

THE REGULATIONS FOR THE ENFORCEMENT OF THE SHIP SAFETY LAW

Ministry of Transport Ordinance No.41,

September 25, 1963

Including Amendment by Ministry of Transport Ordinance

No. 3, Feb. 3, 2000

Note: This is not an official English translation. It has been prepared as a convenience for those who desire to have a general understanding of Japanese rules. Consequently, reference should be made to the original Japanese text when you encounter something questionable or hard to understand.

**Under the provisions of the Ship Safety Law (Law No.11, 1933)
and for enforcement of the same Law, the Regulations for the
Enforcement of the Ship Safety Law shall be stipulated as
follows:**

C O N T E N T S

CHAPTER I.	GENERAL (Articles 1 to 4-2).....	27
CHAPTER II.	REQUIREMENTS FOR NAVIGATION (Articles 5 to 12).....	35
CHAPTER II-2.	SAFETY MANAGEMENT MANUAL (Article 12-2).....	36
CHAPTER II-3.	EQUIPMENT, ETC. OF FISHING VESSELS FOR COMBINED USE OF PLEASURE FISHING (Articles 13 to 13-3).....	37
CHAPTER II-4	INSTALLATIONS, ETC. OF HIGH SPEED CRAFT (Articles 13-4 and 13-5)	39
CHAPTER III.	INSPECTION AND SURVEY.....	41
Section 1.	General Provisions (Articles 14 to 16).....	41
Section 2.	Execution of Inspection	

	(Articles 17 to 22).....	43
Section 3.	Preparation for Inspection (Articles 23 to 30).....	54
Section 4.	Procedure of Application for Inspection (Articles 31 and 32).....	61
Section 5.	Ship Inspection Certificate, etc. (Articles 33 to 46).....	67
Section 6.	Miscellaneous Provisions (Article 46-2).....	73
CHAPTER IV.	MISCELLANEOUS PROVISIONS (Articles 46-2-2 to 66-2).....	77
CHAPTER V.	PENALTIES (Articles 67 to 69).....	105

CHAPTER I. GENERAL

(Definition)

Article 1.

1. For the purpose of the present Regulations, "an international voyage" shall mean a voyage from a country to other country; and for this purpose every territory for the international relations for which a country is responsible or for which the United Nations is the administering authority is regarded as a separate country.
2. For the purpose of the present Regulations, "a fishing vessel" shall mean a ship which comes under one of the following items:-
 - (1) A ship solely engaged in fishing (inclusive of the fishing by means of accompanying fishing vessels. The same shall apply hereinafter in the following sub-paragraph).
 - (2) A ship engaged in fishing and having provisions for keeping catches in preservation or for the industrial manufactures of catches.
 - (3) A ship solely engaged in carrying catches or their manufactures from fishing places.
 - (4) A ship solely engaged in tests, investigation, direction or training with regard to fishing, or a ship engaged in the control of fishing and having provisions for fishing on board.
3. For the purpose of the present Regulations, "a carrier of dangerous goods in bulk" is a ship with a structure designed to carry the hazardous liquid cargoes in bulk prescribed in Articles 2, sub-paragraph 1-(2) of the Regulations for the Carriage and Storage of Dangerous Goods in Ships (Ministry of Transport Ordinance No.30 of 1957).
4. For the purpose of the present Regulations, "Ships of special type" shall mean nuclear ship [defined by Article 2 paragraph 1 of the the Regulations for Nuclear Ships (Ministry of Transport Ordinance No.84 of 1967). The same shall apply hereinafter.], submarine ships, hydrofoils, air cushion craft, submarine resource dredgers, ships of the semi-submarine type or of the lift deck type, and ships having diving appliances (limited to those which have persons inside. The same shall apply hereinafter.) as well as ships having special structures or installations, all the ships being defined by Notification.
5. For the purpose of the present Regulations, "a small fishing vessel for combined use of pleasure fishing" shall mean a ship of less than 20 tons in gross tonnage which is solely engaged in pleasure fishing (which means that passengers catch fishes and other aquatic animals and plants by fishing or any other means. The same shall apply hereinafter.) and professional fishing, and which is not engaged in both

pleasure fishing and professional fishing at the same time.

6. For the purpose of the present Regulations, "smooth water area" shall mean lakes, rivers, areas in harbors and the areas mentioned in the following sub-paragraphs of this paragraph. In this case, the harbor areas shall be those defined in accordance with the Harbor Law (Law No.174 of 1948).

However, if the areas which are different from them are defined by the notification, the harbor areas shall follow the definition of the said notification. <sub-paragraphs(1) to (49) omitted>

7. For the purpose of the present Regulations, "coasting area" shall mean the areas mentioned below:-

(1) The areas within 20 nautical miles from the respective coasts of the Main Island of Sakhalin (exclusive of the section between Tirie Hakuti of the Main Island of Sakhalin and the parallel of lat. 50° N through Kitasiretoko-misaki, and the area north of the same parallel), Kaiba-to, Kunasiri-sima, Etorohu-to, Shakotan-to, Shibotu-sima, Hokkaido, Rebun-to, Risiri-shima and Okushiri-shima of Hokkaido, the Main Island of Japan, Kuroku-shima of Aomori-ken, the Oki Isles of Shimane-ken, Mishima of Yamaguchi-ken, Shikoku, Kyushu, the Goto Isles of Nagasaki-ken, Amakusa Shimo-shima of Kumamoto-ken the Koshiki Isles of Kagoshima-ken, the group of islands of Uzi of Kagosimaken, the group of islands of Osumi of Kagoshima-ken, Kuchino-shima of Kagoshima-ken, Nakano-shima of Kagoshima-ken, Taira-jima of Kagosima-ken, Suwase-jima of Kagoshima-ken, Akuseki-jima of Kagoshima-ken, Kodakara-jima of Kagoshima-ken, Takara-jima of Kagoshima-ken, and the Korean Peninsula.

(2) The area within 20 nautical miles from the coast of Hatijo-jima, Tokyo-to.

(3) The areas within 20 nautical miles from the coasts of Muko-shima, Titi-shima, and Haha-shima, Tokyo-to, respectively.

(4) The areas within 20 nautical miles from the coasts of Amami-archipelago, Kagoshima-ken, and Iheiya-shima, Okinawa-shima, Ie-shima, Awakuni-shima, and Kume-shima, and Kerama-archipelago, Okinawa-ken, respectively.

(5) The areas within 20 nautical miles from the coasts of Kitadaito-shima and Minamidaito-shima, Okinawa-ken, respectively.

(6) The area within 20 nautical from the coast of Okidaito-shima, Okinawa-ken.

(7) The areas within 20 nautical miles from the coasts of Miyako-archipelago and Yaeyama-archipelago, Okinawa-ken, respectively.

(8) The area enclosed with the line drawn from Nozima-saki Lighthouse, Chiba-ken, to the point at lat. 33° 50'N and

long. 139° 41'E, the line drawn thence to the point at lat.
33° 50'N and long. 139° 35'E, the line drawn thence to
Omae-saki Lighthouse, Shizuoka-ken and the coastline.

- (9) The area enclosed with the line drawn from Iro-saki, Shizuoka-ken to the tip of the right bank of the mouth of the river Shingu, Mie-ken and the coastline.
 - (10) The area enclosed with the line drawn from Inazumi-shima lighthouse, Susami-ko, Wakayama-ken to the jetty of the right bank of the mouth of the river Hitotuse, Miyazaki-ken and the line drawn at 20 nautical miles from the respective coasts of the Main Island of Japan, Shikoku and Kyusyu.
 - (11) The area enclosed with the line drawn from Kannon-saki, Yamaguchi-ken to Uru-saki, Keisyo-Nando, the Korean Peninsula, the line drawn from the north end of Ikituki-shima, Nagasaki-ken to the south-east end of Kototsuzan-hanto, Zenra-Nando, the Korean Peninsula, and the coastline.
 - (12) The area enclosed with the line drawn from Taki-saki lighthouse, Ishikawa-ken to Nagao-hana, Tottori-ken, and the coastline.
 - (13) The area enclosed with the line drawn from Shiokoshi-hana, Akita-ken to the north end of Hekura-shima, Ishikawa-ken, the line drawn from the north end of the same island to Saruyama-misaki lighthouse and the coastline.
 - (14) The area enclosed with the line drawn from Noshappu-misaki, Hokkaido to Nishinotoro-misaki of the Main Island of Sakhalin, the line drawn from Soyamisaki, Hokkaido to Naka-Shiretoko-misaki of the Main Island of Sakhalin and the coastline.
 - (15) The area enclosed with the line drawn from the tip of the left bank of the mouth of the river Yuhutu, Hokkaido to Shiriya-saki, Aomori-ken and the line drawn at 20 nautical miles from the coast of Hokkaido.
 - (16) The area enclosed with the line drawn from Shioya-saki, Fukushima-ken in the direction of 33 degrees and the line drawn at 20 nautical miles from the coast of the Main Island of Japan.
8. For the purpose of the present Regulations, "major coasting area" shall mean the area bounded on the east by the meridian of 175° E, on the south by the parallel of lat.11° S, on the west by the meridian of 94° E, and the north by the parallel of lat.63° N.
 9. For the purpose of the present Regulations, "ocean going area" shall mean the areas including all the navigable waters in the world.
 10. For the purpose of the present Regulations, "water area A1" shall mean the water area (excluding lakes and rivers) where communication between ships and shore stations is possible by means of a VHF radiotelephone apparatus and radio transmission of distress call to shore stations is possible by means of a VHF digital selective calling installation and which is specified by Notification or by foreign Contracting

Governments of the Convention for the Safety of Life at Sea, 1974 as amended(in the following paragraph referred to as "Contracting Governments").

11. For the purpose of the present Regulations, "water area A2" shall mean the water area (excluding lakes, rivers and water area A1), where communication between ships and shore stations is possible by means of an MF radiotelephone apparatus and radio transmission of distress call to shore stations is possible by means of an MF digital selective calling installation, and which is specified by Notification or by the Contracting Governments.
12. For the purpose of the present Regulations, "water area A3" shall mean the water area (excluding lakes, rivers, water area A1 and water area A2) where communication with other ship earth stations is possible by means of an INMARSAT direct-printing telegraph installation or an INMARSAT radiotelephone apparatus, and which is specified by Notification.
13. For the purpose of the present Regulations, "water area A4" shall mean the water area excluding lakes, rivers, water area A1, water area A2 and water area A3.
14. For the purpose of the present Regulations, the "competent maritime authorities" shall mean, in the case of nuclear ships, the Minister of Transport; in the case of the ships (excluding nuclear ships) within Japan or in the case of the matters stipulated in Article 6 paragraph 3 of the ship Safety Law (hereinafter referred to as the "Law")within Japan, or the matters stipulated in Article 65-3 paragraph 1 of the present Regulations, it shall mean the Director-General of District Transport Bureau (inclusive of the Director-General of District Maritime Bureau. The same shall apply hereinafter.) controlling the locality to which the ships or the matters belong [If there are organizations (branch offices or offices) which are to take partial charge of the business concerning the maritime matters defined in Article 121 paragraph 1 of the ordinance on the organization of the Ministry of Transport (Cabinet Order No.175 of 1984) from among the business to be controlled by a District Transport Bureau either in the branch offices (limited to those defined by No.2 of the Annex List of the Regulations for Organizations of Branch Offices of the District Maritime Bureau (The Ministry of Transport Ordinance No.50 of 1951) which control the locality to which the ships or the matters belong, or in the offices which are to be set up in the Okinawa General Office to be established in accordance with the provisions of Article 10 of the Law of the Okinawa Development Agency Establishment (Law No.29 of 1972), it shall mean the head of the branch office or the head of the office. The same shall apply in Article 15.] and in the case of ships (excluding nuclear ships) outside Japan, or in the case of matters stipulated in Article 6 paragraph 3 of the Law outside Japan, it shall mean the Director-General of the Kanto District Transport Bureau.
15. For the purpose of the present Regulations, the "age of ship" shall mean the term

elapsed since the day of launching of the ship.

16. Besides the terms defined by all the preceding paragraphs, the terms applied in the present regulations shall be based on those used in the Law.

(Exemption from the Application)

Article 2.

1. The small ships provided by the competent minister stipulated in Article 2, paragraph 2 of the Law are those which are not engaged in the transportation of 6 or more persons.
2. For the purpose of the present Regulations, the ships to be specifically prescribed by the competent Minister under the provisions of Article 2, paragraph 2 of the Law shall be as follows:
 - (1) Ships of less than 12 meters in length equipped with the propulsion machinery shown below (excluding ships carrying dangerous goods in bulk and ships of special type):
 - (a) Ships which conform to the following requirements:
 - 1) Any ship not used for carrying more than 3 persons;
 - 2) Any ship equipped with propulsion machinery of an outboard engine, a maximum continuous output of which is 5 hp or less for ships with a length not exceeding 5 meters, or 10 hp or less for ships with a length of 5 meters or more;and
 - 3) Any ship operated in a lake or dammed-up river water with an area of 50 square kilometers or less, or operated exclusively in accordance with Notification in waters other than a river that conforms to the following requirements:
 - i) A smooth water area:
 - ii) A sea area surrounded by land with a mouth open to the sea of 500 meters or less, and the maximum width and length of the area larger than the width of the opening, and which is hardly affected by the sea;
 - iii) A water with an area of 100 square kilometers or less;and
 - iv) Under normal water conditions, wind and waves are mild with insignificant water or tidal currents.
 - (b) Any ship less than 1.5 meters in length and with a maximum continuous output of its propulsion machinery of less than 2 hp.
 - (2) Sailing ships less than 12 meters in length(excluding ships engaged in international voyages, ships operated outside the coasting area of service, ships equipped with propulsion machinery (excluding ships prescribed in the

preceding sup-paragraphs), carriers of dangerous goods in bulk, ships and ships of special type used for carrying passengers)

- (3) Ships not equipped with propulsion machinery and sailing rigs (excluding the following ships)
 - (a) Ships engaged in international voyages
 - (b) Ships operated outside coastal area of service
 - (c) Ships carrying dangerous goods in bulk
 - (d) Ships of special type
 - (e) Ships either towed or pushed by other ships equipped with propulsion machinery for carrying passengers (excluding ships of less than 12 meters in length conforming to the following provisions)
 - 1) For any ship less than 5 meters long with a maximum continuous output of the propulsion machinery of the other ship is 10 hp or less, for any ship 5 meters long in length or more with a maximum continuous output of the propulsion machinery of the other ship is 20 hp or less.
 - 2) The requirements prescribed in sub-paragraph(1)(a) 1)and 3).
 - (f) Any ship which is either towed or pushed by another ship equipped with propulsion machinery having a construction such that they are joined to form a rigid structure.
 - (g) Any captive ship (restricted to ships laid-up to be used for a number of passengers in accordance with Notification, provided with two or more decks or space to be used for such a purpose is enclosed, hereinafter the same)
- (4) Any ship owned either by the government or regional government body and used exclusively for rescue services.
- (5) Any laid-up ship
- (6) Any ship operated exclusively in the water area prescribed by Notification.

(Exemption from Marking of Load Lines)

Article 3.

The ships whose load line is not required specifically to be marked at the discretion of the competent minister under the provisions of Article 3 of the Law shall be as follows:

- (1) Hydrofoils, air cushion craft, and other ships which are difficult or improper in marking of load lines from the structural standpoint.
- (2) Ships which are engaged exclusively in tugging, salvage, dredging, surveying, or fishery control and other ships which are not engaged in the transportation of passengers or cargoes (exclusive of fishing vessels) nor in international voyage

(including those which usually are not engaged in international navigation but temporarily engaged in a single international voyage).

- (3) Small fishing vessels for combined use for pleasure fishing which are engaged exclusively in navigation in smooth water area or coasting area when not engaged in fishing.
- (4) Ships which have Temporary Alteration Certificates and which fall under the following:
 - (a) Ships which come under Article 19-2 paragraph 1 sub-paragraphs(1) or (2) of the present Regulations;or
 - (b) Ships which are engaged exclusively in navigation in smooth water area but transferred to other smooth water area by passing through coasting area.
- (5) Ships which have Temporary Navigation Permit.
- (6) Ships in the case that they are subjected to trial trips.
- (7) Passenger ships deemed satisfactory from the viewpoint of safety by the competent maritime authorities out of those which are engaged in smooth water area but are going to be engaged in temporary navigation in coasting area for a short period of time (excluding those stipulated in item (4)(b) of this paragraph).

(Exemptions from the Carriage of Radiotelegraph Installations, etc.)

Article 4.

1. Ships in which the carriage of radiotelegraph installations, etc. under the provisions of the proviso of Article 4 paragraph 1 of the Law is not required shall be the ships coming under one of the following sub-paragraphs and having been approved by the competent maritime authorities:
 - (1) Ships which are expected to come under the provisions of Article 4 paragraph 1 of the Law temporarily for a short period
 - (2) Ships navigating only on routes the distance of which from the port of departure to the port of arrival is short
 - (3) Carried ships which operate only on the waters around the mother ship
 - (4) Ships which are not equipped with propulsion machinery and sails and riggings carrying dangerous goods in bulk, and ships of special type
 - (5) Submersibles, hydrofoil boats, air-cushion vehicles and other ships of a special construction in which carriage of radiotelegraph installations, etc. is structurally difficult or inappropriate.
 - (6) Ships equipped with an effective means of communication as an alternative for radiotelegraph installations, etc.
2. Any ship owner who wishes to obtain approval under the preceding paragraph shall

submit an Application for Exemption from the Provision of a Radio Installation (Form No.1), together with the Ship Inspection Certificate and with the Ship Inspection Memorandum, to the competent maritime authorities.

3. The authorization defined by paragraph 1 shall be obtained by making the entry of the authorization in the Ship Inspection Memorandum.

(Exemptions from the Carriage of Radiotelegraph Installations, etc.)

Article 4-2

Ships as specified by Regulation under Article 4, paragraph 2 of the Law shall be as follows.

- (1) Ships carrying a Temporary Navigation Permit
- (2) Ships undergoing sea trials;
- (3) Ships navigating only in the water areas of lakes, rivers and harbors (excluding those specified by Notification);or
- (4) Ships not fitted with propulsion machinery and sails and riggings (excluding ships carrying dangerous goods in bulk, special ships and ships carrying persons under tow or push by other ships fitted with propulsion machinery)

CHAPTER II. REQUIREMENTS FOR NAVIGATION

(Navigation Areas)

Article 5.

The navigation areas defined in Article 9, paragraph 1 of the Law are divided into four classes, i.e. smooth water area, coasting area, major coasting area and ocean going area.

Article 6.

Notwithstanding the provisions of Article 1, paragraphs 6 to 8, for the ships sailing either between ports or lakes, rivers or harbors outside this country, the director of the competent maritime authorities may assign such navigation areas corresponding to the navigation areas as defined in these provisions respectively as smooth water area, coasting area or major coasting area.

Article 7.

On assigning a navigation area to a ship, the director of the competent maritime authorities may, when deemed necessary in view of the size, construction, and provisions of the ship, or the purpose of the commission entrusted to the ship or the circumstances of the course, limit the extent of the area or specify the period of navigation.

(Maximum Number of Persons Allowed on Board)

Article 8.

In the case of ships other than fishing vessels, the maximum number of persons on board under the provisions of Article 9 paragraph 1 of the Law shall be defined by the Rules for Ship Equipment (Ministry of Transport Ordinance No.6 of 1934) or by the Regulations for the Safety of Small Ships (Ministry of Transport Ordinance No.36 of 1974) according to the classification of passengers, crew and other persons on board, in the case of fishing vessels, it shall be defined by the Regulations for Fishing Vessel Structure and Equipment (Ministry of Communication and the Ministry of Agriculture and Forestry Ordinance, 1934) or Regulations for the Safety Small Fishing Vessels (Ministry of Agriculture and Forestry, and Ministry of Transport Ordinance No.1, 1974) according to the classification of crew and other persons on board.

Article 9.

1. In the application of the provisions relative to the maximum number of persons allowed

on board, a person below one year of age shall not be counted in, and only in the case of the ships not engaged in international voyages, two persons whose ages are between more than one year and less than twelve years shall be counted as one person.

2. In the application of the provisions relative to the maximum number of persons allowed on board, when cargoes are stowed in spaces assigned for passengers, and crew, and in other spaces included in the calculation of the maximum number of persons, the prescribed number of persons for such spaces shall be reduced in proportion to the spaces occupied by the cargoes.

(Maximum Boiler Pressure)

Article 10.

The maximum boiler pressure provided for in Article 9, paragraph 1 of the Law shall be determined in accordance with the Regulations for Ship Machinery (Ministry of Transport Ordinance No.28, 1984).

(Load Lines)

Article 11.

The location of load lines under the provisions of Article 9, paragraph 1 of the Law shall be defined by the Regulations for Load Line (the Ministry of Transport Ordinance No.33 of 1968) or the Regulations for Ship Subdivision (Ministry of Transport Ordinance No.97, 1952).

(Other Requirements for Navigation)

Article 12.

1. The director of the competent maritime authorities may assign terms and conditions required for the ships, if considered necessary specifically for securing the safety of navigation of the ships, besides navigation areas, the maximum allowable number of persons on board, restriction to boiler pressure, and the location of load lines.
2. The assignment stipulated in the preceding paragraph shall be carried out, being put down into the Ship Inspection Certificate.

CHAPTER II-2 SAFETY MANAGEMENT MANUAL

(Safety Management Manual)

Article 12-2

1. A ship owner shall prepare, for every ships engaged on international voyages (excluding ships used for official purposes) specified in the following subparagraphs (limited to

ships of not less than 500 tons gross tonnage, in the case of ships under subparagraphs 2 to 6), a Safety Management Manual with regard to the matters on safety management to be exercised on board his ships and in his office which manages the ships, in order to ensure their safe navigation, in accordance with the International Safety Management Code under the provisions of Chapter IX, Regulation 1, paragraph 1 of Annex to the International Convention for the Safety of Life at Sea, 1974 (hereinafter in this article referred to as "International Safety Management Code"), and keep it on board the ships.

- (1) Passenger ships
 - (2) Tankers (tankers specified in Article 3, subparagraph 9 of the Law relating to the Prevention of Marine Pollution and Maritime Disaster (Law No. 136, 1970))
 - (3) Ships carrying liquefied gases in bulk (ships carrying liquefied gases in bulk specified in Article 142 of the Regulations for the Carriage and Storage of Dangerous Goods by Ships; hereinafter the same)
 - (4) Ships carrying hazardous dangerous chemicals in bulk (ships carrying hazardous chemicals in bulk specified in Article 257 of the Regulations for the Carriage and Storage of Dangerous Goods by Ships; hereinafter the same)
 - (5) Bulk carriers (bulk carriers specified in Article 1-5 of the Regulations for Ship Subdivision)
 - (6) Ships installed with the matters specified in Article 2, paragraph 1 of the Law, in accordance with the direction of the competent maritime authorities under the provisions of Article 13-4, paragraph 1 (excluding passenger ships and ships specified in Article 1, paragraph 2, subparagraph 1)
2. The Safety Management Manual of the preceding paragraph shall be one which prescribes the matters regarding the safety management system specified in paragraph 1. 4 of the International Safety Management Code and other matters which are required to be documented in accordance with the provisions of the International Safety Management Code.
 3. With respect to every ship coming under the provisions of paragraph 1, a shipowner shall keep, on board the ships, a copy of a Document of Compliance specified in paragraph 13. 2 of the International Safety Management Code, and a Safety Management Certificate specified in paragraph, 13.4, together with a Safety Management Manual of paragraph 1.

CHAPTER 13 EQUIPMENT, ETC OF FISHING VESSELS FOR COMBINED USE OF PLEASURE FISHING

(Installations etc. of Small Fishing Vessels for Combined Use of Pleasure Fishing)

Article 13.

1. Equipment, as specified in Article 2, paragraph 1 of the Law, to be installed in small fishing vessels for combined use of pleasure fishing and its standards shall conform to the provisions of Orders enacted under Article 2, paragraph 1 concerning ships other than fishing vessels (hereinafter referred to as the "Orders concerning ships other than fishing vessels" in this Article), and shall, in addition, conform the Safety of mutatis mutandis to the provisions of the Regulations for the Safety of Small Fishing Vessel Safety. In this case, the "small fishing vessels, Class 1" in the Regulations shall be construed as the "small fishing vessels for combined use of pleasure fishing whose area of service for fishing operations is prescribed to be within 100 nautical miles from the coast of Japan", and the "small fishing vessels, class 2" shall be construed as the "small fishing vessels for combined use of pleasure fishing whose area of service is prescribed to exceed 100 nautical miles from the coast of Japan."
2. Notwithstanding the provisions of the preceding paragraph, the provisions of orders concerning ships other than fishing vessels shall not apply while these vessels are engaged in fishing operations, and the provisions of the Regulations for Small Fishing Vessel Safety shall not apply mutatis mutandis while these small fishing vessels for combined use of pleasure fishing are engaged in pleasure fishing.
3. Equipment, as specified in Article 2, paragraph 1 of the Law, to be provided in small fishing vessels for combined use of pleasure fishing whose service area is prescribed to be within 12 nautical miles from the coast of Japan and which are engaged in fishing operations and the standards shall, when the competent maritime authorities considers it to be reasonable taking into account the prevailing sea and weather conditions of the area where they normally have fishing operations, be as instructed by him, notwithstanding the provisions of the two preceding paragraphs.
4. For small fishing vessels for combined use of pleasure fishing which make international voyages only when they are engaged in fishing operations, the provisions of orders concerning ships other than fishing vessels for the portion prescribing those engaged in international voyages shall not apply, notwithstanding the provisions of paragraph 1 and paragraph 2.

Article 13-2

1. Notwithstanding the provisions of Chapter 8 of the Regulations for Ship Equipment, with respect to the radiotelegraph installations, etc. which are required to be fitted during fishing in accordance with the provisions of Article 4, paragraph 1 of the Law, on board small fishing vessels for combined use of pleasure fishing which are certificated for the water area within 100 miles from the coast of Japan to stay in for fishing, the competent maritime authorities may instruct otherwise.

2. Notwithstanding the provisions of Chapter 8 of the Regulations for Ship Equipment, provisions related to ships engaged on international voyages shall not apply to small fishing vessels for combined use of pleasure fishing certificated for international voyages and engaged on international voyages only when they are engaged in fishing operations.

Article 13-3

Notwithstanding the provisions of Articles 60-5 to 60-8, provisions related to ships engaged on international voyages shall not apply to small fishing vessels for combined use of pleasure fishing certificated for international voyages and engaged on international voyages only when they are engaged in fishing operations.

