



## Virgin Islands Shipping Registry

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## Marine Circular No.3/2020

### International Maritime Organisation Conventions: Guidance on arrangements “*to the satisfaction of the administration*”

Notice to all Maritime Authorities, Recognised Organisations, Equipment Manufacturers, Ship Owners, Ship Operators, Ship Managers, Masters, Ships' Officers and Surveyors.

PLEASE NOTE: Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

SUMMARY: The IMO conventions prescribe specific arrangements to be “to the satisfaction of the Administration”. This circular provides guidelines on its compliance.

#### 1. Background

- 1.1 International Maritime Organization (IMO) conventions (i.e. SOLAS, MARPOL, Load Line, and COLEGs) have a number of rules and regulations which do not prescribe arrangements but there remains a specific requirement for that the arrangement be ‘*to the satisfaction of the Administration*’
- 1.2 The International Instruments Implementation (III) Code requires the development, documentation and provision of guidance concerning those requirements found in the relevant international instruments that are to the satisfaction of the Administration. This information is provided in this circular.
- 1.3 However, interpretations may still be needed in cases where IMO regulations contain only functional requirements, allow alternative solutions to prescriptive requirements, are left to the satisfaction of Administrations or are generally or vaguely worded.
- 1.4 IMO Conventions and the resolutions and circulars of the IMO which give effect to those Conventions are brought into law in BVI by the Merchant Shipping Act. The BVI Merchant Shipping Act, 2001 published at:

<https://bvimaritime.vg>

#### 2. Virgin Islands Shipping Registry (VISR) guidance

- 2.1 The VISR is a member of the Red Ensign Group (REG) Technical Forum. The REG Technical Forum group meets to look at how best to make sure there is consistent application of technical policy across the British fleet. This forum is responsible for developing new technical standards for the maritime industry.
- 2.2 Whilst the purpose of this shipping notice is to provide guidance or instruction on arrangements that are to be ‘*to the satisfaction of the Administration*’ it is recognized that this is not appropriate to provide prescriptive guidance or instruction for all requirements due to the number of factors that must be taken into consideration. In such cases the technical justification for acceptance will be considered by VISR on a ‘case by case’ basis, for delegated

items these should be supported by the Recognized Organization in the first instance.

2.3 The VISR will apply, in all cases in which the conventions ratified by the United Kingdom, and extended to BVI, mention the phrase "**to the satisfaction of the Administration**", the rules or interpretations made by national or international standards, or standards developed by experienced organizations for these cases, such as unified interpretations of the International Association of Classification Societies (IACS). <sup>[L]</sup><sub>[SEP]</sub>

2.4 The Unified Interpretations (UI's) of the International Association of Classification Societies (IACS) are accepted by the VISR as meeting the intent of the IMO Conventions and can be accessed using the following link:  
<http://www.iacs.org.uk/publications/unified-interpretations/>

2.5 The VISR can be contacted at the address given below

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2.6 Guidance is provided in Annex A

Director of Shipping

## **Annex A**

<b>SOLAS</b>				
Chapter	Regulation	Regulation Title	Paragraph Text	VISR Requirements
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	3-6.2.3	Access to and within Spaces in, and forward of, the Cargo Area of Oil Tankers and Bulk Carriers	The construction and materials of all means of access and their attachment to the ship's structure shall be <b>to the satisfaction of the Administration</b> . The means of access shall be subject to survey prior to, or in conjunction with, its use in carrying out surveys in accordance with regulation I/10.	Compliance with Class Rules of Classification Societies Authorized by VISR.(IACS UI SC190 Rev1 CLN) and technical provisions on permanent means of access (Res MSC. 133(76))
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	3-6.5.3	Access to and within Spaces in, and forward of, the Cargo Area of Oil Tankers and Bulk Carriers	For oil tankers of less than 5,000 tonnes deadweight, the Administration may approve, in special circumstances, smaller dimensions for the openings referred to in paragraphs 5.1 and 5.2, if the ability to traverse such openings or to remove an injured person can be proved <b>to the satisfaction of the Administration</b> .	Compliance with Class Rules of Classification Societies Authorized by VISR.  VISR will determine if this is acceptable on a case-by-case basis and will need to be verified by a practicable demonstration witnessed by a VISR or delegated Recognised Organisation Surveyor In accordance with the provisions of IMO Resolutions MSC. 134(76), MSC. 158(78), MSC. 151(78).

