vessel shall be payable:

Fee under regulation 18

Provided that where the owner of any vessel in respect of which a fee for survey is payable under column (2) of the table has in his possession a valid licence issued under Schedule B to the Licence Act in respect of that vessel the fee paid for such licence shall be deducted from the said fee for survey payable under these Regulations.

LN 12/1976  
Cap. 124

(1)	(2)	(3)
Gross tonnage of vessel	For the	For every

	Survey	additional visit
Less than 2	15	5
2 and over but less than 5	25	5
5 and over but less than 15	35	10
15 and over but less than 25	45	10
25 and over but less than 40	65	12
40 and over but less than 60	90	12
60 and over but less than 80	125	15
80 and over but less than 100	145	15
100 and over but less than 125	160	20
125 and over but less than 150	175	20
150 and over but less than 200	200	25
200 and over but less than 300	230	25
300 and over but less than 500	270	30
500 and over but less than 750	310	30
750 and over but less than 1,000	360	35
1,000 and over	400	35

(2) Where the gross tonnage of a vessel is not accurately known it shall be determined by the formula:

$$\frac{\text{Length} \times \text{Breadth} \times \text{Depth} \times 0.75}{100}$$

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SCHEDULE J

FORMS

S.R.1

SOLOMON ISLANDS

*Application for Examination for a Certificate of Competency*

(Regulation 6, Shipping Regulations)

Name in full

Date of application

Certificate of competency for which applicant wishes to be examined

Certificate of competency applicant now holds

Age of applicant

Signature of applicant

I certify that I have served in the following capacities:-

*Months*

(a) For Coxswains, Mates and Masters

As Seaman	...	...	...	...	...
As Coxswain 3rd Class	...	...	...	...	
As Coxswain 2nd Class	...	...	...	...	
As Coxswain 1st Class	...	...	...	...	
As Mate Solomon Is.	...	...	...	...	
As Master Solomon Is.	...	...	...	...	
As Mate Pacific Is. B.S.I.P.	...	...	...		
In sea training establishment	...	...	...		

Total

(b) For Mechanics and Engineers

In shop	...	...	...	...	...	...
At sea engaged as	...	...	...	...		
At sea engaged as	...	...	...	...		
At sea engaged as	...	...	...	...		
In engine training establishment	...	...	...	...		
Total						

(c) Address to which reply should be sent:

(d) Remittance/G.T.R. enclosed covering fee the Shipping Regulations. specified in Schedule I to

NOTES:

- (1) A sight and colour certificate must be attached in the case of applicants for deck certificates.
- (2) Two photographs of the applicant must be attached.

---

S.R.2

SOLOMON ISLANDS

*Sight and Colour Test Certificate*

(Regulation 6; Shipping Regulations)

This is to certify that I have today examined .....and find  
his form and colour vision are adequate/not adequate\* for a seafarer.

\*Delete as necessary.

Signature of Medical Officer.....

or Assistant Medical Officer.....

Date.....

NOTE.-This certificate is valid for six months only from the date of issue.

---



S.R.3

SOLOMON ISLANDS

CERTIFICATE OF COMPETENCY

*Issued in Pursuance of Section 7 of the Shipping Act*

(Regulation 13, Shipping Regulations)

This is to certify that \_\_\_\_\_ has been found  
competent to fulfill the duties of

.....(a)

This certificate is valid in the following waters

.....(b)

Certificate number.....

Place issued.....

Date issued.....

Signature of holder

Signature of licensing officer

Prescribed fee.....received on G.T.R.....Date.....

Photograph  
of holder

NOTES:

- (a) Insert here the grade of certificate awarded as specified in regulation 4 (a) of the Shipping Regulations.
- (b) In the case of Coxswains 3rd class insert here the locality for which the certificate is valid.

---

S.R.4

SOLOMON ISLANDS

CERTIFICATE OF COMPETENCY

*Issued in Pursuance of Section 7 of the Shipping Act*

(Regulation 13, Shipping Regulations)

This is to certify that.....has been found competent to fulfill  
the duties of

.....(a)

This certificate is valid for the following type of engines

.....(b)

up to.....B.H.P.

Certificate number.....

Place issued.....

Date issued.....

Signature of holder

Signature of licensing officer

Prescribed fee.....received on G.T.R.....Date.....

Photograph  
of holder.

NOTES:

(a) Insert here the grade of certificate awarded as provided in regulation 4 ( b) of the Shipping Regulation

(b) In the case of Mechanics 3rd Class insert here the type of engine for which the certificate is valid.

---

S.R.5

SOLOMON ISLANDS

*Application for Survey of Vessel*

(Regulation 18, Shipping Regulations)

Name of vessel

Date and place built

Official No. or Local Registration No.

Material of construction

Length..... Breadth..... Depth.....(a)

Gross tonnage.....(b)

Number, type and make of engine

Age of engine.....

Class of vessel.....(c)

Date of expiry of present certificate (if any)

Port at which survey is requested

I hereby apply for survey of the above vessel in accordance with regulation 20 of the Shipping Regulations, and enclose remittance/ G.T.R. covering fee of \$.....specified in Schedule I of the said Regulations.

