

Regulations for Inspection of Ships
Amendment Date 10th March 2020

Chapter 1 General Principles

Article 1

This regulation is prescribed in accordance with the fourth paragraph of Article 23 and the third paragraph of Article 33 of the Law of Ships.

Article 2

ROC flag ships (excluding yachts, small ships, and high-speed crafts) shall be inspected according to this regulation.

Passenger ships shall receive not only special inspections, periodical inspections, and occasional inspections pursuant to this regulation, but also the inspections regulated in the Regulations for Adminstrating Passenger Ship.

The vessels engaging in offshore wind power business listed in the annex should not only receive the special inspections, periodical inspections, and occasional inspections pursuant to this regulation, but also possess Certificates of Classification issued by the ship register institute commissioned by the competent authority.

Article 3

Ships shall receive special inspections, periodical inspections, and occasional inspections respectively.

Ships navigating in international routes and governed by international conventions shall be inspected pursuant to the International Convention for Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS), Convention on the International Regulations for. Preventing Collisions at Sea (COLREGS), Maritime Labour Convention (MLC), Code of Safety for the Special Purpose Ships (SPS Code), and its protocol and amendment.

Article 4

After the special inspection, starting from the completion date of the special inspection, the ship shall receive a periodical inspection every full year within 3 months before and after the due date.

Article 5

Regulations for agencies that carry out inspections and diagram reviews are as

follows:

1. Within the territory of ROC:

- 1). For ships navigating in domestic routes and ships navigating in international routes but not governed by international conventions, the responsible agency is the shipping administration authority.
- 2). For unclassified ships navigating in international routes and governed by international conventions, a ship register institute commissioned by the competent authority (referred to as a "ship register institute") is responsible for inspections and reviews related to international conventions, and the shipping administration authority is responsible for the rest.

The competent telecommunication authority is responsible for the inspection and review of radio telecommunication equipment on board.

2. Outside the territory of ROC:

- 1). For ships navigating in both domestic and international but not governed by international conventions, the responsible agency is the ROC ship register institute.
- 2.) For all radio telecommunication equipment on board, the competent telecommunication authority is responsible for reviewing their diagrams, and a ROC ship register institute is responsible for carrying out the inspection.
- 3) Ships navigating in international routes and governed by international conventions are inspected and reviewed by a ROC ship register institute.

For 2), if there is no ROC register institute outside the territory of ROC, the inspection can be conducted by an international register institute approved by the competent authority.

Article 6

For ships with special designs, constructions, models, or performances facing difficulties to comply with all or part of this regulation, the owner or the captain may list the facts and reasons with the verified certificate from a Naval Architect recognized by the competent authority or drawings and specifications recognized by a ship register institute and apply to the shipping administration authority for establishing a task force to review them.

Article 7

Ships shall not navigate until being approved after inspection. A ship with an expired validity period that does not receive and pass a new inspection or a ship with an effective validity period which does not pass an inspection shall not navigate.

Article 8

If the validity period of a ship expires or is about to expire, and the ship needs to navigate to another port nearby for service due to lacking appropriate repair equipment including docks, the shipowner or the captain may state the reason and apply to the shipping administration authority or a ship register institute for navigating to another port for inspection. The ship can only navigate if the shipping administration authority or a ship register institute recognizes the ship still maintain appropriate seaworthiness. The number of people on board and the cargo loading of the ship may be limited when necessary.

Article 9

If a ship is inspected and found the materials, equipment, assemblies, or techniques of a certain part need to be replaced or repaired, and it is truly difficult to require these materials, equipment, assemblies, or techniques in the location of the ship, the shipowner or the captain may state the reason and apply to the shipping administration authority or a ship register institute for extending its service period. The ship can only navigate if the shipping administration authority or a ship register institute considers its seaworthiness is not affected and shall complete servicing within the regulated period.

Article 10

When a ship is inspected, the shipowner or the captain shall assign a responsible person on site to take the inspector's questions and collaborate when necessary.

Chapter 2 Application Process of a Ship Inspection

Article 11

A special inspection, periodical inspection, and occasional inspection shall be applied by the shipowner or the captain in accordance with article 5 to the shipping administration authority or a ship register institute.

If the shipping administration authority or a ship register institute approves the application stated in the preceding paragraph, the shipping administration authority or a ship register institute shall complete the application within 3 months (excluding the special inspection). Special cases due to force majeure or reasons attributable to the shipowner or the captain are not restricted by this regulation.

