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MARINE CIRCULAR No. 03/2026

(Revising and superseding 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 compliance and updates Marine Circular No.3/2020 to reflect IMO convention amendments and IACS Unified Interpretation revisions adopted since 2020, most significantly the SOLAS amendment package that entered into force on 1 January 2024.

1. Background

1.1 International Maritime Organization (IMO) conventions (i.e. SOLAS, MARPOL, Load Line and COLREG) contain a number of rules and regulations which do not prescribe arrangements but require 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 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, as amended, is published at: <https://bvimaritime.vg>

1.5 This revised Circular incorporates confirmed citation corrections and relevant IMO and IACS updates, including the SOLAS amendments effective on 1 January 2024 and the fire-safety changes effective on 1 January 2026. Amendment application depends on the ship, equipment and dates specified in each instrument.

2. Virgin Islands Shipping Registry (VISMA) Guidance

2.1 The VISMA is a member of the Red Ensign Group (REG) Technical Forum. The REG Technical Forum meets to ensure consistent application of technical policy across the British fleet and is responsible for developing new technical standards for the maritime industry.

2.2 It is recognised that prescriptive guidance cannot be given for every requirement to the satisfaction of the Administration, due to the number of factors that must be taken into consideration. In such cases the technical justification for acceptance will be considered by VISMA on a 'case by case' basis, supported in the first instance by the Recognised Organisation for delegated items.

2.3 The VISMA 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 organisations for these cases, such as the Unified Interpretations (UIs) of the International Association of Classification Societies (IACS).

2.4 IACS Unified Interpretations accepted by VISMA are to be applied within their stated scope, implementation dates and vessel-specific application provisions, subject to applicable convention requirements and VISMA instructions. They are available at <https://iacs.org.uk/resolutions/unified-interpretations>. A later published revision is not automatically applicable to an existing ship. The applicable issue shall be established and recorded for the approval or survey concerned.

2.5 The VISMA can be contacted at: Virgin Islands Shipping & Maritime Authority 1st Floor, Ritter House, Wickhams Cay II, Road Town VG1110, Virgin Islands (British). Tel: +1 (284) 393 0000. General e-mail: vishipping@bvimaritime.vg

2.6 Guidance is provided in Annex A. Rows shaded orange in Annex A mark entries updated, added, or flagged for attention since Marine Circular No.3/2020. Classification approval is subject to the applicable statutory requirements and the scope of authority delegated by VISMA.

3. Summary of Amendments Since 2020 (for context)

- SOLAS: Amendments effective from 1 January 2024 include changes to regulation II-1/3-8 on towing and mooring equipment (MSC.474(102)); subdivision and watertight-integrity provisions; new regulation II-1/25-1 on water level detectors (MSC.482(103)); and GMDSS modernisation (MSC.496(105)). MSC.429(98)/Rev.2 provides explanatory notes on subdivision and damage stability and is not itself a treaty amendment. Fire-safety amendments effective from 1 January 2026 include revised regulation II-2/20.4.1 (MSC.550(108)) and restrictions on PFOS-containing extinguishing media under regulation II-2/10.11 (MSC.532(107)). Each instrument's application provisions are to be observed.
- The International Code for Safety for Ships Carrying Industrial Personnel (IP Code) entered into force on 1 July 2024 through a new SOLAS chapter XV, relevant to any BVI-flagged vessel engaged in offshore wind or similar industrial support work.
- IACS: The cited current issues include SC190 Rev.2 (November 2024), SC191 Rev.9 (November 2024), SC156 Rev.3 (July 2024), SC212 Rev.1 (November 2023) and SC242 Rev.2 (January 2020). SC155 was deleted in August 2022. SC297 addresses stability/loading information following lightweight alterations and is not a general substitute for the inclining-test exemption in SOLAS II-1/5.2.

Approved by the Virgin Islands Shipping and Maritime Authority.