CHAPTER II-4 INSTALLATIONS, ETC. OF HIGH SPEED CRAFT

(Installations of High Speed Craft)

Article 13-4

1. The matters specified in Article 2, paragraph 1 of the Law which are required to be installed on board ships specified in the following subparagraphs, with the maximum speed of not less than the value calculated by the formula specified in the next paragraph, and their standards may be as directed by the competent maritime authorities in accordance with the High Speed Craft Code under Chapter X, Regulation 1 of the Annex to the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "High Speed Craft Code"), notwithstanding the provisions of Order under Article 2, paragraph 1 of the Law.
 - (1) Passenger ships (excluding nuclear ships) navigating only the area which can be reached in not more than four hours at 90 percent of their maximum speed from the smooth water area and the equivalent area outside Japan
 - (2) Cargo ships (cargo ships (excluding nuclear ships) specified in Article 1-2, paragraph 6 of the Regulations for Certificates under the International Convention on the Safety of Life at Sea and the International Convention on Load Line (Ministry of Transport Ordinance No.39, 1965) of not less than 500 tons gross tonnage navigating only the area which can be reached in not more than eight hours at 90 percent of their maximum speed from the smooth water area and the equivalent area outside Japan
2. The formula specified under the preceding paragraph shall be as follows.
 - 3.7 $V^{0.1667}$ (meter per second)where, V is the displacement corresponding to the design waterline (cubic meter).

3. The direction by the competent maritime authorities specified in paragraph 1 shall be performed in accordance with the provisions of Article 4 of the Regulations for Ship Equipment, Article 10-3 of the Regulations for Ship Subdivision, Articles 17 and 23 of the Regulations for Ship Stability (Ministry of Transport Ordinance No.76, 1956), Article 4 of the Regulations for Life-saving Appliances (Ministry of Transport Ordinance No.36, 1965), Article 3 of the Regulations for Ship Fire Fighting Equipment (Ministry of Transport Ordinance No. 37, 1965), Article 4 of the Regulations for the Safety of Small Craft, Article 5 of the Regulations for Ship Fire Prevention Structure (Ministry of Transport Ordinance No.11, 1980), Article 3 of the Regulations for Ship Machinery, and Article 3 of the Regulations for Ship Structure (Ministry of Transport Ordinance No.16, 1998).

(Inspections of High Speed Craft)

Article 13-5

1. A person who intends to undergo a periodical inspection or inspection during construction for a ship which has been installed with the matters specified in Article 2, paragraph 1 of the Law in accordance with the direction by the competent maritime authorities under the provisions of the preceding article, paragraph 1 shall state such facts in an Application for Ship Inspection under Article 31, paragraph 1 or an Application for Ship Inspection during Construction under the same article, paragraph 3.
2. The competent maritime authorities shall enter in the Ship Inspection Certificate to be issued to a ship specified in the preceding paragraph in accordance with the provisions of Article 9, paragraph 1 of the Law the fact that the ship has been installed with the matters specified in Article 2, paragraph 1 of the Law as directed by the competent maritime authorities under the provisions of the preceding article, paragraph 1 and the requirements for navigation specified in the preceding article, paragraph 1, each subparagraph, which are related to the ship.

CHAPTER III. INSPECTION AND SURVEY

Section 1. General

(Small Ships to be Inspected by the Director of the Competent Maritime Authorities)

Article 14.

The small ship defined by the Regulations under Article 7-2, paragraph 1 of the Law shall be as follows:

- (1) Passenger ships engaged in international voyages
- (2) ships required to be marked with load lines under the provisions of Article 3 of the Law.
- (3) Ships carrying dangerous goods in bulk
- (4) Ships of special type
- (5) Ships prescribed in Article 2, paragraph 2, sub-paragraph (3)(f).
- (6) Ships which are constructed so that they are combined integrally with ships falling under Article 2, paragraph 2, sub-paragraph (3)-(f), and which are provided with propulsion machinery.
- (7) Laid-up ships.
- (8) Ships located outside Japan

(Assignment of Locality, etc. for Small Ship Inspection)

Article 14-2

The director of the competent maritime authorities may, upon receipt of inspection applications, assign the place and date of the inspection to the applicants who submit the applications for the inspection of small ships under Article 5 of the Law.

(Transferring or Entrusting of Inspection)

Article 15.

1. An applicant for the inspection defined by Article 5 and Article 6 of the Law (hereinafter referred to as an "applicant" for inspection) may, when the ships or other objects for inspection are moved to a district outside the territorial jurisdiction of the Director-General of the District Transport bureau to which the application for inspection of the said ships or matters have been submitted, submit to the said director the application for transferring of the inspection (Form No.2), so that the inspection may be transferred to the Director-General of other District Transport Bureau which controls a new locality where the inspection is to be carried out.
2. The Director-General of a District Transport Bureau, when the ship or part of the items related to the application for inspection defined by Article 5 and Article 6 of the

Law is located in the district within the territorial jurisdiction of the Director-General of other district Transport Bureau, may entrust the inspection of the ship or part of the items in question to the latter Director-General, if it is considered unavoidable.

(Omission of Inspection)

Article 16.

1. Omission of inspection (exclusive of special inspection; The same shall apply hereinafter in this article.) under Article 5 of the Law defined by the provisions of Article 6, paragraph 4 of the Law shall be made as to the matters, which have passed the inspection during construction or preliminary inspection, (defined by Article 6, paragraph 3 of the Law; hereinafter the same) in the case of the inspection under Article 5 of the Law to be carried out initially after the successful inspection during construction or preliminary inspection.
2. Omission of the inspection during construction under Article 6, paragraph 1 defined by the provisions of Article 6, paragraph 4 of the Law shall be made as to the matters which have passed the said preliminary inspection in the case of the inspection during construction under Article 6, paragraph 1 to be carried out initially after the successful preliminary inspection.
3. Omission of the periodical inspection or of the intermediate inspection defined by the provisions of Article 6-3 of the Law shall be made as to the matters which have been rectified in relation to the said confirmation either in the case of the periodical inspection (exclusive of the periodical inspection at the time that the matters are initially provided for navigation), or in the case of the intermediate inspection to be carried out initially, within 30 days after the confirmation defined by the provisions of the said article.
4. Omission of the inspection defined by Articles 5 and 6 of the Law in accordance with Article 6-4, paragraph 1 of the Law shall be made as to the matters which have passed the said survey in the case of the inspection under Article 5 or Article 6 of the Law to be carried out at the first time after the successful survey.
5. Exemption of intermediate inspection under the provisions of the text of Article 6-5, paragraph 1 of the Law may be granted for small ships with which verification of such omission is made at the intermediate inspection carried out within 30 days after verification has been made in accordance with the provisions of the text of the paragraph.
6. The director of the competent maritime authorities, when he considers that changes have been caused in items related to the inspection during manufacture, preliminary inspection and type approval inspection of ships or equipment due to the passage of a considerable length of time from the last inspection, may not approve exemption of

these inspections notwithstanding of the provisions of paragraph 1, paragraph 2 or paragraph 4 of this Article.

Section 2 Execution of Inspection

(Periodical Inspection)

Article 17.

The periodical inspection may be applied for before the expiration of the term of the validity of the Ship Inspection Certificate.

(Intermediate Inspection)

Article 18.

1. The types of intermediate inspection shall be intermediate inspection of class 1 (intermediate inspection in which inspections specified in the following subparagraphs are performed; hereinafter the same), intermediate inspection of class 2 (intermediate inspection in which inspections specified in subparagraphs 2 and 4 are performed; hereinafter the same), and intermediate inspection of class 3 (intermediate inspection in which inspections specified in subparagraphs 1 and 3 are performed; hereinafter the same).
 - (1) Inspection which is performed with regard to the matters specified in Article 2, paragraph 1, subparagraphs 1, 2, 4, 5, and 11 to 13 of the Law, requiring drydocking or preparation deemed equivalent to it by the competent maritime authorities.
 - (2) Inspection which is performed with regard to the matters specified in Article 2, paragraph 1, subparagraphs 1, 2, 4, 5, and 11 to 13 of the Law, requiring neither drydocking nor preparation deemed equivalent to it by the competent maritime authorities
 - (3) Inspection to be performed with regard to the matters specified in Article 2, paragraph 1, subparagraphs 3, 7, and 8 of the Law
 - (4) Inspection to be performed with regard to the matters specified in Article 2, paragraph 1, subparagraphs 6, 9, and 10 of the Law, load line, and radiotelegraph installations, etc.
2. The date of intermediate inspections of ships other than the ships specified in Article 10, paragraph 1, proviso of the Law shall be in accordance with the following table, provided that the date(excluding the date of intermediate inspection of class 3)in the case, due to the term of validity of the Ship Inspection Certificate being extended in accordance with the provisions of Article 46-2, paragraph 1, the date specified in the table arrives within the extended period,

shall be excluded.

Division	Class	Date of Inspection
(1) Passenger ships engaged on international voyages (excluding those of less than 5 tons gross tonnage, nuclear ships, and high speed craft)	Intermediate inspection of class 1	Within the period between the day 3 months before the anniversary date and the anniversary date
(2) Nuclear ships	Intermediate inspection of class 1	The day after a lapse of 12 months counting from the day of successful completion of periodical inspection or intermediate inspection of class 1
(3) Passenger ships (excluding those of less than 5 tons gross tonnage), submarine ships, hydrofoils and air-cushion vehicles of not less than 6 meters in length (excluding the ships specified in the preceding 2 items, left column), and high speed craft	Intermediate inspection of class 1	Within 3 months before and after the anniversary date
(4) Ships of not less than 24 meters in length engaged on international voyages (excluding ships specified in the preceding 3 items, left column and the ships specified in Article 1, paragraph 2, subparagraph 1)	Intermediate inspection of class 2	Within 3 months before and after the anniversary date
	Intermediate inspection of class 3	Within the period from the day of successful completion of a periodical inspection or intermediate inspection of class 3 to the day after a lapse of 36 months counting from the same day of the successful completion

(5) Ships equipped with diving appliances (excluding ships specified in the preceding items, left column)	Intermediate inspection of class 1	Between 21 and 39 months after the day of commencement of counting the days of the term of validity of a Ship Inspection Certificate
	Intermediate inspection of class 2 (limited to one related to the diving appliances)	Within the period of three months before and after the anniversary date (excluding a case where the ships are subjected to the intermediate inspection of class 1 in the period)
(6) Other ships	Intermediate inspection of class 1	Between 21 and 39 months after the day of commencement of counting the days of the term of validity of a Ship Inspection Certificate
<p>Note:</p> <p>(1) In the above table, "high speed craft" means a ship which has been issued with a Ship Inspection Certificate which, under the provisions of Article 13-5, paragraph 2, carries the entry to the effect that the ship has been installed with the matters specified in Article 2, paragraph 1 of the Law in accordance with the direction by the competent maritime authorities made under the High Speed Craft Code specified in Chapter X, Regulation 1 of Annex to the International Convention for the Safety of Life at Sea, 1974, and the entry of the requirements for navigation of the ship.</p> <p>(2) In the above table, "anniversary date" means the day of each year which corresponds to the day on which the term of validity of a Ship Inspection Certificate ends.</p>		

3. Notwithstanding the provisions of the preceding paragraph, the class and the date for the next intermediate inspection relating to a ship so converted as to fall under some other division assigned in the table of the preceding paragraph shall be appointed by the competent maritime authorities with due regard to the inspection and the matters for the inspection previously carried out on the ship in question under Article 5 of the Law.
4. The intermediate inspection of ships specified in Article 10, paragraph 1, proviso of the Law shall be an intermediate inspection of class 1, the date of which shall be between 33 and 39 months after the day of commencement of counting the days of the term of validity of a Ship Inspection Certificate. The provisions of paragraph 2, proviso shall apply mutatis mutandis to this case.

5. The appointment defined by paragraph 3 shall be effected by making entries in the Ship Inspection Record Book.
6. An intermediate inspection may be performed in advance to the appointed date.
7. With regard to the application of the provisions of paragraph 2 or 4 regarding the date of the next and subsequent intermediate inspections of the ships specified in the following table, left column which have successfully completed the intermediate inspection performed at an advanced time under the provisions of the preceding paragraph, the wording of the following table, third column, when appearing in the provisions of the second column of the table, shall be replaced by the wording of the same table, fourth column.

Ships specified in paragraph 2, table, item 1, left column	Paragraph 2, table, note, item 2	The day on which the term of validity of a Ship Inspection Certificate ends	The day before the day on which the intermediate inspection of class 1 performed at an advanced date is completed successfully
Ships specified in paragraph 2, table, item 3, left column	Paragraph 2, table, note, item 2	The day on which the term of validity of a Ship Inspection Certificate ends	The day after a lapse of three months counting from the day on which the intermediate inspection of class 1 performed at an advanced date was completed successfully
Ships specified in paragraph 2, table, item 4, left column	Paragraph 2, table, note, item 2	The day on which the term of validity of a Ship Inspection Certificate ends	The day after a lapse of three months counting from the day on which the intermediate inspection of class 2 performed at an advanced date was completed successfully
Ships specified in paragraph 2, table, item 5, left column	Paragraph 2, table, item 5, right column	Between 21 and 39 months after the day of commencement of counting the days of the term of validity of a Ship Inspection Certificate	The day after a lapse of 39 months counting from the day on which the intermediate inspection of class 1 performed at an advanced date was completed successfully

	Paragraph 2, table, note, item 2	The day on which the term of validity of a Ship Inspection Certificate ends	The day after a lapse of three months counting from the day on which the intermediate inspection of class2 performed at an advanced date was completed successfully
Ships specified in paragraph 2, table, item 6, left column	Paragraph 2, table, item 6, right column	Between 21 and 39 months after the day of commencement of counting the days of the term of validity of a Ship Inspection Certificate	The day after a lapse of 39 months counting from the day on which the intermediate inspection of class 1 performed at an advanced date was completed successfully
Ships specified in Article 10, paragraph 1, proviso of the Law	Paragraph 4	Between 33 and 39 months after the day of commencement of counting the days of the term of validity of a Ship Inspection Certificate	The day after a lapse of 39 months counting from the day on which the intermediate inspection of class 1 performed at an advanced date was completed successfully

(Occasional Inspection)

Article 19.

1. The reconstruction or repair defined by the provisions of Article 5, paragraph 1 item (3) of the Law shall be the following reconstruction or repair:

(1) The reconstruction which is considered to affect seaworthiness of ships and maintenance of safety of life, including the following:

- (a) Alteration of length, breadth, or depth of ships and other alteration of principal structures of ships which affects the strength, watertightness, or fire resistance of the hull.
- (b) Alteration of rudders or steering gears which affects maneuverability of ships.
- (c) Either replacement of matters in relation to engines (exclusive of principal auxiliary engines other than

those defined by Article 1 item (4) of the Regulations for Ship Machinery; The same shall apply hereinafter in this article.) with those which are different in performance or in the type or alteration of principal parts of engines, the replacement and the alteration affecting the engine performance.

(d) Besides the matters defined by the above items (a) to (c), installation and addition, changes in location, or replacement with those which are related to each item of Article 2 paragraph 1 of the Law and which are installed being fixed to the hull.

(e) Replacement of the radiotelegraph installations, etc. which are installed in accordance with the provisions of Article 4, paragraph 1 of the Law.

(2) The following repair:

(a) The repair works considered to affect the seaworthiness of ships and the safety of life being accompanied by such as the following:

1) Correction of deformation, reinforcement, replacement, welding, and other works applied to principal parts of the hull which are considered to affect strength, watertightness, or fire resistance of the hull.

2) Machining, reinforcement, welding and other works applied to principal parts of engine which are considered to affect performance of the engine.

3) Correction of deformation, reinforcement, replacement, welding and other repair works of principal parts of either the matters related to each of the provisions stipulated in Article 2, paragraph 1 of the Law, including those defined by 1) and 2) above, which are installed being fixed to the ship, or diving appliances, each works being considered to affect performance or strength of the said matters.

4) Works of alteration or replacement of electric circuits laid in dangerous places under Article 302-6 of the Regulations for Ship Equipment.

5) Works which are complicated or require special skill or devices.

(b) The repair by replacement of matters which are related to item of paragraph 1 of Article 2 of the Law and which are installed being fixed to the hull, with those of the same performance or type as that of the matters (exclusive of the repair by replacement of matters with those which have been subjected to and passed the inspection or the survey defined by the Law, and which are for the first time installed on board after the said successful inspection or survey (exclusive of repair of the matters in relation to engines in the case that the said repair is considered to affect the engine performance).

2. Notwithstanding the provisions of the preceding paragraph, in the case of small ships defined in Article 2 paragraph 1 of the Regulations for Small Craft Safety, and small

fishing vessels defined in Article 2 of the Regulation for Fishing Vessels service (the Ministry of Communication and the Ministry of Agriculture and Forestry Ordinance, 1934) (excluding bulk carriers for transportation of dangerous cargoes and ships of special type; the said ships are referred to as "general small ships" hereinafter in this article), the reconstruction or repair defined by the provision of Article 5 paragraph 1 item (3) of the Law shall be the following reconstruction or repair:

- (1) Reconstruction of ships by making alteration to length, breadth, or depth of ships and other alterations to principal structure of ships which affect the strength, watertightness, or fire resistance of the hull.
- (2) Correction of deformation, reinforcement, replacement, welding and other repair works or principal parts of the hull below the upper deck (which means the full below the board in the case of the ships with no upper deck; The same shall apply hereinafter in this article.), which are considered to affect strength, watertightness, or fire resistance of the hull.
- (3) Alteration of rudders or steering gears, and other reconstructions which affects maneuverability of the ship.
- (4) Reconstruction or repair by replacement of the main engines [exclusive of the reconstruction or the repair by replacement of outboard engines (exclusive of those which are, with regard to the matters subjected to the inspection or the survey defined by the Law, considered to affect the seaworthiness of ships and the safety of human life owing to casualties and other causes) which have successfully passed the inspection or the survey defined by the Law, in accordance with the conditions assigned by the director of the competent maritime authorities].
- (5) Reconstruction or repair by replacement of principal parts of engine [exclusive of the reconstruction or the repair by replacement with the matters (limited to those which have the same performance) which have successfully passed the inspection or the survey defined by the Law and which are for the first time installed on board after the said successful inspection or survey.]
- (6) Reconstruction or repair of matters concerning lifesaving appliances, fire-fighting appliances and nautical appliances installed being fixed to the hull, which, with regard to the appliances installed being fixed to ships and with regard to each item subjected to the inspection, results in the alteration considered to affect seaworthiness of the ship and maintenance of safety of human life.
- (7) Replacement of radiotelegraph installations, etc. to be installed under the provisions of Article 4, paragraph 1 of the Law

3. Cases specified by Order under Article 5, paragraph 1, subparagraph 3 of the Law shall

be ones specified in the following subparagraphs.

- (1) Cases in which load lines are intended to be newly marked under the provisions of Article 3 of the Law.
- (2) Cases in which radiotelegraph installations, etc. are intended to be provided under the provisions of Article 4 paragraph 1 of the Law.
- (3) Cases in which it is intended to newly install, additionally install, replace or remove (excluding removal or additional installations for temporarily taking ashore or storing items other than jackets for small ships or buoyant cushions for small ships beyond the number corresponding to the number of persons presently carried on board for general small ships) the matters relating to each of the sub-paragraphs of Article 2, paragraph 1 of the Law (subparagraphs 6 and 9 of the same paragraph for small ships), which are not those installed permanently)(excluding new installation, additional installation or replacement therewith of items which were subjected to inspection or approval under law, satisfactorily passed the inspection requirements and were installed on board a ship for the first time), or to change the loading method (this applies only to items for which the loading method is determined according to the requirements of the order prescribed in the paragraph).
- (4) Cases in which fuel rods are inserted into the nuclear reactor of a nuclear-powered ship or the fuel assembly is rearranged in the nuclear reactor.
- (5) Cases in which the seals of safety valves of a boiler are to be released for adjustment.
- (6) Cases in which the designated safe working load, safe operating angles or safe working radii of cargo winches are to be changed.
- (7) Cases in which the designated working load or the number of persons permitted for a lift are to be changed.
- (8) With regard to ships to which the provisions of Article 12-2, paragraph 1 are applicable, cases in which alteration of a Safety Management Manual of the same paragraph which is liable to threaten to influence significantly the maintenance of safety of navigation of the ship is to be made
- (9) Cases in which with regard to ships and tankers other than the ships (tankers prescribed in Article 1-3 of the Regulations for Ship Subdivision; the same in Article 47-2), ships carrying liquefied gases in bulk and ships carrying dangerous chemicals in bulk under Article 1 of the Regulations for Ship Stability (the Ministry of Transport Ordinance No.76 of 1956), installation, addition, change in position, replacement, or removal, each considered to affect stability of the ship, of equipment other than those in relation to the items prescribed in Article 2, paragraph 1 of the Law are intended to be made.

- (10) Cases in which ships falling under the provisions of Article 100 of the Regulations for Small Craft Safety (excluding ships specified in the preceding item) are to be altered in a way that will have a major effect on the ship's stability.
- (11) Cases in which small craft specified in the provisions of Article 2 paragraph 1 of the Regulations for the Safety of Ships Small and small fishing vessels specified in the provisions of Article 2 of the Regulations for Fishing Vessel Service are about to undergo alteration which may cause a significant effect upon the maneuverability of the craft or vessels.
- (12) Cases in which the time of an occasional inspection recommended under particular sub-paragraphs becomes due.
- (13) Cases in which casualties and other causes affect the seaworthiness of ships and the safety of human life, provided that general small ships shall be subjected to the cases defined by the following sub-paragraphs.
 - (a) Cases in which the principal structural members of the hull below the upper deck have been significantly damaged.
 - (b) Cases in which a principal part of the main engine, such as a crankshaft or propeller shaft, has been significantly damaged.
 - (c) Cases in which ships have been significantly damaged by fire.
4. The recommendation specified in the preceding paragraph, subparagraph 12 shall be made by entering it in the Ship Inspection Records Book.
5. The occasional inspection under paragraph 3, subparagraph 12 may be performed in advanced to the due date.
6. In the case of an occasional inspection which is required to be performed, if a periodical inspection, intermediate inspection of class 1, intermediate inspection of class 2 (limited to the case in which the matters required to be subjected to occasional inspection are only the inspection matters of the intermediate inspection of class 2), or intermediate inspection of class 3 (limited to the case in which the matters required to be subjected to occasional inspection are only the inspection matters of the intermediate inspection of class 3) is performed, the occasional inspection shall not be required.

(Temporary-Navigation Inspection)

Article 19-2.

The temporary-navigation inspection shall be conducted in the following cases:

- (1) The cases where ships are transported by sea to foreign countries for the purpose of delivery of them to persons who are impossible to possess Japanese ships.
- (2) The cases where in order that ships may be reconstructed, rectified, or scrapped,

or that ships may be subjected to the inspection or the survey defined by the Law, or that ships may be subjected to the tonnage measurement [including the inspection under Article 2, paragraph 2 or 3 of the cabinet order (Cabinet Order No.259 of 1953 as to the place of registry and tonnage measurement of small ships (including the cases where the inspection is conducted in accordance with Article 3, paragraph 2 of the said cabinet order)). The same shall apply hereinafter.] defined by the Law of Ship (Law No.46 of 1899), the ships are transported by sea to places where they are reconstructed, rectified, or scrapped, or where they are subjected to the inspection or the survey under the Law, or where they are subjected to the tonnage measurement under the Law of Ships.

- (3) The cases where ships having no ship inspection certificate are used for temporary navigation for navigation reasons.

(Exemption of Containers from Inspection)

Article 19-3.

The containers (square-bottomed boxes which are used for the transportation of cargoes by ship, have the structure and strength to endure repetitive duties, and are provided with fittings serving for mechanical handling, stacking and fixing of cargoes; The same shall apply hereinafter.) coming under one of the following sub-paragraphs may be exempted from the periodical inspection, intermediate inspection, occasional inspection and temporary navigation inspection.

- (1) The containers which have successfully passed the inspection or the survey defined by the Law, and conform to the following requirements.
 - (a) The containers which have been fitted with the safety Certificate Plate stipulated in Article 56-4, paragraph 2 of the present Regulations.
 - (b) The containers before the lapse of the days defined in Article 60-4, paragraph 1 item (1) or (2).
 - (c) The containers in which excessive abrasion, corrosion and crack, harmful deformation, and other abnormal symptoms are not observed.
- (2) The containers which are owned by persons who are able to possess Japanese ships, or who are unable to possess Japanese ships, which have valid certifications showing that the same are approved respectively, by the government of a foreign country defined by the notification, to conform to the law relating to the containers of the said country, and which conform to the provisions of item (c) of the preceding paragraph.

(Special Inspection)

Article 20.

1. The special inspection shall be conducted in accordance with publication of ships to be subjected to the special inspection by the Minister of Transport when it is considered that ships in a given range have inconsistency in material, structure, equipment, or performance with the provisions of Article 2, paragraph 1 of the Law for such a reasons as too frequent accidents.
2. The publication under the provision of the preceding paragraph shall be carried out by defining the following:
 - (1) The range of ships to be subjected to the inspection.
 - (2) The matters to be subjected to the inspection.
 - (3) The period in which the inspection is conducted.
 - (4) The preparation for conducting the inspection; and
 - (5) Other necessary matter relating to the inspection.
3. The ships which have been defined to be subjected to the special inspection in accordance with the publication stipulated in paragraph 1 may not be necessary to undergo the special inspection, if the ships have been granted the ship inspection certificate the term of validity of which expires before the last day of the term to be subjected to the inspection defined on the said publication, or the temporary navigation certificate the term of which expires before the same date, or if the applications for the periodical inspection on the ships have been made in the period until the last day of the due term of the inspection defined on the said publication after the date on which the said publication is issued, or the ship has passed the periodical inspection successfully.

(Exemption of Inspection during Construction)

Article 21.

Ships which are not required to undergo Inspection during Construction under the Provisions of Article 6, paragraph 1 of the Law shall be as follows:

- (1) Ships which navigate only smooth water areas other than ships carrying dangerous goods in bulk or ships of special type
- (2) Ships not equipped with propulsion machinery or sailing rigs (excluding ships carrying dangerous goods in bulk, of special type ships, ships used for transporting passengers by being either pushed or towed by another ship equipped with propulsion machinery or laid-up ship)
- (3) Ships of which construction was originally commenced for foreign registry, but the intended initial registration was changed to Japan, and that the competent maritime authorities consider it difficult to carry out Inspection during Manufacture under the provisions of Article 6, paragraph 1 of the Law.

(Items Capable of Being Subjected to Preliminary Inspection)

Article 22.

The items mentioned in the column of the preliminary inspection relating to construction in the Annex List 1 may be subjected to the preliminary inspection relating to their construction, and the items mentioned in the column of preliminary inspection relating to the reconstruction, repair or adjustment in the same List may be subjected to the preliminary inspection relating to the reconstruction, repair or adjustment.

Section 3. Preparation for Inspection

(General)

Article 23.