<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>5.2</p>	<p>Intact Stability</p>	<p>The Administration may allow the inclining test of an individual cargo ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data, as required by regulation 5-1. A weight survey shall be carried out upon completion and the ship shall be inclined whenever in comparison with the data derived from the sister ship, a deviation from the lightship displacement exceeding 1% for ships of 160 m or more in length and 2% for ships of 50 m or less in length and as determined by linear interpolation for intermediate lengths or a deviation from the lightship longitudinal centre of gravity exceeding 0.5% of Ls is found.</p>	<p>VISR will consider dispensing with this on a case-by-case basis under the following conditions:</p> <p>On receipt of a written request from the Builders/Owners, VISR or the delegated Recognised Organisation, taking account of IACS UI SC 155 Rev.2010, may agree to dispense with the inclining test for ships other than passenger ships, under the following conditions.</p> <ol style="list-style-type: none"> <li>1. Availability of inclining data, acceptable to attending Surveyor, from Sister ship/s constructed in the same shipyard from the same plans (MSC/Circ.1158).</li> <li>2. The Surveyor being satisfied that the ships are similar in all respects;</li> <li>3. The Surveyor being satisfied with the accuracy of the inclining test carried out on the first ship;</li> <li>4. A lightweight check being carried out on each subsequent ship after the first ship;</li> <li>5. Small modifications capable of accurate assessment being taken into account by calculation;</li> <li>6. and in the case of a series of sister ships (e.g. 3 or more), the Surveyor may subsequently require further inclining tests additional to that carried out on the first ship as checks on the effect of cumulative unspecified changes.</li> </ol> <p>Unless advised otherwise, MSC/Circ.1158 shall be applied to determine the lightship characteristics of a ship under SOLAS 74/78, as amended.</p>
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	5-1.1		The master shall be supplied with such information <b>satisfactory to the Administration</b> as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service. A copy of the stability information shall be furnished to the Administration.	
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	15.2	Openings in the Shell Plating below the Bulkhead Deck of Passenger Ships and the Freeboard Deck of Cargo Ships	The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and generally <b>to the satisfaction of the Administration.</b>	Approved on a case-by-case basis but considering compliance with Class Rules of Classification Societies Authorized by VISR with particular reference to IACS UI SC 156 Rev.1 2018.
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	15.8.5	Openings in the Shell Plating below the Bulkhead Deck of Passenger Ships and the Freeboard Deck of Cargo Ships	All shell fittings and valves required by this regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this regulation refers	Compliance with Class Rules of Classification Societies Authorized by VISR.  Pipes shall be of steel or other equivalent material, but the structural integrity should not degrade with heat.

			shall be of steel or other equivalent material to the satisfaction of the Administration.	
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations.	16.1.1	Construction and Initial Tests of Watertight Doors, Sidescuttles, etc.	the design, materials and construction of all watertight doors, sidescuttles, gangway and cargo ports, valves, pipes, ash-chutes and rubbish-chutes referred to in these regulations shall be to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR.
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations.	16-1.1	Construction and Initial Tests of Watertight Decks, Trunks, etc.	Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck in passenger ships and up to the freeboard deck in cargo ships.	Compliance with Class Rules of Classification Societies Authorized by VISR.

<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>20.2</p>	<p>Loading of Passenger Ships</p>	<p>Water ballast should not in general be carried in tanks intended for oil fuel. In ships in which it is not practicable to avoid putting water in oil fuel tanks, oily-water separating equipment <b>to the satisfaction of the Administration</b> shall be fitted, or other alternative means, such as discharge to shore facilities, acceptable to the Administration shall be provided for disposing of the oily-water ballast.</p>	<p>The oily-water separating equipment shall be in compliance with type approval requirements of the Class Rules of Classification Societies Authorized by VISR.</p> <p>Alternative means of discharge to be approved, on a case-by-case basis, on application to VISR.</p>
<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>29.1</p>	<p>Steering Gear</p>	<p>Unless expressly provided otherwise, every ship shall be provided with a main steering gear and an auxiliary steering gear <b>to the satisfaction of the Administration</b>. The main steering gear and the auxiliary steering gear shall be so arranged that the failure of one of them will not render the other one inoperative.</p>	<p>Apply MSC.1/Circ.1398 – Unified Interpretation of SOLAS Regulation II-1/29 concerning mechanical, hydraulic and electrical independency and failure detection and response of steering control systems.</p> <p>For a ship fitted with a single steering-propulsion unit, the requirement in SOLAS regulation II1/29.1 is considered satisfied if the steering gear is provided with two or more steering actuating systems and is in compliance with interpretation of SOLAS regulation II-1/29.6.1. A detailed risk assessment is to be submitted to demonstrate that in the case of any single failure in the steering gear, control system and power supply the ship steering is maintained. (Refer to IU SC242 Rev2 CLN)</p>