Signature of Master or Owner

Date of application

Address for reply

#### NOTES

(a) "Length" means the length from the forepart of the stem to the after part of the stern post, or if a vessel without a stern post, the forepart of the rudder stock; "Breadth" means extreme breadth not counting rubbers; "Depth" means the height of the midships section of the top of the deckbeam at the middle line above the top of the keel.

(b) Where the gross tonnage is not accurately known it will be determined by the formula:

$$\frac{\text{Length} \times \text{Breadth} \times \text{Depth} \times 0.75}{100}$$

(c) Viz: Coastal, Inner Island, Outer Island or Foreign Going Vessel.

---

S.R.6

SOLOMON ISLANDS PROTECTORATE

*Certificate of Survey*

(Regulation 20, Shipping Regulations)

1. GENERAL PARTICULARS:-

Name of vessel	Class
Port of registry	Official No. or Local Reg. No.
Propulsion	
When and where built	
Owner's name and address	

2. GENERAL DESCRIPTION:-

Registered length	No. and description of deck houses and superstructure
Overall length	
Registered breadth	
Registered depth	
Loaded draft	
Minimum freeboard	Construction

Type of stem

Rig

Type of stern

No. of W/T bulkheads

3. PARTICULARS OF PROPELLING MACHINERY:-

No. of main engines

Make..... Type..... B.H.P.....

4. SURVEY CERTIFICATE:-

I/We, the undersigned, certify that the vessel described above was surveyed by me/us in accordance with the provisions of regulation 20 and Schedule E of the Shipping Regulations and that the condition of the hull, machinery, structures, fittings and equipment was as shown in the attached report.

The survey was carried out at the port of.....

on (date).....

.....Inspector

.....Inspector

.....Inspector

.....Inspector

Signed.....this.....day of.....19.....

\_\_\_\_\_



S.R.7

SOLOMON ISLANDS

*Survey Report*

(Regulation 20, Shipping Regulations)

Relevant  
Rule in  
Schedule E.

NOTE.-Insert below comments on condition, type,  
number, etc. of:-

1. HULL AND FITTINGS

Rule 4, 5	Hull underwater	above water	
Rule 6	Decks	Deckhouses	
Rule 7	W/T Bulkheads Hatchways Tarpaulins Method of securing hatchways	No. No. No.	Hatchboards Wedges
Rule 9	Mast Derricks	Rigging No.	Gear SWL
Rule 10	Steering gear, type	Condition	
Rule 11, 48-52	Accommodation		
Rule 12	Deadlights		

If not fitted would it be practicable or reasonable to  
require them?

Closure for vents, air pipes, etc., type

Adequate?

Rule 20                      Bulwarks: adequate?

Rule 13                      Freeing ports: adequate?

## 2. MACHINERY, ETC

Rule 14                      Main engine                      No.                      Shafts

Shaft bearings                      Stern gear

Propeller(s)

Rule 15 (1)                      Starting Air bottles                      No.

Capacity adequate?

Lines, gauges, pipes

Rule 15 (2)                      Starting batteries                      No.

Adequate?

Auxiliary charger                      Wiring

Rule 15 (3)                      Hand starting: adequate?

Auxiliary Machinery: Description

Condition

Rule 16                      Piping: Bilge lines                      Fuel lines

Seawater cooling lines                      FW lines

	Skin fittings		Valves	
Rule 17	Electrics: Generators		No.	
	Batteries	Motors	Wiring	
	Fittings		Fuse: adequate?	
Rule 18	Pumping arrangements: Do these conform to rule?			
Rule 19	Main engine pumps:	No.	Type	Capacity Cond.
	Independent power pumps:	No.	Type	Capacity Cond.
	Hand pumps:	No.	Type	Capacity Cond.
	Buckets:	No.	Type	Capacity Cond.
	Bailers:	No.	Type	Capacity Cond.

### 3. GENERAL EQUIPMENT

Rule 21	Freshwater, quantity	Stowage
Rule 22	Emergency rations: Meat, quantity Biscuit, quantity	packed packed
Rule 23	Sails: Description and number	
	Adequate?	
Rule 24	Ground tackle	

Anchors:	No.	Weight	Type	Cond.
----------	-----	--------	------	-------

	No.	Weight	Type	Cond.
--	-----	--------	------	-------

	No.	Weight	Type	Cond.
--	-----	--------	------	-------

Cables:	No.	Size	Length	Cond.
---------	-----	------	--------	-------

Mooring lines:	No.	Size	Length	Cond.
----------------	-----	------	--------	-------

	No.	Size	Length	Cond.
--	-----	------	--------	-------

Rule 25      Navigation lights,

Rule 26	Sound equipment:		
	Whistle or Siren	Foghorn	Bell
	other		

Rule 27	Signalling equipment: torch	Daylight signalling lamp
---------	-----------------------------	--------------------------

Int. Code flags	Int. Code Vol. I
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Semaphore flags

Rule 28	Radio equipment: Make	Type	Cond.	
	Radio batteries:	No.	Capacity	Cond.
	Aerials		Earth	Wiring

Batteries: where stowed

Rule 29	Navigational equipment:	Compass
---------	-------------------------	---------

Instruments

Charts

Means of taking bearings

Deviation card to be attached to Report (if required)

	Sextant	Chronometer
	Nautical Almanac current year	Tables
Rule 30	Medical supplies: To rule	Foreign Going
	If not list deficiencies:-	Outer Is.
		Inner Is.