Article 11-1

The inspections a ship shall apply for before restoring navigation:

1. If the shipowner applies for restoring navigation on a date within the navigation period, the shipowner shall apply for special inspections.

2. If the shipowner applies for restoring navigation on a date beyond the navigation period, the shipowner shall apply for periodical inspections. However, if the ship's inspection validity period has expired, the shipowner shall apply for a special inspection.

Article 12

(deleted)

There is an attachment for this article. Article 13

When applying for inspections to the shipping administration authority, the applicant shall submit a completed application form along with related documents and drawings and specifications. When applying for inspections to a ship register institute, the applicant shall apply according to the regulations of that ship register institute.

There is an attachment for this article. Article 13- 1

If a shipowner applies for an inspection of a ship regulated by the Ship and Boat Equipment Regulations to be equipped with 406MHz Emergency Position Indicating Radio Beacon (EPIRB) according to the previous article, the shipowner shall submit a completed 406MHz (Emergency Position Indicating Radio Beacon, EPIRB) Owner Registration Form (see the annex form 1) unless the vessel owner has provided the shipping administration authority with related information and does not change it afterward.

Article 14

For applying for inspections during the construction of a new ship, the applicant shall submit construction drawings and specifications to the shipping administration authority or a ship register institute regulated in article 5 for review before the construction starts according to laws and ordinances made by the competent authority. The construction shall not commence before obtaining approval.

The drawings and specifications in the preceding paragraph must include the curves plan, general arrangement, structural plan, engineering arrangement, specifications, and necessary calculations.

The construction of a passenger ship must not start until its construction drawings and specifications receive verified certificates from a qualified Naval Architect or recognition of a ship register institute.

Article 15

For applying for inspections of a modified ship, the applicant shall submit drawings

and specifications related to the modification to the shipping administration authority or a ship register institute regulated in article 5 respectively for review before the modification starts. The modification shall not commence before obtaining approval.

Article 16

For applying for inspections for an existing ship to the shipping administration authority or a ship register institute, the shipowner or the captain shall submit the following documents for review:

- 1). Ship Inspection Certificate or other certificates that shall be obtained pursuant to international conventions, and Classification Certificate ;
- 2). Tonnage Certificate ;
- 3). Load Line Certificate ; However, ships without technical need for assigning a load line is not subjected to this requirement pursuant to the provision of Article 51.
- 4). Passenger Ship Safety Certificate (for a passenger ship) ;
- 5). Inspection record book (see the annex 2) ;
- 6). Other documents required by the laws and ordinances.

There is an attachment for this article. Article 16- 1

Ships carrying large quantities of bulk cargo oil shall meet the following conditions:

- 1). From the first special inspection after November 28th, 2019, shipowners or captains of ships constructed or acquired abroad before November 28th, 2018 shall ask qualified shipyards, Naval Architects, or shipbuilding design companies to prepare loading information of bulk cargo oil and related drawings and specifications for applying to a ship register institute for the issuance of the document of fitness for the carriage of bulk cargo oil (annex 2). The document of fitness for the carriage of bulk cargo oil must pass a special inspection from the shipping administration authority.
- 2). From the first special inspection after November 28th, 2019, ships constructed or acquired abroad after November 28th, 2018 shall possess valid certificates issued in accordance with the international conventions, and are inspected and classified by a ship register institute.
- 3). From the first special inspection after November 28th, 2019, shipowners or captains of ships less than 150 gross tonnages shall ask qualified shipyards, Naval Architects, or shipbuilding design companies to prepare loading information of bulk cargo oil and related drawings and specifications for applying to a Naval Architect for the issuance of the document of fitness for the carriage of bulk cargo oil. If the document of fitness for the carriage of bulk cargo oil is approved by the shipping

administration authority after a special inspection, and the ship obtains a certificate or a renewed certificate, the ship is not subject to the preceding two paragraphs. If ships applying for 3) are constructed or acquired abroad after November 28th, 2019, Naval Architects shall inspect their fireproof constructions to ensure they comply with the regulation of ship fireproof constructions before issuing the document of fitness for the carriage of bulk cargo oil. Applicants for a document of fitness for the carriage to a ship register institute or a Naval Architect shall pay fees according to the regulations of the institute or the Naval Architect.

