



Exemption Certificate
Issued by
The Government of the Hong Kong Special Administrative Region
of the People's Republic of China

MERCHANT SHIPPING (SAFETY) ORDINANCE (CAP. 369)

MERCHANT SHIPPING (SAFETY) (CARGO SHIP CONSTRUCTION AND SURVEY)
(SHIPS BUILT ON OR AFTER 1 SEPTEMBER 1984) REGULATIONS

Name of Ship	Distinctive No. or letters	Port of Registry	Gross Tonnage	IMO Number
KOTA MAWAR	HK-1880	HONG KONG	35,988	9403009

According to the regulation 51 of Merchant Shipping (Safety) (Cargo Ship Construction and Survey) (Ships Built on or after 1 September 1984) Regulations, Cap.369S, every ship shall be provided with such anchors, anchor handling equipment and chain cables as are sufficient in number, strength and, in the case of anchors and cables (chains), weight having regard to the size and intended service of the ship.

In view of the fact that the starboard side anchor and chain of the captioned ship was lost and the replacement is not readily available, under Regulation 1(4) of the Merchant Shipping (Safety) (Cargo Ship Construction and Survey) (Ships Built on or after 1 September 1984) Regulations, Cap.369S, I hereby exempt the ship from the above provision, subject to the following conditions:

- a) The anchor, chain cables and windlass on other side of forecastle deck must be maintained in good condition and ready for use;
- b) An Occasional Survey is carried out by the ship's Classification Society. All conditions and recommendations required by the ship's Classification society, if any, are complied with;
- c) Before proceeding to sea or navigating in port, the ship's Master must confirm that the ship is seaworthy and the crew is safe for the intended voyage;
- d) Risk assessment for navigating at sea and in port without the anchor shall be carried out before the ship proceeds to sea or navigates in port;
- e) The main propulsion machinery is to be kept at stand-by whilst the ship is at anchorage;
- f) The ship's Master must notify the port authorities in respect of the incident relating to loss of the anchor prior to entering any ports;
- g) Tug assistance shall be arranged if the ship's Master or port authorities consider necessary when the ship is navigating in ports or coastal waters;
- h) The Company and the ship's Master must take the first opportunity available to have the anchor replaced; and
- i) The ship's Master has to inform this Administration with a copy of survey report once the anchor has been replaced.

This exemption shall have effect until 20 April 2017.

(Note: This document will be invalid if the above conditions are not fully complied with or the information provided by the concerned parties for issuing this document is incorrect.)

Date: **15 FEB 2017**

c.c.: DNV GL



(Maisie Cheng)

Director of Marine