#### 4. FIRE FIGHTING EQUIPMENT

Rules 31, 32, 33, 36	Fire buckets	No.	with lanyards		
Rule 37	Fire extinguishers:-				
	Soda acid	No.	Make	Capacity	Cond.
	Foam	No.	Make	Capacity	Cond.
	C.T.C.	No.	Make	Capacity	Cond.
	Others	No.	Make	Capacity	Cond.
	Sand boxes	No.	Capacity	Cond.	Scoops No.
	Fireman's Axes	No.		Cond.	
Rule 34	Fire pumps:				
	Power pumps	No.	Type	Capacity	Cond.
	Hand pumps	No.	Type	Capacity	Cond.

Rule 35	Hydrants	No.	Firemain	
Rule 35	Firehoses	No.	Size Total Length	Cond.
	Stowage			
	Nozzles jet	No.	Condition	
	Spray	No.	Condition	
Rule 39	Smothering system, type			Capacity
	Spaces served			
Rule 40	Means of stopping fans			adequate?
	Means of closing openings			adequate?
Rule 33 (3) (iii)	Breathing apparatus: Type		Condition	
Rule 42	Are the appliances adequate to protect all parts of the ship?			
	Recommendations.			

## 5. LIFE SAVING APPLIANCES

Rules 43-46	Lifejackets	No.	Type	Condition
	Lifejackets	No.	Type	Condition
Rule 47 (1)	Lifejackets	No.	Type	Condition
	Lifebuoys	No.	Type	Condition

with lines with lights    Type                      Condition

Rule 44

Dinghies and other buoyant apparatus No.

No.	1	2	3	4
-----	---	---	---	---

Type

Size

Capacity

Condition

Rule 47 (6)

Approved rafts No.

No.	1	2	3	4
-----	---	---	---	---

Type

LBD

Vol. of buoyancy

Gear stowed

Gear

List deficiencies

Rule 47 (5)

Approved boats No.

No.	1	2	3	4
-----	---	---	---	---

Type

LBD

Vol. of buoyancy

Gear stowed

Gear

List of deficiencies

Rule 46 (5)	Davits No. of sets	Type	Condition
-------------	--------------------	------	-----------

Rule 47 (3)	Inflatable rafts No.
-------------	----------------------

No.	1	2	3	4
-----	---	---	---	---

Type

Capacity

Stowed

Equipment

Last survey date

Rule 47 (4)	Approved lifeboats No.
-------------	------------------------

No.	1	2	3	4
-----	---	---	---	---

Type

LBD

Capacity

Gear stowed



## Gear

### List deficiencies

Rule 44 (5),  
45(6) & (7),  
46 (7) & (8),  
47 (11)

Pyrotechnics (other than those included in boat or raft equipment)  
Hand distress flares

No.	Make	Condition	Expiry Date
-----	------	-----------	-------------

### Parachute distress rockets

No.	Make	Condition	Expiry Date
-----	------	-----------	-------------

### Smoke floats

No.	Make	Condition	Expiry Date
-----	------	-----------	-------------

### Others, type

No.	Make	Condition	Expiry Date
-----	------	-----------	-------------

Rule 46 (9)

Portable radio equipment:

Make	Type	Condition
------	------	-----------

Rule 46 (10)

Line throwing apparatus

Make	Type	Condition
------	------	-----------

Rule 52 (1)

Number of saloon berths

## Schedule H

Rule 1

Number of other approved passenger berths

Rule 2

Area of approved clear deck space

GENERAL COMMENTS

In my opinion the vessel is/is not generally seaworthy.

The following defects and deficiencies should be noted:-

Signed.....

SOLOMON ISLANDS

FORM S.R.8



VALIDITY:

The validity of this Certificate is dependent upon:

- (1) The vessel being manned to at least the minimum manning scale shown above.
- (2) Compliance with the minimum equipment scales shown hereunder.

(a) GROUND TACKLE MOORING LINES, ETC

<i>Anchors:</i>	No.:	Type:	Weight:
	No.:	Type:	Weight:
	No.:	Type:	Weight:
<i>Cables:</i>	No.:	Size:	Length:
<i>Lines:</i>	No.:	Size:	Length:

(b) LIGHTS AND SIGNALLING EQUIPMENT:

Masthead	P & S side	Stern
Anchorlight	NUC lights	Balls and Shapes
Whistle/Siren	Foghorn	Bell
Signal torch	Daylight lamp	Semaphore flag
Code flags	Int. Code Book Vol. I	
Radio type	Power	
Batteries capacity	Charger type	Capacity

(c) NAVIGATIONAL EQUIPMENT:

Compasses	Means of taking bearings	
Charts	Parallel Rulers	Instruments
Sextant	Chronometer	
N. Almanac	N. Tables	

(d) FIREFIGHTING APPLIANCES:

Fire buckets	with lanyard	
Extinguishers		
fluid	Froth	Other
Pumps	Type	
Hoses	Nozzles	Spray nozzles
Sand receptacle	Smothering system	
Fireman's Outfit	Axes	

- (3) The vessel, hull, fixtures, fittings, machinery and equipment being maintained in good order and condition.

