

**REGULATIONS FOR THE REGISTRATION
OF FOREIGN-OWNED SHIPS**

**A Legislation Draft submitted in Partial Fulfillment of the Requirements for the Award
of Degree of Master of Law (LL. M.) in International Maritime Law**

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Explanatory Note

The registration of ships serves a three-fold purpose. First, it is a procedural device by which a ship is conferred with nationality. By the granting of nationality, a ship is made subject to a national legal regime without which, she and her on-board community would be floating in a legal vacuum. While nationality is substantive notion, registration is the procedural mechanism through which nationality is effectuated. The flag, on the other hand, is the symbol of the ship's nationality. Also, it is by virtue of the ship's nationality that the flag State can exercise jurisdiction and control over the ship and fulfill its obligations under international law. In this respect, the public international law is reflected in the following provisions of the United Nations Convention on the Law of the Sea, 1982 (UNCLOS). Article 91 and 92 state the substantive law on ship nationality. Article 94 provides for the regulatory regime required to be established by the flag State, As such, this Article serves as a blue print for national maritime legislation with regard to regulatory aspects.

Secondly, registration serves as prima facie evidence of ownership of the ship. In that respect, it is akin to land registry systems. Again, it is through the rules relating to ownership in the context of ship registration that a flag State can exercise control over ships entered in its registry.

Thirdly, registration serves as public record, not only of proprietary interest in a ship such as ownership and mortgages or hypothèques, but also other general information on the characteristics and attributes of the ship such as tonnages, construction details, classification, etc. As a public record, it serves as notice to the whole world of the nationality, flag and other details regarding the ship.

There are two different ship registration regimes in the world which characterize the nature of the ship registry. One is closed registry system and the other is open registry system.

As existing in traditional maritime nations, closed registry system is a ship registration regime in which only nationals can register their ships.

Open registry system, which has been prevalent since the 1950s, is a ship registration regime in which any owner of ships can register his ship irrespective of his nationality.

Under international law a flag State must have genuine link with a ship flying its flag. In this respect a ship registration regime, whether it is open or closed, must support genuine link requirement to effectively exercise jurisdiction and control of flag States over their ships.

In 1986, United Nations Convention on Condition for Registration of ships was adopted. The Convention aims to strengthen the link between a ship and its flag State, and to ensure that States effectively exercise jurisdiction and control over their ships, not only in relation to administrative, technical, economic and social matters, but also with regard to the identification and accountability of shipowners and operators who, in the past, have sometimes hidden behind a complex and artificial veil of interconnecting companies. The Convention requires the adoption of laws requiring a clear link with the State, in the form of an appropriate level of participation (a matter on which each State is left with considerable discretion) by its nationals in the ownership or crewing of the ship (arts 8, 9). It further requires the maintenance of a detailed register from which the owners and operators, and a resident agent of the owner, can be readily identified, and the adoption of measures to ensure that the owner or operator can meet financial obligations to third parties (art 6, 10, 11). In addition, the Convention requires States to maintain a competent and effective maritime administration in order to secure compliance with national and international shipping standards.

The Convention would secure some tightening of flag State control over ships if it entered into force. However, two decades after its adoption it had received only fourteen of the forty ratifications necessary for its entry into force, and that these fourteen ratifications accounted for less than ten per cent of world shipping when entry into force also requires ratifying States to own not less than twenty-five per cent of world tonnage. It seems that it will be a long time, if ever, before the Convention enters into force. It is interesting that Liberia, which is one of the flag of convenience States and has nearly 9 per cent of world tonnage, ratified the Convention in 2005. However, there is no guarantee that other flag of convenience States, such as Panama, Bahamas, Malta, Cyprus and Bermuda, will become parties to it, and indeed there seems little incentive for them to ratify the Convention.

Nowadays many developing countries open their registries for increasing revenue and their fleets. Moreover, even developed countries set up 'international registries' parallel to their existing national registers. In effect the international register is a kind of semi-open registry.

In order to increase merchant fleet and revenue from it, Democratic People's Republic of Korea changed its maritime policy from closed registry into open registry from 2002. In these days DPR Korea has increased not only its merchant fleet but also revenue from ships. However, many foreign-owned DPR Korea ships have been detained in other countries' ports and it has been reported that there are many substandard ships in DPR Korea and some vessels are even used to be engaged in illegal trade.

From this point of view DPR Korea decided to rearrange foreign-owned ships by means of establishing strict regulations for the registration of foreign-owned ships and enhancing flag State control as well since beginning of this year.

There is Maritime Superintendence Act in Democratic People's Republic of Korea which deals with the administration of maritime affairs as well as ship registration. With respect to the registration of foreign-owned ships, however, there is no regulation for foreign-owned ship registration. Therefore this legislation draft is for the regulations for foreign-owned ship registration and detailed procedures and practices thereof.

This legislation draft has two parts: Regulations for the Registration of Foreign-owned Ships; Detailed Procedures and Practices for Application of the Regulations for the Registration of Foreign-owned Ships.

The Regulations for the Registration of Foreign-owned Ships deals with general provisions for the duties and right of Maritime Administration relating to the registration of ships and responsibilities of Shipowners. The regulation also deals with general provisions for the registration of ships with regard to conditions for registering to DPR Korea and in relation to the different types of registration. It further provides general provisions relating to classification and survey of ships.

The Detailed Procedures and Practices for Application of the Regulations for the Registration of Foreign-owned ships mainly deals with procedures for the registration of ships relating to the different types of registration. It also provides the provisions of strict control of flag State over the ships. It further provides the provisions relating to the manning of ships. In the annexes of detailed procedures and practices, several application forms relating to the registration of ships, registration fees and taxes, designated classification societies and Communication Accounting Authorities have been provided.

With respect to the regulations for survey of ships are not tackled in these regulations since the regulations for survey of ships are specified in The Operative Regulation of The Maritime Superintendence Act.

REGULATIONS FOR THE REGISTRATION OF FOREIGN-OWNED SHIPS

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REGULATIONS FOR THE REGISTRATION OF FOREIGN-OWNED SHIPS

Chapter 1 Purpose of Present Regulation

Article 1 The present regulation is established to make the regime and order in the registration of foreign-owned vessels under the flag of Democratic People's Republic of Korea.

Chapter 2 Application

Article 2 Present regulation is applied to the foreign-owned vessels having the nationality of DPR Korea, the shipowners, the managers of the vessels and the officers of Maritime Administration Bureau of DPR Korea (hereinafter MAB).

For the purpose of the present regulation the following terms and definitions are used.

1. An *agent* means a foreign agency or a foreigner authorized by MAB to register vessels under the flag of DPR Korea.
2. *Anniversary date* means yearly month and day on which a vessel has registered vessel under DPR Korea registry.
3. *Bareboat charter* means a contract for the lease of a ship, for a stipulated period of time, by virtue of which the lessee has complete possession and control of the ship, including the right to appoint the Master and crew of the vessel, for the duration of the lease.
4. A *foreigner* means a person who is not a national of DPR Korea.
5. A *foreign company* means a company which is not incorporated or registered in DPR Korea.
6. A *foreign-owned vessel* means a vessel which is owned or operated by the foreigners or foreign company.
7. A *shipowner* or a *ship manager* means a company or individuals who are registered in the register of DPR Korea as such.
8. A *ship register* is formal register recording the specifications specified in Article 12 of the present regulation.
9. A *vessel* means a self-propelled vessel or non-propelled vessel carrying cargo or passengers, a fishing vessel or a pleasure boat.