<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>29.2.1</p>	<p>Steering Gear</p>	<p>All the steering gear components and the rudder stock shall be of sound and reliable construction to the satisfaction of the Administration. Special consideration shall be given to the suitability of any essential component which is not duplicated. Any such essential component shall, where appropriate, utilize antifriction bearings such as ball-bearings, roller-bearings or sleeve-bearings which shall be permanently lubricated or provided with lubrication fittings.</p>	<p>All components used in steering arrangements for ship directional control should be of sound reliable construction and in compliance with applicable Class Rules of Classification Societies Authorized by VISR.  Refer to IACS UI SC242 Rev2 CLN</p>
<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>29.6.3</p>	<p>Steering Gear</p>	<p>Steering gears, other than of the hydraulic type, shall achieve standards equivalent to the requirements of this paragraph to the satisfaction of the Administration.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR.  The main steering arrangements for ship directional control should be: 1. of adequate strength and capable of steering the ship at maximum ahead service speed which should be demonstrated; 2. capable of changing direction of the ship's directional control system from one side to the other at declared steering angle limits at an average rotational speed of not less than 2.3°/s with the ship running ahead at maximum ahead service speed; 3. for all ships, operated by power; and 4. so designed that they will not be damaged.</p>



<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>41.4</p>	<p>Main Source of Electrical Power and Lighting Systems</p>	<p>Where the total installed electrical power of the main generating sets is in excess of 3 MW, the main busbars shall be subdivided into at least two parts which shall normally be connected by removable links or other approved means; so far as is practicable, the connection of generating sets and any other duplicated equipment shall be equally divided between the parts. Equivalent arrangements may be permitted to the satisfaction of the Administration.</p>	<p>Compliance with Class Rules of VISR recognized IACS member.</p>
<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>42.1.3</p>	<p>Emergency Source of Electrical Power in Passenger Ships</p>	<p>The location of the emergency source of electrical power and associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency electric lighting switchboards in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty in spaces containing the main source of</p>	<p>Compliance with Class Rules of VISR recognized IACS member.</p> <p>Class to verify during plan appraisal that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. To be verified by simulation during vessel commissioning.</p> <p>Regulation 56.1, Part VII of The Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998 (SI 1998 No 2514).</p> <p>And shall be in accordance with the conditions and specifications set out in Schedule 7 in Merchant</p>

			<p>electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. As far as practicable, the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, or the main switchboard.</p>	<p>Shipping Notice MSN 1698 (M).</p>
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<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>43.1.3</p>	<p>Emergency Source of Electrical Power in Cargo Ships</p>	<p>The location of the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency lighting switchboard in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty in the space containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard, or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. As far as practicable the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency switchboard shall not be contiguous to the boundaries</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
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			of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard.	
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	45.3.3	Precautions against Shock, Fire and Other Hazards of Electrical Origin	Where the hull return system is used, all final subcircuits, i.e. all circuits fitted after the last protective device, shall be two-wire and special precautions shall be taken to the satisfaction of the Administration.	Compliance with Class Rules of VISR authorized Recognised Organisation (IACS UI SC8), on a case-by-case basis.
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations.	45.5.4	Precautions against Shock, Fire and Other Hazards of Electrical Origin.	Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	45.9.3	Precautions against Shock, Fire and Other Hazards of Electrical Origin	Accumulator batteries shall not be located in sleeping quarters except where hermetically sealed <b>to the satisfaction of the Administration.</b>	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	45.11	Precautions against Shock, Fire and Other Hazards of Electrical Origin	In tankers, electrical equipment, cables and wiring shall not be installed in hazardous locations unless it conforms with standards not inferior to those acceptable to the Organization.** However, for locations not covered by such standards, electrical equipment, cables and wiring which do not conform to the standards may be installed in hazardous locations based on a risk assessment <b>to the satisfaction of the Administration</b> , to ensure that an equivalent level of safety is assured.	Compliance with Class Rules of VISR recognized IACS member and any relevant IEC standards (i.e. IEC60092-502:1999: Electrical installations in ships – Tankers).
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations.	46.2	General	Measures shall be taken <b>to the satisfaction of the Administration</b> to ensure that the equipment is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections and routine tests to ensure continuous reliable operation.	Maintenance of Class 'UMS' notation fulfils this requirement. If manning has been reduced due to the provision of 'UMS' then this is to be considered 'critical equipment' in the SMS and Planned Maintenance System.