## CERTIFICATE

I, the undersigned, certify:-

- (1) That the vessel described above has been surveyed in accordance with the provisions of regulation 20 of the Shipping Regulations.
- (2) That the survey took place on \_\_\_\_\_ (date)  
at \_\_\_\_\_ (place)
- (3) That to the best of my knowledge and belief the vessel complies with all the requirements for a vessel of her class.
- (4) That in pursuance of regulation 24 of the Shipping Regulations, this Safety Certificate is now granted and shall remain in force until \_\_\_\_\_ (date), unless previously invalidated, revoked or suspended.

Issued \_\_\_\_\_ on (date), at \_\_\_\_\_ (place)

Signature of Licensing Officer

NOTE.-This Certificate shall be issued in triplicate-

Original to be retained by the Owner.

Duplicate to be posted in the wheelhouse or other accessible place on board the vessel.

Triplicate to be retained by the Licensing Officer.

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## THE SHIPPING (DANGEROUS GOODS) REGULATIONS

(Section 28)

LN 150/1967  
LN 46/1988

[1st April 1968]

1. These Regulations may be cited as the Shipping (Dangerous Goods) Regulations. Citation

2. In these Regulations unless the context otherwise requires- Interpretation

"class" in relation to dangerous goods, means a class provided for in regulation 4 of these Regulations;

"Convention Country ship" means a ship registered in a country to which the International Convention for the Safety of Life at Sea signed in London on 17th June, 1960, applies, provided that such ship complies with the laws of that country relating to the carriage of dangerous goods;

"explosive" means a substance used or manufactured with a view to producing a practical effect by explosion, or a pyrotechnic effect, or any other substance which by experience has been or may be found to produce such an effect;

"passenger vessel" means a vessel carrying more than twelve passengers;

"Solomon Islands ship" means a ship registered in Solomon Islands, or a vessel to which any of the provisions of the Act apply;

"vessel" means a vessel to which these Regulations apply by virtue of regulation 5.

3. In these Regulations the expression "dangerous goods"- Meaning of dangerous goods

(a) means any goods or substances listed in column 2 of Schedule I and includes any goods or substances which the shipper knows or ought to know to be dangerous goods by virtue of their having been marked, labelled or manifested as such on arrival in Solomon Islands;

(b) includes empty receptacles which have previously been used for the carriage of dangerous goods unless such receptacles have been cleaned and

dried or, when the nature of the former contents permits with safety, have been adequately closed, or in the case of radioactive substances have been both cleaned and adequately closed;

(c) does not include-

(i) goods forming part of the equipment or stores of the ship in which they are carried; nor

(ii) goods shipped in quantities less than the quantities specified for such goods in column 4 of Schedule 1, other than goods packed together in one container which the shipper knows or ought to know to be incompatible with one another.

Schedule 1

4. For the purposes of these Regulations dangerous goods shall be of the following classes-

Classes of goods

Class 1 -Explosives.

Class 2 -Gases: compressed, liquefied or dissolved under pressure.

Class 3 -Inflammable liquids.

Class 4 (a) -Inflammable solids.

Class 4 (b) -Inflammable solids or substances liable to spontaneous combustion.

Class 4 (c) -Inflammable solids or substances which in contact with water emit inflammable gases.

Class 5 (a) -Oxidising substances.

Class 5 (b) -Organic peroxides.



Class 6 (a) -Poisonous (toxic) substances.

Class 6 (b) -Infectious substances.

Class 7 -Radioactive substances.

Class 8 -Corrosives.

Class 9 -Miscellaneous dangerous substances, that is, any other substance which experience has shown, or may show, to be of such a dangerous character that these Regulations should apply to it.

**5. These Regulations shall apply to the following vessels-**

Application

(a) every vessel, other than a Convention Country ship or ship of war or auxiliary armed vessel belonging to Her Majesty or to the Government of any part of the Commonwealth or any foreign country, which loads, unloads, has on board, or conveys any dangerous goods at, to, or from any place in Solomon Islands; and

(b) every Solomon Islands ship which loads, unloads, has on board or conveys any dangerous goods at, to, or from any place whatsoever, except that when such vessel loads dangerous goods at any place in a territory other than Solomon Islands the laws of that territory relating to dangerous goods shall where applicable be complied with instead of these Regulations, provided such laws are not less effective than the provisions of these Regulations.

**6. The provisions of these Regulations shall be deemed to be in addition to and not in substitution for or in restraint of any other written law relating to explosives, petroleum or dangerous goods.**

Related laws

**7. No dangerous goods shall be taken on board any vessel for carriage in that vessel, unless the shipper of the goods has furnished the owner or master of the vessel with a certificate or declaration in writing that the shipment offered for carriage is**

Shipper to furnish statement

properly marked and packed in accordance with the provisions of these Regulations. Such certificate or declaration shall indicate the identity of the goods and the nature of the danger to which the goods give rise and shall indicate to which of the classes the good belong.

**8.** No dangerous goods, being goods contained in a vehicle, container, receptacle or package, shall be taken on board a vessel for carriage on that vessel, unless such vehicle, container, receptacle or package is clearly marked on the outside with a label or marking purporting to indicate the nature of the danger to which the goods give rise and the identity of the goods. The marks required by this regulation shall be as specified in Column 5 in Schedule 1 and of the pattern specified in Schedule 2, and shall be so applied that they shall not become detached or obliterated under normal conditions of transport during transit.