Chapter 3 General Provision

Article 3 Registration and technical survey of foreign-owned vessels under the flag of DPR Korea are undertaken by MAB.

Article 4 MAB should constitute the Detailed Practice and Procedure for the Registrations of Foreign-owned Ships.

The following items should be set out in Detailed Practices and Procedures for the Registration of Foreign-owned Ships:

1. Registration procedures and application forms
2. Principle and procedures of naming of a vessel and change of its name
3. Valid period of each type of registration
4. Classification and survey
5. Expiration, suspension and deletion of ship registration
6. Fees relating to registration of ships
7. Manning requirements
8. Other supplementary requirements which are deemed to be necessary by MAB in relation to the registration of ships

Article 5 Foreign-owned vessels having nationality of DPR Korea should comply with the relevant rules of DPR Korea laws and international conventions approved by DPR Korea.

Article 6 Foreign-owned Vessels having nationality of DPR Korea should pay for the registration fees and annual tonnage tax fixed by MAB.

Article 7 MAB may appoint agents in foreign countries for the registration of vessels.

Chapter 4 Registration of Ships

Article 8 There is no nationality restriction for the shipowner whose vessel is entitled to fly the flag of DPR Korea.

Article 9 A foreign-owned vessel to be registered in the DPR Korean registry should satisfy the following requirements.

1. The vessel has been deleted from the previous registry (except for the bareboat chartered vessel).
2. A bareboat chartered vessel has, with the consent of the shipowner, been suspended from the previous registry.
3. The vessel is free of any mortgages and encumbrances (except for the bareboat chartered vessel).

4. In the case of a bareboat chartered vessel, information for the mortgages and encumbrances should be presented.
5. The vessel satisfies relevant technical condition for its purpose regarding to the safety of vessel and prevention of pollution from the vessel.

Article 10 No foreign-owned vessel is entitled to be registered or to be maintaining its registry under the flag of DPR Korea in the following cases:

1. The safety of the vessel and pollution prevention from the vessel are not in conformity with the requirements of the relevant international law; or
2. There is a possibility that the vessel can be used for the unlawful purposes.

Article 11 There are provisional, special or permanent registration, registration anew, registration of mortgage, bareboat registration and deletion of registry in DPR Korea foreign-owned ship registration.

Provisional registration is a registration awarding nationality of DPR Korea transitionally to a vessel for a certain period of time before the registration can be made permanent.

Special registration is a registration awarding nationality of DPR Korea to a vessel for one voyage or scrapping voyage.

Permanent registration is a registration awarding nationality of DPR Korea to a vessel in full term.

Registration anew is required upon any change of ownership or any major alteration to a vessel which has registered under the flag of DPR Korea.

Registration of mortgage is applied when a shipowner has mortgage.

Bareboat registration is required by a bareboat charterer when the vessel is bareboat chartered.

Deletion of registry is a closing of nationality of a vessel which has been permanently registered under the flag of DPR Korea.

Article 12 MAB should make and maintain a ship register for the registration of foreign-owned vessels.

The following particulars of a vessel should be recorded in the ship register:

1. Name of vessel, former name of vessel (name of vessel in previous registry) and previous flag;
2. Official number of vessel;
3. Call sign and MMSI number (for the vessel equipped with GMDSS);
4. Port of registry;
5. Type of Registration;
6. Registration date and expiration date of a vessel;
7. IMO number (for a vessel engaged in international voyage);
8. Type of vessel;
9. Gross tonnage, Net tonnage and Deadweight of a vessel;

10. Name of builder, place and date of build;
11. Main technical specification of a vessel;
12. Class and Classification;
13. Shipowner;
14. Manager of vessel;
15. Former names of vessel and Former ownership;
16. Bareboat charterer if the vessel is bareboat chartered;
17. Date of suspension and reactivation of registration;
18. Mortgage; and
19. P & I insurance

Article 13 MAB should register a foreign-owned vessel and issue relevant certificates in accordance with Detailed Practice and Procedure for the Registration of Foreign-owned Ships.

Article 14 MAB may test the competency of seafarers engaged on board the vessel which is registered under the flag of DPR Korea and issue the appropriate certificates of competency in case so required by the seafarers.

Article 15 A foreign-owned vessel registered under the flag of DPR Korea may be bareboat chartered-out and registered outside DPR Korea under the name of a bareboat charterer. During the bareboat charter-out period DPR Korea registry has to be suspended. The vessel's annual tonnage tax should continue to be paid even if the vessel's registration is suspended. However, legal regulations, except the regulations relating to mortgages and property in the vessel and relating to the vessel's registration, will cease to apply to the vessel.

Article 16 In the following cases a shipowner or a manager of vessel should give the notice about it with the relevant document(s) to MAB as soon as possible.

1. There is a change in the particulars to be recorded in the Certificate of Registry.
2. The vessel has been completely broken up by wreck, explosion, fire and sinking etc. or has been lost.

Article 17 Under one of the following circumstances MAB may cancel the registration of a foreign-owned vessel having the nationality of DPR Korea.

1. Annual tonnage tax is not paid within next 6 months after anniversary date.
2. The penalty incurred subsequent to the violation of the regulations is not paid within one month after the given notice of penalty.
3. A vessel having nationality of DPR Korea is no longer entitled to fly the flag of DPR Korea under the provisions of Article 10.
4. A vessel having nationality of DPR Korea wishes to close the vessel's registry.
5. A vessel having nationality of DPR Korea has been completely broken up by wreck, explosion, fire and sinking etc. or has been lost.

Article 18 MAB should inform the shipowners and managers of the vessels, being deleted from the DPR Korea registry under sub-articles 1 to 3 of Article 17, of the deletion of registry before deletion. If there are mortgages registered relating to the vessels to be deleted, MAB should give the notice about it to the registered mortgagees before deletion.

Article 19 MAB will issue to a vessel deleted from DPR Korea registry a Deletion Certificate of Registry upon submission of a Certificate of Registry.

Chapter 5 Classification, Survey and Issuance of Certificate

Article 20 A foreign-owned vessel having nationality of DPR Korea should be classed by Korean Classification Society or one of the Classification Societies designated by MAB.

Article 21 A foreign-owned vessel requiring the nationality of DPR Korea should be subjected to survey of Korean Classification Society or other classification society designated by MAB.

Article 22 Subject to the survey of classification society MAB will issue relevant statutory certificates to the vessel registered in DPR Korea registry and indorse annually or intermediately.

Article 23 MAB may delegate the issuance of relevant statutory certificates to the classification societies which have conducted the survey to the vessel at its discretion.