II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations.	46.3	General	Every ship shall be provided with documentary evidence, <b>to the satisfaction of the Administration</b> , of its fitness to operate with periodically unattended machinery spaces.	Maintenance of Class 'UMS' notation fulfils this requirement. Furthermore, a 'dead man's alarm' is to be provided which must comply with the requirements of the IMO International Code on Alerts and indicators section 8.1 'Personnel Alarm'.
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	53.1	Special Requirements for Machinery, Boiler and Electrical Installations	The special requirements for the machinery, boiler and electrical installations shall be <b>to the satisfaction of the Administration</b> and shall include at least the requirements of this regulation.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	1.6.2.1.2	Application	the type of foam concentrates for use in chemical tankers shall be <b>to the satisfaction of the Administration</b> , taking into account the guidelines developed by the Organization	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.  Reference is made to MSC.1/Circ. 1342 – Revised Guidelines for the performance and testing criteria, and surveys of foam concentrates for fixed fire-extinguishing systems.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	4.2.2.5.1	Probability of Ignition	Oil fuel pipes and their valves and fittings shall be of steel or other approved material, except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be of approved fire-resisting materials of adequate strength and shall be constructed <b>to the</b>	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

			satisfaction of the Administration. For valves fitted to oil fuel tanks and under static pressure, steel or spheroidal-graphite cast iron may be accepted. However, ordinary cast iron valves may be used in piping systems where the design pressure is lower than 7 bar and the design temperature is below 60°C.	
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	4.5.1.4.4	Probability of Ignition	Where cargo wing tanks are provided, cargo oil lines below deck shall be installed inside these tanks. However, the Administration may permit cargo oil lines to be placed in special ducts provided these are capable of being adequately cleaned and ventilated to the satisfaction of the Administration. Where cargo wing tanks are not provided, cargo oil lines below deck shall be placed in special ducts.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	4.5.6.3	Probability of Ignition	The arrangements for inerting, purging or gas-freeing of empty tanks as required in paragraph 5.5.3.1 shall be to	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

			<p>the satisfaction of the Administration and shall be such that the accumulation of hydrocarbon vapours in pockets formed by the internal structural members in a tank is minimized and that:</p>	
<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	5.2.2.5	Fire Growth Potential	<p>In passenger ships, the controls required in paragraphs 2.2.1 to 2.2.4 and in regulations 8.3.3 and 9.5.2.3 and the controls for any required fire-extinguishing system shall be situated at one control position or grouped in as few positions as possible to the satisfaction of the Administration. Such positions shall have a safe access from the open deck.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	7.3.2	Detection and Alarm	<p>The function of fixed fire detection and fire alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>



<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	<p>7.6</p>	<p>Detection and Alarm</p>	<p>A fixed fire detection and fire alarm system or a sample extraction smoke detection system shall be provided in any cargo space which, in the opinion of the Administration, is not accessible, except where it is shown <b>to the satisfaction of the Administration</b> that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	<p>8.3.4</p>	<p>Control of Smoke Spread</p>	<p>In passenger ships, the controls required by paragraph 3.3 shall be situated at one control position or grouped in as few positions as possible <b>to the satisfaction of the Administration</b>. Such positions shall have a safe access from the open deck.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>

<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	<p>9.2.2.3.1</p>	<p>Containment of Fire</p>	<p>In addition to complying with the specific provisions for fire integrity of bulkheads and decks of passenger ships, the minimum fire integrity of all bulkheads and decks shall be as prescribed in tables 9.1 and 9.2. Where, due to any particular structural arrangements in the ship, difficulty is experienced in determining from the tables the minimum fire integrity value of any divisions, such values shall be determined to the satisfaction of the Administration.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	<p>9.2.2.4.4</p>	<p>Containment of Fire</p>	<p>External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries of passenger ships to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>