The applicant of an inspection shall make in accordance with the provisions of this Section the preparations for the inspection with regard to the matters to be subjected to the inspection.

(Periodical Inspection)

Article 24.

The preparations in the case of undergoing the periodical inspection shall be the following and those for both sea trial and stability test:

- (1) With regard to hull, the following:
 - (a) Preparations for visual inspection, as specified by Notification, regarding the matters related to the exteriors of the hull such as ship bottom hull plate and rudder
 - (b) Preparations for visual inspection, as specified by Notification, regarding the matters related to the interiors of the hull such as tank and cargo compartment
 - (c) Preparations for the measurement of the plate thickness, as specified by Notification
 - (d) Preparations for material test (limited to the case in which the inspection is performed for the first time)
 - (e) Preparations for nondestructive test
 - (f) Preparations for pressure test and load test
 - (g) Preparations for the efficiency test of the closing devices of watertight door, fireproof door, etc.
- (2) With regard to machinery, the following:

- (a) Preparations for overhaul inspection, as specified by Notification, regarding main engine, auxiliary engine, power transmission gear, power transmission shaft system, boiler, pressure vessel, auxiliary machinery and piping system
 - (b) Preparations for material test, welding work test, balance test, gear contact test, fit test, accumulation test, and land trial (limited to the case in which the inspection is performed for the first time)
 - (c) Preparations for nondestructive test
 - (d) Preparations for pressure test
 - (e) Preparations for efficiency test
 - (f) Preparations for steam pressure test
- (3) With regard to drainage, the following:
- (a) Preparations for overhaul inspection, as specified by Notification
 - (b) Preparations for pressure test
 - (c) Preparations for efficiency test
- (4) With regard to steering, mooring and anchoring gear, the following:
- (a) Preparations for visual inspection, as specified by Notification, regarding anchor, anchor chain, and mooring hawser
 - (b) Preparations for material test (limited to the case in which the inspection is performed for the first time)
 - (c) Preparations for pressure test
 - (d) Preparations for efficiency test
- (5) With regard to life-saving and fire fighting appliances, the following:
- (a) Preparations for material test (limited to the case in which the inspection is performed for the first time)
 - (b) Preparations for pressure test
 - (c) Preparations for efficiency test
- (6) With regard to navigational equipment, preparations for efficiency test
- (7) With regard to arrangements for stowage of dangerous goods and other special cargoes, the following:
- (a) Preparations for visual inspection of tanks, as specified by Notification
 - (b) Preparations for material test and welding work test (limited to the case in which the inspection is performed for the first time)
 - (c) Preparations for nondestructive test
 - (d) Preparations for pressure test
 - (e) Preparations for efficiency test
- (8) With regard to appliances for loading or unloading and other kindred operations, the following:

- (a) Preparations for overhaul inspection, as specified by Notification, regarding cargo winch
- (b) Preparations for load test of cargo winch
- (c) Preparations for pressure test and efficiency test

(9) With regard to electric installations, the following:

- (a) Preparations for material test, waterproof test, explosion-proof test, and completion test (limited to the case in which the inspection is performed for the first time)
- (b) Preparations for insulation resistance test
- (c) Preparations for efficiency test

(10) With regard to elevating appliances, the following:

- (a) Preparations for overhaul inspection, as specified by Notification
- (b) Preparations for material test (limited to the case in which the inspection is performed for the first time)
- (c) Preparations for load test (limited to the case in which the inspection is performed for the first time) and efficiency test

(11) With regard to incineration equipment, the following:

- (a) Preparations for overhaul inspection, as specified by Notification
- (b) Preparations for material test and temperature test (limited to the case in which the inspection is performed for the first time)
- (c) Preparations for pressure test
- (d) Preparations for efficiency test

(12) With regard to container equipment (containers and installations for securing containers; hereinafter the same), the following:

- (a) Preparations for material test (limited to the case in which the inspection is performed for the first time)
- (b) Preparations for load test

(13) With regard to load line, preparations for marking inspection, as specified by Notification

(Intermediate Inspection)

Article 25.

1. Preparations in the case of undergoing the intermediate inspection of class 1 shall be as follows:

- (1) With regard to hull, the following:
 - (a) Preparations specified in the preceding article, subparagraph 1, (a)
 - (b) Preparations specified in the preceding article, subparagraph 1, (g)
- (2) With regard to machinery, the following:

- (a) Preparations for overhaul inspection, as specified by Notification, regarding main engine, auxiliary engine, power transmission gear, power transmission shaft system, boiler, auxiliary machinery, and piping system
 - (b) Preparations specified in the preceding article, subparagraph 2, (e)
 - (c) Preparations specified in the preceding article, subparagraph 2, (f)
- (3) With regard to drainage, the following:
- (a) Preparations specified in the preceding article, subparagraph 3, (a)
 - (b) Preparations specified in the preceding article, subparagraph 3, (c)
- (4) With regard to steering, mooring and anchoring gear, following:
- (a) Preparations specified in the preceding article, subparagraph 4, (a)
 - (b) Preparations specified in the preceding article, subparagraph 4, (d)
- (5) With regard to life-saving and fire fighting appliances, the following:
- (a) Preparations specified in the preceding article, subparagraph 5, (b)
 - (b) Preparations specified in the preceding article, subparagraph 5, (c)
- (6) With regard to navigational equipment, preparations specified in the preceding article, subparagraph 6
- (7) With regard to arrangements for stowage of dangerous goods, preparations specified in the preceding article, subparagraph 7, (e)
- (8) With regard to electric installations, the following:
- (a) Preparations specified in the preceding article, subparagraph 9, (b)
 - (b) Preparations specified in the preceding article, subparagraph 9, (c)
- (9) With regard to incineration equipment, preparations specified in the preceding article, subparagraph 11, (d)
- (10) With regard to load line, preparations specified in the preceding article, subparagraph 13
2. Preparations in the case of undergoing the intermediate inspection of class 2 shall be as follows:
- (1) With regard to hull, preparations specified in the preceding paragraph, subparagraph 1, (b)
 - (2) With regard to machinery, preparations specified in the preceding paragraph, subparagraph 2, (b) (excluding those related to the same subparagraph, (a))
 - (3) With regard to drainage, preparations specified in the preceding paragraph, subparagraph 3, (b) (excluding those related to the same subparagraph, (a))

- (4) With regard to steering, mooring, and anchoring gear, preparations specified in the preceding paragraph, subparagraph 4, (b)
 - (5) With regard to life-saving and fire fighting appliances, the following:
 - (a) Preparations specified in the preceding paragraph, subparagraph 5, (a)
 - (b) Preparations specified in the preceding paragraph, subparagraph 5, (b)
 - (6) With regard to navigational equipment, preparations specified in the preceding paragraph, subparagraph 6
 - (7) With regard to arrangements for the stowage of dangerous goods, preparations specified in the preceding paragraph, subparagraph 7
 - (8) With regard to electric installations, the following:
 - (a) Preparations specified in the preceding paragraph, subparagraph 8, (a)
 - (b) Preparations specified in the preceding paragraph, subparagraph 8, (b)
 - (9) With regard to load line, preparations specified in the preceding paragraph, subparagraph 10
3. The preparations specified in the preceding paragraph, subparagraph 4, subparagraph 5, (a), and subparagraph 8, (a) (with regard to preparations specified in the same paragraph, subparagraph 4, limited to those related to mooring and anchoring gear) shall be made only in the case of undergoing a periodical inspection or an intermediate inspection of class 2 to be made at either the second time or third time after successful completion of an intermediate inspection of class 2 performed with the same preparations made.
 4. Preparations in the case of undergoing an intermediate inspection of class 3 shall be as follows:
 - (1) With regard to hull, preparations specified in paragraph 1, subparagraph 1, (a)
 - (2) With regard to machinery, preparations specified in paragraph 1, subparagraph 2 (with regard to preparations specified in the same subparagraph, (b), limited to those related to the same subparagraph, (a))
 - (3) With regard to drainage, preparations specified in paragraph 1, subparagraph 3 (with regard to preparations specified in the same subparagraph, (b), limited to those related to the same subparagraph, (a))
 - (4) With regard to steering, mooring, and anchoring gear, preparations specified in paragraph 1, subparagraph 4, (a)
 - (5) With regard to incineration equipment, preparations specified in paragraph 1, subparagraph 9
 5. The competent maritime authorities may instruct preparations to be made as necessary among those specified in the preceding article in addition to the preparations specified in paragraphs 1 and 2, and the preceding paragraph, when they

consider necessary in the case of performing an intermediate inspection.

(Occasional Inspection and Temporary Navigation Inspection)

Article 26.

The preparations for the occasional inspection (exclusive of the case relating to Article 19 paragraph 3 item (9)) or the temporary-navigation inspection shall be those which are instructed by the director of the competent maritime authorities from among the preparations provided for in Article 24.

(Special Inspection)

Article 27.

In the case of undergoing special inspection, the preparation defined by the publication stipulated in Article 20, paragraph 1 and also the preparations appointed by the director of the competent maritime authorities out of that defined by Article 24 shall be provided for the inspection.

(Inspection during Construction)

Article 28.

The preparations for the inspection during construction shall be as follows:

- (1) With regard to hull, the following preparations:
 - (a) Preparations for visual inspection, as specified by Notification, regarding the matters concerned with the inside and outside of the hull.
 - (b) Preparations for material test, nondestructive test, pressure test and load test.
- (2) With regard to machinery, the preparations for material test, nondestructive test, welding work test, balancing test, gear contact test, fit test, pressure test, efficiency test, accumulation test, steam pressure test and land trial.
- (3) With regard to drainage, the preparations for pressure test and efficiency test.

(Preliminary Inspection)

Article 29.

The preparations for the preliminary inspection on the items mentioned in the provisions of preliminary inspection as to construction, described in the Annex List 1, shall be as follows:

- (1) With regard to the items relating to the hull, the preparations for material test, nondestructive test, pressure test and load test.
- (2) With regard to the items relating to machinery, the preparations for material test, nondestructive test, welding work test, balancing test, gear contact test,

fit test, pressure test, efficiency test, accumulation test, steam pressure test and land trial.

- (3) With regard to the items relating to the equipment of steering, mooring and anchor gears, the preparations for material test, pressure test and efficiency test.
 - (4) With regard to the items relating to the life-saving appliances and fire-fighting installations, the preparations for material test, pressure test and efficiency test.
 - (5) With regard to the items relating to navigational equipment the preparations for efficiency test.
 - (6) With regard to the items relating to the arrangements of cargo handling and other work, the preparations for load test, pressure test and efficiency test.
 - (7) With regard to the items relating to the electric installations, the preparations for material test, water proof test, explosion proof test and completion test.
 - (8) With regard to lifts, the preparations for material test, load test and efficiency test.
 - (9) With regard to the items relating to incinerators, the preparations for material test, temperature test, pressure test and efficiency test.
 - (10) With regard to containers, the preparations for material test and load test.
2. The preparations for the case of undergoing the preliminary inspection on the items provided for in the provisions of preliminary inspection as to the reconstruction, repair or adjustment, described in the Annex List 1, shall be those relating to the items in question from among the preparations mentioned in item (1) or item (2) of Article 24.

(Preparations, Related to special Installations or Special Structures)

Article 30.

1. The director of the competent maritime authorities may order necessary preparations for periodical, intermediate, occasional, temporary-navigation, special, during construction, or preliminary inspection of ships having diving appliances, reactors and other special installations or structures, notwithstanding the requirements stipulated in from Article 24 to the preceding article.
2. The director of the competent maritime authorities may allow partial exemption from the preparations for periodical, intermediate, construction or preliminary inspection.

Section 4. Procedure of Application for Inspection

(The Applications for Inspection)

Article 31.

1. The persons who intend to undergo the periodical inspection intermediate inspection, occasional inspection or special inspection shall submit the Application for Ship Inspection (Form No.4) to the director of the competent maritime authorities.
2. Those who intend to undergo the inspection for temporary navigation shall submit the Application for the Ship Inspection for Temporary Navigation (Form No.5) to the director of the competent maritime authorities.
3. Those who intend to undergo the inspection during construction shall submit the Application for Ship Inspection during Construction (Form No.6) to the director of the competent maritime authorities.
4. Those who intend to undergo the preliminary inspection shall submit the Application for Preliminary ship Inspection (Form No.7) to the director of the competent maritime authorities.

(Presentation of Documents)

Article 32.

1. The applicant for inspection shall submit the following documents to the competent maritime authorities.
 - (1) Documents to be submitted when the applicant receives the Special Inspection for the first time:
 - (a) Manufacturing specifications and the drawing showing the construction and arrangement of equipment prescribed in the respective sub-paragraphs of paragraph 1 of Article 2 of the Law.
 - (b) In the case of a ship undergoing inspection of the load lines (exclusive of the timber load line and subdivision load line), the following drawing (in the case of a steel ship, drawings of the outside surface of the frames, and in the case of a wooden ship, drawings of the outside surface of the outside planking).
 - 1) Lines
 - 2) Hydrostatic curves showing the displacement for each draft up to the uppermost through deck and tons per cm immersion.
 - (c) In the case of a ship undergoing inspection of its timber load line, drawings showing the construction and arrangement of the necessary means for the stowage of deck cargoes.
 - (d) In the case of a ship undergoing inspection of its subdivision load line, the following documents:
 - 1) Curves showing the respective heights from the center of buoyancy to the longitudinal metacentre and to the transverse metacentre for each

- draught up to the margin line.
- 2) Curves showing the distance from the center of flotation to midship for each draught up to the margin line.
 - 3) Curves showing the area up to the margin line of each cross section.
 - 4) Calculations of the floodable length.
 - 5) Curves showing the floodable length.
 - 6) Curves showing the area of each square station for each draught up to the margin line, and diagram showing the height from the base line to the center of gravity of the area.
 - 7) Calculations of stability of the ship in a damaged conditions.
 - 8) Plan of arrangement for cross-flooding.
- (e) In the case of a ship (exclusive of that prescribed in (d)) undergoing an inspection of the stability in damaged conditions, the following documents:
- 1) Calculations of stability of the ship in damaged conditions.
 - 2) Plan of arrangements for crossflooding.
- (f) In the case of a ship undergoing stability tests and a ship coming under Article 26 of the Regulations for Ship Stability (excluding ships undergoing stability test), the following documents:
- 1) Hydrostatic curves
 - 2) Cross curves of stability
 - 3) Curves of angle of flooding
 - 4) Calculations of the design weight and center of gravity
- (g) In the case of a ship undergoing inspection of cargo handling machinery and gear, the strength calculations (inclusive of lines of force.)
- (h) The following documents for ships subjected to the inspection of diving appliances:
- 1) Strength and buoyancy calculations of diving appliances.
 - 2) Documents showing air supply, exhaust, and electrical systems of diving appliances.
 - 3) Documents showing materials used in diving appliances.
 - 4) documents showing the method of using diving appliances.
- (i) The following documents for ships subjected to an inspection of lifts.
- 1) Strength calculations on lifts.
 - 2) Documents showing materials used for lifts.
 - 3) Documents showing the service instructions for lifts.
- (j) The following documents for ships subjected to the inspection of incineration equipment.
- 1) Strength calculations on incineration equipment.

- 2) Documents showing materials used in incineration equipment.
- 3) Documents showing the method of using incineration equipment.
- (k) Documents showing materials used in container equipment for ships subjected to an inspection of container equipment.
- (l) The Certificate of Satisfactory Completion of Inspection during Construction in the case of ships which have obtained a Certificate of Satisfactory Completion of Inspection during Construction (prescribed in Article 9, Paragraph 3 of the Law with regard to the inspection during construction, hereinafter the same).
- (m) The Certificate of Approval for Survey in the case of ships which have obtained a Certificate of Approval for the said survey (prescribed in Article 9, paragraph 4 of the Law, hereinafter the same).
- (2) With the exception of the cases mentioned in the preceding sub-paragraph, the documents to be submitted when undergoing the Special Inspection, Intermediate Inspection or Occasional Inspection shall be as follows:
 - (a) Ship Inspection Certificate
 - (b) Ship Inspection Record Book
 - (c) In the case of an alteration being planned on any of the items mentioned in the sub-paragraphs of Article 2, paragraph 1 of the law, drawings showing the construction and arrangement of such equipment as related to the items.
 - (d) In the case of a ship undergoing an initial inspection of the load lines (exclusive of the timber load line and subdivision load line), the following drawings:
 - 1) Midship section (with width of stringers specified).
 - 2) Construction profile of midship section
 - 3) Construction profile of deck plan and cargo hold plan
 - 4) Deck plan
 - 5) The drawing mentioned in (b) of the preceding subparagraph.
 - (e) In the case of a ship undergoing an initial inspection of the timber load line, the drawing mentioned in (c) of the preceding sub-paragraph.
 - (f) In the case of a ship undergoing an initial inspection of the subdivision load line, the drawing mentioned in (d) of the preceding sub-paragraph.
 - (g) In the case of applying to alter the positions of load lines, documents relating to the alteration in question from among the documents mentioned in (d), (e), or (f) of the preceding sub-paragraph.
 - (h) In the case of a ship (exclusive of those prescribed in (f)) undergoing an inspection of stability in a damaged condition for the first time, the following documents:

- 1) General arrangement
 - 2) Midship section
 - 3) Details of openings
 - 4) Piping system diagrams
 - 5) Lines
 - 6) Documents mentioned in (e) of the preceding subparagraph.
- (i) In the case of applying to alter items concerning the stability in a damaged condition (exclusive of the case of applying for the alteration of the positions of subdivision load lines), the documents relating to the alteration from among the documents mentioned in (h) above.
- (j) In the case of a ship undergoing a stability test as an initial one and a ship coming under Article 26 of the Regulations for Ship Stability (excluding a ship which undergoes a stability test as an initial one), the following documents:
- 1) General arrangement
 - 2) Midship section
 - 3) Details of openings
 - 4) Lines
 - 5) Documents mentioned in (f) above.
- (k) In the case of applying to alter items concerning stability, the documents relating to the alteration from among those mentioned in (j) above.
- (l) In the case of undergoing the initial inspection of the cargo handling machinery and gear, the following documents:
- 1) Cargo handling machinery and gear arrangement plan
 - 2) Cargo handling machinery and gear construction plan
 - 3) The documents mentioned in (g) of the preceding subparagraph.
- (m) In the case of applying to alter the cargo handling machinery and gear, the documents relating to the alteration in question from among the documents mentioned in (i) above.
- (n) In the case of ships subjected to the initial inspection for diving appliances, The documents prescribed in (h) of the preceding subparagraph,
- (o) In the case of applying to alter diving appliances, the documents relating to the alteration from among those mentioned in (h) above.
- (p) In the case of undergoing an initial inspection on lifting equipment, the following documents:
- 1) Lifting equipment arrangement plan
 - 2) Lifting equipment construction plan
 - 3) The documents mentioned in (i) of the preceding subparagraph.

- (q) In the case of applying to alter matters concerning lifting equipment, the documents relating to the alteration from among those mentioned in (p) above.
- (r) In the case of under going the initial inspection of incineration equipment, the following documents:
 - 1) Incineration equipment arrangement plan
 - 2) Incineration equipment construction plan
 - 3) The documents mentioned in (j) of the preceding subparagraph.
- (s) In the case of applying to alter matters concerning incineration equipment, documents relating to the alteration from among those mentioned in (r) above.
- (t) In the case of undergoing the initial inspection of container appliances, the documents mentioned in (k) of the preceding sub-paragraph.
- (u) The certificate for the successful completion of maintenance and inspection in the case that the ship is granted certification (Prescribed in Article 24, paragraph 2 of the Regulations for the Approval of Firms under the Ship Safety Law(Ministry of Transport Ordinance No.49 of 1973). The same shall apply hereinafter.) or with regard to ships granted certification for successful alteration, they are subjected to Special Inspection or to the Intermediate Inspection within 30 days after confirmation of certificates for successful rectification.
- (v) The Certificate of Completion of Reconditioning (Certificate of Completion of Reconditioning specified by Article 6, paragraph 2 of the Regulations for Authorized Inspection Organization related to Small Craft (Ministry of Transport Ordinance No. 56, 1987); hereinafter the same), in the case of a small craft, granted a Certificate of Completion of Reconditioning, which is intended for undergoing an intermediate inspection within 30 days after the confirmation on the issuance of the Certificate of Completion of Reconditioning
- (3) The Documents to be submitted in the case that ships are subjected to a temporary-navigation inspection:
 - (a) Ship Inspection Record Book (limited to ships provided with such a record book)
 - (b) Drawings illustrating the structure and arrangement of the equipment prescribed in each sub-paragraph of Article 2, paragraph 1 of the Law.
- (4) The documents, in the case that ships are subjected to the extraordinary Inspection shall be as follows:

- (a) Ship Inspection Certificates
 - (b) Ship Inspection Record Book
 - (c) Drawings illustrating structures and arrangement of equipment relating to the items for Extraordinary Inspection.
- (5) The documents to be submitted when applying for an Inspection during Construction shall be as follows:
- (a) Manufacturing specification and drawings showing the construction and arrangement of equipment relating to the items mentioned in Article 2, paragraph 2, subparagraphs (1), (2) and (4) of the Law.
 - (b) In the case of ship undergoing an inspection of the load lines (exclusive of the timber load line and subdivision load line), the drawings mentioned in subparagraph (1)(b).
 - (c) In the case of a ship undergoing an inspection of the timber load line, the drawings mentioned in subparagraph (1) (c).
 - (d) In the case of a ship undergoing an inspection of the subdivision load line, the drawings mentioned in subparagraph (1)(d).
- (6) The documents to be submitted when undergoing the Preliminary Inspection shall be as follows:
- (a) Manufacturing specifications, in case equipment is subjected to a Preliminary Inspection concerning manufacture.
 - (b) The plan showing the construction of the equipment to be inspected.
2. A person who intends to undergo a periodical inspection or intermediate inspection of a ship coming under Article 8, paragraph 1 of the Law shall submit, to the competent maritime authorities, a certificate which certifies that the ship's class has been registered by a Classification Society (classification society which has been authorized under the same paragraph: hereinafter, other than Article 47, paragraph 1, the same).
3. A person who intends to undergo the inspection (limited to the special inspection, in the case of ships stipulated in Article 8 paragraph 1 of the Law) under Article 5 of the Law in relation to cargo gears, shall submit the records of cargo gear inspection to the competent maritime authorities.
4. A person who intends to undergo the inspection under Article 5 of the Law (limited to special inspection in the case of a ship under Article 8, paragraph 1 of the Law) in relation to elevating appliances shall submit the Records of Elevating Appliance Inspection to the competent maritime authorities.
5. A person who intends to undergo the inspection under Article 5 of the Law (in ships prescribed under Article 8, paragraph 1, limited to Extraordinary Inspection, only) in relation to incineration equipment shall submit the inspection record of incineration

equipment to the competent maritime authorities.

6. When at the discretion of the competent maritime authorities any documents are deemed necessary for inspection, he may order to submit the necessary documents in addition to those defined by paragraph 1 of this Article, or may exempt the submission of part of this Article, or may exempt the submission of part of this documents stipulated in the said paragraph, if deemed unnecessary.

Section 5. Ship; Inspection Certificate, Etc.

(Form of Ship Inspection Certificate)

Article 33.

The form of the ship inspection certificate shall be as stipulated in the following items in accordance with the classification of ships.

- (1) Form No.8 for ships stipulated in each item of Article 3 of the Law (exclusive of those stipulated in each item of paragraph 1 of Article 3 of the Law).
- (2) Form No.9 for ships other than those stipulated in the preceding item.

(Application for the Issue of a Ship Inspection Certificate)

Article 34.

1. A person who intends to have the issue of a Ship Inspection Certificate, regarding a ship coming under Article 8, paragraph 1 of the Law which is not required to be installed with radio telegraph, etc. in accordance with the provisions of Article 4, paragraph 1, proviso of the Law or the same article, paragraph 2 or Article 32-2 of the Law (regarding a small craft, the issue of a Ship Inspection Certificate and a Ship Inspection Completion Slip: in the next paragraph, the same) shall submit an Application for Ship Inspection Certificate Issue (Form 10) to the competent maritime authorities.
2. The Application for Ship Inspection Certificate Issue shall be attached with the following documents (in the case of the first issue of a Ship Inspection Certificate, documents specified in subparagraph 3 and documents recording the matters regarding the inspection of a Classification Society).
 - (1) Ship Inspection Certificate
 - (2) Ship Inspection Record Book
 - (3) Certificate of class registration with a Classification Society
3. The competent maritime authorities shall issue, when issuing a Ship Inspection Certificate for the first time, a Ship Inspection Record Book together with the Ship Inspection Certificate.

(Ships specified by Order defined in Article 10, paragraph 1, proviso of the Law)

Article 35.

The ships specified by Order under Article 10, paragraph 1, proviso of the Law shall be ships other than those specified in the followings:

- (1) Carriers of dangerous goods in bulk;
- (2) Ships of special type;
- (3) Ships equipped with boilers (limited to the boilers under Article 42 of the Regulations for Ship Machinery);
- (4) Ships specified in Article 2, paragraph 2, subparagraph 3, (f); and
- (5) Ships specified in Article 14, subparagraph 6

(Terms of Validity of Ship Inspection Certificate)

Article 36

1. The terms of validity of a Ship Inspection Certificate shall be the period from the day of issue of the certificate to the day on which 5 years (6 years, for a ship specified in Article 10, paragraph 1, proviso of the Law: hereinafter in this article, the same) have passed from the day of successful completion of a periodical inspection. However, in case a ship (excluding a nuclear ship) has successfully completed a periodical inspection during a period from the day 3 months before ending the terms of validity of the Ship Inspection Certificate to the day of ending the term or has successfully completed a periodical inspection after the day of ending the term of validity of a Ship Inspection Certificate (excluding the case where the ship is not able to be put to service of navigation for a long time on account of modification or repair and the case where the competent maritime authorities consider it inevitable to do so), the term of validity shall be the period from the day of issue of the Ship Inspection Certificate to the day on which 5 years have elapsed when counted from the day following the day of ending the terms of validity of the certificate.
2. When a ship has undergone the periodical inspection prior to the expiry of the term of validity of the Ship Inspection Certificate in accordance with the provision of Article 17, it shall be deemed that the terms of validity of the Ship Inspection Certificate of the ship has expired at the time of the periodical inspection.
3. Either in the case that the ships defined by the proviso of Article 10 paragraph 1 of the Law come under ships other than those defined by the proviso of the same paragraph or in the case that the ships other than those defined by the proviso of the same paragraph come under ships defined by the proviso of the same paragraph, the valid period of the ship inspection certificate for the said ships shall be regarded as being expired, unless the alteration of the classification of the said ships is temporary.

(Return of ship Inspection Certificate)

Article 37.

In the case a ship has successfully undergone the intermediate inspection, occasional inspection or special inspection, the director of the competent maritime authorities shall return to the applicant for the inspection the Ship Inspection Certificate which has been submitted in accordance with the provisions of Article 32.