Chapter 6 Responsibility and Offence

Article 24 A shipowner and a manager, if any, of a vessel registered in DPR Korea Registry should be responsible for matters relating to the operation of the vessel, living conditions of the seafarers, safety and pollution prevention of the vessel.

Article 25 If a violation of these regulations and irresponsible registration of foreign-owned vessels incurs damages to DPR Korea, the official(s), who is/are in charge of them, will be responsible for them.

Detailed Procedures and Practices for Application of the Regulations for the Registration of Foreign-owned Ships

Section 1 General Provision

Article 1 These present Detailed Procedures and Practices are for the establishment of principles and procedures to comply with the provisions of Regulations for the Registration of Foreign-owned Ships.

Article 2 These present Detailed Procedures and Practices apply to shipowners, managers of the vessels and the vessels which require the acquisition of nationality of DPR Korea, and the officers of Maritime Administration Bureau (hereinafter MAB) of DPR Korea.

The following terms are defined for the purpose of these present Detailed Practices and Procedures.

1. An *agent* means a foreign agency or a foreigner authorized by MAB to register vessels under the flag of DPR Korea.
2. An *applicant for registration of a vessel* can be a person who owns, possesses or bareboat charters a vessel, or a person who is in charge of operation of the vessel.
3. *Bareboat charter* means a contract for the lease of a ship, for a stipulated period of time, by virtue of which the lessee has complete possession and control of the ship, including the right to appoint the Master and crew of the vessel, for the duration of the lease.
4. A *flag State* is a State granting a vessel the right to fly the flag of that State.
5. A *foreigner* means a person who is not a nation of DPR Korea.
6. A *foreign company* means a company which is not incorporated or registered in DPR Korea.
7. A *foreign-owned vessel* means a vessel which is owned or managed by the foreigners or foreign company.
8. A *shipowner* or a *manager of ship* means a company or individuals who are registered in the register of DPR Korea as such.
9. *Tonnage* means gross tonnage or net tonnage specified in the Certificate of Registry.
10. A *vessel* means a self-propelled vessel or non-propelled vessel carrying cargo or passengers, a fishing vessel or a pleasure boat.

Article 3 Registration and technical survey of foreign-owned vessels under the flag of DPR Korea are undertaken by MAB.

Registration and survey of foreign-owned vessel under the flag of DPR Korea in third country can be undertaken by a delegate of MAB or an agent entrusted by MAB.

Article 4 Foreign-owned vessels having nationality of DPR Korea should comply with the relevant rules of DPR Korea laws and international conventions approved by DPR Korea.

Article 5 Vessels having nationality of DPR Korea should pay for the registration fees and annual tonnage tax fixed by MAB.

Section 2 Procedures for Registration of Ships

Article 6 There is no nationality restriction for the ship owner whose vessel is entitled to fly the flag of DPR Korea.

Article 7 A vessel to be registered in the DPR Korean registry should satisfy the following requirements.

1. The vessel has been deleted from the previous registry (except for the bareboat chartered vessel).
2. A bareboat chartered vessel has, with the consent of the shipowner, been suspended from the previous registry.
3. The vessel is free of any mortgages and encumbrances (except for the bareboat chartered vessel).
4. In the case of a bareboat chartered vessel, information for the mortgages and encumbrances should be presented.
5. The vessel satisfies relevant technical condition for its purpose regarding to the safety of vessel and prevention of pollution from the vessel.
 - i. The owner of a vessel of more than 25 years is required to submit a special report on the condition of the vessel prior to application. Such report shall be issued by one of the classification societies specified in [annex 1](#), even though its existing Classification Certificate and Statutory Certificates are valid.
 - ii. A vessel of 300 GT or more should be classified by one of the classification societies specified in [annex 1](#) during the period of permanent registration, while the statutory survey should be done by one of such classification societies to be designated by Maritime Administration Bureau (MAB) of DPR Korea on a case by case basis.
 - iii. Passenger ships, chemical carriers, liquefied gas carriers engaged in international voyages can be registered at the age of 20 years or less and remained in the registry up to 25 years of age.
 - iv. Vessels not engaged in international voyage, fishing vessels and pleasure yachts may be exempted from the requirements of 1) to 3). Nonetheless, it is required to submit a survey report on the condition of the vessel with the application for registration.

Article 8 No foreign-owned vessel is entitled to be registered or to maintain its registry under the flag of DPR Korea in one of the following cases:

1. The safety of the vessel and pollution prevention from the vessel are not in conformity with relevant international law.

A vessel that has two detention records in any Port State Control during the period of 24 months or has been banned once by any regional MOU in 24 months cannot be registered in the registry of DPR Korea.

2. There is a possibility that the vessel can be used for the unlawful purposes.

Article 9 Registration of a foreign-owned vessel under the flag of DPR Korea is divided into provisional, special or permanent registration, registration anew, registration of mortgage, bareboat registration and deletion of registry.

Article 10 General procedures for registration of ships are as follows.

- 1 The applicant for registration of a vessel should, in advance, apply for the approval of name of the vessel to a relevant regional office of MAB.
 - 1) The name of a vessel and its changes should be approved by MAB even if there is no change in the name of the vessel from its previous registry. MAB should make an approval of the name of ship under the principle of non-duplication of name of ship in the ship register.
 - 2) The vessel's name should be applied for at least one week in advance and more than one name may be submitted for approval. In this case, the order of preference should be indicated.
 - 3) The change of an existing name under DPR Korea registry should also be approved by MAB, application procedure of which is same as initial application. Unlike initial registration, however, relevant fee should be paid and the previous Certificate of Registry should be returned to the Registry, but if not, an official letter undertaking the return of old Certificate of Registry within next one month may be submitted.
 - 4) Upon the application for the approval of name of the vessel, MAB will approve new name of the vessel and issue amended Certificate of Registry and Notice of Approval of Name of Ship. The Notice for Approval of Name of Ship should be returned to MAB within next one month.
- 2 The applicant for registration of a vessel is required to submit the application for registration specified in [annex 3](#) to the relevant regional office of MAB.
- 3 The call sign and MMSI number (for the vessel equipped with GMDSS) are allotted by MAB upon the submission of Application for Radio Licence specified in [annex 5](#). Once the call sign and MMSI number are allotted by MAB, application for the use of INMARSAT should be submitted and approved by Communication Accounting Authority specified in [annex 6](#).
- 4 The official number of a vessel as well as vessel's name is principal item for the identification of a DPR Korea vessel. The official number of the vessel cannot overlap and will not change in any change in registration specifications. After receiving the application for registration from the applicant for the registration of a vessel and verification of condition for attributing DPR Korea nationality, MAB will assign the official number, enter the relevant record in the register of ships and issue Certificate of Registry and Ship's Station Licence.
- 5 The applicant for registration of a vessel should submit the relevant documents specified with regard to the type of registration and should pay the relevant fees.
- 6 If there is any change in the name of the vessel or owner, or manager's particulars under DPR Korea registry, notification of such changes should be made by the owner or manager of the vessel with the appropriate documentary evidence within two weeks of changes (if there is any change in the vessel's structure or ownership, registration anew shall be applied in accordance with Article 13).