Packages to be marked  
Schedule 1  
Schedule 2

**9.** No dangerous goods shall be taken on board a vessel for carriage on that vessel, if the owner of the vessel or any of his servants or agents knows or ought to know that the goods are not suitably packed in a manner adequate to withstand the ordinary risks of handling and transport by sea having regard to their nature and to the nature of the voyage. For the purposes of this regulation goods will not be deemed to be suitably packed unless packed in accordance with the provisions of Schedule 3.

Goods to be suitably  
packed  
Schedule 3

**10.** The master or bosun of the vessel shall inform all members of the crew and all passengers of the nature of any dangerous goods carried and their place of stowage.

Crew and passengers to  
be informed

**11.** Dangerous goods and any vehicle, container, receptacle or package, containing dangerous goods taken on board any vessel for carriage in that vessel shall be stowed in the vessel and shall be kept so stowed in a safe and proper manner. For the purposes of this regulation goods will not be deemed to be stowed in a safe and proper manner unless stowed as specified in column 7 of Schedule 1 and in accordance with the provisions of Schedule 4.

Goods to be properly  
stowed  
Schedules 1 and 4

**12.** No dangerous goods shall be loaded in bulk into any vessel for carriage in that vessel if the owner of the vessel or any of his servants or agents knows or ought to know that the goods cannot safely be carried in bulk to the destination to which they are consigned.

Carriage in bulk

**13.-(1)** No explosives shall be taken on board any passenger vessel for carriage in that vessel other than-

Goods permitted on  
passenger vessels  
Schedule 5

(a) explosives set forth in paragraph 1 of Schedule 5;

(b) any distress signal rockets for use in ships or aircraft, if the total weight of such rockets does not exceed 112 lb;

(c) shop fireworks, namely those set forth in paragraph 2 (1) of Schedule 5. Schedule 5

(2) Any explosives, distress rockets or fireworks carried in a passenger vessel shall be suitably stowed under the personal supervision of a responsible officer nominated by the master.

(3) For the purpose of this regulation goods shall not be deemed to be suitably stowed unless stowed as specified in column 7 of Schedule 1 and in accordance with the provisions of Schedule 4. Schedules 1 and 4

**14.** No person shall take or permit to be taken any quantity of dangerous goods on board any passenger vessel for carriage therein unless such quantity of such goods is permitted on passenger vessels under column 6 of Schedule 1. Goods not permitted on  
passenger vessels  
Schedule 1

**15.-(1)** No goods being liquids which the owner of the vessel or any of his servants or agents knows or ought to know to be inflammable, or inflammable spirits having a flash point shall be taken on board any vessel for carriage on that vessel unless- Inflammable liquids  
LN 46/1988

(a) the spaces in which such goods are to be carried are adequately ventilated to the satisfaction of a licensing officer;

(b) the vessel is equipped with such firefighting equipment (in addition to the equipment normally required under the Shipping Regulations) as a licensing officer may direct;

(c) no deck passengers are to be carried, except where such goods are stowed on deck in a part of the ship to which passengers are not permitted access and in such small quantities and containers and so stowed that the goods may easily be jettisoned;

(d) adequate measures are taken to prevent smoking or the use of naked lights

in the vicinity of such goods; such measures must include the prominent display of notices prohibiting smoking or the use of naked lights.

(2) For the purpose of this regulation, in determining the meaning of "vessel", liquids referred to in paragraph (1) shall be deemed to be dangerous goods.

**16.-(1)** No copra nor any substances which the owner of the vessel or any of his servants or agents knows or ought to know to be liable to spontaneous combustion shall be taken on board any vessel for carriage on that vessel unless precautions proper in the circumstances are taken for the prevention of the spontaneous combustion of such goods, nor shall any such goods be stored in the same compartment as goods of Class 1.

Goods liable to spontaneous combustion

(2) For the purposes of this regulation, in determining the meaning of "vessel", copra and such substances as are referred to in paragraph (1), shall be deemed to be dangerous goods.

**17.** Any person who commits or permits any of the following acts on a vessel that is to say-

Offence to cause fires, etc

(a) an act tending to set the vessel or its cargo or any part thereof on fire, or tending to cause explosion or concussion; or

(b) any breakage or damage to any dangerous goods or the containers thereof,

whether through negligence or otherwise, shall be guilty of an offence against these Regulations.

**18.** Any master or bosun of a vessel who fails, omits or neglects to ensure that all necessary and proper precautions are taken in relation to the carriage of dangerous goods shall be guilty of an offence against these Regulations.

Proper precautions to be taken by master

**19.-(1)** Every shipper of dangerous goods shall be responsible for ensuring that regulations 7 and 8 are complied with and not contravened, and in the event of any contravention thereof shall, unless he proves that he took all reasonable steps to

Offences and penalties

prevent such contravention, be guilty of an offence against these Regulations.

(2) The master or bosun of every vessel shall be responsible for ensuring that regulations 9, 10, 11, 12, 15 and 16 are complied with and not contravened, and in the event of any contravention thereof the master or bosun shall, unless he proves that he took all reasonable steps to prevent the contravention, be guilty of an offence against these Regulations.