(Renewal of Ship Inspection Certificate)

Article 38.

1. When any alteration is intended to description in the Ship Inspection Certificate or any alteration has been made to the fact of description, the shipowner shall submit without delay to the director of the competent maritime authorities the Application for Renewal (Form No.12) with the ship Inspection Certificate and ship Inspection Record Book attached, and obtain the authorization of the renewal.
2. When the matters intended to be renewed in accordance with the provision of the preceding paragraph are related to the matters mentioned in the certificate of ship's nationality, provisional certificate of ship's nationality or the ship register card, it shall be presented to the director of the competent maritime authorities.
3. When the renewal of the ship inspection certificate defined by paragraph 1 is applied for, the director of the competent maritime authorities shall issue the Temporary Alteration Certificate (Form No.13) as a substitute for the renewal, if the alteration is of provisional nature.
4. The descriptions in the Ship Inspection Certificate which correspond to the descriptions in the Temporary Alteration Certificate as a substitute for the renewal shall be deemed as renewed to the same description as in the Temporary Alteration Certificate in question during the terms of validity of the Temporary Alteration Certificate.

(Reissue of Ship Inspection Certificate)

Article 39.

1. If the ship inspection certificate or Temporary Alteration Certificate is lost or damaged, the shipowner may submit the Application for the Reissue of the Ship Inspection Certificate, etc. (Form No.14) with the ship inspection certificate (only when it is damaged) and the Ship Inspection Record Book to the director of the competent maritime authorities and obtain the reissue of the certificate.
2. When the ship Inspection Certificate or Temporary Certificate of Alteration is reissued because it is lost, the missing Ship Inspection Certificate or Temporary Alteration Certificate shall be made invalid.

(Posting Up of Ship Inspection Certificate in the Ship)

Article 40.

1. The shipmasters of the ships other than small ships shall post up the Inspection Certificate and the Temporary Alteration Certificate at a conspicuous place.
2. The shipmasters of small ships shall keep the Ship Inspection Certificate and the Temporary Alteration Certificate on board.

(Returning Ship Inspection Certificate to the Government)

Article 41.

1. The shipowner shall return without delay the Ship Inspection Certificate (in the case of sub-paragraph(4), the recovered Ship Inspection Certificate) to the director of the competent maritime authorities in the following cases:
 - (1) When the ship is lost, sunk or broken up;
 - (2) When the ship has not come under the application of the provisions of Article 2, paragraph 1 of the Law;
 - (3) When the terms of validity of the Ship Inspection Certificate has expired; or
 - (4) When the missing Ship Inspection Certificate is recovered after the Ship Inspection Certificate has been reissued in accordance with the provisions of Article 39, paragraph 1 of the present Regulations.
2. The shipowners shall return without delay the Temporary Alteration Certificate (in the case of sub-paragraph(3), the recovered Temporary Alteration Certificate) to the director of the competent maritime authorities in the following case:
 - (1) When the ship falls under sub-paragraph(1) or (2) of the preceding paragraph;
 - (2) When the term of validity of the Temporary alteration Certificate has expired; or
 - (3) When the missing Temporary Alteration Certificate is recovered after the same certificate has been reissued in accordance with the provisions of Article 39, paragraph 1 of the present Regulations.

(Ship Inspection Completion Slip)

Article 42.

1. The Ship Inspection Completion Slip shall be of Form No.15.
2. In the case that shipowner of a small ship loses or damages the Ship Inspection Completion Slip, it may request and obtain the reissue of the slip by submitting the application for reissue of ship Inspection Certificate, etc. together with the Ship Inspection Certificate and the Ship Inspection Record Book to the director of the competent maritime authorities. The provisions of Article 39, paragraph 2 shall be applied in this case.

3. The shipowner of a small ships shall post up the Ship Inspection Completion Slip at a place easily visible from the side outboard, provided that for the ship difficult to post up the certificate on the side of the ship, the certificate may be posted up at a appropriate place approved by the director of the competent maritime authorities.
4. The shipowner of a small ships shall remove the Ship Inspection Completion Slip (in the case of sub-paragraph(3), the damaged Ship Inspection Completion Slip) posted up in accordance with the preceding prevision in the following cases:
 - (1) When the small ships come not to be subjected to the provisions of Article 2 paragraph 1 of the Law;
 - (2) When the valid term of the Ship Inspection Certificate is expired; or
 - (3) When the Ship Inspection Completion Slip has been lost and reissued in accordance with the provisions of paragraph 2 of this Article.

(Temporary Navigation Permit)

Article 43.

- 1 The Temporary Navigation Permit shall be of Form No.16.
- 2 The provisions of Articles 39 and 40 and Article 41, paragraph 1 shall be applied mutatis mutandis to a Temporary Navigation Permit, provided that “aShip Inspection Record Book” in Article 39 shall be replaced by “ a Ship Inspection Record Book(limited to a ship issued with)”.

(Application for the Issue of Temporary Navigation Permit)

Article 43-2

1. A person who intends to obtain a Temporary Navigation Permit for a ship under Article 34, paragraph 1 shall submit an Application for the Issue of a Temporary Navigation Permit (Form 16-2) to the competent maritime authorities.
2. An Application for the Issue of a Temporary Navigation Permit shall be accompanied by a Ship Inspection Record Book(limited to a ship issued with one) and a certificate stating that the ship has its class registered with a Classification Society.

(Cases that Navigation is permitted without being Granted Ship Inspection Certificates or Temporary Navigation Permit)

Article 44.

The cases defined by the provisions of Article 18, paragraph 1 sub-paragraph(1) of the Law shall be the cases wherein trail trips are made without holding passengers and cargoes on board, as execution of the test to be conducted by the minister of Transport for the purpose of obtaining the authorization of the type of ships in accordance with the provisions of inspection under Article 5 of the Law or by the provisions of

inspection under Article 6-4 paragraph 1 of the Law

(Certificates and Seals of Approval for Inspection under the Provisions of Inspection in Article 6 of the Law)

Article 45.

1. The Certificate of Approval for Inspection, during Construction the Certificate of Approval for Preliminary Inspection, and the seal stipulated in Article 9, paragraph 3 of the Law (hereinafter referred simply to as the "seal" in this article) shall be of Form No.17, No.18, and No.19, respectively.
2. The Certificate of Approval for Inspection during Construction shall be granted to the ship which has passed construction inspection and, shall be stamped with the seal provided, however, that when the application for the initial periodical inspection of the said ship is being made to the director of the competent maritime authorities which has conducted the said inspection during construction, the grant of the certificate of approval for inspection during construction shall be omitted.
3. The matters which have passed preliminary inspection shall be accompanied by the seal.
4. The persons who have been subjected to the preliminary inspection may be granted the certificate of approval for preliminary inspection by submitting the application for the matters accompanied by the certificate for the successful preliminary inspection (From No.19-2) to the director of the competent maritime authorities.
5. The persons in possession of the certificate of approval for construction inspection during construction or for successful preliminary inspection, if they lose or damage the certificate, may be granted reissue of it by submitting the application (Form No.20) for reissue of the certificate of approval together with the certificate of approval for inspection during construction or with the certificate of approval for preliminary inspection (only in the case of damage) to the director of the competent maritime authorities who issued the said certificate approval for inspection during construction or the said certificate of approval for preliminary inspection.

(Ship Inspection Record Book)

Article 46.

1. The Ship Inspection Record Book shall be of Form No.21.
2. A Classification Society shall, in case it has performed an inspection specified in Article 8, paragraph 1 of the Law, state necessary matters in a Ship Inspection Record Book, in order to record the matters related to the inspection.
3. Shipowners shall keep the Ship Inspection Record Book filled out with necessary matters.

4. Shipmasters shall keep the Ship Inspection Record Book on board.
5. The provisions stipulated in Article 37 and Article 39, paragraph 1 shall apply to the Ship Inspection Record Book. In this case, the terms "intermediate inspection, occasional inspection or special inspection" mentioned in Article 37 shall be read as the "intermediate inspection, occasional inspection, temporary navigation inspection or special inspection".

Section 6 Miscellaneous Provisions

(Postponement of the Time of Intermediate Inspection and Extension of the Term of Validity of Ship Inspection Certificates)

Article 46-2

1. In the following table, the competent maritime authorities or consular officers may postpone the time of an intermediate inspection of a ship in the cases of items 1 and 2 of the table, and extend the terms of validity of the Ship Inspection Certificate of a ship in the cases of items 3 to 7 of the table, until the day designated by them within the scope shown in the right column of the table, upon application, for a ship shown in the left column (excluding a nuclear ship; hereinafter the same in this article), provided that, for the cases of items 1 and 2 of the table, if the voyage has been completed before the designated day the completed day shall be the time of the intermediate inspection, and that, for the cases of a ship specified in items 3 to 5 of the table, if the voyage has been completed before the designated day the completed day shall be regarded as the termination day of the term of validity of the Ship Inspection Certificate.

1 Ships specified in Article 18, paragraph 2, table, item 1, left column, which are expected to be on a voyage from a foreign port to a port in Japan or to other foreign port where they intend to undergo an intermediate inspection, when the time specified in the same item, right column or the time specified in the same article, paragraph 3 elapses (excluding ships specified in the following item)	Within the period not beyond 3 months counting from the day following the anniversary date specified in Article 18, paragraph 2, table, note, item 2 (including the case of application with replacement in wording in accordance with the provisions of the same article, paragraph 7): in the next item, the same)
2 Ships specified in Article 18, paragraph 2, table, note, item 1,	Within the period of not more than one month counting

<p>left column (limited to ships engaged on voyages with the distance of not more than 1,000 nautical miles from the port where their voyage commences to the final port of destination), which are expected to be on a voyage, when the time specified in the same item, right column or the time specified in the same article, paragraph 3 elapses</p>	<p>from the anniversary date</p>
<p>3 Ships engaged on international voyages (excluding high speed craft (high speed craft specified in Article 18, paragraph 2, table, note, item 1: hereinafter in this table, the same)), which are expected to be on a voyage from a foreign port to a port in Japan or to other foreign port where they intend to undergo a periodical inspection, when the terms of validity of a Ship Inspection Certificate ends (excluding ships specified in item 5)</p>	<p>Within a period of not more than three months counting from the day following the day when the terms of validity of the Ship Inspection Certificate ends</p>
<p>4 High speed craft engaged on international voyages, which are expected to be on a voyage from a foreign port to a port in Japan or other foreign port where they intend to undergo a periodical inspection, when the terms of validity of a Ship Inspection Certificate ends</p>	<p>Within a period of not more than one month counting from the day following the day when the terms of validity of the Ship Inspection Certificate ends</p>
<p>5 high speed craft not engaged on international voyages, which are expected to be on a voyage to a port where they intend to undergo a periodical inspection, when the terms of validity of a Ship Inspection Certificate ends</p>	

<p>6 Ships engaged on international voyages (limited to ships engaged on voyages of not more than 1,000 nautical miles in distance from the port they commence their voyage to the final port of destination), which are expected to be on a voyage, when the terms of validity of a Ship Inspection Certificate ends (excluding high speed craft)</p>	<p>Within a period of not more than one month counting from the day when the terms of validity of the Ship Inspection Certificate ends</p>
<p>7 Ships not engaged on international voyages (excluding high speed craft), which are expected to be on a voyage, when the terms of validity of a Ship Inspection Certificate ends</p>	

2. A person who intends to apply under the preceding paragraph, table, sub-paragraphs 1 and 2 shall submit an Application for the Designation of an Intermediate Inspection Date (Form 21-2) together with a Ship Inspection Record Book to the competent maritime authorities or Japanese consular officer, and a person who intends to apply under the same table, sub-paragraphs 3 to 7 shall submit an Application for the Extension of the Term of Validity (Form 21-3) together with a Ship Inspection Certificate and a Ship Inspection Record Book to the competent maritime authorities or Japanese consular officer.
3. The designation related to paragraph 1, table, items 1 and 2 shall be made by the entry into a Ship Inspection Memorandum, and the designation related to the same table, items 3 to 7 shall be made by the entry into a Ship Inspection Certificate and a Ship Inspection Record Book, respectively.

CHAPTER IV. MISCELLANEOUS PROVISIONS

(Jurisdiction of the Japan Craft Inspection Organization)

Article 46-2-2

1. When the Japan Craft Inspection Organization (hereinafter referred to as the "Organization") starts small ship inspection business according to the provisions of Article 7-2, paragraph 1 of the Law, the Organization shall notify the Minister for Transport of each area established and covered under the jurisdiction of each office of the Organization. The same procedure shall be taken when changes are made.
2. The Minister for Transport shall issue a notice on the area under the jurisdiction of an office of the Organization when notification is given according to the preceding paragraph.

(Application for Inspection of Small Ships)

Article 46-3

When a notice is issued under the provisions of paragraph 2 of the preceding Article, an application for inspection and the returning Ship Inspection Certificates (hereinafter called the "application etc." through to Article 46-5) shall be directed to the office of the Organization under which jurisdiction the small ship is registered.

(Taking over of Small Ship Inspection Business by Competent Maritime Authorities)

Article 46-4

1. When the competent maritime authorities intend to carry out small ship inspection business according to the provisions of Article 7-2 paragraph 4, the Minister for Transport shall issue a notice on the following items:
 - (1) The competent maritime authorities who carry out small ship inspection business and the area of jurisdiction.
 - (2) The date on which small ship inspection business will start.
2. Application for inspection of small ships which are under the jurisdiction of the competent maritime authorities listed in sub-paragraph (1) of the preceding paragraph shall be addressed to such competent maritime authorities on or after the date shown in sub-paragraph (2) of the paragraph.
3. When small ship inspection business for the application received before the date shown in sub-paragraph (2) of the paragraph 1 in the area under the jurisdiction of the competent maritime authorities prescribed in sub-paragraph (1) of paragraph 1 of this Article has not been started on the date concerned, the Organization shall return without delay the application for inspection and inspection fees to the applicant.
4. The Organization shall transfer the documents needed by the competent maritime

authorities shown in paragraph 1, subparagraph (1) to handle the small ship inspection business relating to the application under the provisions of paragraph 2 to the competent maritime authorities.

(Transfer of Small Ship Inspection Business by the Competent Maritime Authorities to the Organization)

Article 46-5

1. If the Minister for Transport decides to terminate small ship inspection business being carried out by the competent maritime authorities under the provisions of Article 7-2, paragraph 4, he shall give notice on the following items:
 - (1) The name and area under the jurisdiction of the competent maritime authorities which do not carry out small ship inspection business.
 - (2) The date on which small ship inspection business terminates.
2. After the date shown in sub-paragraph (2) of the preceding paragraph, applications, etc. for the small ship inspection business for small ships located in the area shown in sub-paragraph (1) of the preceding paragraph shall be addressed to the Organization.
3. The competent maritime authorities shown in paragraph 1, sub-paragraph (1) shall after the date shown in sub-paragraph (2) of the paragraph return the documents submitted in accordance with the provisions of paragraph 4 of the preceding Article to the Organization.
4. The competent maritime authorities shown in paragraph 1, sub-paragraph (1) shall after the date shown in sub-paragraph (2) of the paragraph return the documents covering the records of small ship inspection business carried out in accordance with the provisions of Article 7-2, paragraph 4 of the Law to the Organization.

(Classification Society)

Article 47.

1. A classification society which wishes to obtain approval under Article 8, paragraph 1 of the Law shall submit an application stating the following to the Minister for Transport:
 - (1) The names of directors.
 - (2) The names of surveyors and their brief careers..
 - (3) The names and addresses of offices where the surveyors are posted.
2. The application specified in the preceding paragraph shall be accompanied by the following documents:
 - (1) Articles of association or donation
 - (2) Rules and regulations for classification registry and surveys
 - (3) Rules for assigning surveyors

- (4) Schedule of survey fees and traveling expenses
3. The Classification Society shall, when its directors are to be selected, or the rules shown in the preceding paragraph, subparagraphs 2 to 4 are to be changed, obtain the approval of the Minister for Transport.
4. The Classification Society shall, when changes are made in items shown in paragraph 1, sub-paragraph (3), give notice on such changes to the Minister for Transport.
5. The Classification Society shall, when the inspection is carried out according to the provisions Article 8, paragraph 1 of the Law, immediately submit the report on the inspection to the competent maritime authorities with a certified copy submitted to the Minister for Transport.
6. The report mentioned in the preceding paragraph shall cover the following items:
 - (1) Ship's name
 - (2) Official number
 - (3) Gross tonnage
 - (4) The name or tradename and address of the shipowner
 - (5) Type of inspection
 - (6) Date of inspection
 - (7) Results of inspection
 - (8) In the event that the conditions stated in the Ship Inspection Certificate are to be changed, the contents of such changes and reasons.
7. The Classification Society shall advise the shipowner when it recognizes the need to alter the conditions stated in the Ship Inspection Certificate following the inspection conducted under the provisions of Article 8, paragraph 1 of the Law.
8. The Classification Society shall immediately notify the government when it has found that a ship registered in the Classification society (excluding passenger ships) fails to meet the requirements under the provisions of Article 8, paragraph 1 of the Law upon conducting an inspection, and that the state of the flag which the ship files is a foreign member of the 1978 protocol of the International Convention for the Safety of Life at Sea, 1974.
9. The competent maritime authorities shall, when they recognize the need for reviewing the inspection report submitted under the provisions of paragraph 5 of this Article, request the Classification Society to submit the drawings presented by the applicant for inspection.
10. The minister for Transport may request the Classification Society to rearrange an inspection or take other action when he deems an inspection conducted by the Classification Society to be improper.
11. The Classification Society shall report on the outline of inspection business for each quarter period of the year (each three months counting from April shall be deemed to

be a one quarter period of the year) done under the provisions of Article 8, paragraph 1 of the Law to the Minister for Transport.

12. The Minister for Transport shall give notice when approval is given or revoked under Article 8, paragraph 1 of the Law.

Article 47-2 Deleted.

Article 48.

1. When the Minister for Transport considers it necessary for the execution of the Law, he shall request the Classification Society to report on its operations, allow its officials to enter the offices or the other workshops of the Classification Society to examine the condition of business, accounting ledgers, documents and others.
2. When a spot inspection is conducted under the provisions of paragraph 1 of this Article, the officials concerned shall carry their identification cards and present them when requested by the person in charge.
3. The authority for a spot inspection vested under the provisions of paragraph 1 of this Article shall not be construed as that authorized for a criminal investigation.

(Reinspection)

Article 49.

Anyone who intends to apply for reinspection under the provisions of Article 11, paragraph 1 of the Law shall submit an application for reinspection stating the items with reasons to the Minister for Transport through the competent maritime authorities that conducted the inspection.

(Allegations by Ship's Crew)

Article 50.

Any crew member who intends to make an allegation under the provisions of Article 13 of the Law shall submit a statement with the following items accompanied by a shipmaster's statement to the competent maritime authorities.

- (1) Rank and name of the crew member who intends to make an allegation.
- (2) Matters considered to have serious defects and their present state.
- (3) Background information for an allegation

(Report, etc.)

Article 50-2

1. A master or shipowner shall report to the competent maritime authorities (in the case of a ship existing in a foreign country specified in Article 47, paragraph 8, the competent maritime authorities, the government of the country and the nearest

Japanese consular officer of the country) quickly, the fact of occurrence, when an accident has occurred or a defect has been found with respect to his ship and also when it is deemed to have an influence on the ship's seaworthiness or maintenance of safety of human life. However, with regard to the report on an accident to the competent maritime authorities or Japanese consular officer, he can dispense with it if he has reported to the competent maritime authorities or Japanese consular officer in accordance with the provisions of Article 19 of the Law on Seafarers (Law No. 100, 1947).

2. The competent maritime authorities may, when an incident has been reported under the preceding paragraph, investigate with regard to the fact.

(Supplying Information, etc.)

Article 51.

1. Shipowners shall prepare the material mentioned in the right column of the following table regarding the ships mentioned in the left column, provided that this requirement shall not be applicable to the passenger ships of the table item 2 which are small craft and which are deemed satisfactory by the competent maritime authorities considering the maneuverability of the craft.

1 Ships subjected to the stability test for the first time at the inspection of Article 5 of the Law	Materials necessary for the ships to maintain sufficient stability
2 Passenger ships (excluding ships not provided with propulsion machinery and sails and riggings)	Materials describing the maneuverability which can be easily understood
3 Passenger ships (limited to ones engaged on international voyages)	Materials stating plainly the regulation on navigation of the ships and materials necessary to ensure the safety of the ships in case of emergency
4 Passenger ships navigating certain routes on a periodical basis (limited to ones engaged on international voyages)	Materials necessary to carry out properly the communication with maritime safety organizations in case of emergency
5 Ships of not less than 100 meters in length, certificated for ocean going area or major	Materials necessary for properly adjusting cargo and ballast loading for the purpose of

<p>coasting area (excluding ships which are not required to mark load lines, ships not holding cargoes and ships the cargo stowage of which is unaltered as is the case with freight carriers and others)</p>	<p>avoiding generation of unacceptable stress at the ship structure due to the cargo and ballast loading of the ships</p>
<p>6 Ships loaded with cargo using a method other than loading-in bulk, which are engaged on international voyages (excluding ships under Article 1, paragraph 2, subparagraph 1)</p>	<p>Materials stating plainly the method of cargo stowage and fixing in the ships</p>
<p>6-2 Ships under the provisions of Article 26, proviso of the Regulations for Ship Stability</p>	<p>Materials stating plainly the method of liquid-cargo loading, unloading and transfer, and ballast-water taking-in, discharge, and transfer in the ships</p>
<p>7 Captive ships</p>	<p>Materials necessary to prevent generation and development of hazards such as a fire on board the ships</p>
<p>8 Submarine ships</p>	<p>Materials necessary to secure the safety of submarine work by the submarine ships</p>
<p>9 Hydrofoil boats, air cushion vehicles, ships of semi-submarine type or lift deck</p>	<p>Materials necessary to perform maneuvering the ships securely</p>

<p>type, and automated ships (ships complying with the provisions of Article 2-2 of the Regulations for the Enforcement of the Law for Ships' Officers (Ministry of Transport Ordinance No.91, 1951); hereinafter the same)</p>	
<p>10 Nuclear ships</p>	<p>Materials necessary to operate the reactor installations of the ships and to secure the safety thereof and Safety Assessment (material to explain the reactor installations of the nuclear ships and the safety of the ships; hereinafter the same)</p>
<p>11 Ships provided with diving appliances</p>	<p>Materials necessary to safely carry out diving work by the ships</p>
<p>12 Ships issued with a Ship Inspection Certificate entered in accordance with the provisions of Article 13-5, paragraph 2</p>	<p>Materials specified in the following, prepared under the standard set forth by the Minister for Transport by Notification in accordance with the High Speed Craft Code</p> <ul style="list-style-type: none"> (1) materials stating plainly the structure of the ships (2) materials necessary to perform properly the operation of the installations of the ships (3) materials necessary for the safety of navigation of the ships (4) materials necessary to perform properly the maintenance and management of the ships

2. Shipowners shall obtain approval of the competent maritime authorities when they have prepared the materials in accordance with the provisions of the preceding paragraph or when they intend to alter the contents of the materials.
3. Shipowners who have obtained the approval of the preceding paragraph (excluding the approval regarding Safety Assessment) shall supply the materials to the master of the ships defined in paragraph 1, table, items 1 to 10, and 12 and to the master and crew members of a pressure-resistant shell for the ships defined in item 11 of the table.
4. The materials specified in paragraph 1 table item 1 shall include in case where the ships of the same item are passenger ships provided in Article 10-5 of the Regulations for Ship Subdivisions the matters related to the damaged stability provided in Part 2 Chapter 6 of the same Regulations, in case where the ships are the ones provided in Article 102-2 of the same Regulations (excluding the ships provided in Article 102-3 of the same Regulations) the matters related to the damaged stability provided in Part 3 Chapter 3 of the same Regulations, in case where the ships are tankers provided in Article 1-3 of the same Regulations the matters related to the damaged stability provided in Part 4 Chapter 2 of the same Regulations, in case where the ships are ship carrying liquefied gases in bulk (excluding the ships provided in the proviso of Article 142 of the Regulations of Carriage and Stowage of Dangerous Goods in ships) the matters related to the damaged stability provided in Articles 241 to 246 of the same Regulations, and in case where the ships are the ships carrying dangerous chemicals in bulk (excluding the ships provided in the proviso of Article 257 of the same Regulations) the matters related to the damaged stability provided in Articles 308 to 313 of the same Regulations.
5. The materials of paragraph 1, table, item 3 (limited to the materials stating plainly the regulations on the navigation of the ships) shall be attached with the text translated into the English or French language.
6. The materials specified in paragraph 1, table, items 1, 5, 6, and Article 6-2, provided to the masters of ships under paragraph 1, table, items 1, 5, 6 and Article 6-2, which have been approved by a Classification Society shall be regarded as ones approved by the competent maritime authorities.
7. The masters of ships specified in paragraph 1, table, items 1, 3, 4, 6, 6-2, 10 and 12, left column shall maintain the materials specified in the same table, right column (excluding the safety assessment in the case of the same table, item 10) on board.

Article 52 to Article 55 (deleted)

Article 55-2

Anyone who directly furnishes containers (limited to those with a bottom area of 7

square metres or more (14 square metres or more for containers without corner fittings or those for use in transportation by ships not engaged in international voyages, hereinafter the same in this Article and Article 59-2)(inclusive of those transported by land vehicles) for transportation by ship shall submit the documents certifying that the containers subjected to such mode of transportation conform to the following sub-paragraphs (any certificate prepared by the person who packed cargoes into the container may be sufficient) to the shipowner or the master of such a ship in advance. However, this requirement may be waived when approval is obtained from the shipowners or master.

- (1) The container shall conform to Article 19-3, sub-paragraph (1) or sub-paragraph (2).
- (2) The gross weight of the container (the sum of the total weight of the cargo that can be loaded into the container and its own weight) does not exceed the maximum designated gross weight (the maximum loading capacity (the sum of the maximum of gross weights of cargoes that can be loaded into the container, hereinafter the same) and its own weight, hereinafter the same)(only when the container is loaded with cargo).

(Designation of Safe Working Load, etc.)

Article 56.

1. The competent maritime authorities shall issue Certificates of Test and Examination of Cargo Handling Machinery and Gear (From 22) for the cargo handling machinery and gear that have passed the inspection mentioned in Article 5 of the Law designating the safe working load and the minimum allowable angle for cargo winches (for those subjected to a load test for the first time only), the safe working load and the maximum allowable radius for jib cranes, and the safe working load for other types of cargo handling machinery and gear.
2. The safe working load, the minimum allowable angle and the maximum allowable radius of the cargo handling machinery and gear of the ship mentioned in Article 8, paragraph 1 of the Law designated by the Classification Society and the Certificates of Test and Examination of Cargo Handling Machinery and Gear issued by the Classification Society shall be deemed to be those designated or issued by the competent maritime authorities.