Article 11 Provisional or special registration

- 1 A foreign-owned vessel may be provisionally registered in DPR Korea registry as transitional stage to permanent registration.

- 2 Provisional registration is valid for a period of 6 months with no further extension.
- 3 The vessel should be transferred to the permanent register before the end of the period of provisional registration. When all the documents required for permanent registration are not submitted until the end of this period, it will be assumed that the provisional registration ceases to be effective.
- 4 Special registration shall be applied on the occasion of one voyage or scrap voyage with the maximum valid period of 3 months and no possibility of any extension.
- 5 Initial registration fee and annual tonnage tax specified in [Annex 2](#) shall be charged when entering into the provisional registration. In special registration initial registration fee is only charged.
- 6 The following documents are to be submitted for the provisional or special registration.
 - 1) Completed application form in [annex 3](#) that may be signed by the owner or his appointed agent should be submitted. Where the owner is a corporate body, the form may be signed by the Director or the Secretary of the corporate body. When the signature is made by the agent, the Appointment of Agent authorized by Notary Public should be attached.
 - 2) Profile of Owner (it may be substituted by details in the application form)
 - 3) Application for Continuous Synopsis Record (CSR) (except for those not engaged in international voyage): Application for CSR document should be made in the form given in [annex 4](#). With the application, the copies of the CSR file issued by the previous Flag States should be forwarded. The copy of CSR document showing the date that the ship ceased to be registered with that last flag shall be forwarded not later than one month. Failing it, new CSR will be issued with second sequential number after the last sequential number shown on the CSR.
 - 4) Evidence of Ownership
 - ① A photocopy of Builder's Certificate is required for a new vessel.
 - ② For an existing vessel, a copy of Bill of Sale (the price of vessel should be reflected) legally notarized and a copy of Deletion Certificate of its former registry (or a letter of the owner to undertake submission of Deletion Certificate within one month) are required.
 - ③ For a vessel purchased by the judgment of court or by the auction, a copy of the decision of court is required.
 - 5) Tonnage Certificate (if applicable):

A vessel should have its Tonnage Certificate re-issued by one of the classification societies specified in [annex 1](#) during the period of provisional registration if the tonnage has not been determined in accordance with "International Convention on Tonnage Measurement of ships" (1969) or there is any evidence of incorrectness in its existing Tonnage Certificate. Should there be any difference in the tonnage, the registration fee and the annual tonnage tax payable will be adjusted accordingly.
 - 6) Copy of Class Certificates and Statutory Certificates (if applicable)
 - ① The copy of valid class and statutory certificates should be submitted.

- ② In addition, passenger ships, bulk carriers, tankers, chemical carriers and liquefied gas carriers of above 10 years old and general cargo ships of above 25 years old are required to submit the special report on the condition of vessels issued by one of the classification societies specified in [annex 1](#). Such special report should be a completed form given in [annex 8](#).
- 7 Vessels classed by other than any society specified in [annex 1](#) should be classed by one of the societies shown in [annex 1](#) during provisional registration, but prior to permanent registration.

Article 12 Permanent registration

- 1 A foreign-owned vessel can be permanently registered in DPR Korea registry. The maximum period of permanent registration shall be 5 years, but in special case it may be reduced by the decision of MAB.
- 2 A vessel may be registered permanently or transferred to the permanent registration with the submission of following documents in addition to ones in paragraph 6 of Article 11.
 - 1) Evidence of Ownership
 - ① For a new vessel, an original copy of Builder's Certificate should be submitted.
 - ② For an existing vessel, the original copy of Bill of Sale (the price of vessel should be reflected) legally notarized and Deletion Certificate of its former registry are required.
 - ③ For an existing vessel without any change of ownership, an original copy of Non-Encumbrances Certificate issued by its former registry and authorized by Notary Public is required in lieu of Bill of Sale.
 - ④ For a vessel purchased by the judgment of court or by the auction, an original copy of the decision of court is required.
 - 2) Tonnage Certificate: A copy of vessel's Tonnage Certificate issued under the requirement of Article 11 paragraph 6 5).
 - 3) Class Certificates and Statutory Certificates: The copy of full term class and statutory certificates issued by one of the classification societies in [annex 1](#).
- 3 The applicant for registration of a vessel, which is provisionally registered in DPR Korea registry, should return Provisional Certificate of Registry of the vessel when collecting the Permanent Certificate of Registry. If not, an official letter undertaking the return of the Provisional Certificate of Registry within next one month may be produced.

Article 13 Registration anew

- 1 Registration anew is required upon any change of ownership or any major alteration to a vessel. After completion of registration of all formalities, the new Certificate of Registry shall be issued upon the return of old Certificate of Registry, but if not, an official letter undertaking the return of old Certificate of Registry within next one month may be submitted.
- 2 Change of Ownership
 - 1) The requirement of Article 7 and Article 8 should be met.

- 2) The name of vessel should be approved as in paragraph 1 of Article 10.
 - 3) Documents specified in Article 11 paragraph 6 1) to 4) are required.
- 3 Alteration to a vessel

Registration anew will be required whenever any alteration is made to the vessel's hull or structure affecting the length, breadth, depth or the dimensions of any closed-in space; whenever there is any alteration in the means of propulsion; or whenever the vessel is so altered as not to correspond with the description of the Certificate of Registry.

In this case the following documents are required to submit.

- The completed application form ([annex 3](#));
 - A copy of Tonnage Certificate issued under the requirement of Article 11 paragraph 6 5), where the tonnage is changed; and
 - A letter of confirmation assuring seaworthiness issued by one of the classification societies in annex 1.
- 4 The registration anew fee and annual tonnage tax shall be paid as specified in [annex 2](#).

Article 14 Registration of Mortgage

- 1 A mortgage on a vessel may be recorded as soon as the vessel is registered, upon presentation of the instrument of mortgage (in the prescribed form available from the Registry). Application for recording of mortgage should be made simultaneously by mortgagee and mortgagor.
- 2 In case of transferring of mortgage, the mortgagee and transferee (new mortgagee) should simultaneously apply for the transferral of mortgage.
- 3 A fee is levied for the recording of mortgage and for a transfer of mortgage. Then a record is made to the Registry of Ship and the Mortgage certificate is issued.
- 4 The record of mortgage is discharged upon the written official request of the mortgagee.
- 5 If there is more than one subsisting mortgages registered in respect of the same vessel or any share therein, the mortgagees shall, notwithstanding any express, implied or constructive notice, be entitled in priority one over the other according to the date and time of the record of each mortgage in the ship register and not according to the date of each mortgage itself.

Article 15 Deletion of registry

- 1 An owner wishing to close the vessel's registry should ensure that there are no:
 - 1) undischarged mortgage;
 - 2) court order prohibiting any dealing with the vessel or any share therein;
 - 3) outstanding annual tax or other fees; and
 - 4) outstanding claims of master or seamen.
- 2 The owner should submit the following documents;
 - 1) A written application stating the intended country of registry, or otherwise, the reason(s) for closure; and

- 2) The original Certificate of Registry, or a letter of undertaking to deliver the certificate within next 30 days. In any case, the deletion certificate and CSR shall be issued upon return of original certificate of registry.
- 3 When a vessel is lost, burnt or broken up, the owner should immediately inform the MAB's regional office.

