The Netherlands

NATIONAL SAFETY CERTIFICATE

Referred to Regulation Safety Seagoing Vessels, article 3a, paragraph 1

Category of ship **Ship not propelled by mechanical means Unmanned towed transport**

Taking into account that the vessel is restricted to GMDSS Sea Area: **Not Applicable**

Issued on behalf of the Government of the Netherlands under the provisions of the Netherlands Ships Act

Name of ship	Distinctive number or Letters	IMO number	Port of Registry
JOOST NELIS	**PFEX**		**IJMUIDEN**
Length of ship	Gross tonnage	Propulsion power in kW (if applicable)	Deadweight of ship
28,8	**221**		

Date on which the keel was laid or ship was at similar stage of construction **01-01-1968**

Date on which work for a conversion or an alteration or modification of a major character was commenced:

The Head of the Shipping Inspectorate certifies that abovementioned ship has been duly surveyed in accordance with article 15 of the Netherlands Ships Decree 2004, and that the survey showed that the ship in all respects complies with the applicable requirements of that Decree as well as the applicable requirements of the Regulation Safety Seagoing Vessels and that,

An Exemption Certificate **has not** been issued.

This certificate is accompanied by a Record of Equipment.

Applicable restrictions
The sailing area is restricted to GMDSS Areas (see above), Certificate of Class and/or Minimum Safe Manning Document (whichever is less). The sailing area is restricted to GMDSS Areas (see above), Certificate of Class and/or Minimum Safe Manning Document (if applicable). Conditions manned: - The vessel is permitted to have a maximum of 6 persons on board. - The vessel is in coastal waters whereby the offshore distance does not exceed 15 miles - The wind shall not exceed force 8 Bf.

Completion date of the survey on which this certificate is based: **13-12-2019**

Issued at Zwijndrecht, the **13-12-2019**
This certificate remains valid until: **31-03-2024**

The Head of the Shipping Inspectorate,
on his behalf,
The Unitmanager of Maritime Shipping Permits,

LOAD LINE APPENDIX

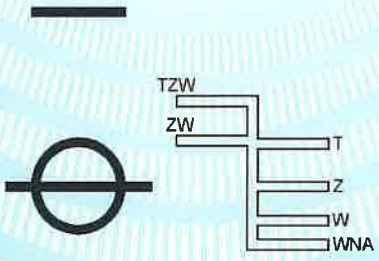
(Applicable only for ships with a length of 24 metres or more and restricted to national voyages[1])

This is to certify that the ship has been surveyed in accordance with article 15(3) of the Netherlands Ships Decree 2004, and that the survey showed that the ship, based on article 41.3 of that Decree, in all respects complies with the international load line requirements and that freeboards and load lines have been assigned and marked as shown below:

Freeboard from deck line (mm)		Type of ship in accordance with LLC: Load lines from Summer mark S (mm) (S = upper edge of line at the level of centre of ring)	
Tropical (T)	mm.	Tropical (T)	mm. above (S)
Summer (S)	mm.		
Winter (W)	mm.	Winter (W)	mm. below (S)

Allowance for fresh water for all freeboards (mm): mm

The upper edge of the deck line from which these freeboards are measured is: mm



[1] Ships that are subject to the requirements of the International Load Line Convention 1966 are required to have a separate International Load Line Certificate.

ENDORSEMENTS FOR INTERMEDIATE SURVEYS

This is to certify that an intermediate survey has been carried out within three months before or after the second anniversary date or within three months before or after the third anniversary date of the National Safety certificate and that the applicable requirements for load lines (for national voyages only), hull, machinery, lifesaving and fire-fighting appliances, the ship borne navigational equipment, the radio- and other equipment were found to be in compliance with the relevant requirements of the Netherlands Ships Decree 2004 and the Regulation Safety Seagoing Vessels.