Article 16-2

The loading information stated in 1) of 16-1 shall include the following:

- 1). Stability information.
- 2). The efficiency and capacity of ballasting and discharging of ballast water.
- 3). General information on cargo loading and unloading related to hull structure, including limits during cargo loading and unloading, ballasting, and the worst operation condition of the navigation period.
- 4). The allowable stress and torque during cargo loading and unloading and navigation.

Article 16-3

One approved document of fitness for the carriage of bulk cargo oil, loading information, and related drawings and specifications shall be available on board for the shipping administration to inspect and for the captain's reference during loading.

Article 16-4

When issuing a document of fitness for the carriage of bulk cargo oil according to this regulation, the ship register institute or Naval Architect shall send a copy of the document to the shipping administration for future reference.

Chapter 3 Special Inspection

Section 1 Special Inspections for Ships Under Construction

Article 17

For ships under construction, the hulls, main engines, auxiliary engines, and equipment shall comply with their approved drawings and specifications. Special inspections for necessary parts will be carried out in suitable periods. Modification or changes of the drawings and specifications shall seek review and approval from the shipping administration or a ship register institute again.

Article 17-1

For the special inspection of an oil tanker with a deadweight tonnage of more than 600 tons, the inspector shall make sure the hull is double-hulled.

Article 18

For special inspections of a ship under construction, the ship's materials, technology, construction process, and arrangement shall be reviewed and approved by the shipping administration authority or a ship register institute from construction initiation to sea trial. Anything found not complying with relevant regulations and ordinances or different from the approved drawings and specifications shall be rectified.

Article 19

A new ship shall receive the inclining experiment under the supervision of the shipping administration authority or a ship register institute in an appropriate period after the completion of hull construction to determine the ship's stability. If there is another ship of the same type as the new ship which received the inclining experiment, and its stability calculation was approved by the shipping administration or a ship register institute, the new ship can apply for exemption from undergoing the inclining experiment.

Article 20

After major and auxiliary machines including steering gears, windlass, anchor gears, radio telecommunication equipment, navigation instruments, lifesaving and firefighting equipment are installed, tested, and approved, a new ship shall pass a sea trial under the supervision of the shipping administration authority or a ship register institute.

Section 2 Special Inspection for Existing Ships

Subsection 1 General Provisions

Article 21

Special inspection for an existing ship shall be carried out within 5 years from the day the ship completed the inspection for ships under construction or last special inspection.

Article 22

When an imported ship applies for the issuance of the Ship Inspection Certificate for

the first time, it shall provide not only drawings and specifications according to relevant laws and ordinances but also certificates and reports provided for all inspections in the past.

Article 23 (deleted)

Article 24

If existing ships modify all or important parts of their hull and machines or change their purpose of use or types, special inspections of necessary parts shall be carried out according to the approved drawings and specifications in an appropriate period. They shall undergo sea trials under the supervision of personnel from the shipping administration authority or a ship register institute when necessary.

Subsection 2 Special Inspections for Hulls of Existing Steel Ships

There is an attachment for this article. Article 25

In the first special inspection after construction completion, the hull shall be inspected according to the following regulations in addition to the periodical inspection regulations in the first section of Chapter 4:

- 1). A ship shall be placed on a docking block of an appropriate height when docking or slope docking. Its keel and shell plating, stem, stern frame, sternpost, and rudder shall be clean for inspection. If the inspector thinks it is necessary, the rudder shall be unloaded for inspection and changing liners of rudder bearings and gudgeons, and the hull below the waterline shall be re-painted.
- 2). Inspection of sea chests, outer discharge apparatuses, and all openings on shell platings and casings.
- 3). Inspection of all watertight bulkheads.
- 4). All cargo holds, midship decks, deep tanks, peak tanks, engine room, and boilers shall be cleaned. Frames and platings shall be inspected. For a single bottom ship, at least two rows of chipboards in cargo holds on each side shall be lifted. One of the two rows shall be in the midship part. All movable hatch covers and floors between the engine room and boilers shall be moved away for inspection of the structure below them (for double bottom ships, enough overhead pallets shall be lifted for inspection. All of them shall be lifted when necessary).
- 5). cements or other concretes coated inside of ceilings shall be inspected.
- 6). Tanks forming part of the main structure shall be cleaned for internal inspection, especially the tanks below the boiler room. However, tanks specifically for fuels and

lubricating oil (excluding peak tanks) which pass an external inspection and a chamber pressure test may be exempted from an internal inspection. During an internal inspection, the inspector shall carefully inspect bearing and tie plates under sounding pipes.