Article 16 Suspension and reactivation of Bareboat Chartered Ship

- 1 A DPR Korea vessel may be bareboat chartered-out and registered outside DPR Korea in the name of bareboat charterer. DPR Korea registry has to be suspended during the charter period.
- 2 When applying for suspension of registry of DPR Korea, the owner should submit the following documents and pay the suspension fee specified in [annex 2](#).
 - 1) Application for Suspension of Registry in [annex 7](#);
 - 2) A certified copy of charter party;
 - 3) Written consent of bareboat-in registration from foreign Registry or the equivalent document; and
 - 4) The Original certificate of DPR Korea Registry and relevant certificate for the vessel.
- 3 If the application is not accompanied by the documents listed under paragraph Article 16 paragraph 2 3) to 4), the registry may be provisionally suspended. However, these documents should be produced within two months of the date of provisional suspension, failing which the provisional suspension will be terminated and cease to have effect.
- 4 After approval of suspension of registry, the relevant CSR is issued by MAB's regional office.
- 5 The date of termination of the suspension may be extended upon submitting a renewed application. The following documents should be submitted and the fees specified in [annex 2](#) are to be paid.
 - 1) Application to Extend Suspension of Registry in [annex 7](#);
 - 2) A certified copy of the extension or new charter-party; and
 - 3) A certified transcript of the register or similar document showing the extended bareboat registration of the vessel.
- 6 The suspended registry of a DPR Korea vessel may be reactivated upon the following documents and reactivation fee are to be paid.
 - 1) Application to Reactivate Registry in [annex 7](#);
 - 2) The deletion certificate or similar document in respect of the bareboat registration of the vessel;
 - 3) A statement from the classification society that the class is maintained; and
 - 4) Copies of the valid statutory certificates.
- 7 If the application is not accompanied by the document stated in paragraph 6 2) of this Article, the suspension may be reactivated. If this document is not produced within two months of the date of reactivation, provisional reactivation will cease to have

effect.

- 8 If no application is made to reactivate the suspended registry of a DPR Korea vessel within two months of the date of termination of the suspension or if the provisional reactivation ceases to have effect, the registry of the vessel will be automatically closed, except for any subsisting mortgages.
- 9 During the period of suspension of the registry of DPR Korea, the vessel's annual tonnage tax should continue to be paid. However, legal regulations, except the regulations relating to mortgages and property in the vessel and relating to the vessel's register, will cease to apply to the vessel.
- 10 After approval of reactivation of registry, a copy of new CSR showing the date of suspension of its former Registry in the period of bareboat charter is required to be submitted, and new CSR will be issued.

Article 17 Public notarization on agents, documents or certificates relating to registry of vessels or certified statements of classification society are to be made within one month in advance of the date of submission.

Article 18 The annual tonnage tax should be paid at the time of initial registration or registration anew and thereafter every year on or before the anniversary date on which the vessel was registered or registered anew, as the case may be. No refund of the tax will be made if during the year for which the tax has been paid, the registry of the vessel is closed for any reason.

Article 19 Control

- 1 If the annual tonnage tax is not paid within next 6 months of anniversary date, registry will cease to have effect.
- 2 If a DPR Korea vessel violates the mandatory international requirements such as the prohibition of illegal transportation, it will be fined and deleted from the Registry.
- 3 When a DPR Korea vessel is detained by any PSC and PSC requires verification survey by the classification society responsible for issuing class and statutory certificates, the surveyor of the classification society should attend the vessel immediately, surveying, taking corrective measures and cooperating for prompt release of the vessel. If not practicable, local surveyor may be employed subject to approval of MAB in advance. In any case, all arising expenses such as survey and travel fees, etc., shall be borne by the owner.
- 4 In case where a DPR Korea vessel is detained twice within 24 months by any PSC and their causes are attributed to the owner's default or failure, the vessel shall be deleted from the DPR Korea Registry.
- 5 The vessel of over 25 years old shall be subject to Flag State Inspection at the time when the MAB deems it necessary, the owner of which should produce the place convenient for that inspection and arrange the condition necessary for the inspection.
- 6 The vessel deleted from DPR Korea registry due to failure of above requirements shall be issued Deletion Certificate only when meeting the requirements of Article 15. Nonetheless, within one week after deletion declaration, the deletion status shall be notified to IMO and other relevant regional MOUs, any possible consequences from which shall be borne by the owner.

Section 3 Manning Requirement

Article 20 There is no restriction on nationality of foreign officers and ratings sailing on DPR Korea vessel, subject to some conditions specified by MAB. All seafarers should be qualified to function in their respective capacity.

Article 21 A vessel shall be manned by a minimum number of seafarers designated by MAB. In general, a vessel of 3,000GT or more shall be manned by three certificated deck officers (master, chief officer and second officer) and for the ship of 3,000KW or more, the minimum number of certificated engineers is three (chief engineer, second engineer and other engineer).

Article 22 A shipowner or a manager of the vessel shall apply for the Minimum Safe Manning Document (MSMD) by using the Application Form in [Annex 9](#). After considering the manning principles specified in STCW 1978 as amended and IMO Resolution A.890 (21) as amended by A.955 (23), MAB shall issue MSMD with one year validity.

Article 23 The valid foreign Certificates of Competency (COC) are recognized by MAB, provided that these COC are issued by STCW White-List countries. Ratings engaged in navigational or engine room watch must have undergone an approved basic safety course specified in Section A-VI/1 of the STCW Code and special training to meet the standards of competence specified in Section A-II/4 or III/4 of the STCW Code. In addition, officers and ratings serving on such special ships as tankers, passenger ships and ro-ro ships should meet the requirements in Section A-V/1-3 of the STCW Code respectively.

Article 24 An officer with a foreign COC who serves on board a DPR Korea vessel should carry a Certificate of Endorsement (COE) issued by MAB, provided that his or her COC is issued by a STCW - White List country.