LOAD LINE FOR SHIPS WITH A LENGTH OF 24 M OR MORE AND RESTRICTED TO NATIONAL VOYAGES ONLY[2]	***Intermediate Survey:***
	Signed: ..... Place: ..... Date: .....
HULL, MACHINERY, ETC.	***Intermediate Survey:***
	Signed: ..... Place: ..... Date: .....
LIFESAVING APPLIANCES	***Intermediate Survey:***
	Signed: ..... Place: ..... Date: .....
***RADIO* EQUIPMENT FOR SHIPS BELOW 300 GT ONLY [3]**	***Intermediate Survey:***
	Signed: ..... Place: ..... Date: .....

[2] For *international* voyages the international Load Line Certificate is required.
[3] ≥ 300 GT (and below 500 GT) the international Cargo Ship Safety Radio Certificate is required.

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE ARTICLE 31.4 OF THE NETHERLANDS SHIPS DECREE 2004 APPLIES (MAXIMUM OF 5 MONTHS)

The ship complies with the relevant requirements of the Netherlands Ships Decree 2004, and this certificate shall, in accordance with Article 31.4, be accepted as valid until .....

Signed: .....

Place: .....

Date: .....

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE OR FOR A PERIOD OF GRACE WHERE ARTICLE 31.1 OR 31.2 OF THE NETHERLANDS SHIPS DECREE 2004 APPLIES (MAXIMUM OF 3 MONTHS OR FOR SHORT INTERNATIONAL VOYAGES MAXIMUM OF 1 MONTH)

The ship complies with the relevant requirements of Netherlands Ships Decree 2004, and this Certificate shall, in accordance with Article 31.1 or Article 31.2, be accepted as valid until .....

Signed: .....

Place: .....

Date: .....

The last two inspections of the ship's bottom took place on: **16-08-2017** and: **28-05-2019**

THIS IS TO CERTIFY that, at an inspection of the outside of the ship's bottom based on article 15 of the Netherlands Ships Decree 2004, the ship was found to comply with the relevant requirements.

FIRST INSPECTION

Signed: .....

Place: .....

Date: .....

SECOND INSPECTION

Signed: .....

Place: .....

Date: .....

RECORD OF EQUIPMENT FOR THE NATIONAL SAFETY CERTIFICATE

RECORD OF EQUIPMENT FOR COMPLIANCE WITH
THE NETHERLANDS SHIPS DECREE 2004

1 Particulars of ship

Name of ship: **JOOST** NELIS
Distinctive number or letters/ Call Sign: **PFEX**

2 Details of life-saving appliances

1	Total number of persons for which life-saving appliances are provided	**6**	
		Port Side	**Starboard Side**
2	Total number of lifeboats		
2.1	Total number of persons accommodated by them:		
2.2	Number of self-righting partially enclosed lifeboats		
2.3	Number of totally enclosed lifeboats *(LSA Code, section 4.6)*		
2.4	Number of lifeboats with a self-contained air support system *(LSA Code, section 4.8)*		
2.5	Number of fire-protected lifeboats *(LSA Code, section 4.9)*		
2.6	Other lifeboats		
2.6.1	Number		
2.6.2	Type	-	-
2.7	Number of freefall lifeboats		
2.7.1	Totally enclosed *(LSA Code, section 4.7)*		
2.7.2	Self-contained *(LSA code section 4.8)*		
2.7.3	Fire-protected *(LSA Code section 4.9)*		
3	Number of motor lifeboats included in the total lifeboats shown above		
3.1	Number of lifeboats fitted with searchlights		
4	Number of rescueboats	**1**	
4.1	Number of boats which are included in the total lifeboats shown above		
5	Liferafts		
5.1	Those for which approved launching appliances are required		
5.1.1	Number of liferafts		
5.1.2	Number of persons accommodated by them		
5.2	Those for which approved launching appliances are not required		
5.2.1	Number of liferafts	**2**	
5.2.2	Number of persons accommodated by them	**12**	
5.3	Number of liferafts required by regulation III/31.1.4		
6	Number of lifebuoys	**4**	
7	Number of lifejackets	**6**	
8	Immersion suits		
8.1	Total number		
8.2	Number of suits complying with the requirements for lifejackets	**6**	
9	Number of anti-exposure suits		