7). All double-bottom compartments, peak tanks, and other tanks forming part of the main structure shall undergo chamber pressure tests. The equivalent water head of the chamber pressure shall be up to the flooding point. When conducting a chamber pressure test during floating, the internal inspection of tanks shall also be conducted during floating. The tanks shall be clean and maintain dryness.

8). All decks, shell platings and superstructure shall be inspected. Inspectors shall pay attention to corners of openings and gaps above strength deck plates. If any plating found to be loose when inspecting wooden decks or sheathing, the plates shall be removed to check the steel plates below them.

9). All equipment shall be sealed up separately. The anchor and anchor chains shall be inspected when they are unloaded and moved out of the ship. The chain lockers shall be inspected as well.

10). All pumps in the water system shall be tested under operation.

11). For insulated freezer holds, the hatch covers and drainage shall be opened for inspection of their steel plates.

12). For ships carrying bulk oil, all cargo oil tanks, ballast tanks, and cofferdams shall be free from hazardous gases and be cleaned for inspection. The filter of the fuel feed pipe shall be removed for inspection of the shell plates and divisional bulkheads around the pipe. This can be exempted if the inspector can use other methods to achieve the same inspection purpose. For compartments with anode plates, all attachments of the compartments shall be inspected together. Divisional bulkheads of every cargo oil tank may be tested with interlaced compartment hydraulic pressure or equivalent compartment pressure. The water head of the hydraulic pressure test shall be up to the top of the hatch. However, inspectors shall test every tank if they think this is necessary.

13). Inspectors may measure steel thickness if they believe this is necessary.

Article 26

In the second special inspection after construction completion, the hull shall be inspected according to the following regulations in addition to the regulation of the first special inspection in article 25:

1). Enough pallets in cargo holds in the midship part and the inner bottom shall be lifted for inspection of steel plates forming the structures, inner bottom plates, plinths, divisional bulkhead, and the side plate bottom of shaft alleys. For single

bottom ships, at least 3 rows of chipboards in cargo holds on each side shall be lifted. One of the 3 rows shall be in the midship part.

2). Tanks and cofferdams forming part of the main structure shall be cleaned for internal inspection. However, for the tanks and cofferdams carrying fuels only (excluding peak tanks), the inspector may choose one double bottom compartment from them in the fore part or another deep tank when necessary, make them free of hazardous gases and clean thoroughly, and carry out an internal inspection. If the chosen tank passes the inspection, and the fuel tanks are in good condition in an external inspection, the rest of the fuel tanks may be exempted from internal inspections. Tanks carrying lubrication oil only may be exempted from internal inspections.

3). Steel plates around vents including portholes shall be inspected.

4). Anchor chains shall be unloaded and moved out of the ship for inspection. Chain lockers shall undergo internal inspection as well.

Article 27

In the third special inspection after construction completion, the hull shall be inspected according to the following regulations in addition to the regulation of the second special inspection in article 26:

1). Rusts on exposed steel and iron materials shall be removed. Enough pallets, spar ceilings, and ceilings shall be lifted for inspection of frames, steel plates, drain holes, scuppers, vent pipes, and sounding pipes.

2). Ships carrying bulk oil. The gauging shall be done within the midship half-length part in at least two transverse belts of the shell plating. Within this part, every shell plate between the light and load water lines and every strength deck plate shall be gauged. Inspector may adjust the inspection range according to the wearing level of hulls.

3). All tanks forming part of the main structure shall be cleaned for internal inspection. However, for the double bottom tanks carrying fuels and lubrication oil only, the inspector may choose two tanks in the fore part and the after part separately or choose another deep tank when necessary, make them free of hazardous gases and clean thoroughly, and carry out an internal inspection. If the chosen tanks pass the inspection, and the fuel tanks and lubrication oil tanks are in good condition in an external inspection, the rest of the tanks may be exempted from internal inspections.

4). For insulated freezer holds, the hatch covers and drainage shall be opened, and enough thermal insulation plate shall be removed for inspection of frames and steel plates.