(3) Any owner of a vessel and any other person who knowingly contravenes any of the provisions of these Regulations or knowingly causes or permits any act or omission that constitutes any failure to comply with or any contravention of these Regulations, shall be guilty of an offence against these Regulations.

(4) Any person who commits any offence against these Regulations shall be liable to a fine of one hundred dollars or to imprisonment for six months.

SCHEDULE 1 (1)

LN 46/1988

*(Regulations 3, 8, 11, 13 (3) and 14)*













## SCHEDULE 1 (2)

### NOTES TO AND EXPLANATIONS OF SCHEDULE 1 (1)

1. Column 1-Indicates the class to which the dangerous goods belong.

„ 2-Lists the goods included in the meaning of the term "dangerous goods".

„ 3-Indicates the nature of the hazard to which the goods give rise.

„ 4-Indicates the minimum quantity of particular goods in any single shipment to which the requirements of the Shipping (Dangerous Goods) Regulations apply, provided no single container contains such goods which the shipper knows or ought to know to be incompatible with one another.

„ 5-Indicates the mark or label required by the Regulations.

„ 6-Indicates the total quantity permitted to be carried on passenger vessels.

„ 7-Indicates the type of stowage required.

„ 8-Indicates the restrictions to be applied to stowage of the dangerous goods in relation to goods of Class 1 (Explosives) as follows-

-*Restriction 1* -Not to be carried in the same ship as goods of Class 1 of a type not permitted on passenger vessels. If carried in a ship carrying goods of Class 1 of a type permitted on passenger vessels, must not be carried in the same compartment as such goods.

-*Restriction 2* -If carried in a ship carrying goods of Class 1, must not be carried in the same compartment as such goods.

2. Explanation of terms and abbreviations.

F.P. means Flash Point.

Infl. „ Inflammable.

Expl.       ,,       Explosive.

Pois.       ,,       Poisonous.

Anaes.     ,,       Anaesthetic.

"Ordinary ammunition stowage" means-

(a) in a space which is as cool as possible, dry, well ventilated, clean, free from grit, dust, oily waste or rubbish, and which should be kept effectively closed except when loading or discharging;

(b) non-explosive cargo other than dangerous goods to which restrictions 1 or 2 in column 8 apply, may be carried in the same compartment; and

(c) the goods must be carefully handled and stowed, and well secured to prevent movement.

"special stowage" means-

(a) in a proper magazine or portable container approved by a licensing officer or inspector;

(b) other dangerous goods to which restriction 1 applies, may not be carried in the same ship. Other dangerous goods to which restriction 2 applies may not be carried in, or directly over, the same compartment; and

(c) the goods must be carefully handled and stowed, and well secured to prevent movement.

### 3. Notes

- A. When carried below decks, not to be overstowed by heavy cargo. Stow away from living quarters and from any corrosive, inflammable or combustible dangerous goods.
- B. Any shipments known to contain or suspected of containing any of these substances should be referred to the Marine Department for advice as to the degree of danger and the proper packing and stowage.

*Regulation 8*

1. The marks prescribed by regulation 8 of the Shipping (Dangerous Goods) Regulations, shall consist of labels or stencils of the appropriate pattern shown in this Schedule, according to the label number shown in column 5 of Schedule 1 (1).
2. The dimensions of the labels or stencils shall be not less than 4 inches by 4 inches.
3. The letters, figures and representations on the labels set out overleaf, shall be in black and the background shall be in the colour specified under each label.



### SCHEDULE 3

#### *Regulation 9*

1. The packing of dangerous goods (being goods which are not loaded in bulk) required by regulation 9 of the Shipping (Dangerous Goods) Regulations, shall be-

(a) well made and in good condition;

(b) of such a character that any interior surface with which the contents may come into contact is not dangerously affected by the substance being conveyed; and

(c) if the dangerous goods are radioactive substances, adequate to allow a margin of safety sufficient in the circumstances to protect all persons on board the ship.

2. Where absorbent or cushioning material is used in the packing of a receptacle or receptacles containing liquids that material shall be-

(a) capable of minimising the dangers to which the liquid gives rise;

(b) so disposed as to prevent movement of the receptacle and ensure that the receptacle remains surrounded by such material; and

(c) in sufficient quantity where reasonably possible to absorb the liquid in the event of breakage of the receptacle.

3. Receptacles containing dangerous liquids shall have an ullage at the filling temperature sufficient to allow for the highest temperature likely to be met during the course of normal carriage.

4. Cylinders or receptacles for gases under pressure shall be adequately constructed, tested, maintained and correctly filled.

#### SCHEDULE 4

##### *Regulation 11 and 13 (3)*

1. The safe and proper stowage of dangerous goods required by regulations 11 and 13 (3) of the Shipping (Dangerous Goods) Regulations, shall have due regard to the identity and dangerous nature indicated by the markings referred to in regulation 8 of the Regulations. Dangerous goods of a different kind which are liable to interact dangerously shall be effectively separated and kept effectively separated from one another. Explosives shall be effectively separated from detonators. Electrical apparatus and cables in any compartment in which explosives are carried shall be designed and used so as to minimise the risk of fire or explosion.