ANNEX 1

CLASSIFICATION SOCIETIES APPROVED BY MARITIME ADMINISTRATION BUREAU OF DPR KOREA

1. Korea Classification Society
2. Lloyds Register
3. Germanischer Lloyd
4. Det Norske Veritas
5. Bureau Veritas
6. China Classification Society
7. Russian Maritime Register of Shipping
8. Polski Rejestr Statkow
9. Registro Italiano Naval
10. PT(Persero) Biro Klasifikasi Indonesia

Annex 2 Tariff for the Registration to DPR Korea

Item	Gross Tonnage	Fee (US\$)
Registration	except Pleasure Yachts	
	Up to 500	300
	501~1000	400
	1001~2000	450
	2001~5000	600
	5001~10000	1000
	Above 10000	2000
	Registration Anew	Half of its Initial Registration Fee
	Non-propelled Barges and Units	0.75*NT Minimum 500
	Pleasure Yachts	1000
	Scrap (max 3 months)	0.75*GT
Annual Tonnage		
	Up to 500	700
	501~1000	800
	1001~2000	900
	2001~5000	1300
	5001~10000	2500
	Above 10000	3500
	Registration Anew (Alteration of Structure)	
	F _a : Tax to be paid at the tonnage after alteration	F _a - F _o
	F _o : Tax to be paid at the Original tonnage	
Vessel Age Adjuster	Apply variable rate for Annual Tonnage Tax	
	Vessel Age Multiplier	
	Age ≤ 10 years	70%
	Between 11 and 15 years	80%
	Between 16 and 20 years	90%
	Between 21 and 25 years	100%
	Age > 25 years	100 + 10*(Age - 25)%
Others		
	Registration/Transfer of Mortgage	500
	Change of Name of ship	800
	Change of Name of Owner	1000
	Deletion	800
	Re-issuance of Registry due to damage, loss or modification of Ship	200

Re-issuance of Radio license due to damage, loss or modification of Ship	100
Re-issuance of MSMC due to damage, loss or modification of Ship	100
Re-issuance of CSR due to damage, loss or modification of Ship	200
Certification of document or signature	200
Deletion of INMARSAT	200
Exemption	200
Issuance of Non-Encumbrances Certificate	200
Endorsement (STCW)	200
Transcription	100
Suspension/Extension/Re-activation of Registry	1000

Penalty Fee

Delay of Annual Tax per 3 months	500
Illegal Action with Ship's Certificate (per case)	10000
Illegal Transportation	Up to 50000

Annex 3 Application Forms

APPLICATION FOR REGISTRATION ⁽¹⁾

1. TYPE OF REGISTRATION

Ordinary
 Special
 Bareboat-In
 Anew
 Change of Name

2. SHIP'S PARTICULARS

Name of Ship ⁽²⁾ _____ Type of Ship ⁽³⁾ _____ IMO Number ⁽⁴⁾ _____

Gross Tonnage _____ Net Tonnage _____ Dead Weight _____ Year of Build _____

Length in metres ⁽⁵⁾ _____ Breadth in metres ⁽⁵⁾ _____ Depth in metres ⁽⁵⁾ _____

Hull Material Steel Aluminium (please specify)

Name & Address of Builder _____

Country of Previous Registration _____

Name of Previous Owner ⁽⁶⁾ _____ Previous Name of Ship _____

Engine's Particulars

Number of Main Engines _____ Number of Shafts _____ BHP in Kilo Watts _____

Name & Address of Maker _____

Year made _____ Make & Model of Engine _____

3. OWNER'S/BAREBOAT CHARTERER'S PARTICULARS

Full Name	Address	Nationality/Place of incorporation ⁽⁷⁾	Number of shares in ship owned ⁽⁶⁾
Total number of shares ⁽⁶⁾			
Nature of Interest ⁽⁶⁾ <input type="checkbox"/> Sole Ownership <input type="checkbox"/> Joint Ownership <input type="checkbox"/> Ownership in severalty			

4. OWNER OF BAREBOAT CHARTERED SHIP ⁽⁸⁾

Full Name _____ Nationality/Place of incorporation ⁽⁷⁾ _____

Address _____

Date of Charter Party _____ Charter Period _____

Preferred Date of Termination of DPR Korea Registration ⁽⁹⁾ _____

5. DECLARANT'S PARTICULARS

Full Name(s)	Address	Nationality
--------------	---------	-------------

Status of Declarant ⁽¹⁰⁾

Director of owning corporation Secretary of owning corporation Individual/Joint owner(s) Appointed Agent

*I/We**, whose name(s) *is/are** hereunto subscribed, hereby declare that:

- .1 all the particulars stated hereon are correct;
- .2 the property in the ship is divided into shares. ⁽¹¹⁾

And *I/we** make this solemn Declaration conscientiously believing the same to be true.

Name(s) and Signature(s) of Declarant(s)	
--	--

Indicate preferred date of registration ⁽¹²⁾	Indicate date for collection of certificate of registry ⁽¹³⁾
---	---

*Delete whichever are inapplicable.

Explanatory Notes

1. This form may be used for the registration of a ship as DPR Korea ship in the ordinary register or register of bareboat charter ships.
2. Applications are advised to seek prior approval for the name to avoid delay in case it cannot be used.
3. Enter the 3-digit code as indicated in the “Code for Type of Ships”(available on request).
4. Not required for a ship which is less than 100 gross tons or if it is not self-propelled.
5. Indicate as shown in the tonnage certificate
6. Not required for the registration of a bareboat charter ship.
7. Give the nationality in respect of individuals and place of incorporation for bodies corporate.
8. Not required for a ship which is to be registered in the ordinary register.
9. The date must be within 60 days of the date of termination of the charter party.
10. If the declaration is made by an appointed agent, the appointment must be made in the “Appointment of Agent” form and submitted with this application. This is not required for other declarants.
11. Delete this statement if the application is for the registration of a bareboat charter ship.
12. Applicants must ensure that all the required documents will be complete and in order, that all the requirements are met, and that the necessary formalities will be completed before or on this date, so that the ship can be registered on this date.
13. A certificate of registry may be collected up to one week in advance of the preferred registration date. This form, except for the signature(s) of the declarant(s) and the date, must be completed and submitted at least 3 working days before the date on which the certificate of registry is to be collected. On the date of registration the declarant(s) must be present to attest his/their signature(s) and date the declaration.

CODES FOR TYPE OF SHIPS

VESSEL TYPE	CODE NO.	VESSEL TYPE	CODE NO.
Crude Oil Tanker	101	Salvage Vessel	212
Petroleum Product Tanker (Below 60°C)	102	Tug/Supply Vessel	215
Petroleum Product Tanker (60°C & Above)	103	Offshore Supply Vessel	220
Tanker	104	Utility Vessel	230
VLCC	106	Dredger	231
Chemical Tanker	110	Icebreaker	232
LPG	121	Cable laying Ship	233
LNG	122	Factory Ship	236
Oil-Bulk-Ore Carrier	131	Research/Survey Vessel	241
Oil-Gas Carrier	133	Heavyload Semi-Submersible Vessel	243
Petroleum/Chemical Tanker	134	Barge	250
Bulk Carrier	140	Flat Top Deck Cargo Barge	251
Ore/Bulk Carrier	141	Flat Top Oil/Water Barge	252
Car Carrier	150	Hopper Barge	253
Roro Car Carrier	151	Pilling Barge	254
Container Vehicle Carrier	152	Dredger Barge	255
Live-Stock Vessel	160	Crane Barge	257
Container Ship	170	Accommodation Barge	261
General Cargo	180	Semi-Submersible Rigs	262
Reefer Vessel	181	Jack-up Rigs	263
Roro Cargo	183	Accommodation Rig	264
Passenger vessel	190	Tender Rig	265
Passenger Hovercraft	191	Chemical/Gas Tanker	266
Ferry Boat	193	Oil/Chemical/Gas Tanker	267
Passenger/Cargo Ferry	200	Floating Storage Offshore	269
Tug Boat	210	Floating Storage Unit	270
Pusher Tug	211	Miscellaneous	900