Article 28

In the fourth special inspection after construction completion, the hull shall be inspected according to the following regulations in addition to the regulation of the third special inspection in article 27:

- 1). All tanks forming part of the main structure shall be cleaned for internal inspection. However, for the double bottom tanks carrying fuels and lubrication oil only, the inspector may choose three tanks in the fore, midship, and the after part separately or choose another deep tank when necessary, make them free of hazardous gases and clean thoroughly, and carry out an internal inspection. If the chosen tanks pass the inspection, the rest of the fuel tanks and lubrication oil tanks may be exempted from internal inspections.
- 2). For ships other than oil tankers, the gauging shall be done within the midship half-length part in shell platings between the light and load water lines and in strength deck platings outside the line of opening in two transverse sections. Inspector may adjust the inspection range according to the wearing level of hulls.

Article 29

In the fifth special inspection after construction completion, the hull shall be inspected according to the regulation of the fourth special inspection in article 28. For ships other than oil tankers, gauging shall be done within the midship half-length part in at least two transverse belts of the shell plating. Within this part, every shell plate between the light and load water lines and every deck outside the strength deck's line of opening shall be gauged. Inspector may adjust the inspection range according to the wearing level of hulls.

Article 30

In the sixth special inspection after construction completion and all special inspections afterward, the hull shall be inspected according to the following regulations in addition to the regulation of the fifth special inspection in article 29:

- 1). All tanks including peak tanks, double bottom tanks, and deep tanks carrying fuels and lubrication oil shall be cleaned thoroughly and undergo internal inspection. However, inspectors may agree to choose one double bottom tank or deep tank from every cargo hold (excluding peak tanks) to be cleaned thoroughly for internal inspection.
- 2). The actual scantlings throughout the ship are to be gauged precisely and recorded in detail.

Article 30-1

For the special inspection of an oil tanker acquired abroad with a deadweight tonnage of more than 600 tons, the inspector shall make sure the hull is double-hulled in the first special inspection.

Article 30-2

For special inspections of an oil tanker with a deadweight tonnage of more than 600 tons carrying heavy oil or of an existing oil tanker with a deadweight tonnage of more than 5000 tons, the inspector shall make sure the hull is double-hulled. However, the following single-hulled oil tankers presenting ship condition assessment program reports recognized by a ship register institute are not subject to this regulation:

- 1). Single-hulled oil tankers with a deadweight tonnage ranging from 600 tons to less than 5000 tons carrying heavy oil and navigating in domestic routes. The age shall be less than 30 years.
- 2). Single-hulled oil tankers with a deadweight tonnage more than 5000 tons carrying light oil. The age shall be less than 25 years.

Subsection 3 Special Inspections for Hulls of Wooden Ships

Article 31

For special inspections of existing wooden ships, the hull shall be inspected according to the following regulations in addition to the periodical regulations in the first section of Chapter 4:

- 1). A ship shall be placed on a docking block of an appropriate height when docking or slope docking. Its keel and shell plating, stem, stern frame, sternpost, and shell plates shall be cleaned for inspection. The seams shall be caulked. The ship shall be re-painted.
- 2). Rudders shall be lifted for inspection of pintles and braces. Liners of rudder bearings and gudgeons shall be replaced if the inspector believes this is necessary.
- 3). All fastening bolts and nails shall be inspected. Deficient bolts, nails, or wooden pins shall be pulled out. All wooden pins in the midship part shall be pulled out if inspectors believe this is necessary.
- 4). All scantlings shall be inspected. Inspectors shall carefully inspect both ends of the beams, beam bracket surfaces, connecting materials of the beams, and all main scantlings. The inspector shall drill holes for inspection or remove part of the surfaces to check the internal conditions if he/she believes this is necessary.
- 5). Wooden decks shall be inspected. The inspector shall do drill tests at wearing parts. If the thickness of the worn deck is found less than 3/4 of the regulated thickness or has other deficiencies, the wooden deck shall be replaced with a new

one.

- 6). All watertight compartments shall be inspected. A watertight test shall be conducted if the inspector believes this is necessary.
- 7). Dirt on the limber holes on both sides of the ship bottom shall be cleaned.
- 8). The anchor and anchor chains shall be unloaded and moved out of the ship for inspection. Chain lockers shall be inspected as well.
- 9). Mast spars, riggings, hawse pipes, and outfits shall be checked and verified.
- 10). Wedges of all masts and back ropes shall be removed. Masts, bowsprits, and posts made of steel plates shall undergo hammering tests. Drill tests shall be conducted if the inspector believes this is necessary.
- 11). For insulated freezer holds, the hatch covers and drainage shall be opened and enough ceiling boards shall be removed to allow inspectors to check shell plates and frames behind the insulated equipment.