Article 56-2

1. The competent maritime authority shall designate the safe working load and carrying capacity (safe working load, in the case of escalators, hereinafter the same) of the lift (limited to one undergone load test for the first time) that has undergone inspection

under the provisions of Article 5 of the Law and passed, and issue Certificates of Test and Examination of Lifts (Form 22-2).

2. The carrying capacity mentioned in the preceding paragraph shall be expressed by the maximum integer which is equal to the value obtained by dividing the safe working load at the load test by 75kg (150kg for an elevator for pilots).
3. With regard to the elevator of ships under Article 8, paragraph 1 of the Law, the safe working load and the number of persons permitted which have been designated by a Classification Society under the same paragraph, and the certificate of the safe working load and the number of persons permitted of the elevator which has been issued by the society shall be regarded as the safe working load and the number of persons permitted which have been designated by the competent maritime authorities and the Certificate of Test and Examination of Elevators issued by the authorities.

Article 56-3

1. The competent maritime authorities shall designate the working temperature for an incineration furnace (limited to one that has undergone temperature test for the first time) that has undergone inspection under the provisions of Article 5 of the Law and passed, and issue Certificates of Temperature Test and Examination of Incineration Equipment (in Form 22-3).
2. The temperature designated by the Classification Society for incineration equipment in ships under the provisions of Article 8, paragraph 1 of the Law and the Certificates of Temperature Test and Examination of such incineration equipment issued shall be construed as the temperature designated by the competent maritime authorities, and the Certificates of Temperature Test and Examination of Incineration Equipment issued by the competent maritime authorities.

Article 56-4

1. The competent maritime authorities shall designate the maximum gross weight, maximum stack load (the maximum permissible load among those which are loaded on a container by stacking other containers on top, hereinafter the same), racking test load, end wall strength and side wall strength for containers (limited to those that have undergone a material test and a load test for the first time) that have undergone inspection under the provisions of the law and passed successfully.
2. Containers mentioned in the preceding paragraph shall be fitted with a safety approval plate (Form 22-5) bearing the authorization stamp of the competent maritime authorities (Form 22-4).
3. The maximum gross weight, maximum racking load, racking test load value, end wall strength, side wall strength and the safety approval plate bearing an authorization

stamp designated by the Classification Society for containers inspected by such a Classification Society as equipment for ships under the provisions of Article 8, paragraph 1 of the Law shall be construed as the maximum gross weight, maximum racking load, racking test load value, and wall strength, side wall strength and the safety approval plate bearing the authorization stamp designated by the competent maritime authorities.

(Determination of Safe Working Load for Cargo Gear)

Article 57.

1. shipowner shall use cargo gear (chains, rings, hooks, shackles, swivels, rigging screws, blocks steel wire ropes and ropes other than steel wire ropes which are used after fitted to cargo handling machinery and gear, hereinafter the same) in the cargo handling machinery and gear with a designated safe working load unless the following items have been verified and the safe working load has been determined. The same requirements apply to cargo gear repaired by welding or forging.

- (1) The safety factor for breaking strength shall be of the value prescribed in the following table or more. Note, however, that the breaking strength of a steel wire rope shall be the value obtained by a proof-strength test.

Classification		Safety factor
Chains		4.5
Steel wire ropes	Safe working load not exceeding 70 tons	5
	Safe working load exceeding 70 tons	4
Ropes other than steel wire ropes		7
Other cargo gear	Safe working load not exceeding 10 tons	5
	Safe working load exceeding 10 tons	4

- (2) Except for steel wire ropes and other ropes, no abnormalities shall be caused when a load test is carried out with the test loads prescribed in the following table.

Classification		Test load
Blocks, single-sheave		4 times the safe working load
Blocks other than single-sheave	Safe working load of 20 tons or less	2 times the safe working load
	Safe working load exceeding	Safe working load

	20 tons but 40 tons or less	plus 20 tons
	Safe working load exceeding 40 tons	1.5 times the safe working load
	Other cargo gear	2 times the safe working

2. Every shipowner shall prepare a Test Record of Cargo Gear (Form No.23), when the safe working load of the cargo gear has been established under the provisions of the preceding paragraph.

(Marking of Safe Working Load etc. for Cargo Handling Machinery and Gear)

Article 58.

1. Every shipowner shall mark the safe working load, the minimum allowable angle for cargo winches and the maximum allowable radius for jib cranes at a conspicuous place on cargo handling machinery and gear.
2. Every shipowner of ships with a gross tonnage of 300 tons or more shall mark cargo handling machinery and gear not designated for safe working load at a conspicuous place and shall state that no load of 1 ton or more shall be applied.
3. Every shipowner shall mark the safe working load by engraving or other suitable means at proper locations of the cargo handling machinery and gear prescribed by paragraph 1 of the preceding Article.

Article 58-2.

Every shipowner shall mark the designated maximum allowable working load and the number of persons permitted for a lift at conspicuous locations.

Article 58-3.

Every shipowner shall mark the designated maximum allowable working temperature of an incinerator at a conspicuous location.

Article 58-4.

Any container to which the safety approval plate (including the approved equivalent prescribed by Article 19-3, sub-paragraph 2, the same in this Article and Article 60-4) is attached shall not be marked with a maximum gross weight which differs from the maximum gross weight stated on the approval safety plate.

(Service Restrictions for Cargo Handling Machinery, Gear, etc.)

Article 59.

1. Any cargo handling machinery and gear shall not be used under a load exceeding the designated safe working load.
2. Any derricks shall not be used at an angle that is less than the designated allowable minimum angle.
3. Any jib cranes shall not be used at a slewing radius exceeding the designated maximum allowable radius.
4. Cargo handling machinery and gear of ships with a gross tonnage of 300 tons or more, which have no designated safe working load shall not be used with a load of 1 ton or more.
5. Cargo gear shall not be used under a load exceeding the designated safe load.
6. Any cargo gear with which either one of the following is relevant shall not be used:
 - (1) When there are harmful distorsions;
 - (2) When the amount of wear or corrosion has reached 10% or more of the original dimensions;
 - (3) When there are cracks;
 - (4) Frozen blocks in which sheaves do not turn smoothly;
 - (5) Steel wire ropes with an excessively loose lay, or those with wires parted in 10% or more of the original number;
 - (6) Steel wire ropes with splices other than those made by tucking all strands three times or more, and then tucking twice more with the remaining half of the yarns of each stand or made by equally effective methods;
 - (7) Wrought iron chains, hooks, shackles or swivels after six months (twelve months for those with a diameter exceeding 12.5 mm) counting from the date of verification under the provisions of Article 57, paragraph 1, or from the date of the first service following annealing.

Article 59-2.

1. Any vehicles loaded with containers (limited to those filled with cargo only) other than those falling under the provisions of Article 19-3, sub-paragraph 1 or sub-paragraph 2 shall not be carried by a ship.
2. Each container shall not contain a load exceeding the maximum allowable weight of the container.
3. The master shall verify that each container is not loaded with any load exceeding the maximum allowable stacking load.

(Inspection of Cargo Gear)

Article 60.

Shipowners shall check if the cargo gear fall under any of sub-paragraphs of

paragraph 7 of Article 59 every 12 months from the date of verification according to the provision of Article 57, paragraph 1, and at each time before use.

(Inspection of Lifts)

Article 60-2.

The shipowner shall carry out an inspection of abnormalities in lifts which have a designated safe working load and the maximum number of persons under the provisions of Article 56-2, paragraph 1 at every Special Inspection or within six months of the satisfactory completion of an Intermediate Inspection, Type 2 (Annual Inspection).

(Inspection of Incineration Equipment)

Article 60-3.

The shipowner shall carry out an inspection of incineration equipment with a designated maximum allowable temperature under the provisions of Article 56-3, at the Special Inspection or within twelve months of the satisfactory completion of Intermediate Inspection, Type 1 to maintain the safety of the incineration equipment.

(Inspection of Containers)

Article 60-4.

1. Every owner of containers which are fitted with a safety approval plate (or one who has contracted to carry out maintenance under the contract with the owner and inspection according to the provisions of this Article, hereinafter the same (excluding those owners who have their residence in foreign countries prescribed by Notification. Hereinafter the same in this Article)), shall carry out inspection (hereinafter referred to as "maintenance and inspection") for maintaining the safety of the containers before the following date:
 - (1) At the first maintenance and inspection after manufacture of the container, the date after five years counting from the date of manufacture; and
 - (2) At maintenance and inspections other than those shown in the preceding subparagraph, the date two years and six months from the previous maintenance and inspection.
2. Every owner of containers (excluding those marked the letters "J ACEP", the same in the subsequent paragraph) shall, when maintenance and inspections are carried out under the provisions of the preceding paragraph, mark the month to which the date of two years and six months counting from the date of previous maintenance and inspection belongs on the safety approval plate or another conspicuous place in the vicinity.

3. Every owner of containers shall establish the maintenance and inspection methods for containers fitted with a safety approval plate.
4. Owners of containers shall obtain approval of the competent maritime authorities when they have established the methods in accordance with the provisions of the preceding paragraph or intend to alter the method.
5. When the competent maritime authorities acknowledge that the maintenance and inspection plan for containers fitted with a safety approval plate is adequate, and that the owner is confirmed to be capable of carrying out maintenance and inspection according to the approved plan, the owner may mark the containers "J ACEP".
6. When "J ACEP" is marked under the provisions of the preceding paragraph, it shall be done on the safety approval plate or another conspicuous place in the vicinity.

(Maintenance, etc. of Radio Installations)

Article 60-5

1. Shipowners shall make arrangements as mentioned in the following sub-paragraphs respectively, regarding the radio installations (limited to radiotelegraph installations, etc. and lifesaving appliances (limited to floating type polar orbiting satellite emergency position-indicating radio beacon (EPIRB), non-floating type polar orbiting satellite EPIRB and radar transponder) and nautical instruments (limited to NAVTEX receiver, enhanced group calling receiver, VHF digital selective calling installation, VHF digital selective calling watch installation, installation capable of transmitting and receiving on radiotelephone distress frequency, radiotelephone distress frequency watch receiver, digital selective calling installation, and digital selective calling watch installation); hereinafter the same) which are fitted in ships mentioned in the following sub-paragraphs (excluding ships which are not required to be fitted with radiotelegraph installations, etc. under the provisions of Article 4 paragraph 1 proviso and paragraph 2 and Article 32-2 of the Law).
 - (1) Ships engaged on international voyages (excluding ships of less than 300 tons gross tonnage other than passenger ships and fishing vessels of not less than 300 tons gross tonnage (limited to the ships of Article 1, paragraph 2 sub-paragraph 1); hereinafter referred to as "international voyage passenger ships, etc."), and engaged on voyages in water area A4 or water area A3
procedure of applying any combination of two of the methods such as duplication of installation (carriage of a spare radio installation; hereinafter the same), shore-based maintenance (implementation of periodical maintenance and repair by the persons qualified for repairing the radio installation (excluding crew members) in order to maintain the efficiency of the installation; hereinafter the same) and

on-board maintenance (implementation of maintenance and repair by a crew member qualified for repairing the radio installation in order to maintain the efficiency of the installation; hereinafter the same)

- (2) Ships engaged on voyages in water area A2 or water area A1 only (including lakes and rivers)(excluding ships not engaged on international voyages other than passenger ships) and ships engaged in water area A4 or water area A3 other than international voyage passenger ships, etc.
procedure of applying either one of the methods such as duplication of installations, shore-based maintenance and on-board maintenance
2. Shipowners shall prepare a document describing the arrangements to be made in accordance with the provisions of the preceding paragraph and the implementation procedure thereof, be approved with it by the competent maritime authorities and give it to the master of the ship. The same shall apply to the case where any change is intended to be made with regard to the arrangements and the implementation procedure.
3. Masters shall keep the document mentioned in the preceding paragraph on board their ships.
4. The provisions of the preceding three paragraphs shall not apply to the ships of the following sub-paragraphs.
 - (1) Ships not engaged on international voyages (limited to the ships engaged on voyages in water area A2 or water area A1 only (including lakes and rivers)) and certificated for coasting area (excluding passenger ships certificated for the navigation area not limited to the area where the ships can reach in two hour return trip from smooth water area at the full speed (excluding the ships deemed satisfactory by the competent maritime authorities)) or ships certificated for smooth water area
 - (2) Ships(excluding passenger ships) of less than 20 tons gross tonnage other than the ships specified in the preceding item
 - (3) Other ships which are deemed satisfactory by the competent maritime authorities taking into account the navigation mode, etc.

(Duplication of Installations)

Article 60-6

1. The duplication of installations specified in the preceding article shall be implemented by fitting on board ships spare radio installations mentioned in the following in accordance with the water areas navigated by the ships. However, this requirement

shall not apply if the competent maritime authorities deem the ships satisfactory considering their navigation mode, etc.

(1) Ships navigating in water area A4

division	spare radio installations
International voyage passenger ships, etc.	(a) HF direct-printing telegraph installation, HF radiotelephone apparatus, HF digital selective calling installation, HF digital selective calling watch installation, MF direct-printing telegraph installation, MF radiotelephone apparatus, MF digital selective calling installation and MF digital selective calling watch installation (b) VHF radiotelephone apparatus and VHF digital selective calling installation (hereinafter referred to as "VHF radio installation")
Ships other than international voyage passenger ships, etc.	(a) Radio installation of either 1) or 2) 1) HF direct-printing telegraph installation, HF digital selective calling installation and HF digital selective calling watch installation 2) HF radiotelephone apparatus, HF digital selective calling installation and HF digital selective calling watch installation (b) VHF radio installation
<p>Note</p> <p>(1) Ships of less than 100 tons gross tonnage other than international voyage passenger ships, etc. need not be fitted with a VHF radio installation.</p> <p>(2) Spare radio installations (excluding VHF radio installations) to be fitted on board international voyage passenger ships, etc. navigating in water area A4 for a short period of time only may be replaced by an INMARSAT direct-printing telegraph installation if the competent maritime authorities deem it satisfactory.</p> <p>(3) Spare radio installations (excluding VHF radio installations) to be fitted on board ships other than international voyage passenger ships, etc. navigating in water area A4 for a short period of time only may be replaced by an INMARSAT direct-printing telegraph installation or INMARSAT radiotelephone apparatus if the competent maritime authorities deem it satisfactory.</p>	

**(2) Ships navigating in water area A3, water area A2 or water area A1 only
(including lakes and rivers) (excluding ships navigating in water area A2 or
water area A1 only (including lakes and rivers))**

division	spare radio installations
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International voyage passenger ships, etc.	<p>(a) Radio installations of either 1) or 2)</p> <p>1) HF direct-printing telegraph installation, HF radiotelephone apparatus, HF digital selective calling installation, HF digital selective calling watch installation, MF direct-printing telegraph installation, MF radiotelephone apparatus, MF digital selective calling installation and MF digital selective calling watch installation</p> <p>2) INMARSAT direct-printing telegraph installation</p> <p>(b) VHF radio installation</p>
Ships other than international voyage passenger ships, etc.	<p>(a) Radio installations, etc. of either one of 1) to 4)</p> <p>1) HF direct-printing telegraph installation, HF digital selective calling installation and HF digital selective calling watch installation</p> <p>2) HF radiotelephone apparatus, HF digital selective calling installation, and HF digital selective calling watch installation</p> <p>3) INMARSAT direct-printing telegraph installation</p> <p>4) INMARSAT radiotelephone apparatus</p> <p>(b) VHF radio installation</p>
<p>Note</p> <p>Ships other than international voyage passenger ships, etc. and specified in the following need not be fitted with a VHF radio installation.</p> <p>(a) Ships of less than 100 tons gross tonnage</p> <p>(b) Two hour limited coasting ships, etc. (two hour limited coasting ships, etc. of Article 2, paragraph 3 of the Regulations for Ship Equipment)</p>	

(3)Ships navigating in water area A2 or water area A1 only (including lakes and rivers) (excluding ships navigating in water area A1 only (including lakes and rivers))

division	spare radio installations
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All ships	<p>(a) Radio installations of either one of 1) to 5)</p> <p>1) HF direct-printing telegraph installation, HF digital selective calling installation and HF digital selective calling watch installation</p> <p>2) HF radiotelephone apparatus, HF digital selective calling installation and HF digital selective calling watch installation</p> <p>3) INMARSAT direct-printing telegraph installation</p> <p>4) INMARSAT radiotelephone apparatus</p> <p>5) MF radiotelephone apparatus and MF digital selective calling installation</p> <p>(b) VHF radio installation</p>
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Note

(1) Ships other than international voyage passenger ships, etc. and specified in the following may be fitted with general communication radiotelegraph installations, etc. (general communication radiotelegraph installation, etc. as specified in Article 311-22, paragraph 1 subparagraph 3 of the Regulations for Ship Equipment; hereinafter the same)(excluding INMARSAT direct-printing telegraph installation and INMARSAT radiotelephone apparatus) or an MF radiotelephone apparatus (limited to the one capable of direct and continuous communication regarding ship operation between the ships and shore facilities) as a substitute of spare radio installations specified in (a).

(a) Ships of less than 100 tons gross tonnage

(b) Ships other than passenger ships certificated for major coasting area and deemed satisfactory by the competent maritime authorities

(2) Ships of less than 100 tons gross tonnage other than international voyage passenger ships, etc. need not be fitted with a VHF radio installation.

(4) Ships navigating in water area A1 only (including lakes and rivers)

division	spare radio installations
All ships	VHF radio installation

Note

Ships of less than 100 tons gross tonnage other than international voyage passenger ships, etc. may be fitted with a general communication radiotelegraph installation, etc. or MF radiotelephone apparatus (limited to the ones capable of direct and continuous communication regarding ship operation between the ships and shore facilities) as a substitute of a VHF radio installation.

2. If the spare HF digital selective calling installation or MF digital selective calling installation to be fitted in accordance with the provisions of each item of the preceding paragraph complies with the requirements specified in Article 146-34-6 items 1 and 2 of the Regulations for Ship Equipment, the spare HF digital selective calling watch installation or MF digital selective calling watch installation need not be fitted respectively.

(shore-based maintenance)

Article 60-7

Shore-based maintenance specified in Article 60-5 shall be performed in accordance with one of the procedures specified given in the following sub-paragraphs.

- (1) Procedure to entrust a person who is possessed of the ability of performing repair to keep effectiveness of radio installations by making contract with him regarding the execution at ship's ports of call of periodical check and repair;
- (2) Procedure to carry out periodical check and repair by establishing a base furnished with spare parts, measuring instruments and tools which are necessary to execute check and repair to keep effectiveness of radio installations in accordance with the commissioned routes of ships;
- (3) Procedure other than procedures of the preceding two items, deemed satisfactory by the competent maritime authorities as the procedure to execute periodical check and repair to maintain effectiveness of radio installations.

(on-board maintenance)

Article 60-8

On-board maintenance of Article 60-5 shall be performed by the provision of manuals, spare parts, measuring instruments and tools which are necessary for on-board maintenance and repair of radio installations and by qualified crew members.

(Records of Tests and Examinations of Cargo Handling Machinery and Gear)

Article 61.

1. Every shipowner shall prepare a record book called Tests and Examinations of Cargo Handling Machinery and Gear (Form 24) and place it on board the ship.
2. Every shipowner shall attach the certificate of assignment of safe working load etc. for cargo handling machinery and gear prescribed by Article 56, paragraph 1, and the record of test and examination of cargo gear prescribed by Article 57, paragraph 2, in the record book for Tests and examinations of Cargo Handling Machinery and Gear.
3. When he has carried out maintenance and inspection or annealing of cargo gear in accordance with the provisions of Article 60, every shipowner shall enter the fact in the record book of Tests and Examinations of Cargo Handling Machinery and Gear.

Article 61-2.

1. Every shipowner shall prepare a record book of lift inspection (Form 24-3) and keep it onboard the ship.
2. Every shipowner shall attach the Certificate of Assignment of Maximum Working Load for Lifts under the provisions of Article 56-2, paragraph 1 to record book of lift inspections.
3. When he has carried out an inspection under the provisions of Article 60-2, every shipowner shall enter the fact in the record book for lift inspection.

Article 61-3.

1. Every shipowner shall prepare a record book of inspection of incineration equipment (Form 24-3) and keep it onboard the ship.
2. Every shipowner shall attach the Certificate of Assignment of the Maximum Allowable Temperature of Incineration Equipment under the provisions of Article 56-3 to the record book of inspection of incineration equipment.
3. When he has carried out an inspection of incineration equipment under the provisions of Article 60-3, every shipowner shall enter the fact in the record book of inspection of incineration equipment.

Article 62

1. Every owner of containers shall prepare documents stating matters concerning the maintenance and inspection of each container on those for which maintenance and inspection have been carried out, and keep them on file.
2. The competent maritime authorities shall, when considered necessary for securing the safety of containers, be entitled to request the submission of the documents prescribed in the preceding paragraph.

(Lifesaving Signals)

Article 63.

Signals for communicating to be used between lifesaving facilities, maritime rescue teams or aircraft engaged in search and rescue (hereinafter referred to as "aircraft" in this article) and ships in distress or wrecked persons and Signals for guiding ships in distress, the signaling method, and the meanings of signals used by aircraft shall be prescribed by Notification.

(Restrictions on the Use of Pilot's Ladders)

Article 64.

Pilot's ladders and hoists shall not be used by any person other than a pilot for purposes other than for embarkation or disembarkation of pilots and their men except when unavoidable.

(Approval of Rules under Article 29 of the Law)

Article 65.

The Metropolitan, Hokkaido, or Prefectural Governor shall, when he intends to lay down or revise rules under the provisions of Article 29 of the Law, submit an application accompanied by a draft of the proposed rules or revision to the Minister for Transport through the Director-General of the District Transport Bureau (the Director-General of Chugoku district Transport Bureau in the case of Yamaguchi Prefecture) who has jurisdiction over the Metropolis or prefecture.

(Interpretation)

Article 65-2.

1. When an organization carries out small ship inspection business, the competent maritime authorities prescribed in Article 4, Article 7, Article 12, Article 13, paragraph 3, Article 13-2, paragraph 1, article 13-5, Article 14-2, Article 16, Article 18, Article 19, Article 25, paragraph 3, Article 26, Articles 30 to 32, Article 34, paragraphs 1 and 3, Article 36, paragraph 1, Article 37 (including the case where it is applied mutatis mutandis in Article 46, paragraph 4), Article 38, Article 39, paragraph 1 (including the case where it is applied mutatis mutandis in Article 43, paragraph 2 and Article 46, paragraph 4), Article 41 paragraph 1 (including the case where it is applied mutatis mutandis in Article 43, paragraph 2) and paragraph 2, Article 42, Article 43-2, paragraph 1, Article 45, Article 46-2, Article 49, Article 51, paragraphs 1 and 2, Article 56, Article 60-5, paragraphs 2 and 4, Article 60-6, Article 60-7, Form No.9, Form 10, Form No.13, Form No.16 to 18, Form No.22 and Form No.24 shall be construed as the organization to apply these provisions and Forms.

2. When an organization designated for approval inspections carries out approval business of containers, the competent maritime authorities mentioned in Article 4 and Article 56-4 shall be construed as the designated approval inspection organization for applying the provisions of this Article.

(Preparatory Inspection)

Article 65-3.

1. Manufacturers (including those dealing with conversions or repairs, hereinafter the same within this Article) or owners of ships or equipment (excluding ships or equipment located outside Japan) for installation in ships listed in the column for Preliminary Inspection relating to manufacture in Attached Table 1 may receive a provisional Special Inspection or a Preliminary Inspection in advance for the ship or equipment to rationalize implementation of Special Inspection and Preliminary Inspection related to the ship or equipment even during the period in which application of the provisions of Article 2, paragraph 1 of the Law to the ship or equipment has not been determined.
2. The inspection under the provisions of the preceding paragraph (hereinafter referred to as the "Preparatory Inspection") shall be carried out by the competent maritime authorities for ships of not less than 20 tons gross tonnage or equipment to be installed in these ships, or by the organization for ships of less than 20 tons gross tonnage or equipment to be installed in these ships.
3. Anyone who wishes to receive a Preparatory Inspection shall submit an application stating the following items to the competent maritime authorities or the organization.
 - (1) The name and length of the ship, or the name and number of units of equipment for inspection.
 - (2) The name, trade name and address of the manufacturer or the owner of the ship or equipment for inspection.
 - (3) The requested data and place of inspection.
 - (4) Other necessary items.
4. The competent maritime authorities or the organization shall issue documents stating the results of an inspection whenever a Preparatory Inspection is carried out.
5. The preparations required for receiving a Special Inspection or a Preliminary Inspection for ships which have undergone a Preparatory Inspection, ships provided with equipment which have undergone a Preparatory Inspection (excluding those received Preparatory Inspection), or equipment which have undergone a Preparatory Inspection shall be sufficient to the extent instructed by the competent maritime authorities or the organization, notwithstanding the provisions of Article 23, Article 24 and Article 29.

(Fees)

Article 66

1. Anyone who intends to receive inspections under the provisions of Article 5 or Article 6 of the Law shall pay the fees specified in Attached Table 1.
2. Notwithstanding the provisions of the preceding paragraph, the amount of fees for periodical inspection of nuclear ships shall be the amount obtained by adding ¥ 499,900 to the amount of the fees according to the provisions of the paragraph.
3. Notwithstanding the provisions of paragraph 1, preceding paragraph, paragraphs 5 to 7 and 9, the amount of fees for periodical inspection, intermediate inspection (excluding intermediate inspection of class 3: hereinafter in this paragraph, the same) or occasional inspection (limited to one related to Safety Management Manual: hereinafter in this paragraph, the same) of ships to which the provisions of Article 12-2, paragraph 1 are applied (excluding the ships under Article 8, paragraph 1 of the Law) shall be as specified in the following subparagraphs respectively in accordance with the inspection division shown in the following subparagraphs.
 - (1) Periodical inspection amount obtained by adding ¥ 108,900 to the amount of fees specified in the provisions of paragraph 1, preceding paragraph, paragraph 5, 6 or 9
 - (2) Intermediate inspection amount obtained by adding ¥ 23,900 (¥ 108,900, in the case of intermediate inspection to be performed when occasional inspection has to be performed) to the amount of fees specified in the provisions of paragraph 1, 5 or 7
 - (3) Occasional inspection ¥ 109,800
4. Notwithstanding the provisions of paragraphs 1 and 8, the amount of inspection fees in the event that material test or load test is performed in the inspection for containers under Article 5 of the Law shall be the amount obtained by adding ¥ 31,300(¥ 22,300 for a flat truck container) per container to the amount of fees under the provisions of paragraphs 1 and 8.
5. Notwithstanding the provisions of paragraphs 1 and 8, the amount of fees for periodical inspection or intermediate inspection (limited to one to be made for the first time within 30 days after the confirmation regarding the issue of a Certificate of Maintenance Completion was made) of the ships issued with a Certificate of Maintenance Completion shall be ¥ 9,500 for periodical inspection, and ¥ 5,400 for intermediate inspection.
6. Notwithstanding the provisions of paragraphs 1 and 8, the amount of fees for a periodical inspection, to be made for the first time, of a ship issued with a Certificate of Approval for Verification or a ship marked under Article 9, paragraph 5 of the Law,

shall be ¥9,500.