APPLICATION FOR REGISTRATION OF PLEASURE CRAFT

Status of Applicant:	<input type="checkbox"/>	Owner
(Tick as appropriate)	<input type="checkbox"/>	Authorized Person (attach letter of authorization from owner)

PLEASURE CRAFT'S PARTICULARS

Name of Pleasure Craft		
Description: (Tick as appropriate)		
<input type="checkbox"/> Sailing Cruiser	<input type="checkbox"/> Motor Cruiser	<input type="checkbox"/> Sailing Dinghy
<input type="checkbox"/> Motor Dinghy	<input type="checkbox"/> Inflatable	<input type="checkbox"/> Sport Boat
<input type="checkbox"/> (please specify)		
No. of Hulls	Overall Length (in metres)	
Make	Previous Registry (Give country and name under which ship was registered)	

OWNER'S PARTICULARS

Title (Tick as appropriate) <input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> (please specify)			
Full Name:			
Residential Address			
Nationality	Tel No.	Fax No.	

DECLARATION

I declare to the best of my knowledge that:		
<ol style="list-style-type: none"> 1. details given in this application are correct; 2. the above craft is used exclusively for the owner's pleasure; and 3. it is not offered or used for hire and reward. 		
Full Name	Signature	Date

APPOINTMENT OF AGENT

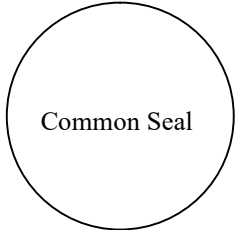
OWNER

Name of Owner

I/We* hereby authorize the following agent to make and sign declarations and other documents for and on behalf of myself/the said company*.

AGENT'S PARTICULARS

Full Name of Agent	Nationality
Address	

For use by individual(s)/joint owners	For use by body corporate owner(s)	
In witness whereof I/we* have hereunto subscribed my/our* name(s) and affixed my/our* seal(s) on in presence of:	In witness whereof we have affixed our common seal on in the presence of:	
..... Signature(s) of Owner Director	
..... Signature(s) & Name(s) of Witness(es) Director/Secretary	

*Delete whichever are inapplicable.

Explanatory Notes

1. An individual owner may appoint an agent to make and sign the declaration of ownership for the registration of a ship as DPR Korea.
2. A corporate owner must appoint an agent if the declaration of ownership is NOT made and signed by a Director or Secretary of the corporation.
3. The appointed agent must be a natural person of legal age.

Annex 4
APPLICATION FORM FOR THE ISSUANCE OF
CONTINUOUS SYNOPSIS RECORD

Please complete this form when applying for the Continuous Synopsis Record (CSR). You will need to submit:

- a) Document of Compliance (DOC)
- b) Safety Management Certificate (SMC)
- c) International Ship Security Certificate (ISSC)

All information boxes should be completed when making an application. Indicate N/A if “not applicable”.

No	Information	
1	Name of Ship:	
2	IMO No.:	
3	Official No.:	
4	Date of Registration of Ship:	
5	Owner's Name and Address:	
6	#Bareboat Charterer's Name and Address:	
7	Name and Address of Company responsible for the ship's International Safety Management System:	
8	Address from where the company carries out safety management activities if other than listed in (7):	
9	Classification Society of Ship:	
10	Administration/Government/Recognized Organization which issued Document of Compliance (DOC):	

11	Organization that conducted audit if different from that issuing the DOC:	
12	Administration/Government/Recognized Organization which issued Safety Management Certificate (SMC):	
13	Organization that conducted audit if different from that issuing the SMC:	
14	Administration/Government/Recognized Organization which issued International Ship Security Certificate (ISSC):	
15	Organization that conducted audit if different from that issuing the ISSC:	

#This information is required only if you had registered the DPR Korea vessel under the Bareboat Charter-In Register.

THIS IS TO CERTIFY that the information contained in this form is true in every particular.

.....
Name and Signature of Declarant

.....
Date

Tel:

HP:

Fax:

FORM 2
AMENDMENTS TO THE CONTINUOUS SYNOPSIS RECORD (CSR)
DOCUMENT NUMBER _____ FOR THE SHIP WITH IMO NUMBER: IMO _____

You will need to submit;

- a) Document of Compliance (DOC)
- b) Safety Management Certificate (SMC)
- c) International Ship Security Certificate (ISSC)
- d) CSR from the previous flag state reflecting the deregistration date (for change of flag)

The amendments are shown in the table. Indicate N/C for all items not being changed. Dates should be in the format yyyy/mm/dd.

No	Information	
1	This document applied from (date):	
2	Flag State:	
3	Date of Registration with the State indicated in 2:	
4	Name of Ship:	
5	Port of Registration:	
6	Name of current registered owner(s): Registered address(es):	
7	If applicable, name of current registered bareboat charterer(s): Registered address(es):	
8	Name of Company (International Safety Management): Registered address(es): Address(es) of its safety management activities:	
9	Name of all Classification Societies with which the ship is classed:	
10	Administration/Government/Recognized Organization which issued Document of Compliance: Body which carried out audit (if different):	
11	Administration/Government/Recognized Organization which issued Safety Management Certificate: Body which carried out audit (if different):	
12	Administration/Government/Recognized Organization which issued International Ship Security Certificate: Body which carried out verification (if different):	
13	Date on which the ship cease to be registered with the State indicated in 2:	

THIS IS TO CERTIFY THAT this record is correct in all respects.

Issued by the Company or Master:

Date of Issue:

Name of authorized person:

Signature of authorized person:

Annex 5 APPLICATION FOR RADIO LICENCE

APPLICANT'S PARTICULARS

Full Name of Licensee	Address(es)
Type of Applicant <input type="checkbox"/> Private Individual <input type="checkbox"/> Partnership <input type="checkbox"/> Company <input type="checkbox"/> Other Organisation	

SHIP'S PARTICULARS

Name of Ship	Official Number	Type of Ship
Entity of Responsible for Account (AAIS)	GMDSS Sea Area	MMSI Number Required <input type="checkbox"/> Yes <input type="checkbox"/> No
Primary Electrical Supply	Emergency Electrical Supply	Full Name of Radio Officer

RADIO INSTALLATION

APPARATUS	MANUFACTURER	TYPE	CLASS OF EMISSION	FREQUENCY BAND
VHF Radiotelephony				
VHF DSC Encoder/Decoder				
MF Radiotelephony				
MF DSC Encoder/Decoder				
MF/HF Radiotelephony				
MF/HF DSC Encoder/Decoder				
INMARSAT SES				
NAVTEX Receiver				
EGC Receiver				
Satellite EPIRB				
VHF EPIRB				
Radar Transponder				

APPARATUS	MANUFACTURER	TYPE	CLASS OF EMISSION	FREQUENCY BAND
Automatic Identification System (AIS)				
Main Transmitter				
Main Receiver				
Reserve Transmitter				
Reserve Receiver				
Radio Telephony Transceiver				
VHF Transceiver				
Two-way Radiotelephony				
Radar 1				
Radar 2				
Auto Alarm Apparatus				
Lifeboat VHF				

I, the applicant, declare that all details shown above are correct and to the best of my knowledge and abide by the terms of the Licence.