2. In complying with the requirements for the safe and proper stowage of dangerous goods due regard should be given to the remarks as to stowage contained in column 7 and the restrictions laid down in column 8 of Schedule 1 (1).

#### SCHEDULE 5

##### *Regulation 13*

1. Explosives which may be taken on board passenger vessels, in accordance with regulation 13 (1) (a) of the Shipping (Dangerous Goods) Regulations shall include-

Ajax Percussion Caps.

Antifyre Percussion Caps.

Battery Pockets.

Bullseye Percussion Caps.

Cardox Heater D.



Cartridge for Martin Cutter.

Cartridges, Bolt, Cable Cutting, Linked, Punch or Rocket.

Cases, Cartridge, Capped.

Cases for Turbo-Starter Cartridges (Empty), Primed.

Cordtex.

Curtis's and Harvey's Safety Electric Fuses.

Delay Fuse Assembly (10 seconds).

Drogue Ejector Cartridges.

Eley Kynoch No. 91 Percussion Cap.

Eley Kynoch No. 1A Percussion Cap.

Excelsior Safety Electric Fuses.

Ferrule Igniter for Safety Fuse.

Flame Detector Cord.

Fusehead Assemblies.

Hydrox Igniter No. 1 Safety Electric Fuse.

Igniter for Grenades.

Kynoch Fog Signal Caps.

Kynoch No. 41 Percussion Cap.

Kynoch No. 70 Percussion Cap.

Kynoch No. 81 Percussion Cap.

Kynoch Rail Car Fog Signals.

M.O.C. Cartridges (Type 1).

M.O.C. Cartridges (Type 4).

M.O.C. Cartridges (Type 6).

Multiple Safety Fuse Igniters.

Nicorro Percussion Caps.

Nobel's Electrical Delay Action Fuses.

Nobel's Safety Electric Fuses.

Nobel's Safety Electric Delay Fuses.

Norres Patent Fuse Lighters.

Orion Patent Safety Electric Fuses.

Percussion Caps, O. in C. No. 1.

Plastic Core Safety Fuse.

Push Mechanism Type 6.

Pull Mechanism Type 6.

Railway Fog Signals, O. in C. No. 1.

Release Mechanism Type 6.

Safety Cartridge Cases (Empty), Capped.

Safety Electric Primers.

Safety Firing Tubes, No. 1.

Safety Fuse, O. in C. No. 1.

Safety Fuse Lighters.

Safety Instantaneous Fuse.

Schermer Cattle Killer Cartridges.

Special Safety Fuse.

Thermal Gas Closing Cartridges.

Trip Fuses.

Turbo-Starter Primers, Electrically Fired, 15 grain.

Tyre Sound Signals.

Venus Patent Safety Electric Fuses.

Vulcan Patent Safety Electric Fuses.

Vickers' Percussion Caps.

Vulcan Patent Electric Delay Action Fuses.

Any Safety Cartridges not specified above.

2.-(1) Shop fireworks which may be taken on board passenger vessels in accordance with regulations 13 (1) (c) of the Shipping (Dangerous Goods) Regulations shall include-

Coloured Fires and Lights	Amorces
Balloon Fireworks	Throwdowns Toy Fireworks
Roman Candles	Crackshots
Wheels	Squibs
Bouquets	Prince of Wales Feathers
Saxons	Lances
Blue Devils	Crackers
Black Jacks	Snakes
Flower-pots	Golden Rain
Fountains	Portfires or Blue Candles
Starlights	Lightning Paper in Envelopes
Tourbillions Suns Devil-among-Tailors	Mines Other than those specified Maroons below as excluded Rockets
Gerbs	Jack-in-the-boxes (Other than those specified below as excluded)
Catherine Wheels	
Scintilletes	

and other similar fireworks which are not liable to explode violently.

(2) The expression "shop fireworks" shall not include-

Socket Distress Signals	Mines
Socket Light Signals	Jack-in-the-boxes (above 2 lb.
Sound Socket Signals	<i>Feu de Joie</i> gross weight)
Shells Aerial Maroons	Maroons exceeding 4 oz. gross weight
Maroon Rockets	Chinese Crackers exceeding 4 inches in length
Guncotton Rockets	
Flight of Rockets	

or any firework (other than a toy firework) containing its own means of ignition, whether or not named in the foregoing list of "shop fireworks" or any firework liable to explode violently.

LN 115/1970

(Section 28)

[1st December 1970]

1. These Regulations may be cited as the Shipping (Canoes and Small Craft) Regulations. Citation

2.-(1) In these Regulations unless the context otherwise requires:- Interpretation

"small craft" means dinghies, rafts, punts, barges or any other boats, other than canoes, not exceeding twenty feet in length.

(2) For the purposes of these Regulations the length of any vessel shall be deemed

to be its length as measured from the extreme forward end, but excluding any ornamentation or bowsprit, to the fore-side of the rudder stock or, if a vessel is powered by an outboard engine, to the after side of the outboard transom or bracket.

3. Subject to any exemption made by the Principal Licensing Officer under regulation 7, the provisions of the Act, unless otherwise specifically excluded, shall apply to any canoe, or any small craft not propelled by an engine, which is carrying passengers at a distance of more than five miles from land.