7. Notwithstanding the provisions of paragraph 1 and the next paragraph, the amount of fees for an intermediate inspection of a small ships issued with a Certificate of Confirmation Completion (limited to one made within 30 days after the confirmation regarding the issue of the Certificate of Confirmation Completion was made) shall be ¥ 5,400.
8. Notwithstanding the provisions of paragraphs 1 and 2, the amount of fees for the inspection specified in Article 5 of the Law (excluding special inspection) of a ship under Article 8, paragraph 1 of the Law, shall be ¥ 7,600 (¥ 9,250 for the periodical inspection of a small craft).
9. Notwithstanding the provisions of paragraph 1, the amount of fees for a periodical inspection of a ship having undergone a preparatory inspection, or a preliminary inspection of articles having undergone a preparatory inspection (limited to one to be made for the first time within one year counting after the day of having undergone the preparatory inspection) shall be 1/2 of the amount of the fees for periodical inspection or preliminary inspection related to manufacture, specified in attached table 1.
10. Notwithstanding the provisions of the preceding paragraphs, the amount of fees for the inspections of the case where the inspections under Article 5 of the Law are made in a foreign country shall be the amount obtained by adding ¥ 164,800 (in the case of undergoing a periodical inspection of a ship being put to navigation service for the first time (excluding the case of inspection for a ship under Article 8, paragraph 1 of the Law), ¥ 250,400 for a ship having completed successfully an inspection during construction and ¥ 569,000 for other ships) to the amount of fees specified in the preceding paragraphs.
11. Notwithstanding the provisions of paragraph 1, the amount of fees of the inspection during construction, in case the inspection is performed in a foreign country, shall be the amount obtained by adding ¥ 318,600 to the amount of fees specified in attached table No.2.
12. Notwithstanding the provisions of paragraphs 1 and 9, the amount of fees of the preliminary inspection, in case the inspection is made in a foreign country, shall be the amount obtained by adding ¥ 164,800 to the amount of fees specified in attached table No.2 (when preliminary inspection (limited to one to be made for the first time within one year counting after the day of having undergone the preparatory inspection) of the objects already subjected to a preparatory inspection is made, 1/2 of the amount of fees specified in attached table No.2) per application of one case.
13. Notwithstanding the provisions of paragraph 1, the amount of the fees of an intermediate inspection of class 2 of ships specified in Article 18, paragraph 2, table,

item 5, left column shall be ¥17,800.

14. A person who intends to request renewal or reissue of a Ship Inspection Certificate, reissue of a Temporary Alteration Certificate, Ship Inspection Completion Slip, Temporary Navigation Permit, Certificate of Satisfactory Completion of Inspection during Construction or Ship Inspection Record Book, or issue or reissue of Certificate of Approval for Preliminary Inspection, or a person who intends to request the issue of a Ship Inspection Certificate with respect to ships under Article 34, paragraph 1 (in the case of a small craft, Ship Inspection Certificate and Ship Inspection Completion Slip) or a Temporary Navigation Permit shall pay the fees of the amount specified in attached table 3.
15. Notwithstanding the provisions of the preceding paragraph, the amount of fees for the issue, in case a person applies for the issue of a Certificate of Approval for Preliminary Inspection in a foreign country, shall be ¥1,400 for each certificate.
16. A person who intends to undergo a preparatory inspection shall pay the fees of the amount specified in attached table No.4 in the case of undergoing the inspection of a ship and the fees of the amount corresponding to the amount of fees of preliminary inspection related to manufacture specified in attached table No.1 in the case of undergoing the inspection of an object.
17. The fees under the provisions of the preceding paragraphs shall be paid in revenue stamps affixed to a Payment Certificate of Inspection Fee (Form 25) except for cases where payments are made to the organization or the designated inspection organization.

(Gross Tonnage)

Article 66-2

The gross tonnage to be used in the case of application of this ministerial ordinance shall be the gross tonnage specified in each related subparagraph pursuant to the division of ships specified in each subparagraph in the following.

- (1) Japanese ships to which an International Tonnage Certificate under Article 8, paragraph 1 of the Law on Tonnage Measurement of Ships (Law No.40, 1980: hereinafter referred to as "Tonnage Law") or a Tonnage Certificate under the same article, paragraph 7 has been issued (excluding ships under Article 1, paragraph 2, subparagraph 1 or subparagraph 2 (limited to ships engaged in fishing by themselves in the case of ships under the same subparagraph)) International gross tonnage under Article 4, paragraph 1 of the Tonnage Law
- (2) Japanese ships other than the Japanese ships specified in the preceding

subparagraph Gross tonnage under Article 5, paragraph 1 of the Tonnage Law

- (3) Ships (other than Japanese ships), the tonnage (entered in the ship's own certificate of tonnage measurement) of which is regarded as the same in effect as the gross tonnage of Article 5, paragraph 1 of the Tonnage Law, in accordance with international conventions, etc. which Japan has ratified (excluding ships provided with documents corresponding to the International Tonnage Certificate issued under the International Convention on Tonnage Measurement of Ships, 1969 or other documents entered with international gross tonnage (excluding ships under Article 1, paragraph 2, subparagraph 1 or subparagraph 2 (in the case of ships of the subparagraph, limited to those engaged in fishing on their own)))
Gross tonnage which has been regarded to be the same in effect as the gross tonnage under Article 5, paragraph 1 of the Tonnage Law
- (4) Ships (other than Japanese ships) other than ships specified in the preceding subparagraph
International gross tonnage under Article 4, paragraph 1 of the Tonnage Law

CHAPTER V. PENALTIES

(Penal Measures)

Article 67.

Anyone to whom the following sub-paragraphs apply shall be liable to a fine not exceeding ¥ 300,000:

- (1) Anyone who violates the provisions of Article 57, paragraph 1.
- (2) Anyone who violates the provisions of Article 59 (excluding paragraph 3).
- (3) Anyone who violates the provisions of Article 59-2.

Article 68

1. Anyone to whom either one of the following applies shall be liable to a fine not exceeding ¥ 200,000.

- (1) Anyone who violates the provisions of Article 40, paragraph 1 (including the case where the provisions apply mutatis mutandis in Article 43, paragraph 2).
- (2) Anyone who violates the provisions of Article 40, paragraph 2 (including cases in which the provisions apply mutatis mutandis in Article 43, paragraph 2).
- (3) Anyone who violates the provisions of Article 42, paragraph 3.
- (4) Anyone who violates the provisions of Article 46, paragraph 3.
- (5) Anyone who rejects, obstructs or recuses to carry out an inspection under the provisions of Article 48, paragraph 1.
- (6) Anyone who fails to submit documents to the shipowner or the master in violation of the provisions of Article 55-2, or makes a false statement in documents submitted to the shipowner or the master under the provisions of the Article.
- (7) Anyone who violates the provisions of Article 60.
- (8) Anyone who violates the provisions of Article 60-4, paragraph 1.
- (9) Anyone who violates the provisions of Article 61.

2. Any director or officer of the Classification society who fails to report under the provisions of Article 48, paragraph 1, or makes a false report shall be liable to a fine not exceeding ¥ 200,000.

Article 69.

If any deputy of a juristic person, or a juristic person, or a representative of a natural person, servant or other employee commits a breach related to the business of such a juristic person or a natural person, prescribed by Article 67 or the preceding Article (excluding paragraph 1, sub-paragraphs 2 and 4), the violator shall be subjected to penal measures, and in addition, his juristic person or the natural person shall be

liable to a fine under the provisions of this Article.

AttachedTable 1 (relevanttoArticles22,65-3and66)

Periodical inspection	Lengthofship (m)		lessthan 3	3and more& lessthan 5	5and more& lessthan 10	10and more& lessthan 20	20and more& lessthan 30	30and more& lessthan 40	40and more& lessthan 50	50and more& lessthan 65	65and more& lessthan 80	80and more& lessthan 100	100and more& lessthan 120	120and more& lessthan 145	145and more& lessthan 180	180and more
	Fee (yen)	Passengerships	14,900	22,500	32,800	45,100	61,700	86,300	117,800	161,700	214,500	268,500	329,800	401,700	473,600	522,300
		Shipsotherthanpassengerships	9,900	15,000	22,600	29,000	41,700	58,700	80,700	110,500	144,900	180,300	222,100	268,500	317,600	349,700
Intermediate inspection ofclass1	Lengthofship (m)		lessthan 3	3and more& lessthan 5	5and more& lessthan 10	10and more& lessthan 20	20and more& lessthan 30	30and more& lessthan 40	40and more& lessthan 50	50and more& lessthan 65	65and more& lessthan 80	80and more& lessthan 100	100and more& lessthan 120	120and more& lessthan 145	145and more& lessthan 180	180and more
	Fee (yen)	Passengerships	8,900	13,400	22,400	29,500	43,000	61,500	85,600	119,500	157,500	198,400	243,600	297,100	352,400	388,600
		Shipsotherthanpassengerships	5,100	8,200	14,900	19,200	28,000	40,60	57,200	80,200	105,400	131,500	163,500	198,000	231,300	257,700
Intermediate inspection ofclass2	Lengthofship (m)		lessthan30	30andmore & lessthan40	40andmore & lessthan50	50andmore & lessthan65	65andmore & lessthan80	80andmore & lessthan100	100andmore & lessthan120	120andmore & lessthan145	145andmore & lessthan180	180andmore				
	Fees (yen)		17,400	21,000	29,400	41,500	54,500	67,700	84,100	101,200	120,900	133,100				
Intermediate Inspection ofClass3	Lengthofship (m)		lessthan30	30andmore & lessthan40	40andmore & lessthan50	50andmore & lessthan65	65andmore & lessthan80	80andmore & lessthan100	100andmore & lessthan120	120andmore & lessthan145	145andmore & lessthan180	180andmore				
	Fees (yen)		16,600	19,800	27,700	43,600	50,200	62,700	83,200	94,700	113,100	121,800				
Occasional Inspection, Temporary Navigation Inspectionor SpecialInspection	Lengthofship (m)		lessthan5	5andmore & lessthan10	10andmore & lessthan20	20andmore & lessthan50	50andmore & lessthan100	100andmore								
	Feeperonevisit (yen)		4,900	5,600	6,600	8,300	14,200	22,700								
Inspection	Hull	Lengthofship (m)		lessthan 10	10and more& lessthan 20	20and more& lessthan 30	30and more& lessthan 40	40and more& lessthan 50	50and more& lessthan 65	65and more& lessthan 80	80and more& lessthan 100	100and more& lessthan 120	120and more& lessthan 145	145and more& lessthan 180	180and more	
		Fee (yen)		16,400	19,100	22,200	57,900	140,300	240,500	319,700	436,900	614,900	932,400	1,191,000	1,355,200	
	Items	Steam engine	Maximumcontinuousoutput (MCO) (PS)	lessthan100	100andmore & lessthan250	250andmore & lessthan500	500&more & lessthan 1,000	1,000and more&lessthan 2,500	2,500and more&less than5,000	5,000and more&less than7,500	7,500and more&less than10,000	10,000and more&less than20,000	20,000 and more			
			Feeperoneunit (yen)	24,100	30,300	41,500	51,200	69,600	115,600	154,000	172,700	192,700	199,800			
	Items	Internal combustion engine	MCO (PS)	lessthan 25	25&more & lessthan 50	50&more & lessthan 100	100&more & lessthan 250	250&more & lessthan 500	500&more & lessthan 1,000	1,000& more& lessthan 2,500	2,500&more & lessthan 5,000	5,000&more & lessthan 7,500	7,500&more & lessthan 10,000	10,000& more& lessthan 20,000	20,000and more	
			Feeperoneunit (yen)	14,900	17,200	23,600	30,800	43,500	56,000	83,500	128,400	167,400	192,600	218,400	228,700	
	to be	Inboard-outdrive engine	MCO (PS)	lessthan25			25andmoreandlessthan50			50&moreandlessthan100			100andmoreandlessthan250			250andmore
			Feeperoneunit (yen)	19,600			23,200			38,000			46,100			60,200
	to be	Outboard engine	MCO (PS)	lessthan5		5andmoreand lessthan10		10andmoreand lessthan25		25andmore andlessthan50		50andmore andlessthan100		100andmore andlessthan250		250andmore
			Feeperoneunit (yen)	9,200		15,500		19,600		23,200		38,000		46,500		60,800

during	installed	Gas turbine	MCO (PS)	less than 100	100 and more & less than 250	250 and more & less than 500	500 & more & less than 1,000	1,000 & more & less than 2,500	2,500 & more & less than 5,000	5,000 & more & less than 7,500	7,500 & more & less than 10,000	10,000 & more & less than 20,000	20,000 and more		
			Feeperunit (yen)	69,600	89,800	118,000	148,800	218,700	342,100	457,400	514,700	573,700	581,500		
	onships	Boiler	Heated area (m ²)	less than 50		50 and more & less than 100	100 and more & less than 150		150 and more & less than 230		230 and more & less than 350		350 and more		
			Feeperunit (yen)	12,400		25,600	41,600		51,200		76,800		115,600		
	less than	Turobo charger	Sum of outside diameter of turbine blades (m)	less than 0.07	0.07 and more & less than 0.1		0.1 and more & less than 0.15	0.15 and more & less than 0.45	0.45 and more & less than 0.6		0.6 and more & less than 0.9		0.9 and more		
			Feeperunit (yen)	4,500	9,200		14,100	28,100	41,500		51,000		76,400		
	30 min length	Nuclear reactor	Nuclear reactor and its fittings	per unit 1,513,200 yen											
			Nuclear reactor cooling unit and its fittings	per unit 2,936,900 yen											
			Nuclear reactor control unit and its fittings	per unit 386,700 yen											
			Nuclear reactor vessel and its fittings	per unit 626,000 yen											
	Construction	installed	Steam engine	Maximum continuous output (MCO) (PS)	less than 100	100 and more & less than 250	250 and more & less than 500	500 & more & less than 1,000	1,000 and more, less than 2,500	2,500 and more, less than 5,000	5,000 and more, less than 7,500	7,500 and more, less than 10,000	10,000 and more, less than 20,000	20,000 and more	
				Feeperunit (yen)	23,000	28,900	39,700	49,000	66,500	110,600	147,300	165,200	184,300	191,100	
onships		Internal combustion engine	MCO (PS)	less than 25	25 and more, less than 50	50 and more, less than 100	100 and more, less than 250	250 and more, less than 500	500 and more, less than 1,000	1,000 and more & less than 2,500	2,500 and more, and less than 5,000	5,000 and more, and less than 7,500	7,500 and more & less than 10,000	10,000 and more & less than 20,000	20,000 and more
			Feeperunit (yen)	14,300	16,400	22,600	29,500	41,600	53,600	79,900	122,800	160,100	184,200	208,900	218,700
installed		Inboard-outdrive engine	MCO (PS)	less than 25		25 and more and less than 50		50 & more and less than 100		100 and more and less than 250		250 and more			
			Feeperunit (yen)	18,800		22,200		36,400		44,100		57,600			
onships		Gas turbine	MCO (PS)	less than 100	100 and more & less than 250	250 and more & less than 500	500 & more & less than 1,000	1,000 & more & less than 2,500	2,500 and more & less than 5,000	5,000 & more & less than 7,500	7,500 & more & less than 10,000	10,000 & more & less than 20,000	20,000 and more		
			Feeperunit (yen)	66,500	85,900	112,900	142,300	209,200	327,100	437,500	492,200	548,700	556,000		
of 30 m less than		Boiler	Heated area (m ²)	less than 50		50 and more & less than 100	100 and more & less than 150		150 and more & less than 230		230 and more & less than 350		350 and more		
			Feeperunit (yen)	11,900		24,500	39,800		49,000		73,500		110,600		
		Turbo	Sum of outside diameter of	less than 0.07	0.07 and more &		0.1 and more &	0.15 and more &	0.45 and more &		0.6 and more &		0.9 and more		

	inlength	charger	turbineblades (m)		lessthan0.1	lessthan0.15	lessthan0.45	lessthan0.6	lessthan0.9		
			Feeperunit (yen)	4,300	8,800	13,600	26,900	39,800	48,800	73,100	
	andmore	Nuclear reactor	Nuclearreactoranditsfittings	perunit 1,447,100yen							
			Nuclearreactorcooling unitanditsfittings	perunit 2,808,600yen							
			Nuclearreactorcontrolunit anditsfittings	perunit 369,900yen							
Nuclearreactorvessel anditsfittings	perunit 598,700yen										
Preliminary inspection relatedto manufacture	Hullof smallship	Lengthofship (m)	lessthan3			3andmoreandlessthan5			5andmore		
		Feeperunit (yen)	6,500			13,100			17,800		
	Sternframe	Diameterofboss (mm)	lessthan300	300&more&lessthan500	500&more&lessthan700	700&more&lessthan1,000	1,000andmore				
		Feeperunit (yen)	7,000	8,500	10,900	11,900	13,400				
	Rudder	Projectedareaofrudderplate onverticalsymmetry (m ²)	lessthan1.5	1.5andmoreandlessthan3	3andmoreandlessthan5	5andmore					
		Feeperunit (yen)	9,300	12,400	17,600	24,400					
	Rudderstock orruddermain piece	Diameter (mm)	lessthan80	80andmoreandlessthan120	120andmoreandlessthan180	180andmore					
		Feeperunit	4,650	6,200	8,800	12,100					
	Cargotank,blockorotherhullstructuralmembers designatedbycompetentmaritimeauthorities			peronevisit 7,700yen							
	Steelhatch board	Areaofhatch (m ²)	lessthan50	50andmoreandlessthan100	100andmoreandlessthan200	200andmore					
		Feeperunit	8,100	13,600	16,000	21,100					
	Hatchtarpaulin,woodenhatchboard,sidescuttleand otherwatertightclosingappliancesdesignatedby competentmaritimeauthorities			perunit 2,400yen							
	Non-combustiblematerials			perunit 1,850yen							
	Firedoor,firewindow,firedumperandothermaterrilas fordivisionsdesignatedbycompetentmaritime authorities			perunit 12,500yen							
	Furnitureandfurnishingsofrestrictedfirerisk			perunit 5,200yen							
	Power-operatedclosingunitforfiredoors			perunit 7,200yen							
	Fan	Diameterofblade (m)	lessthan0.6	0.6&more&lessthan0.9	0.9&more&lessthan1.2	1.2&more&lessthan1.5	1.5andmore				
		Feeperunit (yen)	5,100	7,300	12,800	17,900	23,800				
	Insulationmaterialsforpipingsofcoolingunit			perunit 850yen							
	damp-proofsurfacematerialsoradhesivesforinsulation materialsforcoolingunit			perunit 850yen							
Surfacematerials			perunit 1,100yen								

Highvelocityvent			perunit										4,800yen		
Flamearrester			perunit										3,000yen		
Structural materials	Steel		peronetonoritsfraction										460yen		
	Metalotherthansteel		peronetonoritsfraction										1,000yen		
	Plasticresin		per180literoritsfraction										1,250yen		
	Glass fiber	Robing		per10kilometersoritsfraction										140yen	
		Robingclothorchoppedstrandmat		per50metersoritsfraction										520yen	
Rubbercloth		per50metersoritasfraction										1,050yen			
Steamengine	Maximumcontinuousoutput (MCO) (PS)		lessthan100	100andmore and lessthan250	250andmore and leaathan500	500&more andless than1,000	1,000&more andless than2,500	2,500and more&less than5,000	5,000and more,and lessthan7,500	7,500and more,andless than10,000	10,000and moreandless than20,000	20,000and more			
	Feeperunit (yen)		23,000	28,800	39,500	48,800	66,300	110,100	146,700	164,500	183,600	190,300			
Internal combustion engine	Maximumcontinuousoutput (MCO) (PS)		lessthan 25	25and more,and lessthan 50	50and more,and lessthan 100	100and more,and lessthan 250	250and more,and lessthan 500	500and more,and lessthan 1,000	1,000& more& lessthan 2,500	2,500and more,and lessthan 5,000	5,000and more,and lessthan 7,500	7,500and more,and lessthan 10,000	10,000& more,and lessthan 20,000	20,000 andmore	
	Feeperunit (yen)		13,000	14,900	20,500	26,600	37,600	48,400	79,600	122,300	159,400	183,600	208,000	217,800	
Inboard-outdrive engine	MCO (PS)		lessthan25		25andmore&lessthan50		50andmore&lessthan100		100andmore&lessthan250		250andmore				
	Feeperunit (yen)		17,000		20,100		32,900		39,900		52,000				
Outboard engine	MCO (PS)		lessthan5		5&more&lessthan10		10andmore &lessthan25		25andmore & lessthan50		50andmore &lessthan100		100andmore & lessthan250		250andmore
	Feeperunit (yen)		8,100		13,500		17,000		20,100		32,900		40,200		52,500
Gasturbine	MCO (PS)		lessthan100	100andmore & lessthan250	250andmore & lessthan500	500&more & less than1,000	1,000&more & less than2,500	2,500&more & less than5,000	5,000&more & less than7,500	7,500&more & less than10,000	10,000&more & less than20,000	20,000 and more			
	Feeperunit (yen)		66,300	85,500	112,400	141,700	208,400	325,800	435,700	490,200	546,400	553,800			
Boiler	Heatedarea (m ²)		lessthan50		50andmore &lessthan100		100andmore &lessthan150		150andmore &lessthan230		230andmore &lessthan350		350andmore		
	Feeperunit (yen)		11,900		24,400		39,600		48,800		73,200		110,100		
Turbo charger	Sumofoutsidediameterof turbineblades		lessthan0.07		0.07andmore & lessthan0.1		0.1andmore & lessthan0.15		0.15andmore & lessthan0.45		0.45andmore & lessthan0.6		0.6andmore & lessthan0.9		0.9andmore
	Feeperunit (yen)		4,250		8,800		13,500		26,800		39,600		48,600		72,800
Pump (excluding hydraulicpump)	Ratedoutputperhour (m ³)		lessthan5	5andmore & lessthan10	10andmore & lessthan25	25andmore & lessthan50	50andmore & lessthan100	100andmore & lessthan250	250andmore & lessthan500	500andmore & lessthan1,000	1,000 and more				
	Steam activated reciprocating type	Total water head	lessthan500m feeperunit (yen)	3,850	5,800	6,400	8,100	11,200	14,300	18,500	23,400	27,600			
			500mandmore feeperunit (yen)	5,800	6,400	7,300	10,900	13,800	17,900	23,400	27,600	32,500			

	Other than Steam activated reciprocating type	Total water head	less than 500m Feeperunit (yen)	2,750	4,250	4,800	6,300	8,800	11,200	14,300	18,500	21,100						
			500mandmore Feeperunit (yen)	4,250	4,850	5,800	8,100	10,700	13,600	17,900	21,100	25,000						
Hydraulic pump or hydraulic motor	Flow per rotation (litre)		less than 0.5	0.5 and more & less than 1		1 and more & less than 2		2 and more & less than 5		5 and more & less than 10		10 and more & less than 20		20 and more				
	Maximum working pressure	less than 5MPa Feeperunit (yen)	4,850	6,400		8,900		11,200		14,300		17,900		21,100				
		5MPa and more Feeperunit (yen)	5,600	7,900		10,700		13,800		17,900		21,100		25,000				
Pressure vessel (excluding cargo tank)	Volume (litre)		less than 50			50 and more & less than 250			250 and more & less than 500			500 and more						
	Feeperunit (yen)		3,050			5,600			12,100			19,100						
Heat exchanger (excluding those categorized under pressure vessel)	Cooling area or heating area (m ²)		less than 5		5 and more & less than 25		25 and more & less than 100		100 and more & less than 500		500 and more & less than 1,000		1,000 and more					
	Feeperunit (yen)		5,600		11,200		14,300		19,200		24,100		29,100					
Air compressor			per unit 9,700 yen															
Fixed pitch propeller	Diameter of propeller (m)		less than 0.2		0.2 and more & less than 0.3		0.3 and more & less than 0.5		0.5 and more & less than 1.5		1.5 and more & less than 3.0		3.0 and more					
	Feeperunit (yen)		410		670		1,250		3,300		5,200		7,900					
Controllable pitch propeller	Diameter of propeller (m)		less than 1.5			1.5 and more & less than 3.0			3.0 and more & less than 4.5			4.5 and more						
	Feeperunit (yen)		14,300			21,600			32,400			43,600						
Voith Schneider propeller	Diameter of propeller (m)		less than 1.0			1.0 and more & less than 1.5			1.5 and more & less than 2.5			2.5 and more						
	Feeperunit (yen)		16,300			25,100			36,700			48,700						
Other machinery designated by competent maritime authorities			per one visit 15,100 yen															
Cylinder, cylinder liner, cylinder cover or piston	Diameter of cylinder (m)		less than 0.25				0.25 and more & less than 0.45				0.45 and more							
	Feeperunit (yen)		800				1,050				1,450							
Crankshaft	Maximum output of engine (PS)		less than 25		25 and more & less than 50		50 and more & less than 100		100 and more & less than 250		250 and more & less than 500		500 and more & less than 1,000		1,000 and more & less than 2,500		2,500 and more	
	Feeperunit (yen)		3,600		4,000		4,900		5,300		6,000		7,300		10,500		14,300	
	Sum of diameter of turbine blades (m)		less than 0.07		0.07 and more & less than 0.1		0.1 and more & less than 0.15		0.15 and more & less than 0.45		0.45 and more & less than 0.6		0.6 and more & less than 0.9		0.9 and more			