II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	9.2.4.2.4	Containment of Fire	External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries of tankers to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are <b>to the satisfaction of the Administration.</b>	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	9.5.2.4	Containment of Fire	In passenger ships, the means of control required in paragraph 5.2.3 shall be situated at one control position or grouped in as few positions as possible, <b>to the satisfaction of the Administration.</b> Such positions shall have safe access from the open deck.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10.2.1.2	Fire Fighting	The arrangements for the ready availability of water supply shall be: .1 in passenger ships: .2.1 <b>to the satisfaction of the Administration.</b>	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10.2.3.2.1	Fire Fighting	Ships shall be provided with fire hoses, the number and diameter of which shall be <b>to</b>	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

			the satisfaction of the Administration.	
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10.3.2.1	Fire Fighting	Accommodation spaces, service spaces and control stations shall be provided with portable fire extinguishers of appropriate types and in sufficient number to the satisfaction of the Administration. Ships of 1,000 gross tonnage and upwards shall carry at least five portable fire extinguishers.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10.7.1.2	Fire Fighting	Where it is shown to the satisfaction of the Administration that a passenger ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirements of paragraph 7.1.1 and also in ships of less than 1,000 gross tonnage, the arrangements in cargo spaces shall be to the satisfaction of the Administration, provided that the ship is fitted with steel hatch covers and effective means of closing all ventilators and other openings leading to the cargo spaces.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10.7.3.2.4	Fire Fighting	The operational performance of each mobile water monitor shall be tested during initial survey on board the ship <b>to the satisfaction of the Administration.</b>	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	13.3.2.6.2	Means of Escape	Escape doors from public spaces that are normally latched shall be fitted with a means of quick release. Such means shall consist of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the direction of escape flow. Quick release mechanisms shall be designed and installed <b>to the satisfaction of the Administration</b> and, in particular:	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction.	13.5.1	Means of Escape	In special category and open ro-ro spaces to which any passengers carried can have access, the number and locations of the means of escape both below and above the bulkhead deck shall be <b>to the satisfaction of the Administration</b> and, in general, the safety of access to the embarkation deck shall be at least equivalent to that provided for under paragraphs 3.2.1.1, 3.2.2, 3.2.4.1 and 3.2.4.2. Such spaces shall be	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

			provided with designated walkways to the means of escape with a breadth of at least 600 mm. The parking arrangements for the vehicles shall maintain the walkways clear at all times.	
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	19.3.1.2	Carriage of Dangerous Goods	The quantity of water delivered shall be capable of supplying four nozzles of a size and at pressures as specified in regulation 10.2, capable of being trained on any part of the cargo space when empty. This amount of water may be applied by equivalent means to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction.	20.4.1	Protection of Vehicle, Special Category and Ro-Ro Spaces.	Fixed fire detection and fire alarm systems Except as provided in paragraph 4.3.1, there shall be provided a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be to the satisfaction of the Administration, taking into account the effects of	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

			ventilation and other relevant factors. After being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration.	
III Life-Saving Appliances	4.2.2	Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements	have successfully undergone, to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
III Life-Saving Appliances	4.6	Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements	Life-saving appliances required by this chapter for which detailed specifications are not included in the Code shall be to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
III Life-Saving Appliances	7.2.2	Personal Life-Saving Appliances	Lifejackets shall be so placed as to be readily accessible and their position shall be plainly indicated. Where, due to the particular arrangements of the ship, the lifejackets provided in compliance with the requirements of paragraph 2.1 may become inaccessible, alternative provisions shall be made to the satisfaction of the Administration which may	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

			include an increase in the number of lifejackets to be carried.	
IV Radiocommunications	16.1	Radio Personnel	Every ship shall carry personnel qualified for distress and safety radiocommunication purposes <b>to the satisfaction of the Administration</b> .* The personnel shall be holders of certificates specified in the Radio Regulations as appropriate, any one of whom shall be designated to have primary responsibility for radiocommunications during distress incidents.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
IV Radiocommunications	17	Radio Records	A record shall be kept, <b>to the satisfaction of the Administration</b> and as required by the Radio Regulations, of all incidents connected with the radiocommunication service which appear to be of importance to safety of life at sea.	Radio Records may be kept in the form of incident records. The records to be kept on board the ship for at least a year
V Safety of Navigation	23.3.3.1.3	Pilot Transfer Arrangements	each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.