Signature of Applicant: _____ Date: _____

Annex 6

List of P.S.A.s accepted by the Maritime Administration Bureau, Democratic People's Republic of Korea

P.S.A. CODE	COMPANY	PLACE
1090	BEIJING MARINE COMM & NAV COMPANY	CHINA
1180	OTESAT S.A	GREECE
1431	SINGAPORE TELECOMMUNICAIONS LIMITED	SINGAPORE
3000	NERA SATELLITE SERVICE LIMITED	UNITED KINGDOM
1510	MORSVLAZSPUTNIK	RUSSIA

APPLICATION TO EXTEND SUSPENSION OF DPR KOREA SHIP'S REGISTRY

SHIP'S PARTICULARS

Name of Ship	Name of Owner	Official Number
--------------	---------------	-----------------

BAREBOAT CHARTERER'S PARTICULARS

Full Name	Address
Date of Extension/New Charter Party	Extension Period

BAREBOAT REGISTRY

Port and Country of Registry	Name and Address of Registration Authority Tel: _____ Fax: _____	Name under which ship is registered New Termination Date
------------------------------	---	---

SUSPENSION OF DPR KOREA REGISTRY

Commencement Date	Termination Date
-------------------	------------------

APPLICANT'S PARTICULARS

Full Name(s)	Address(es)
Status of Applicant <input type="checkbox"/> Director of owning corporation <input type="checkbox"/> Secretary of owning corporation <input type="checkbox"/> Individual/joint owner(s) <input type="checkbox"/> Authorized Person#	

*I/We**, whose name(s) *is/are** hereunto subscribed, hereby confirm that:

1. all the particulars stated hereon are correct;
2. a certified copy of the *extension/new charter-party* is attached;
3. a certified transcript of the register or similar document showing the extended bareboat registration of the ship is attached.

Name(s) and signature(s) of applicant(s)
Date:

#Attach authorization letter from owner(s).

*Delete whichever are inapplicable.

APPLICATION TO REACTIVATE DPR KOREA SHIP'S REGISTRY

SHIP'S PARTICULARS

Name of Ship	Name of Owner	Official Number
--------------	---------------	-----------------

APPLICANT'S PARTICULARS

Full Name(s)	Address(es)
Status of applicant <input type="checkbox"/> Director of owning corporation <input type="checkbox"/> Secretary of owning corporation <input type="checkbox"/> Individual/joint owner(s) <input type="checkbox"/> Authorized Person#	

*I/We**, whose name(s) *is/are** hereunto subscribed, hereby confirm that:

1. the registry is to be reactivated on
2. the closure certificate or similar document in respect of the bareboat registration of the ship *is attached/will be submitted within 60 days of this date**;
3. a statement from the classification society that this class is maintained *is attached/will be submitted within 60 days of this date**; and
4. copies of the valid statutory certificates *are attached/will be submitted within 60 days of this date**.

Name(s) and signature(s) of applicant(s) Date:

#Attach authorization letter from owner(s).

*Delete whichever are inapplicable.

Annex 8 ATTESTATION

CONDITIONS OF A VESSEL (A SHIP OR OFFSHORE MOBILE INDUSTRY UNIT) ABOVE 25 YEARS OF AGE FOR REGISTRATION AS A DPR KOREA SHIP

THIS IS TO CERTIFY that the undersigned, at the request of the owners of the vessel named below has examined the survey records of the vessel named below and conducted a general inspection on board the vessel to the scope of an annual survey of the safety construction, load line, safety equipment, applicable annexes of MARPOL and periodical survey of safety radio installation on _____ (date) and reports as follows:

1. Particulars of vessel

- 1.1 Name of vessel: _____
- 1.2 Type of vessel: _____
- 1.3 Previous registry: _____
- 1.4 Current owner: _____
- 1.5 IMO number: _____
- 1.6 Gross tonnage: _____ 1.7 Length (as in LL certificate): _____
- 1.8 Year of build: _____ 1.9 Class notation: _____
- 1.10 Date entered present class: _____
- 1.11 Previous class (if applicable): _____

2. Particulars of Statutory Certificates:

Type of certificate	Issued by	Date of Issue	Date of Expiry	Date of Last Annual /Intermediate Endorsement
Safety Construction				
Safety Equipment				
Safety Radio				
Passenger Safety				
Load Line				
IOPP				
IAPP				
ISM - DOC				
ISM - SMC				
ISSC				
MODU Certificate				
Exemption Certificate(s)*				

*Attach condition for exemption, if any. Additional certificates, if applicable, may be entered.

3. Details of Last Hull and Machinery Special Surveys

3.1 Date of last hull special survey: _____

3.2 Date of last machinery special survey: _____

3.3 Date of last thickness gauging: _____

3.4 Outstanding recommendations: _____

(a) ON HULL:

(b) ON MACHINERY & EQUIPMENT:

3.5 Date on which outstanding recommendations mentioned in 3.4 to be cleared:

(a) ON HULL _____

(b) ON MACHINERY AND EQUIPMENT _____

4. **Damages to hull, machinery and major equipment observed at the time of Inspection which are not covered by above 3.4:** (Provide descriptions of damages and state when the damages are to be made good)

5. **Details of Detentions under Port State Control which were reported to the classification society in the last three years:** (Provide respective periods of detentions, ports and deficiencies)

Issued by: _____ of _____
Name & designation Classification society

on _____ at _____, _____
signature

ANNEX 9

APPLICATION FOR MIMIMUM SAFE MANNING DOCUMENT

To be issued under the provision of Regulation V/14 of the International Convention for the Safety of Life At Sea 1974, as amended.

IMO Number	Name of Ship	Official Number	Type of Ship ⁽¹⁾
Gross Tonnage	Main Propulsion Power (kW)	UMS Certificate Yes/No*	Auto Pilot Yes/No* Bridge Control Yes/No*
Areas of Operation for which Certificate is required ⁽²⁾ (a) Special Limit (b) Home Trade (c) Foreign Going (d) Others		Particulars of External Communication (a) GMDSS: A1/A1+A2/A1+A2+A3* (b) R/T* (c) INMARSAT*	
The proposed manning of the ship ⁽³⁾ Deck Officers: Engineer Officers: Deck Ratings: Engine Ratings:			
I certify that to the best of my knowledge the particulars given by me in this form are correct.			
Name of Owners/Agent* Sign on behalf of the owners		Date	

*Delete as required.

Explanatory Notes

1. State whether the Ship is a cargo ship, tanker or passenger ship.
2. State whether the ship is on foreign going or Home Trade articles. In case of ship plying between fixed ports state the ports.
3. State the number of deck/engine officers and ratings proposed to be employed onboard. In case of certificated officers state the grade of the certificate of competency held by them.