Partsofturbine	perunit (asforturbineblades, perturbinebladesforone turbineanditsfraction) (yen)	2,750	3,950	4,750	8,900	16,600	26,800	33,600			
Propellerblade	Diameterofpropeller (m)	lessthan1.5		1.5andmore&lessthan3.0		3.0andmore&lessthan4.5		4.5andmore			
	Feeperoneblade (yen)	1,200		1,650		2,800		3,700			
Clutch,reversegear, elasticcouplingor transmissionof shafting	Inputofsystem (PS)	lessthan100	100andmore & lessthan250	250andmore & lessthan500	500andmore & lessthan1,000	1,000&more & lessthan2,500	2,500&more & lessthan5,000	5,000&more & lessthan7,500	7,500&more & lessthan10,000	10,000&more	
	Feeperunit (yen)	2,200	2,700	3,350	4,400	6,200	8,900	12,200	14,300	18,500	
Intermediateshaft, reversegearshaft, thrustshaft, propellershaft&other driveshaft (excludingcrank shaft)	Inputofshafting (PS)	lessthan0.3		0.3andmore & lessthan0.7		0.7andmore & lessthan2.0		2.0andmore & lessthan5.0		5.0andmore	
	Feeperunit (yen)	2,300		2,850		4,400		5,500		8,000	
Outdriveunit	Maximumcontinuousoutput ofengine (PS)	lessthan25		25andmore & lessthan50		50andmore & lessthan100		100andmore & lessthan250		250andmore & lessthan500	
	Feeperunit (yen)	3,600		5,300		10,100		12,500		17,000	
Propulsionsystem usinglongitudinal shaftsuchasDuck pellerorZ-peller	Maximumcontinuousoutput ofengine (PS)	lessthan250		250andmore & lessthan500		500 以上,1,000 未滿		1,000andmore & lessthan2,500		2,500andmore	
	Feeperunit (yen)	11,600		15,100		19,000		28,100		38,000	
Sterntubesealing device	Insidediameter (mm)	lessthan100		100andmore&lessthan250		250andmore&lessthan500		500andmore&lessthan1,000		1,000andmore	
	Feeperunit (yen)	1,950		3,450		5,100		7,900		12,200	
Valve (excluding safetyvalve, relief valveandbreather valve) orcock	Insidediameter (mm)	lessthan50		50andmore&lessthan100		100andmore&lessthan200		200andmore&lessthan500		500andmore	
	Maximum working pressure	lessthan2MPa	290		440		730		1,450		1,700
		2MPaandmore	890		1,100		1,450		2,900		4,300
Safetyvalveor reliefvalve	Insidediameter (mm)	lessthan50		50andmore&lessthan100		100andmore&lessthan200		200andmore&lessthan500		500andmore	
	Maximum working pressure	lessthan2MPa	750		1,100		1,600		3,050		4,050
		2MPaandmore	1,850		2,250		3,050		6,100		9,400
Breathervalve	Insidediameter (mm)	lessthan150				150andmore					
	Feeperunit (yen)	1,800				4,850					

Liquidlevelgaugingdevice		perunit									14,200yen
Fueloiltank		perunit									820yen
Rubberhose		perhose									160yen
Rubberelementfor elastic engine support	Maximumcontinuous outputofengine (PS) / Maximum continuousrotation ofengine (perminute)	lessthan0.1			0.1andmore&lessthan0.3			0.3andmore			
	Feeperunit (yen)	60			120			260			
Sterntubeandother machineryparts forwhichwater pressuretestis required	Unitweight (kg)	lessthan10	10andmore & lessthan20	20andmore & lessthan50	50andmore & lessthan100	100andmore & lessthan500	500andmore & lessthan1,000	1,000andmore			
	Feeperunit (yen)	2,850	4,400	7,500	10,700	14,100	19,700	24,200			
Othermachinerypartsdesignatedbycompetent maritimeauthorities		perunit									810yen
Controlpanelofremotecontrolsystem		percontrolledunit									9,700yen
Controlpanelofremotecontroldevice		percontrolledunit									1,750yen
Steeringgear	Manualsystem	perunit									5,800yen
	Otherthanmanualsystem	perunit									8,800yen
Automaticsteering gear	Tobefittedwithautomatedship	perunit									17,500yen
	Otherthantheabove	perunit									5,100yen
Anchor		2,500yenperunitof200kginweightorless,forunitover200kginweight660yenisaddedper100kganditsfractionover200kg									
Anchorchain	Diameter (mm)	lessthan30	30andmore & lessthan40	40andmore & lessthan50	50andmore & lessthan60	60andmore & lessthan70	70andmore & lessthan80	80andmore & lessthan90	90andmore & lessthan100	100andmore	
	Feeper250manditsfraction (yen)	4,800	7,300	9,600	12,200	14,300	18,500	19,400	21,600	24,100	
Ropeand wire	Steel wire	Diameter (mm)	lessthan20		20andmore&lessthan30	30andmore&lessthan40		40andmore&lessthan50		50andmore	
		Feeper250manditsfraction (yen)	2,750		3,550	4,250		4,950		6,100	
	Ropeand wire other thanthe above	Diameter (mm)	lessthan45			45andmore&lessthan70			70andmore		
		Feeper250manditsfraction (yen)	3,250			4,100			5,200		
Emergencytowingarrangements		perunit									25,600yen
Respiratoryprotection		perunit									5,400yen
Filterforrespiratoryprotection		perunit									1,450yen

Lifeboat	Partially enclosed lifeboat	Lifeboat complying with the requirements of rescue boat	perboat	56,300yen
		Other than the above	perboat	54,300yen
	Totally enclosed lifeboat	Lifeboat complying with the requirements of rescue boat	perboat	57,800yen
		Other than the above	perboat	55,500yen
	Lifeboat with self-contained air support system	Lifeboat complying with the requirements of rescue boat	perboat	59,400yen
		Other than the above	perboat	57,400yen
	Fire-protected lifeboat	Lifeboat complying with the requirements of rescue boat	perboat	64,100yen
		Other than the above	perboat	62,100yen
Liferaft	Inflatable liferaft for small ships		perunit	8,400yen
	Liferaft other than the above	Davit-launched inflatable liferaft	perunit	14,300yen
		Inflatable liferaft other than the above	perunit	13,700yen
		Rigid liferaft	perunit	12,200yen
Buoyant apparatus	Buoyant apparatus for small ship		perunit	8,400yen
	Buoyant apparatus other than the above		perunit	12,100yen
Rescue boat	General rescue boat	Inflated rescue boat	perboat	53,500yen
		Rigid rescue boat	perboat	49,600yen
		Composite rescue boat	perboat	55,100yen
	Fast rescue boat	Inflated fast rescue boat	perboat	58,500yen
		Rigid fast rescue boat	perboat	53,900yen
		Composite fast rescue boat	perboat	60,000yen
Outboard engine for lifeboat			perunit	40,900yen
Lifebuoy or lifejacket	Lifebuoy for small ship or lifejacket for small ship		perunit	4,150yen
	Lifebuoy or lifejacket other than the above		perunit	6,000yen
Ring lifebuoy for small ship or life-cushion for small ship			perunit	4,150yen
Lifeline for lifebuoy			per30moritsfraction	1,650yen
Immersion suit	Immersion suit complying with the requirements of lifejacket		perunit	15,000yen
	Other than the above		perunit	14,100yen
Anti-exposure suit			perunit	12,300yen
Thermal protective aid			perunit	3,200yen

Line-throwingappliance			perunit	9,700yen
Rocketforline-throwingappliance			perunit	4,500yen
Lineforline-throwingappliance			perline	4,500yen
Liferaftsupportingboat			perboat	28,700yen
Recoveryarrangementsforsurvivors			perunit	21,800yen
Canopy-toplamp			perunit	2,650yen
Insidelamp			perunit	2,500yen
Foodration			perunit	1,400yen
De-saltingapparatus			perunit	5,000yen
Radarreflector			perunit	1,450yen
Seasurfacedyemarker			perunit	1,950yen
Internalcombustionengineforlifeboatorliferaft			perunit	21,300yen
Valveforhighpressurevessel			perunit	500yen
Self-igniting light	Self-igniting lightfor small ship	Batteryactivatedtype	perunit	4,150yen
		Otherthantheabove	perunit	2,450yen
	Other thanthe above	Batteryactivatedtype	perunit	6,200yen
		Otherthantheabove	perunit	3,650yen
Self-smokingsignal		Self-smokingsignalfor smallship	perunit	2,100yen
		Otherthantheabove	perunit	3,000yen
Lifejacketlight			perunit	1,850yen
Rocketparachuteflare			perunit	3,650yen
Rocketsignal	Rocketsignalforsmallship		perunit	2,450yen
	Otherthantheabove		perunit	3,650yen
Handflare	Handflareforsmallship		perunit	2,100yen
	Otherthantheabove		perunit	3,000yen
Buoyantsmokesignal			perunit	3,650yen
Float freetypepolarorbitingsatellite emergencyposition-indicatingradiobeacon			perunit	16,000yen
Nonfloatfreetypepolarorbitingsatellite emergencyposition-indicatingradiobeacon			perunit	15,700yen
Polarorbitingsatelliteemergency position-indicatingradiobeaconforsmallship			perunit	11,500yen
Radar	Radartransponderforsmallship		perunit	10,800yen

transponder	Other than the above		per unit	14,800yen	
Portable two-way radiotelephone apparatus, fixed two-way radiotelephone apparatus or two-way radiotelephone apparatus between aircraft and ship			per unit	20,100yen	
Searchlight			per unit	3,750yen	
Retro-reflective materials			per 500m ² or its fraction	400yen	
Launching appliance	Launching appliance for liferaft or buoyant apparatus		per unit	26,400yen	
	Launching appliance other than the above		per unit	40,200yen	
Boat davit			per unit	18,300yen	
Boat winch			per unit	18,300yen	
Mechanically launching appliance to the satisfaction of competent maritime authorities			per unit	2,900yen	
Weak link			per unit	1,750yen	
Embarkation arrangements	Marine evacuation system		per unit	21,000yen	
	Other than the above		per unit	2,850yen	
Emergency pump			per unit	14,500yen	
Fire Extinguisher	Automatic dispersion type liquid fire extinguisher		per unit	4,050yen	
	Automatic dispersion type dry chemical fire extinguisher		per unit	4,050yen	
	Other than the above	Fire extinguisher for small ship		per unit	4,100yen
		Other than the above	Fixed type	per unit	18,500yen
			Movable type	per unit	12,200yen
			Portable type	per unit	9,700yen
	Simple type		per unit	6,200yen	
Extinguishing medium	Extinguishing medium for fire extinguishers	For portable type fire extinguishers or simple type fire extinguishers	per unit	3,650yen	
		For fixed type fire extinguishers or movable type fire extinguishers	per unit	5,600yen	
	For fixed gas fire-extinguishing systems (limited to halogenated mediums)		per 60kg or its fraction	4,800yen	
	For fixed foam fire-extinguishing systems or fixed high-expansion foam fire-extinguishing systems		per 200 litre or its fraction	8,500yen	
Portable foam applicator			per unit	5,000yen	
Personalequipment (excluding safety lamp and axe)			per one pair	15,100yen	

Safety lamp				perunit	9,700yen
Smoke helmet or smoke mask				perunit	9,700yen
Self-contained air breathing apparatus				perunit	6,100yen
Breathing apparatus with air pump				perunit	6,100yen
Purifier for breathing apparatus				perunit	4,100yen
Oxygen can for breathing apparatus				perunit	4,100yen
Part of fire detection system	Detector or control panel			perunit	12,100yen
	Indicating unit			perunit	1,450yen
Manual operated fire alarm system				perunit	20,200yen
Sprinkler head, nozzle, water-spray applicator, international shore connection or other fire-fighting apparatus designated by competent maritime authorities				perunit	2,450yen
Emergency indicator	Using electric illuminations			perunit	4,200yen
	Other than the above			perunit	200yen
Emergency lighting system fitted with battery				perunit	7,400yen
Portable electric light				perunit	5,800yen
Light	Grade 1 masthead light, grade 1 sidelight, grade 1 sternlight, grade 1 towing light, grade 1 white light, grade 1 red light, grade 1 green light or grade 1 yellow flashing light			perunit	6,100yen
	Grade 2 masthead light, grade 2 sidelight, grade 2 sternlight, grade 2 towing light, grade 2 white light, grade 2 red light, grade 2 green light, grade 2 yellow flashing light or manoeuvring signal light			perunit	4,800yen
	Grade 3 masthead light, grade 1 bi-colored light or grade 1 tri-colored light			perunit	3,900yen
	Grade 4 masthead light, grade 3 sidelight, grade 2 bi-colored light or grade 2 tri-colored light			perunit	2,700yen
	Grade 1 red flashing light, grade 2 red flashing light, grade 1 green flashing light, grade 2 green flashing light, white trawling light, red trawling light, purse seine fishing light, danish seine fishing light or signal light			perunit	3,500yen
Whistle	Sound pressure (db)	120 and more & less than 130	130 and more & less than 138	138 and more & less than 143	143 and more
	Fee per unit (yen)	7,500	8,300	14,700	24,800
Bell				perunit	3,700yen
Gong				perunit	3,050yen
NAVTEX receiver				perunit	15,200yen

INMARSAT enhanced group calling system receiver		per unit	15,200yen
Navigation Radar		per unit	55,800yen
Automatic Radar plotting aid		per unit	75,800yen
Magnetic compass		per unit	12,700yen
Gyrocompass		per unit	55,800yen
Echo-sounding device		per unit	29,300yen
Satellite navigation system		per unit	55,900yen
Speed and distance indicator		per unit	32,900yen
Rate-of-turn indicator		per unit	8,100yen
Radio direction-finding apparatus		per unit	25,400yen
VHF, M or HF digital selective calling system	Fitted with transmitter and receiver	per unit	26,700yen
	Other than the above	per unit	34,800yen
VHF, M or HF DSC watch receiver		per unit	31,400yen
Distress signal transmission device		per unit	1,400yen
Distress signal receiving and alarm system		per unit	1,450yen
Pilot rudder		per unit	6,500yen
Loading door open/close indicating device		per unit	10,400yen
Water leakage detection system		per unit	14,400yen
Television surveillance system		per unit	42,600yen
Draft monitoring system		per unit	13,200yen
Navigation radar reflector		per unit	1,450yen
Sea anchor		per unit	4,200yen
Other navigational instruments designated by competent maritime authorities		per unit	7,200yen
Loading hose		per unit	10,000yen
Portable mechanical ventilator		per unit	8,700yen
Part of fixed gas detecting system	Detector	per unit	10,500yen
	Alarm unit	per unit	8,100yen
	Detection unit	per unit	4,100yen
Detecting tubetype gas detector		per unit	10,500yen
Gas detecting tube		per 10 tubes of same type and its fraction	1,550yen
Portable gas detector		per unit	10,400yen
Crane		per unit	38,300yen
Part of crane		per unit	2,500yen

Winch and other appliances for loading and unloading designated by competent maritime authorities			per unit										18,300yen	
Pressure hull for diving appliances	Innervolume (m ³)		lessthan10							10andmore				
	Maximumdivingdepth lessthan200m Feeperunit (yen)		126,600							164,500				
	Maximumdivingdepth 200ormore Feeperunit (yen)		173,000							230,000				
Deckwashingmachine			per unit										21,700yen	
Generator or motor	For explosive atmosphere	Ratedoutput (kWorkVA)	laeethan1	1andmore & lessthan5	5andmore & lessthan10	10andmore & lessthan25	25andmore & lessthan50	50andmore & lessthan75	75andmore & lessthan100	100andmore				
		Feeperunit (yen)	2,950	5,800	8,200	10,500	14,100	18,700	22,700	25,600				
	Other than the above	Ratedoutput (kWorkVA)	lessthan1	1andmore & lessthan5	5andmore & lessthan10	10&more & lessthan25	25&more & lessthan50	50&more & lessthan75	75& more & lessthan100	100andmore & lessthan250	250andmore & lessthan500	500andmore & lessthan 1,000	1,000 and more	
		Feeperunit (yen)	1,700	4,350	6,700	8,800	11,000	14,500	18,500	21,700	30,500	39,600	45,300	
Transformer or switchboard	Ratedoutput (kWorkVA)		lessthan5	5andmore & lessthan10	10andmore & lessthan25	25andmore & lessthan50	50andmore & lessthan75	75andmore & lessthan100	100andmore & lessthan250	250andmore & lessthan500	500andmore & lessthan 1,000	1,000 and more		
	Feeperunit (yen)		1,400	3,650	4,850	6,100	8,000	8,900	11,200	14,500	18,500	20,700		
Controller (excluding those for explosive atmospheres)	Ratedoutput (kW)		1 未 满					1 以 上						
	Feeperunit (yen)		1,400					3,600						
Electricapplianceforexplosiveatmospheres			per unit										9,300yen	
Frequencystabilizingdevice			per unit										4,200yen	
Elevator			per unit										48,500yen	
Incinerator			per unit										48,000yen	
Flowmeter			per unit										13,400yen	
Container	Flatracktype		per unit										24,500yen	
	Otherthantheabove		per unit										33,500yen	
Working life-saving jacket	Thoscomplyingwiththerequirements of life jackets for small ship		per unit										4,750yen	
	Otherthantheabove		per unit										4,550yen	
Completeprotectivesuit			per unit										5,100yen	
Preliminary inspection related to remodelling,	Hullofsmallship		per unit										16,300yen	
	Internalcombustionengine		per unit										16,900yen	
	Inboard-outdriveengine		per unit										15,900yen	
	Outboardengine		per unit										10,500yen	

repairwork ormaintenance	Gasturbine	perunit	44,700yen
	Turbocharger	perunit	19,100yen
	Fixedpitchpropeller	perunit	2,800yen
	Controllablepitchpropeller	perunit	10,100yen
	VoithSchneiderpropeller	perunit	11,500yen
	Propellerblade	perblade	940yen
	Propellershaft	perunit	2,250yen
	Reversegearortransmissionofshafting	perunit	1,750yen
	Outdriveunit	perunit	3,850yen
	Safetyvalveorreliefvalve	perunit	2,250yen
	Breathervalve	perunit	3,050yen
	Container	perunit	6,400yen

Remarks 1."Thenumberofvisit"istobeculatedasoneifworkinghourofoneshipinspectorperday (excludingmaterialtestsorloadingtestsforcontainers) is4hoursorless, andastwoifitisover4hours.
2.If feesforoccasionalinspection,temporarynavigationinspectionorspecialinspectioncalculatedbythistableexceedscorrespondingfeeforperiodicalinspection,itshallbethefee forperiodicalinspection.
3.Astofeesforperiodicalinspectionofsmallship,1,700yenshallbeaddedtothefeesstipulatedinthistable.

AttachedTable 2 (relevanttoArticles 66)

	Hull	Lengthofship (m)	less than 10	10 and more & less than 20	20 and more & less than 30	30 and more & less than 40	40 and more & less than 50	50 and more & less than 65	65 and more & less than 80	80 and more & less than 100	100 and more & less than 120	120 and more & less than 145	145 and more & less than 180	180 and more		
		Fee (yen)	15,700	18,300	21,200	57,900	140,300	240,500	319,700	436,900	614,900	932,400	1,191,000	1,355,200		
Inspection	Items	Steam engine	Maximum continuous output (MCO) (PS)	less than 100	100 and more & less than 250	250 and more & less than 500	500 & more & less than 1,000	1,000 and more & less than 2,500	2,500 and more & less than 5,000	5,000 and more & less than 7,500	7,500 and more & less than 10,000	10,000 and more & less than 20,000	20,000 and more			
			Fee per one unit (yen)	23,000	28,900	39,700	49,000	66,500	110,600	147,300	165,200	184,300	191,100			
	Items	Internal combustion engine	MCO (PS)	less than 25	25 & more & less than 50	50 & more & less than 100	100 & more & less than 250	250 & more & less than 500	500 & more & less than 1,000	1,000 & more & less than 2,500	2,500 & more & less than 5,000	5,000 & more & less than 7,500	7,500 & more & less than 10,000	10,000 & more & less than 20,000	20,000 and more	
			Fee per one unit (yen)	14,300	16,400	22,600	29,500	41,600	53,600	79,900	122,800	160,100	184,200	208,900	218,700	
	to be	Inboard-outdrive engine	MCO (PS)	less than 25		25 and more and less than 50		50 & more and less than 100		100 and more and less than 250		250 and more				
			Fee per one unit (yen)	18,800		22,200		36,300		44,100		57,600				
	during	installed	Outboard engine	MCO (PS)	less than 5		5 and more and less than 10		10 and more and less than 25		25 and more and less than 50		50 and more and less than 100		250 and more	
				Fee per one unit (yen)	8,800		14,800		18,800		22,200		36,300		44,500	
	onships	Gas turbine	MCO (PS)	less than 100	100 and more & less than 250	250 and more & less than 500	500 & more & less than 1,000	1,000 & more & less than 2,500	2,500 & more & less than 5,000	5,000 & more & less than 7,500	7,500 & more & less than 10,000	10,000 & more & less than 20,000	20,000 and more			
			Fee per unit (yen)	66,500	85,900	112,900	142,900	209,200	327,100	437,500	492,200	548,700	556,000			
	less than	Boiler	Heated area (m ²)	less than 50		50 and more & less than 100		100 and more & less than 150		150 and more & less than 230		230 and more & less than 350		350 and more		
			Fee per unit (yen)	11,900		24,500		39,800		49,000		73,500		110,600		
30 min	Turobo charger	Sum of outside diameter of turbine blades (m)	less than 0.07		0.07 and more & less than 0.1		0.1 and more & less than 0.15		0.15 and more & less than 0.45		0.45 and more & less than 0.6		0.6 and more & less than 0.9		0.9 and more	
		Fee per unit (yen)	4,300		8,800		13,600		26,900		39,800		48,800		73,100	
Construction	length	Nuclear reactor	Nuclear reactor and its fittings	per unit 1,447,100 yen												
			Nuclear reactor cooling unit and its fittings	per unit 2,808,600 yen												
			Nuclear reactor control unit and its fittings	per unit 369,900 yen												
			Nuclear reactor vessel and its fittings	per unit 598,700 yen												
	Steam engine	Maximum continuous output (MCO) (PS)	less than 100	100 and more & less than 250	250 and more & less than 500	500 & more & less than 1,000	1,000 and more, less than 2,500	2,500 and more, less than 5,000	5,000 and more, less than 7,500	7,500 and more, less than 10,000	10,000 and more, less than 20,000	20,000 and more				
		Fee per unit (yen)	23,000	28,900	39,700	49,000	66,500	110,600	147,300	165,200	184,300	191,100				

installed onships of 30 m lessthan inlength andmore	Internal combustion engine	MCO (PS)	lessthan 25	25 and more, less than 50	50 and more, less than 100	100 and more, less than 250	250 and more, less than 500	500 and more, less than 1,000	1,000 & more & less than 2,500	2,500 and more, and less than 5,000	5,000 and more, and less than 7,500	7,500 and more and less than 10,000	10,000 & more & less than 20,000	20,000 and more		
		Feeperunit (yen)	14,300	16,400	22,600	29,500	41,600	53,600	79,900	122,800	160,100	184,200	208,900	218,700		
	Inboard-outdrive engine	MCO (PS)	lessthan 25			25 and more and less than 50			50 & more and less than 100			100 and more and less than 250		250 and more		
		Feeperunit (yen)	18,800			22,200			36,400			44,100		57,600		
	Outboard engine	MCO (PS)	lessthan 5		5 and more & less than 10		10 and more & less than 25		25 and more & less than 50		50 and more & less than 100		100 and more & less than 250		250 and more	
		Feeperunit (yen)	8,800		14,800		18,800		22,200		36,400		44,500		58,200	
	Gas turbine	MCO (PS)	lessthan 100	100 and more & less than 250	250 and more & less than 500	500 & more & less than 1,000	1,000 & more & less than 2,500	2,500 and more & less than 5,000	5,000 & more & less than 7,500	7,500 & more & less than 10,000	10,000 & more & less than 20,000	20,000 and more				
		Feeperunit (yen)	66,500	85,900	112,900	142,300	209,200	327,100	437,500	492,200	548,700	556,000				
	Boiler	Heated area (m ²)	lessthan 50		50 and more & less than 100		100 and more & less than 150		150 and more & less than 230		230 and more & less than 350		350 and more			
		Feeperunit (yen)	11,900		24,500		39,800		49,000		73,500		110,600			
	Turbo charger	Sum of outside diameter of turbine blades (m)	lessthan 0.07		0.07 and more & less than 0.1		0.1 and more & less than 0.15		0.15 and more & less than 0.45		0.45 and more & less than 0.6		0.6 and more & less than 0.9		0.9 and more	
		Feeperunit (yen)	4,300		8,800		13,600		26,900		39,800		48,800		73,100	
	Nuclear reactor	Nuclear reactor and its fittings	perunit 1,447,100yen													
		Nuclear reactor cooling unit and its fittings	perunit 2,808,600yen													
		Nuclear reactor control unit and its fittings	perunit 369,900yen													
		Nuclear reactor vessel and its fittings	perunit 598,700yen													
Preliminary inspection related to manufacture	Hull of smallship	Length of ship (m)	lessthan 3				3 and more and less than 5				5 and more					
		Feeperunit (yen)	6,300				12,500				17,000					
	Stern frame	Diameter of boss (mm)	lessthan 300		300 & more & less than 500		500 & more & less than 700		700 & more & less than 1,000		1,000 and more					
		Feeperunit (yen)	6,700		8,200		10,400		11,400		12,900					
	Rudder	Projected area of rudder plate on vertical symmetry (m ²)	lessthan 1.5			1.5 and more and less than 3			3 and more and less than 5			5 and more				
		Feeperunit (yen)	8,900			11,900			16,800			23,400				
Rudder stock or rudder main piece	Diameter (mm)	lessthan 80			80 and more and less than 120			120 and more and less than 180			180 and more					
	Feeperunit	4,450			5,900			8,400			11,600					
Cargo tank, block or other hull structural members		peronevisit 7,400yen														

designated by competent maritime authorities														
Steel hatch board	Area of hatch (m ²)	less than 50			50 and more and less than 100			100 and more and less than 200			200 and more			
	Fee per unit	7,800			13,100			15,300			20,200			
Hatch tarpaulin, wooden hatch board, sidescuttle and other watertight closing appliances designated by competent maritime authorities		per unit										2,300 yen		
Non-combustible materials		per unit										1,750 yen		
Fire door, fire window, fire dumper and other materials for divisions designated by competent maritime authorities		per unit										12,000 yen		
Furniture and furnishings of restricted fire risk		per unit										5,000 yen		
Power-operated closing unit for fire doors		per unit										6,900 yen		
Fan	Diameter of blade (m)	less than 0.6			0.6 & more & less than 0.9		0.9 & more & less than 1.2		1.2 & more & less than 1.5		1.5 and more			
	Fee per unit (yen)	4,900			7,000		12,200		17,200		22,800			
Insulation materials for pipings of cooling unit		per unit										820 yen		
damp-proof surface materials or adhesives for insulation materials for cooling unit		per unit										820 yen		
Surface materials		per unit										1,050 yen		
High velocity vent		per unit										4,600 yen		
Flame arrester		per unit										2,900 yen		
Structural materials	Steel	per one ton or its fraction										440 yen		
	Metal other than steel	per one ton or its fraction										990 yen		
	Plastic resin	per 180 liter or its fraction										1,200 yen		
	Glass fiber	Robing	per 10 kilometers or its fraction										140 yen	
		Robing cloth or chopped strand mat	per 50 meters or its fraction										500 yen	
Rubber cloth		per 50 meters or its fraction										1,000 yen		
Steam engine	Maximum continuous output (MCO) (PS)	less than 100	100 and more and less than 250	250 and more and less than 500	500 & more and less than 1,000	1,000 & more and less than 2,500	2,500 and more & less than 5,000	5,000 and more, and less than 7,500	7,500 and more, and less than 10,000	10,000 and more, and less than 20,000	20,000 and more			
	Fee per unit (yen)	22,000	27,600	37,900	46,700	63,400	105,400	140,300	157,400	175,600	182,000			
Internal combustion engine	Maximum continuous output (MCO) (PS)	less than 25	25 and more, and less than 50	50 and more, and less than 100	100 and more, and less than 250	250 and more, and less than 500	500 and more, and less than 1,000	1,000 & more & less than 2,500	2,500 and more, and less than 5,000	5,000 and more, and less than 7,500	7,500 and more, and less than 10,000	10,000 & more, and less than 20,000	20,000 and more	
	Fee per unit (yen)	12,400	14,300	19,600	25,500	36,000	46,300	76,100	117,000	152,500	175,500	199,000	208,400	
Inboard-outdrive engine	MCO (PS)	less than 25			25 and more & less than 50			50 and more & less than 100		100 and more & less than 250			250 and more	
	Fee per unit (yen)	16,300			19,200			31,500		38,200			49,800	
Outboard engine	MCO (PS)	less than 5		5 & more & less than 10		10 and more & less than 25		25 and more & less than 50		50 and more & less than 100		100 and more & less than 250		250 and more