10	Radio installations used in life-saving appliances	
10.1	Number of search and rescue locating devices	
10.1.1	Radar search and rescue transponders (SART)	**1**
10.1.2	AIS search and rescue transmitters (AIS-SART)	-
10.2	Number of two-way VHF radiotelephone apparatus	

3. Details of radio facilities

	Item	Minimal provision
1	Primary systems	
1.1	VHF radio installation:	
1.1.1	DSC encoder	-
1.1.2	DSC watch receiver	-
1.1.3	Radiotelephony	YES
1.2	MF radio installation:	
1.2.1	DSC encoder	-
1.2.2	DSC watch receiver	-
1.2.3	Radiotelephony	-
1.3	MF/HF radio installation:	
1.3.1	DSC encoder	-
1.3.2	DSC watch receiver	-
1.3.3	Radiotelephony	-
1.3.4	Direct-printing telegraphy	-
1.4	INMARSAT ship earth station	-
2	Secondary means of alerting	-
3	Facilities for reception of maritime safety information:	
3.1	NAVTEX receiver	-
3.2	EGC receiver	-
3.3	HF direct-printing radiotelegraph receiver	-
4	Satellite EPIRB	
4.1	COSPAS-SARSAT	-
5	VHF EPRIB	-
6	Ship's search and rescue locating device	
6.1	Radar search and rescue transponders (SART)	-
6.2	AIS search and rescue transmitters (AIS-SART)	-

4. Methods used to ensure availability of radio facilities

	Item	Actual provision
1	Duplication of equipment:	NO
2	Shore based maintenance:	YES
3	At-sea maintenance capability:	NO

5 Details of navigational systems and equipment

	Item	Minimal provision	Remark
1.1	Standard magnetic compass*		
1.2	Spare magnetic compass*		
1.3	Gyro-compass*		
1.4	Gyro-compass heading repeater*		
1.5	Gyro-compass bearing repeater*		
1.6	Heading or track control system*		
1.7	Pelorus or compass bearing device		
1.8	Means of correcting heading and bearings		
1.9	Transmitting heading device (THD)*		
2.1			
2.2	Back-up arrangements for ECDIS		
2.3	Nautical publications		
2.4	Back-up arrangements for electronic nautical publications		
3.1	Receiver for a global navigation satellite system*		
3.2	9 GHz radar*		

3.3	Second radar† (3 GHz)*		
3.4	Automatic radar plotting aid(ARPA)*		
3.5	Automatic tracking aid*		
3.6	Second automatic tracking aid*		
3.7	Electronic plotting aid*		
4.1	Automatic identification system (AIS)		
4.2	Long Range Identification and Tracking system		
5.1	Voyage data recorder (VDR)		
5.2	Simplified voyage data recorder (S-VDR)		
6.1	Speed and distance measuring device (through the water)*		
6.2	Speed and distance measuring device (over the ground in the forward and athwart ship direction)*		
7	Echo-sounding device*		
8.1	Rudder, propeller, thrust, pitch and operational mode indicator*		
8.2	Rate-of-turn indicator*		
9	Sound reception system*		
10	Telephone to emergency steering position*		
11	Daylight signaling lamp*	**YES**	**1**
12	Radar reflector*		*
13	International Code of Signals		
14	IAMSAR MANUAL, Volume III		
15	Bridge navigational watch alarm system (BNWAS)**		

† *Delete as appropriate*
* *Alternative means of meeting this requirement can be permitted by this Authority. In case of alternative means they shall be specified.*
** *Existing BNWAS, installed before 1 July 2009, which complies with National requirements at time of installation and is consequently, in accordance with Article 41a of the Regulation Seagoing vessels, exempted from full compliance with resolution MSC.128(75).*

Remarks:

12* Steel hull and jack up legs accepted as alternative means

THIS IS TO CERTIFY that this Record is correct in all respects.

This record shall be permanently attached to the National Safety Certificate.