			this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;	
VI Safety of Cargoes	3.1	Oxygen Analysis and Gas Detection Equipment	When transporting a solid bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be to the satisfaction of the Administration.	Equipment shall be capable of detecting reduced oxygen and any toxic gasses as may be produced by the cargo being carried at the time. It is the responsibility of the master to ensure the equipment is being used is approved and maintained, as per manufacturers, properly and this is verified as part of regular attendance.
VI Safety of Cargoes	6	Acceptability for Shipment	1 Prior to loading a solid bulk cargo, the master shall be in possession of comprehensive information on the ship's stability and on the distribution of cargo for the standard loading conditions. The method of providing such information shall be to the satisfaction of the Administration.	To enable the Master to prevent excessive stresses in the ship's structure, the ship shall be provided with a booklet written in a language familiar to the ship's officers responsible for cargo operations. If not in English, such a booklet written in English shall be provided. The booklet shall be in a form compliant with SOLAS VI Regulation 7
VIII Nuclear Ships	4	Approval of Reactor Installation.	The design, construction and standards of inspection and assembly of the reactor	Not Applicable.

			installation shall be subject to the approval and <b>satisfaction of the Administration</b> and shall take account of the limitations which will be imposed on surveys by the presence of radiation.	
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**MARPOL''To the satisfaction of the Administration' references  
MARPOL (The fully amended IMO version of the International Convention for the Prevention of the  
Pollution from Ships (MARPOL)).**

Annex and Chapter	Regulation	Reg Title	Paragraph Text	VISR Requirements
<p style="text-align: center;">I-3 Requirements for Machinery Spaces of All Ships (Part A: Construction)</p>	<p style="text-align: center;">14.3</p>	<p style="text-align: center;">Oil Filtering Equipment</p>	<p>Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate, <b>to the satisfaction of the Administration</b>, for the total retention on board of the oily bilge water. All oily bilge water shall be retained on board for subsequent discharge to reception facilities.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>

<p>I-3 Requirements for Machinery Spaces of All Ships (Part A: Construction)</p>	<p>14.5.3.1</p>	<p>Oil Filtering Equipment</p>	<p>5 The Administration may waive the requirements of paragraphs 1 and 2 of this regulation for: .3.1 The ship is fitted with a holding tank having a volume adequate, <b>to the satisfaction of the Administration</b>, for the total retention on board of the oily bilge water;</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
<p>I-4 Requirements for the Cargo Areas of Oil Tankers (Part A: Construction)</p>	<p>18.5</p>	<p>Segregated Ballast Tanks</p>	<p>Notwithstanding the provisions of paragraph 2 of this regulation, the segregated ballast conditions for oil tankers less than 150 metres in length shall be to the <b>satisfaction of the Administration</b>.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
<p>I-4 Requirements for the Cargo Areas of Oil Tankers (Part A: Construction)</p>	<p>18.8.4</p>	<p>Segregated Ballast Tanks</p>	<p>Every product carrier operating with dedicated clean ballast tanks shall be provided with a Dedicated Clean Ballast Tank Operation Manual† detailing the system and specifying operational procedures. Such a Manual shall be <b>to the satisfaction of the Administration</b> and shall</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>

			contain all the information set out in the Specifications referred to in subparagraph 8.2 of this regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly.	
I-4 Requirements for the Cargo Areas of Oil Tankers (Part A: Construction)	28.6.2	Subdivision and Damage Stability	Notwithstanding the requirements of subparagraph .1 a stability instrument fitted on an oil tanker constructed before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, <b>to the satisfaction of the Administration</b>	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.  IMO MSC.1/Circ.1461 "Guidelines for Verification of Damage Stability Requirements for Tankers";  IMO MSC/Circ.406/Rev.1 "Guidelines for the Uniform Application of the Survival Requirements of the IBC and IGC Code."

<p>I-4 Requirements for the Cargo Areas of Oil Tankers (Part A: Construction)</p>	<p>30.7</p>	<p>Pumping, Piping and Discharge Arrangement.</p>	<p>Every oil tanker of 150 gross tonnage and above delivered on or after 1 January 2010, as defined in regulation 1.28.8, which has installed a sea chest that is permanently connected to the cargo pipeline system, shall be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means that is <b>to the satisfaction of the Administration</b>. Such a positive means is a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo.</p>	<p>Case by case basis Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
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<p>I-4 C Requirements for the Cargo Areas of Oil Tankers (Part C: Control of Operational Discharge of Oil)</p>	<p>35.1</p>	<p>Crude Oil Washing Operations</p>	<p>Every oil tanker operating with crude oil washing systems shall be provided with an Operations and Equipment Manual* detailing the system and equipment and specifying operational procedures. Such a Manual shall be <b>to the satisfaction of the Administration</b> and shall contain all the information set out in the specifications referred to in paragraph 2 of regulation 33 of this Annex. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
<p>IV-3 Surveys and Certification</p>	<p>9.1.2</p>	<p>Sewage Systems</p>	<p>A sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities <b>to the satisfaction of the Administration</b>, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>