Section 4 Special Inspection for Machines on Existing Ships

Article 32

General rules for conducting special inspections to machines on existing ships are as follows:

- 1). All openings to the sea together with valves and cocks shall undergo internal inspections. Their fastenings to the shell plating shall be inspected as well.
- 2). The inspector may test pumps and suction and drainage system (including valves, cocks, pipes, and filters) related to propulsion and safety if he/she believes this is necessary.
- 3). Propeller shafts shall be inspected according to its regulations. Other shafts, thrust bearings, main bearings, and intermediate bearings shall be inspected. If the inspector finds abnormalities and thinks this is necessary, he/she may dismantle the equipment for inspection. However, the bottom half of the bearing may be exempted from inspections if the centerline and wearing level are in good condition.
- 4). Steering machines and attachments shall be inspected and undergo operation tests. If the inspector finds abnormalities and thinks this is necessary, he/she may dismantle them for inspection.
- 5). Major and auxiliary machines and locking bolts and gaskets of bearing foundations shall be inspected.
- 6). Air containers shall undergo internal and external inspections. Their fittings, valves, and safety facilities shall be inspected as well. If a container cannot undergo internal inspections. It shall receive a water test. The pressure used in the water test shall be the same as the one used in the regulations for a new air container. Safety valves shall be tested and calibrated.

- 7). Oil tankers and their fittings nor forming the ship structures shall be inspected. However, inspectors may test according to regulations for new oil tankers if he/she believes this is necessary.
- 8). Reduction gear units, gear teeth, spokes, shafts, and bearings shall be inspected. If the inspector finds abnormalities and thinks this is necessary, he/she may dismantle them for inspection.
- 9). Heat-exchangers shall be inspected. It may be open for further inspection if the inspector believes this is necessary.
- 10). Windlasses shall be inspected.
- 11). Water systems include valves, cocks, filters, and injectors. They may be dismantled for inspection and undergo tests during operation if the inspector believes this is necessary.
- 12). Air compressors shall be inspected. If the inspector finds abnormalities and believes this is necessary, he/she may dismantle them for inspection and adjust their safety valves.
- 13). Fresh water generators shall be inspected. If the inspector finds abnormalities and believes this is necessary, he/she may dismantle them for inspection and adjust their safety valves.
- 14). Quick close valves controlled remotely from engine rooms shall be inspected and tested during operation.
- 15). Boilers' feeding pumps, fuel pumps, and circulating pumps for boiler water shall be inspected. If the inspector finds abnormalities and believes this is necessary, he/she may dismantle them for inspection.

Article 33

Ships using steam engines and turbine as major and auxiliary machines shall undergo special inspections according to the following regulations in addition to Article 32:

- 1). Operation parts of steam engines including stop valves, maneuvering valves, cylinders, pistons, valves and valve gears, connecting rods, cross heads and their guide ways, and cranks shall be dismantled for inspection.
- 2). Blades, rotors, stop valves, shafts, glands, thrust and adjustable bearings, oil drains, and sealed pipes of steam turbines shall be inspected.
- 3). Exhaust gas turbines, turning gears, clutches, and electric motors shall be dismantled for inspection. Every cone ends of the internal propulsion shafts shall be inspected as well.
- 4). The main steam pipe shall undergo a special inspection every 12 years. The inspector shall choose one part and remove it for inspection. Enough outer insulation shall be removed for the convenience of inspection. The inspector shall use double

operation pressure for water tests. The pipe thickness shall be confirmed for determination of future operation pressure if the inspector believes this is necessary.

5). Condensers shall be inspected. Tests shall be made during maintenance.

6). Safety facilities shall be inspected and tested.

Article 34

Ships using internal combustion engines as major and auxiliary machines shall undergo special inspections of appearance, trial runs, or trial navigations to confirm if the operation is normal. If the inspector finds abnormalities and thinks this is necessary, he/she may dismantle cylinders, gas feeding, oil feeding, cooling, lubricating, exhausting, and controlling systems and power take-off devices for inspection.

Article 35

Special inspection for electric equipment shall comply with the following regulations:

1). All fittings on switchboards and emergency switchboards shall be inspected.

Overload-protecting devices and fuse cutouts shall be tested if the inspector believes this is necessary.

2). Cables shall be inspected.

3). Main switchboards, emergency switchboards, generators, exciters, electric propelling motors, and all electric installations and their circuits shall undergo insulation measurement with meggers of DC 500V.