Application of the Act to canoes and small craft

4. Any canoe, or any small craft not propelled by an engine, whether or not carrying passengers, shall, so long as it remains within five miles from land, be exempt from the provisions of the Act, other than sections 19 (relating to the sending to sea of unseaworthy vessels) and 24 (relating to misconduct endangering life or vessel) and any other provision of the Act which is expressly applied to such canoe or small craft by any regulation made under section 28.

Exemption of canoes and small craft

5. For the purposes of regulations 3 and 4, "canoe" means-

Interpretation

(a) any canoe not propelled by an engine, and

(b) any canoe propelled by an outboard engine of ten or less brake horse power.

6. The following vessels, so long as they remain within five miles from land, shall be exempt from the provisions of section 9 (relating to the provision on vessels of certificated officers), section 10 (relating to the provision on mechanically propelled vessels of a certificated engineer), section 18 (relating to sailing without a safety certificate) and section 22 (relating to the limit of persons to be carried on a vessel) and the Shipping Regulations:-

Exemption, subject to conditions, of canoes and small craft propelled by engines

(a) canoes propelled by an outboard engine of over ten brake horse power;

(b) canoes not exceeding twenty feet in length propelled by an inboard engine;

(c) small craft propelled by an outboard or inboard engine:

Provided that every such vessel, if engaged in trade or passenger traffic, shall comply with the conditions specified in the Schedule to these Regulations; and in the event of such vessel not complying with such conditions the owner and the person in charge of any such vessel shall, unless such vessel complies with the provisions of the Act relating to a vessel of its class, be guilty of an offence and shall each be liable to a fine of one hundred dollars or imprisonment for six months.

Schedule

7. The Principal Licensing Officer, may, subject to such conditions as he may think fit, exempt any canoe or small craft from complying with the provisions of the Act for the duration of any voyage or series of voyages if he is satisfied that compliance with the Act is impracticable or would be unreasonable having regard to all the circumstances of the case.

General exemption of canoes and small craft by the Principal Licensing Officer

## SCHEDULE

*(Regulation 6)*

### CONDITIONS TO BE COMPLIED WITH BY VESSELS TO WHICH REGULATION 6 APPLIES ENGAGING IN TRADE OR PASSENGER TRAFFIC

1. The number of passengers carried shall not exceed twelve.

Number of passengers

2. The total number of persons carried shall not exceed the number that can be seated in comfort and safety and still leave adequate space for their effects, the fuel, the engine, the operator of the vessel and the equipment required by conditions 5, 7, 8 and 9.

Total number of persons

3. The brake horse power of the engine shall not exceed the appropriate figure specified in column 3 of the Table following these conditions in relation to the type of vessel specified in column 1 of the Table.

Maximum B.H.P. of engine

4. The freeboard shall not be less than the appropriate figure specified in column 4 of the Table following these conditions in relation to the type of vessel specified in column 1 of the Table.

Minimum freeboard

5. Every vessel shall carry the appropriate number of oars or paddles specified in column 5 of the Table following these conditions in relation to the type of vessel specified in column 1 of the Table, and on any voyage on which passengers are carried there shall be sufficient ablebodied persons (including passengers) on board to manoeuvre the vessel in the event of an engine breakdown.

Oars or paddles

6. The fuel tanks of petrol engines shall be so placed as to prevent spilt fuel running forward. Placing of fuel tanks
7. Fitted buoyancy shall be installed, if necessary, in such a way as to ensure that the vessel remains afloat and on as reasonably even keel when flooded despite the weight of the engine and fuel tanks. Buoyancy
8. Every vessel shall carry at least four gallons of fresh drinking water in unsinkable containers of a type which will prevent the contents escaping or becoming tainted. Water
9. Every vessel shall carry at least two floatable bailers. Bailers

TABLE

Type of Vessel (1)	Length of Vessel (2)	Maximum B.H.P. (3)	Minimum Freeboard (4)	Minimum No. of Caps or Paddles (5)
Canoes and small craft specified in reg. 6(b) and (c)	Up to 20 feet	10	11 inches	2
Canoes specified in reg. 6 (a)	Over 20 and up to 25 ft.	15	11 inches	3
„ „	Over 25 and up to 28 ft.	20	12 inches	4
„ „	Over 28 and up to 31 ft.	30	12 inches	4
„ „	Over 31 and up to 33 ft.	35	14 inches	5
„ „	Over 33 and up to 36 ft.	40	14 inches	5
„ „	Over 36 and up to 38 ft.	45	15 inches	6
„ „	Over 38 and up to 41 ft.	50	15 inches	7



„	„	Over 41 and up to 45 ft.	60	17 inches	8
„	„	Over 45 ft.	60	17 inches	10

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## THE SHIPPING (CANOES AND SMALL CRAFT) REGULATIONS

LN 91/1973

### EXEMPTION OF CANOES AND SMALL CRAFT

LN 91/1973

*(Regulation 7)*

[15th May 1973]

All canoes and small craft operated by the Solomon Islands Police Force are exempted from compliance with the provisions of the Act for the duration of all voyages undertaken in exercise of police duties, but only if such canoes and small craft are equipped with adequate means of rowing or paddling, and all passengers therein are equipped with buoyancy aids.

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