<p>IV-3 Surveys and Certification</p>	<p>9.1.3</p>	<p>Sewage Systems</p>	<p>A holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.</p>	<p>Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.</p>
<p>IV-3 Surveys and Certification</p>	<p>9.2.2</p>	<p>Sewage Systems</p>	<p>A holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.</p>	<p>The Merchant Shipping (Prevention of Pollution by Sewage from Ships) Regulations 2020 UK Statutory Instruments 2020 No. 620 PART 3 Regulation 8</p>



<p style="text-align: center;"><b>Load Line 1966</b>  <b>'To the satisfaction of the Administration' references</b>  <b>(The fully amended IMO version of the International Convention on Load Line Convention 1966) As amended 1988</b></p>				
Annex and Chapter	Regulation	Reg Title	Paragraph Text	VISR Requirements
Annex 1: CH1 – General	8	Details of marking	The ring, lines and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be permanently marked on the sides of the ships <b>to the satisfaction of the Administration</b> . The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

Annex 1: CH2 - Conditions of Assignment of Freeboard	11	Superstructure End Bulkheads	Bulkhead s at exposed ends of enclosed superstructures shall be of efficient construction and shall be to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
Annex 1: CH2 - Conditions of Assignment of Freeboard	15.7	Pontoon Covers	The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
Annex 1: CH2 - Condition of Assignment of Freeboard	16.6	Securing Arrangements	The means for securing and maintaining weathertightness by other means than gaskets and clamping shall be to the satisfaction of the Administration.”	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.  A test of weathertightness should be carried out in accordance with Recommendation 14 at the installation of the hatch and at the subsequent periodical surveys or after substantial repairs.

Annex 1: CH2 - Conditions of Assignment of Freeboard	19.5	Ventilators	In exposed positions, the height of coamings may be required to be increased to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.  Where the coaming for any ventilator referred to in regulation 19(1) is situated in a position in which it will be specially exposed to weather and sea, the height of the coaming should be increased by such an amount as is necessary to provide adequate protection having regard to its position.
Annex 1: CH2 - Conditions of Assignment of Freeboard	24.4	Freeing Ports	In ships having superstructures which are open at either or both ends, adequate provision for freeing the space within such superstructures shall be provided to the satisfaction of the Administration.	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended).
Annex 1: CH2 - Conditions of Assignment of Freeboard	25.1	Protection of the Crew	The strength of the deckhouses used for the accommodation of the crew shall be to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

Annex 1: CH2 - Conditions of Assignment of Freeboard	25.1	Protection of the Crew	Efficient guard rails or bulwarks shall be fitted on all exposed parts of the freeboard and superstructure decks. The height of the bulwarks or guard rails shall be at least 1 metre (39 1/2 inches) from the deck, provided that where this height would interfere with the normal operation of the ship, a lesser height may be approved if the Administration is satisfied that adequate protection is provided.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.
Annex 1: CH3 – Freeboards	39.2b	Minimum Bow Height	For ships over 100 metres (328 feet) in length it need not comply with Regulation 3(10) but shall be fitted with closing appliances to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.

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**COLREGS Convention 1972**  
**'To the satisfaction of the Administration' references**  
**(The fully amended IMO version of the International Regulations for Preventing Collisions at Sea, 1972)**

Annex	Regulation	Reg Title	Paragraph Text	VISR Requirements
I - Positioning and Technical Details of Lights and Shapes	14	Approvals	The construction of lanterns and shapes and the installation of lanterns on board the vessel shall be <b>to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.</b>	Compliance with Class Rules of Classification Societies Authorized by VISR, on a case-by-case basis.  IMO Res.MSC.253(83) <sup>[SEP]</sup>
III - Technical Details of Sound Signal Appliances	3	Approvals	The construction of sound signal appliances, their performance and their installation on board the vessel shall be <b>to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.</b>	Compliance with Class Rules of VISR authorized Recognised Organisation