4). All generators shall undergo operation tests alone or in parallel under loading. Switches and circuit breakers shall be tested.

All remote-control circuits for fuel transfer pumps, boiler rooms, and ventilating engines in the engine room shall be tested.

6). For electric main machines, their windings, rectifiers, slip rings, all air vessels on stator coils, and vents on rotors shall be inspected.

7). All electromagnetic coupling air gaps shall be tested and recorded. Any eccentric performance beyond regulations shall be corrected.

8). All navigation light indicators shall be tested under the power supply from the main power source and the emergency power source.

9). Emergency lights shall be tested under operation.

Chapter 4 Periodical Inspection

Section 1 Periodical Inspection for Hulls

Article 36

All hatchways, ventilators, machinery casings and other exposed casings, openings in

watertight bulkheads, cargo doors, ash shoots, and their closing and locking devices shall be inspected.

Article 37

All vent pipes and sounding pipes on freeboard decks and superstructure decks, portholes and deadlights under freeboard decks and superstructure decks, scuppers and sanitary discharge openings under freeboard decks and superstructure decks, and their closing and pinning devices shall be inspected.

Article 38

Bulwarks, freeing ports, guard rails, gangways, lifelines, and attachments and fittings required to install deck boards shall be inspected.

Article 39

The inspector shall confirm the superstructure, equipment, arrangements, materials, and scantlings have not been altered.

Article 40

All parts of the main and auxiliary steering gears, including gears, steering quadrant, pulleys, tie rods, chains, hydraulic remote-control devices or other turning gears, and actuators shall be inspected and undergo operation tests.

Article 41

Ships shall go to dry docks or slope docks at an interval of not more than 30 months for periodical inspection of hulls under waterlines. The inspection shall include shell plates, stern frames, rudders, thrusters, stern bearings, and all sea connections including sea valves and their attachments. Clearances between rudder bearings and stern bearings shall be measured and recorded. Wooden ships shall undergo caulking.

For ships with ages of less than 15 years, the inspection of hulls under waterlines stated in the preceding paragraph can be replaced with approval reports of underwater inspection conducted in floating situation issued by a ship register institute. However, passenger ships and ships considered not acceptable to use this replacement by the shipping administration authority or a ship register institute shall undergo the inspection stated in the preceding paragraph.

Article 42

For propeller shaft inspection, effective and nondestructive flaw detection methods

shall be used to test the section from the rear end of the shaft liner to the point 1/3 cone length from the big cone end of the propeller shaft. The tightness of the shaft liner shall also be inspected.

For fishing vessels not involved in sport fishing, the propeller shaft inspection may be replaced with clearance measurements, trial runs, or trial navigations.

Article 43

Ships shall be inspected every 5 years if their propeller shafts have one of the following conditions:

- 1). Using continuous liners to avoid seawater immersion.
- 2). Made of corrosion resistant materials.
- 3). Lubricated by fresh water.
- 4). Multi-axis.
- 3). Lubricated by oil.

Propeller shafts of ships not included in the first paragraph shall be inspected every 3 years.

When the propeller shaft inspection period is about to expire, the flaw detection may be extended for 1 year provided the ship's operation records, appearance inspection of both inboard and outboard parts of the propeller shaft inspection, and review from the clearance measurement record of the propeller shaft at the most recent docking time are recognized.

The acceptable value of the clearance in the preceding paragraph shall be limited according to the maximum abrasion of the stern bearing designed by the manufacturer.

Article 44

Stern bearings shall be replaced if their wearing clearance exceeds the regulated limits.

Article 45

For ships carrying dry bulk goods, their cargo holds and tween decks shall be inspected. The inspector shall pay attention and strengthen the inspection of all cargo holds and tween decks if the carried dry bulk goods are corrosive.

Section 2 Periodical Inspection for Machines and Boilers

Article 46

All major and auxiliary machines and windlasses shall be inspected according to Article 32.

Article 47

Exhaust gas boilers and auxiliary boilers used during navigation shall be inspected every 2 years.