		Feeperunit (yen)		7,800	12,900	16,300	19,200	31,500	38,500	50,200			
Gasturbine	MCO (PS)		lessthan100	100andmore & lessthan250	250andmore & lessthan500	500&more & less than1,000	1,000&more & less than2,500	2,500&more & less than5,000	5,000&more & less than7,500	7,500&more & less than10,000	10,000&more & less than20,000	20,000 and more	
	Feeperunit (yen)		63,400	81,800	107,600	135,600	199,300	311,600	416,800	468,900	522,700	529,700	
Boiler	Heatedarea (m ²)		lessthan50		50andmore & lessthan100	100andmore & lessthan150		150andmore & lessthan230		230andmore & lessthan350		350andmore	
	Feeperunit (yen)		11,400		23,400	37,900		46,700		70,000		105,400	
Turbo charger	Sumofoutsidediameterof turbineblades		lessthan0.07		0.07andmore & lessthan0.1	0.1andmore & lessthan0.15	0.15andmore & lessthan0.45	0.45andmore & lessthan0.6		0.6andmore & lessthan0.9		0.9andmore	
	Feeperunit (yen)		4,100		8,400	13,000	25,600	37,900		46,500		69,700	
Pump (excluding hydraulicpump)	Ratedoutputperhour (m ³)		lessthan5	5andmore & lessthan10	10andmore & lessthan25	25andmore & lessthan50	50andmore & lessthan100	100andmore & lessthan250	250andmore & lessthan500	500andmore & lessthan1,000	1,000 and more		
	Steam activated reciprocating type	Total water head	lessthan500m feeperunit (yen)	3,700	5,500	6,100	7,800	10,700	13,700	17,800	22,400	26,400	
			500mandmore feeperunit (yen)	5,500	6,100	7,000	10,400	13,200	17,200	22,400	26,400	31,100	
	Other than Steam activated reciprocating type	Total water head	lessthan500m Feeperunit (yen)	2,650	4,050	4,600	6,100	8,500	10,700	13,700	17,800	20,200	
			500mandmore Feeperunit (yen)	4,050	4,650	5,500	7,800	10,200	13,000	17,200	20,200	23,900	
	Hydraulicpump or hydraulicmotor	Flowperrotation (litre)		lessthan0.5		0.5andmore & lessthan1	1andmore & lessthan2	2andmore & lessthan5	5andmore & lessthan10		10andmore & lessthan20		20 and more
Maximum working pressure		lessthan5MPa	4,600		6,100	8,5000		10,700		13,700		17,200	20,200
		5MPaandmore	5,300		7,600	10,200		13,200		17,200		20,200	23,900
Pressurevessel (excluding cargotank)	Volume (litre)		lessthan50			50andmore & lessthan250		250andmore & leaathan500			500andmore		
	Feeperunit (yen)		2,950			5,300		11,600			18,200		
Heat exchanger (excludingthose categorizedunder pressurevessel)	Coolingareaorheatingarea (m ²)		lessthan5	5andmore & lessthan25	25andmore & lessthan100	100andmore & lessthan500	500andmore & lessthan1,000		1,000andmore				
	Feeperunit (yen)		5,300		10,700	13,700	18,400	23,100		27,800			
Aircompressor			perunit 9,700yen										

Fixedpitch propeller	Diameterofpropeller (m)	lessthan0.2	0.2andmore &lessthan0.3	0.3andmore &lessthan0.5	0.5andmore &lessthan1.5	1.5and more &lessthan3.0	3.0andmore			
	Feeperunit (yen)	390	650	1,200	3,200	5,000	7,600			
Controllablepitch propeller	Diameterofpropeller (m)	lessthan1.5		1.5andmore&lessthan3.0	3.0andmore &lessthan4.5	4.5andmore				
	Feeperunit (yen)	13,700		20,700	31,000	41,700				
VoithSchneider propeller	Diameterofpropeller (m)	lessthan1.0		1.0andmore&lessthan1.5	1.5andmore &lessthan2.5	2.5andmore				
	Feeperunit (yen)	15,600		24,000	35,100	46,400				
Othermachinerydesignatedbycompetentmaritime authorities		peronevisit						14,500 yen		
Cylinder, cylinder liner,cylindercover orpiston	Diameterofcylinder (m)	lessthan0.25			0.25andmore&lessthan0.45		0.45andmore			
	Feeperunit (yen)	770			1,000		1,400			
Crankshaft	Maximumoutputofengine (PS)	lessthan25	25andmore & lessthan50	50andmore & lessthan100	100andmore & lessthan250	250andmore & lessthan500	500andmore & lessthan1,000	1,000andmore & lessthan2,500	2,500andmore	
	Feeperunit (yen)	3,450	3,800	4,700	5,000	5,700	7,000	10,000	13,700	
Partsofturbine	Sumofdiameterof turbineblades (m)	lessthan0.07	0.07andmore & lessthan0.1	0.1andmore & lessthan0.15	0.15andmore & lessthan0.45	0.45andmore & lessthan0.6	0.6andmore & lessthan0.9	0.9andmore		
	perunit (asforturbineblades, perturbinebladesforone turbineanditsfraction) (yen)	2,650	3,800	4,550	8,500	15,900	25,600	32,100		
Propellerblade	Diameterofpropeller (m)	lessthan1.5		1.5andmore&lessthan3.0	3.0andmore &lessthan4.5	4.5andmore				
	Feeperoneblade (yen)	1,150		1,600	2,700	3,550				
Clutch,reversegear, elasticcouplingor transmissionof shafting	Inputofsystem (PS)	lessthan100	100andmore & lessthan250	250andmore & lessthan500	500andmore & lessthan1,000	1,000&more & lessthan2,500	2,500&more & lessthan5,000	5,000&more & lessthan7,500	7,500&more & lessthan10,000	10,000&more
	Feeperunit (yen)	2,100	2,550	3,200	4,250	5,900	8,500	11,700	13,700	17,800
Intermediateshaft, reversegearshaft, thrustshaft, propellershaft&other driveshaft (excludingcrank shaft)	Inputofshafting (PS)	lessthan0.3		0.3andmore & lessthan0.7	0.7andmore & lessthan2.0	2.0andmore & lessthan5.0	5.0andmore			
	Feeperunit (yen)	2,200		2,700	4,250	5,200	7,600			
Outdriveunit	Maximumcontinuousoutput ofengine (PS)	lessthan25		25andmore & lessthan50	50andmore & lessthan100	100andmore & lessthan250	250andmore & lessthan500			
	Feeperunit (yen)	3,450		5,100	9,700	11,900	16,300			
Propulsionsystem usinglongitudinal shaftsuchasDuck	Maximumcontinuousoutput ofengine (PS)	lessthan250		250andmore & lessthan500	500以上,1,000未滿	1,000andmore & lessthan2,500	2,500andmore			

peller or Z-peller	Feeper unit (yen)		11,100	14,400	18,200	26,900	36,300		
	Insidediameter (mm)		lessthan100	100andmore&lessthan250	250andmore&lessthan500	500andmore&lessthan1,000	1,000andmore		
Sterntubesealing device	Feeper unit (yen)		1,850	3,300	4,900	7,500	11,700		
	Insidediameter (mm)		lessthan50	50andmore&lessthan100	100andmore&lessthan200	200andmore&lessthan500	500andmore		
Valve (excluding safety valve, relief valve and breather valve) or cock	Maximum working pressure	lessthan2MPa	280	420	700	1,400	1,650		
		Feeper unit (yen)							
		2MPa and more	850	1,050	1,400	2,800	4,100		
		Feeper unit (yen)							
Safety valve or relief valve	Insidediameter (mm)		lessthan50	50andmore&lessthan100	100andmore&lessthan200	200andmore&lessthan500	500andmore		
	Maximum working pressure	lessthan2MPa	710	1,050	1,550	2,900	3,850		
		Feeper unit (yen)							
		2MPa and more	1,750	2,150	2,900	5,800	9,000		
		Feeper unit (yen)							
Breather valve	Insidediameter (mm)		lessthan150			150andmore			
	Feeper unit (yen)		1,750			4,750			
Liquid level gauging device			per unit			13,600yen			
Fuel oil tank			per unit			790yen			
Rubber hose			per hose			150yen			
Rubber element for elastic engine support	Maximum continuous output of engine (PS) Maximum continuous rotation of engine (per minute)	lessthan0.1		0.1andmore&lessthan0.3		0.3andmore			
		Feeper unit (yen)		60		110		250	
Sterntube and other machinery parts for which water pressure test is required	Unit weight (kg)		lessthan10	10andmore & lessthan20	20andmore & lessthan50	50andmore & lessthan100	100andmore & lessthan500	500andmore & lessthan1,000	1,000andmore
	Feeper unit (yen)		2,700	4,250	7,200	10,300	13,500	18,900	23,200
Other machinery parts designated by competent maritime authorities			per unit			780yen			
Control panel of remote control system			per controlled unit			9,300yen			
Control panel of remote control device			per controlled unit			1,700yen			
Steering gear	Manual system		per unit			5,600yen			
	Other than manual system		per unit			8,400yen			
Automatic steering	To be fitted with automated ship		per unit			16,800yen			

gear		Otherthantheabove		perunit							4,950yen	
Anchor				2,500yenperunitof200kginweightorless,forunitover200kginweight660yenisaddedper100kganditsfractionover200kg								
Anchorchain		Diameter (mm)		lessthan30	30andmore & lessthan40	40andmore & lessthan50	50andmore & lessthan60	60andmore & lessthan70	70andmore & lessthan80	80andmore & lessthan90	90andmore & lessthan100	100andmore
		Feeper250manditsfraction (yen)		4,600	7,000	9,200	11,700	13,700	17,800	18,600	20,700	23,100
Ropeand wire	Steel wire	Diameter (mm)		lessthan20		20andmore&lessthan30		30andmore&lessthan40		40andmore&lessthan50		50andmore
		Feeper250manditsfraction (yen)		2,650		3,400		4,050		4,750		5,900
	Ropeand wire other thanthe above	Diameter (mm)		lessthan45			45andmore&lessthan70			70andmore		
		Feeper250manditsfraction (yen)		3,100			3,900			5,000		
Emergencytowingarrangements				perunit							24,500yen	
Respiratoryprotection				perunit							5,100yen	
Filterforrespiratoryprotection				perunit							1,400yen	
Lifeboat	Partially enclosed lifeboat	Lifeboatcomplyingwiththe requirementsofrescueboat		perboat							53,800yen	
		Otherthantheabove		perboat							51,900yen	
	Totally enclosed lifeboat	Lifeboatcomplyingwiththe requirementsofrescueboat		perboat							55,300yen	
		Otherthantheabove		perboat							53,100yen	
	Lifeboat withself- contained airsupport system	Lifeboatcomplyingwiththe requirementsofrescueboat		perboat							56,800yen	
		Otherthantheabove		perboat							54,900yen	
	Fire- protected lifeboat	Lifeboatcomplyingwiththe requirementsofrescueboat		perboat							61,300yen	
		Otherthantheabove		perboat							59,400yen	
Liferaft	Inflatableliferaftforsmallships			perunit							8,100yen	
	Liferaft other than the above	Davit-launchedinflatableliferaft		perunit							13,700yen	
		Inflatableliferaftotherthanthe above		perunit							13,100yen	
	Rigidliferaft			perunit							11,700yen	
Buoyant apparatus	Buoyantapparatusforsmallship			perunit							8,100yen	
	Buoyantapparatusotherthantheabove			perunit							11,600yen	
Rescue boat	General rescue boat	Inflatedrescueboat		perboat							51,200yen	
		Rigidrescueboat		perboat							47,500yen	

boat	Fast rescue boat	Composites rescue boat	perboat	52,700yen
		Inflated fast rescue boat	perboat	55,900yen
		Rigid fast rescue boat	perboat	51,500yen
		Composite fast rescue boat	perboat	57,400yen
Outboard engine for lifeboat			perunit	39,200yen
Lifebuoy or lifejacket	Lifebuoy for small ship or lifejacket for small ship		perunit	3,950yen
	Lifebuoy or lifejacket other than the above		perunit	5,700yen
Ring lifebuoy for small ship or life-cushion for small ship			perunit	3,950yen
Lifeline for lifebuoy			per 30m or its fraction	1,600yen
Immersion suit	Immersion suit complying with the requirements of lifejacket		perunit	14,300yen
	Other than the above		perunit	13,500yen
Anti-exposure suit			perunit	11,700yen
Thermal protective aid			perunit	3,100yen
Line-throwing appliance			perunit	9,200yen
Rocket for line-throwing appliance			perunit	4,300yen
Line for line-throwing appliance			perline	4,300yen
Liferaft supporting boat			perboat	27,500yen
Recovery arrangements for survivors			perunit	20,900yen
Canopy-top lamp			perunit	2,550yen
Inside lamp			perunit	2,400yen
Food ration			perunit	1,350yen
De-salting apparatus			perunit	4,850yen
Radar reflector			perunit	1,350yen
Sea surface day marker			perunit	1,900yen
Internal combustion engine for lifeboat or liferaft			perunit	20,400yen
Valve for high pressure vessel			perunit	480yen
Self-igniting light	Self-igniting light for small ship	Battery activated type	perunit	3,950yen
		Other than the above	perunit	2,350yen
light	Other than the above	Battery activated type	perunit	5,900yen
		Other than the above	perunit	3,500yen
Self-smoking signal		Self-smoking signal for small ship	perunit	2,050yen

	Otherthantheabove	perunit	2,900yen
	Lifejacketlight	perunit	1,800yen
	Rocketparachuteflare	perunit	3,500yen
Rocketsignal	Rocketsignalforsmallship	perunit	2,350yen
	Otherthantheabove	perunit	3,500yen
Handflare	Handflareforsmallship	perunit	2,050yen
	Otherthantheabove	perunit	2,900yen
	Buoyantsmokesignal	perunit	3,500yen
	Float freetypepolarorbitingsatellite emergencyposition-indicatingradiobeacon	perunit	15,300yen
	Nonfloat freetypepolarorbitingsatellite emergencyposition-indicatingradiobeacon	perunit	15,100yen
	Polarorbitingsatelliteemergency position-indicatingradiobeaconforsmallship	perunit	11,100yen
Radar transponder	Radartransponderforsmallship	perunit	10,400yen
	Otherthantheabove	perunit	14,200yen
	Portabletwo-wayradiotelephoneapparatus, fixed two-wayradiotelephoneapparatusortwo-way radiotelephoneapparatusbetweenaircraftandship	perunit	19,200yen
	Searchlight	perunit	3,600yen
	Retro-reflectivematerials	per500m ² oritsfraction	380yen
Launching appliance	Launchingappliancefor liferaftorbuoyantapparatus	perunit	25,200yen
	Launchingapplianceotherthan theabove	perunit	38,500yen
	Boatdavit	perunit	17,500yen
	Boatwinch	perunit	17,500yen
	Mechanicallylaunchingappliance tothesatisfactionofcompetent maritimeauthorities	perunit	2,800yen
	Weaklink	perunit	1,650yen
Embarkation arrangements	Marineevacuationsystem	perunit	20,100yen
	Otherthantheabove	perunit	2,700yen
	Emergencyump	perunit	13,800yen
Fire	Automaticdispersiontype liquidfireextinguisher	perunit	3,850yen
	Automaticdispersiontype drychemicalfireextinguisher	perunit	3,850yen

Extinguisher	Other than the above	Fire extinguisher for small ship		per unit	3,900yen
		Other than the above	Fixed type	per unit	17,700yen
			Movable type	per unit	11,700yen
			Portable type	per unit	9,300yen
			Simple type	per unit	5,900yen
Extinguishing medium	Extinguishing medium for fire extinguishers	For portable type fire extinguishers or simple type fire extinguishers	per unit	3,500yen	
		For fixed type fire extinguishers or movable type fire extinguishers	per unit	5,300yen	
	For fixed gas fire-extinguishing systems (limited to halogenated mediums)		per 60kg or its fraction	4,550yen	
	For fixed foam fire-extinguishing systems or fixed high-expansion foam fire-extinguishing systems		per 200 litre or its fraction	8,100yen	
Portable foam applicator			per unit	4,800yen	
Personalequipment (excluding safety lamp and axe)			per one pair	14,500yen	
Safety lamp			per unit	9,200yen	
Smoke helmet or smoke mask			per unit	9,200yen	
Self-contained air breathing apparatus			per unit	5,900yen	
Breathing apparatus with air pump			per unit	5,800yen	
Purifier for breathing apparatus			per unit	3,900yen	
Oxygen can for breathing apparatus			per unit	3,900yen	
Part of fire detection system	Detector or control panel		per unit	11,600yen	
	Indicating unit		per unit	1,400yen	
Manual operated fire alarm system			per unit	19,400yen	
Sprinkler head, nozzle, water-spray applicator, international shore connection or other fire-fighting apparatus designated by competent maritime authorities			per unit	2,350yen	
Emergency indicator	Using electric illuminations		per unit	4,050yen	
	Other than the above		per unit	190yen	
Emergency lighting system fitted with battery			per unit	7,100yen	
Portable electric light			per unit	5,600yen	
	Grade 1 masthead light, grade 1 sidelight, grade 1 sternlight, grade 1 towing light, grade 1 white light, grade 1 red light, grade 1 green light or grade 1 yellow flashing light		per unit	5,800yen	
	Grade 2 masthead light, grade 2 sidelight,				

Light	grade2sternlight, grade2towinglight, grade2whitelight, grade2redlight, grade2greenlight, grade2yellowflashing lightormanoeversignallight					perunit	4,600yen
	Grade3mastheadlight, grade1bi-colored lightorgrade1tri-coloredlight					perunit	3,700yen
	Grade4mastheadlight, grade3sidelight, grade2bi-coloredlightorgrade2 tri-coloredlight					perunit	2,600yen
	Grade1redflashinglight, grade2red flashinglight, grade1greenflashing light, grade2greenflashinglight, whitetrawlfishinglight, red trawlfishinglight, purseseine fishinglight, danishseinefishinglight orsignallight					perunit	3,350yen
Whistle	Soundpressure (db)	120andmore&lessthan130	130andmore&lessthan138	138andmore&lessthan143	143andmore		
	Feeperunit (yen)	7,200	7,900	14,100	23,700		
Bell						perunit	3,500yen
Gong						perunit	2,900yen
NAVTEXreciever						perunit	14,600yen
INMARSATenhancedgroupcallingsystemreceiver						perunit	14,600yen
NavigationRadar						perunit	53,400yen
AutomaticRadarplottingaid						perunit	72,500yen
Magneticcompass						perunit	12,200yen
Gyrocompass						perunit	53,400yen
Echo-soundingdevice						perunit	28,100yen
Satellitenavigationsystem						perunit	53,500yen
Speedanddistanceindicator						perunit	31,500yen
Rate-of-turnindicator						perunit	7,800yen
Radiodirection-findingapparatus						perunit	24,300yen
VHF, MForHF digitalselective callingsystem	Fittedwithtransmitterand receiver					perunit	25,500yen
	Otherthantheabove					perunit	33,300yen
VHF, MForHFDSCwatchreceiver						perunit	30,000yen
Distresssignaltransmissiondevice						perunit	1,350yen
Distresssignalreceivingandalarmsystem						perunit	1,400yen
Pilotrudder						perunit	6,300yen
Loadingdooropen/closeindicatingdevice						perunit	10,000yen
Waterleakagedetectionsystem						perunit	13,800yen

Television surveillance system				per unit	40,700yen													
Draft monitoring system				per unit	12,800yen													
Navigation radar reflector				per unit	1,350yen													
Sea anchor				per unit	4,050yen													
Other navigational instruments designated by competent maritime authorities				per unit	6,900yen													
Loading hose				per unit	9,600yen													
Portable mechanical ventilator				per unit	8,300yen													
Part of fixed gas detecting system	Detector				per unit	10,000yen												
	Alarm unit				per unit	7,800yen												
	Detection unit				per unit	3,900yen												
Detecting tub type gas detector				per unit	10,000yen													
Gas detecting tube				per 10 tube of same type and its fraction			1,500yen											
Portable gas detector				per unit	10,000yen													
Crane				per unit	36,600yen													
Part of crane				per unit	2,400yen													
Winch and other appliances for loading and unloading designated by competent maritime authorities				per unit	17,500yen													
Pressure hull for diving appliances	Inner volume (m ³)		less than 10					10 and more										
	Maximum diving depth less than 200m Fee per unit (yen)		121,100					157,400										
	Maximum diving depth 200m or more Fee per unit (yen)		165,500					220,000										
Deck washing machine				per unit 20,800yen														
Generator or motor	For explosive atmosphere	Rated output (kW or VA)		less than 1	1 and more & less than 5		5 and more & less than 10		10 and more & less than 25		25 and more & less than 50		50 and more & less than 75		75 and more & less than 100		100 and more	
		Fee per unit (yen)		2,850		5,500		7,900		10,100		13,500		17,900		21,700		24,500
	Other than the above	Rated output (kW or VA)		less than 1	1 and more & less than 5	5 and more & less than 10	10 & more & less than 25	25 & more & less than 50	50 & more & less than 75	75 & more & less than 100	100 and more & less than 250	250 and more & less than 500	500 and more & less than 1,000	1,000 and more				
Fee per unit (yen)		1,650	4,150	6,400	8,400	10,600	13,900	17,800	20,700	29,200	37,900	43,300						
Transformer or switchboard	Rated output (kW or VA)		less than 5	5 and more & less than 10	10 and more & less than 25	25 and more & less than 50	50 and more & less than 75	75 and more & less than 100	100 and more & less than 250	250 and more & less than 500	500 and more & less than 1,000	1,000 and more						
	Fee per unit (yen)		1,350	3,500	4,650	5,900	7,700	8,500	10,700	13,900	17,800	19,800						
Controller (excluding those for explosive)	Rated output (kW)		1 未 満					1 以 上										
	Fee per unit (yen)		1,350					3,450										

	atmospheres)		
	Electricapplianceforexplosiveatmospheres	perunit	8,900yen
	Frequencystabilizingdevice	perunit	4,050yen
	Elevator	perunit	46,400yen
	Incinerator	perunit	46,000yen
	Flowmeter	perunit	12,900yen
Container	Flatracktype	perunit	23,500yen
	Otherthantheabove	perunit	32,100yen
Working life-saving jacket	Thosecomplyingwiththerequirementssoflifejacketsforsmallship	perunit	4,500yen
	Otherthantheabove	perunit	4,350yen
	Completeprotectivesuit	perunit	4,900yen
Preliminary inspection related to remodelling, repairwork or maintenance	Hullofsmallship	perunit	15,600yen
	Internalcombustionengine	perunit	16,200yen
	Inboard-outdriveengine	perunit	15,300yen
	Outboardengine	perunit	10,100yen
	Gasturbine	perunit	42,800yen
	Turbocharger	perunit	18,300yen
	Fixedpitchpropeller	perunit	2,700yen
	Controllablepitchpropeller	perunit	9,700yen
	VoithSchneiderpropeller	perunit	11,000yen
	Propellerblade	perblade	900yen
	Propellershaft	perunit	2,150yen
	Reversegearortransmissionofshafting	perunit	1,650yen
	Outdriveunit	perunit	3,650yen
	Safetyvalveorreliefvalve	perunit	2,150yen
	Breathervalve	perunit	2,900yen
	Container	perunit	6,100yen

Remarks "Thenumberofvisit"istobe calculate dasoneifworkinghoursofoneshipinspectorperday (excludingmaterialtestsorloadingtestsforcontainers) is4hoursorless, andastwoifitisover4hours.

Attached Table 3 (relevant to Article 66)

RenewalorreissueofShipInspectionCertificate	perCertificate	4,400yen
ReissueofTemporaryAlterationCertificate	perCertificate	2850yen
ReissueofShipInspectionCompletionSlip	perslip	4,150yen
ReissueofTemporaryNavigationPermit	perPermit	2,500yen
ReissueofCertificateofApprovalforInspectionduringConstruction	perCertificate	2,850yen
IssueofCertificateforSuccessfulPreliminaryInspection	perCertificate	1,550yen
ReissueofCertificateforSuccessfulPreliminaryInspection	perCertificate	3,000yen
ReissueofShipInspectionRecordBookforshipsotherthansmallships	perBook	21,500yen
ReissueofShipInspectionRecordBookforsmallships	perBook	5,500yen
IssueofShipInspectionCertificate(asforsmallships,ShipInspectionCertificateandShip InspectionCompletionSlip)forshipscomingunderparagraph1ofArticle34	perCertificate (forsmallships	3,850yen 5,550yen)
IssueofTemporaryNavigationPermitforshipscomingunderparagraph1ofArticle34	perPermit	2,850yen

Attached Table 4 (relevant to Article 66)

Lengthofship (m)		lessthan3	3andmore & lessthan5	5andmore &lessthan 10	10andmore &lessthan 20	20andmore &lessthan 30	30andmore & lessthan 40	40andmore &lessthan 50	50andmore &lessthan 65	65andmore & lessthan 80	80andmore & lessthan 100	100andmore &lessthan 120	120andmore &lessthan 145	145&more &lessthan 180	180 & more
Fee (yen)	Passengership	17,400	25,900	37,500	51,300	69,300	95,600	129,200	175,600	224,200	280,600	344,600	419,500	494,700	545,500
	Otherthan theabove	11,400	17,000	25,400	32,800	46,700	65,200	88,100	120,600	151,200	188,500	232,100	280,600	331,800	365,300