Article 48

Every inspection of ship boilers shall comply with the following rules:

- 1). All boilers including superheaters and economizers shall be cleaned and undergo internal and external inspections.
- 2). All boiler fittings including safety valves shall be inspected. If the inspector believes it is necessary, they shall be dismantled for inspection. The air pressure of all safety valves shall be adjusted according to the regulations. Securing fittings including bolts installed directly on casings or stoves shall be inspected at least once every 8 years.
- 3). Boiler mountings and stays shall be inspected to confirm they are still functional.
- 4). For inspections of sizes of boiler plates, tubes, and stays, the inspector may conduct drill tests or other feasible and nondestructive tests. If the sizes are found not sufficient due to corrosion and wearing, the original operation pressure shall be lowered.
- 5). Fuel systems together with their safety fittings, valves, controllers, and oil drainages between pumps and burners shall be tested under operation.
- 6). For boilers receiving major repairs, the pressure-bearing parts shall undergo water tests according to the regulations.

Chapter 5 Occasional Inspection

Article 49

When a damaged ship undergoes repairs and modifications, the ship shall receive inspections of damaged parts or repaired or modified parts under the supervision of inspectors.

Article 50

If major and auxiliary machines, boilers, insulators, or other fittings are moved out for repairs or modifications, inspections of structures of hardly accessible or concealed parts shall be conducted particularly.

Article 51

A damaged ship may be allowed to receive contingent maintenance provided

inspectors consider no concerns about the seaworthiness for the scheduled voyage. However, the ship shall complete restorative repairs and inspections within the due time.

Chapter 6 Inspection Certificate

Article 52

After passing the special inspection, a Ship Inspection Certificate shall be issued or renewed to the ship by the shipping administration authority. A notification shall be made on the inspection record book.

The format of the ROC Ship Inspection Certificate shall comply with the format in annex 3.

Article 53

A ship possessing valid certificates issued according to international conventions and being inspected and classified by a ship register institute is deemed to have completed the inspection according to this regulation and exempted from issuance of the Ship Inspection Certificate.

For ships exempted from issuance of Ship Inspection Certificates according to the preceding paragraph, their ship register institutes shall send the reports of inspection conducted according to the international conventions and classification regulations to the shipping administration authority every month for its reference.

When required by related regulations to send Inspection Certificates for verification, ships exempted from issuance of Ship Inspection Certificates may send valid certificates issued according to international conventions and classification certificates issued by ship register institutes instead according to Article 31 of this law.

Article 54

If a ship passes special inspections conducted by a ship register institute abroad according to this law, an inspection report concluding inspection results of all parts of the ship shall be sent in triplicate to the shipowner, the captain, and the shipping administration authority.

The shipowner or the captain shall leave one report on board for inspections and send the other one to the shipping administration authority applying for issuance or renewing the Ship Inspection Certificate.

Article 55

After passing the periodical inspections conducted abroad by ship register institutes,

the Ship Inspection Certificate shall be signed. After passing the occasional inspections, notifications shall be made on the Inspection Certificate. An inspection report concluding inspection results shall be sent in triplicate to the shipowner, the captain, and the shipping administration authority. The shipowner or the captain shall leave one report on board for inspections.

Article 56

After conducting inspections of ships, the shipping administration authority and ship register institutes shall record inspection information in inspection record books.

Article 57

In case the Ship Inspection Certificate is missing, broken or any entry therein is altered, the shipowner shall apply to the shipping administration authority for issuance or renewing of the certificate within 3 months from the date of discovery or occurrence.

Article 58

For ships totally lost, wasted, losing ROC nationality, missing for 6 months, or impossible being salvaged for repair after sinking, the shipowners shall return the Ship Inspection Certificates and apply for deletion within 4 months from the date of discovery or occurrence.

If the shipowner does not return the certificate and apply for deletion within the due period stated in the preceding paragraph and does not do it within 1 month from being informed by the shipping administration authority, the shipping administration authority shall cancel the Ship Inspection Certificate according to Article 28 of the Administrative Execution Act.

Article 59

Shipowners shall return and delete the original certificate when renewing the certificate.

Article 60

When requested by the shipowner, the shipping administration authority shall note the ship's function and capacity, permitted use, and navigation limits on the Ship Inspection Certificate.

Chapter 7 Inspection Fee and Certificate Fee

Article 61

Applicants applying for ship inspections to the shipping administration authority shall pay inspection fees according to annex 4, inspection tariff for powered ships and non-powered ships.

Article 62

Applicants applying for a ship inspection to a ship register institute shall pay fees according to the institute regulations.

Article 63

Applicants applying for re-issuance or renewing of Ship Inspection Certificates shall pay certificate fees according to annex 4, inspection tariff for powered ships and non-powered ships.

Chapter 8 Supplementary Provisions

Article 64

This Regulation shall come into force on the day of its promulgation.