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Annex A

SOLAS

Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
II-1	3-6.2.3	Access to and within Spaces in, and forward of, the Cargo Area of Oil Tankers and Bulk Carriers	Construction, materials and attachment of means of access shall be to the satisfaction of the Administration; means of access are subject to survey.	Compliance with Class Rules of Classification Societies authorised by VISMA. Apply the access regime relevant to the vessel: IACS UI SC190 Rev.2 (November 2024) for the original provisions under MSC.134(76) and MSC.133(76), or IACS UI SC191 Rev.9 (November 2024) for the amended regulation under MSC.151(78) and revised technical provisions under MSC.158(78). Observe the relevant implementation provisions.
II-1	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 under 5,000 dwt, smaller opening dimensions may be approved where traversability or casualty removal is proved to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA. Determine the applicable original or amended access regime under MSC.134(76), MSC.151(78) and MSC.158(78). Acceptance is case-by-case, supported by a practicable demonstration witnessed by a VISMA or delegated RO surveyor.
II-1	3-8	Towing and Mooring Equipment	Ships are to be provided with towing and mooring arrangements, equipment and fittings of sufficient safe working load, with inspection and maintenance procedures for mooring equipment including lines.	Apply SOLAS II-1/3-8 as amended by MSC.474(102). The new design provisions concern contracts placed on/after 1 January 2024; in the absence of a contract, keels laid or a similar stage reached on/after 1 July 2024; or delivery on/after 1 January 2027. The design requirements apply to ships of 3,000 GT and above; smaller ships comply as far as reasonably practicable. Inspection and maintenance requirements apply to all ships from 1 January 2024. Apply MSC.1/Circ.1175/Rev.1, MSC.1/Circ.1619 and MSC.1/Circ.1620 within their respective scopes, and IACS UI SC212 Rev.1 (November 2023) with its implementation notes.
II-1	5.2	Intact Stability	Administration may dispense with an inclining test for an individual cargo ship where reliable stability data can be derived from a sister ship's inclining test, subject to conditions.	VISMA will consider dispensing with the inclining test case-by-case under SOLAS II-1/5.2 and the applicable explanatory notes in MSC.429(98)/Rev.2, preserving all sister-ship data and lightweight-survey conditions. SC155 is withdrawn and is not a current acceptance reference. SC297 concerns alterations under II-1/5.4 and 5.5. Verification pending: close the current status and applicable scope of MSC/Circ.1158 and reproduce the complete exemption conditions before issue.
II-1	5-1.1	Stability Information to be Supplied to the Master	Master to be supplied with stability information satisfactory to the Administration; a copy to be furnished to the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.

Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
II-1	15.2	Openings in the Shell Plating	Arrangement and efficiency of closing means for shell openings to be consistent with intended purpose and generally to the satisfaction of the Administration.	Approved case-by-case with reference to Class Rules of Classification Societies authorised by VISMA. For doors within its scope, apply IACS UI SC156 Rev.3 (July 2024), subject to its implementation provisions; the UI is not a general interpretation for every shell opening.
II-1	15.8.5	Openings in the Shell Plating	Shell fittings and valves required by this regulation shall be steel, bronze or other approved ductile material; ordinary cast iron or similar material is not acceptable. Pipes shall be steel or equivalent material to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA. Pipes to be steel or equivalent, structural integrity not to degrade with heat.
II-1	16.1.1	Construction and Initial Tests of Watertight Doors, Sidescuttles, etc.	Design, materials and construction of watertight closing appliances to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA. Apply the relevant SOLAS amendments in MSC.474(102), with vessel-specific application established. MSC.429(98)/Rev.2 contains explanatory notes on subdivision and damage stability; it is not itself an amending instrument for SOLAS or the other conventions and codes.
II-1	16-1.1	Construction and Initial Tests of Watertight Decks, Trunks, etc.	Watertight decks, trunks, tunnels and related arrangements shall meet the applicable construction, strength and testing requirements to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA.
II-1	20.2	Loading of Passenger Ships	Where water ballast cannot practicably be kept out of oil-fuel tanks, oily-water separating equipment or acceptable alternative disposal arrangements shall be provided. Applicable MARPOL requirements remain in force.	Oily-water separating equipment to comply with type-approval requirements of Class Rules of Classification Societies authorised by VISMA. Alternative discharge arrangements approved case-by-case.
II-1	25-1	Water Level Detectors on Multiple-Hold Cargo Ships (NEW regulation, in force 1 Jan 2024)	Multiple-hold dry cargo ships, other than bulk carriers and tankers, constructed on or after 1 January 2024 shall have water level detectors in each cargo hold not located entirely above the freeboard deck, subject to the regulation's application provisions.	Apply SOLAS II-1/25-1 introduced by MSC.482(103). Verify the applicable SOLAS construction definition, ship category and hold arrangement at plan approval.
II-1	29.1	Steering Gear	Every ship to have main and auxiliary steering gear to the satisfaction of the Administration, arranged so failure of one does not disable the other.	Apply MSC.1/Circ.1398 as amended by MSC.1/Circ.1583 concerning steering-control system independence and failure response. For non-traditional steering-propulsion systems, apply IACS UI SC242 Rev.2 (January 2020), subject to its implementation provisions. For a single steering-propulsion unit, provide the required multiple actuating systems and submit the detailed single-failure risk assessment under that UI. Verification pending: retain the complete amended circular text in the approval file.

Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
II-1	29.2.1	Steering Gear	Steering gear components and rudder stock to be of sound, reliable construction to the satisfaction of the Administration; special consideration for non-duplicated essential components.	Compliance with applicable Class Rules of Classification Societies authorised by VISMA. Apply IACS UI SC242 Rev.2 (January 2020) only to the non-traditional steering-propulsion systems within its scope and applicable implementation provisions.
II-1	29.6.3	Steering Gear	Non-hydraulic steering gears to achieve equivalent standards to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, demonstrating equivalence to all applicable standards in SOLAS II-1/29.6, including redundancy and failure arrangements as well as steering performance, strength and power.
II-1	41.4	Main Source of Electrical Power and Lighting Systems	Where generating capacity exceeds 3 MW, busbar subdivision required unless equivalent arrangements are permitted to the satisfaction of the Administration.	Compliance with Class Rules of a VISMA-recognised IACS member.
II-1	42.1.3 / 43.1.3	Emergency Source of Electrical Power (Passenger / Cargo Ships)	Location of emergency power source and switchboards to ensure, to the satisfaction of the Administration, that a casualty in the main power spaces does not interfere with emergency power supply.	Compliance with Class Rules of a VISMA-recognised IACS member; Class to verify at plan appraisal and confirm by simulation at commissioning. Verification pending: establish the applicable BVI legal basis before relying on MSN 1698(M) or SI 1998/2514. The UK framework has been affected by SI 2023/246 and amendments to MSN 1698; UK publication alone does not establish BVI application.
II-1	45.3.3 / 45.5.4 / 45.9.3 / 45.11	Precautions against Shock, Fire and Other Hazards of Electrical Origin	Various hull-return, hazardous-area, battery-location and tanker electrical precautions to the satisfaction of the Administration.	Compliance with Class Rules of a VISMA-authorised Recognised Organisation, case-by-case. IACS UI SC8 (1985) applies to II-1/45.3.3 only. Treat hazardous-area cables (45.5.4), sealed batteries in sleeping quarters (45.9.3) and tanker hazardous locations (45.11) separately. For tanker electrical installations, identify the applicable accepted standard, including IEC 60092-502:1999, edition 5.0, where relevant.
II-1	46.2 / 46.3	Periodically Unattended Machinery Spaces - General	Reliable functioning, inspection/testing and documentary evidence of fitness for unattended operation to the satisfaction of the Administration.	Maintain the applicable Class UMS notation and statutory evidence of fitness for unattended operation. Equipment enabling reduced manning is treated as critical equipment in the SMS/PMS. The personnel alarm is to comply with the Code on Alerts and Indicators, 2025, resolution A.1204(34), section 8.1. Verification pending: confirm the VISMA policy and delegation basis for these acceptance requirements.
II-1	53.1	Special Requirements for Machinery, Boiler and Electrical Installations	Special requirements to the satisfaction of the Administration, including at least the minima of the regulation.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.

Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
II-2	1.6.2.1.2	Application - Foam Concentrates for Chemical Tankers	Type of foam concentrate for chemical tankers to the satisfaction of the Administration, per IMO guidelines.	Compliance with Class Rules of Classification Societies authorised by VISMA. Refer to MSC.1/Circ.1312, Revised guidelines for the performance and testing criteria, and surveys of foam concentrates for fixed fire-extinguishing systems, as corrected by Corr.1. Apply the PFOS restrictions in SOLAS II-2/10.11 under MSC.532(107): to ships constructed on/after 1 January 2026, and to earlier ships no later than their first survey on/after that date.
II-2	4.2.2.5.1	Probability of Ignition - Oil Fuel Pipes	Restricted use of flexible fuel pipes only where necessary to the satisfaction of the Administration; construction/material standards apply.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
II-2	4.5.1.4.4 / 4.5.6.3	Probability of Ignition - Cargo Oil Line Ducts / Tank Inerting	In combination carriers, cargo oil line ducting under 4.5.1.4.4, and tank inerting, purging and gas-freeing arrangements under 4.5.6.3, shall meet the applicable requirements to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
II-2	5.2.2.5 / 8.3.4 / 9.5.2.4	Fire Growth Potential / Smoke Spread / Containment of Fire - Control Positions	In passenger ships, the specified fire, smoke-control and extinguishing-system controls shall be grouped in as few positions as possible to the satisfaction of the Administration, with safe access from the open deck.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
II-2	7.3.2 / 7.6	Detection and Alarm	7.3.2: periodic testing of fixed fire detection and alarm systems. 7.6: detection in inaccessible cargo spaces of passenger ships, with a conditional short-voyage exemption. Acceptance is subject to the conditions of each paragraph.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
II-2	9.2.2.3.1 / 9.2.2.4.4 / 9.2.4.2.4	Containment of Fire	Fire-integrity values for passenger-ship divisions not clearly covered by the tables, and permitted door materials in external boundaries not required to have A-class integrity, including the corresponding tanker provision, shall be to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
II-2	10.2.1.2 / 10.2.3.2.1 / 10.3.2.1 / 10.7.1.2 / 10.7.3.2.4	Fire Fighting	10.2.1.2: water availability; 10.2.3.2.1: hose number and diameter; 10.3.2.1: portable extinguishers; 10.7.1.2: conditional arrangements for passenger-ship cargo spaces; 10.7.3.2.4: initial onboard testing of mobile water monitors. Preserve the ship and operating conditions of each paragraph.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.

Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
II-2	13.3.2.6.2 / 13.5.1	Means of Escape	Quick-release door mechanisms, and escape arrangements from special category/open ro-ro spaces, to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case. IACS UI SC269 is not an interpretation of the two paragraphs cited in this row. Steering-gear-space escape is addressed separately by SOLAS II-2/13.4.2.2 and 13.4.2.3 and SC269 Rev.2 (November 2024), implemented for construction contracts on/after 1 January 2026.
II-2	19.3.1.2	Carriage of Dangerous Goods	Equivalent water-delivery arrangements to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
II-2	20.4.1	Protection of Vehicle, Special Category, Open and Closed Ro-Ro Spaces, and Weather Decks Intended for the Carriage of Vehicles	Apply II-2/20.4.1 as amended by MSC.550(108). Paragraphs 4.1.1–4.1.4 apply to passenger ships constructed on/after 1 January 2026; 4.1.5 applies to cargo ships constructed on/after that date. Earlier passenger ships retain the previously applicable requirements and comply with 4.1.6 no later than the first survey on/after 1 January 2028. Earlier cargo ships retain the previously applicable requirements.	Compliance with the applicable amended regulation and Class Rules of Classification Societies authorised by VISMA, case-by-case. Determine the ship category and construction date before applying detector, system and testing requirements. Refer to MSC.550(108) and the January 2026 supplement to SOLAS Consolidated Edition 2024.
III	4.2.2 / 4.6	Evaluation, Testing and Approval of Life-Saving Appliances	Equivalent testing, and appliances without detailed Code specifications, to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case, preserving the statutory evaluation, testing and approval requirements. Verification pending: if an LSA amendment note is retained, identify the exact amendments, affected equipment and application provisions. No general 1 January 2024 contract/delivery trigger is established by the two paragraphs cited here.
III	7.2.2	Personal Life-Saving Appliances	Lifejackets shall be readily accessible with positions plainly indicated. Where the ship's arrangements may make them inaccessible, alternative provisions shall be made to the satisfaction of the Administration; these may include additional lifejackets.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
IV	16.1 / 17	Radio Personnel / Radio Records	Qualified radio personnel and incident record-keeping to the satisfaction of the Administration and the Radio Regulations.	Apply SOLAS chapter IV as amended by MSC.496(105), effective 1 January 2024. Personnel must hold the required qualifications; statutory record-keeping is not replaced by classification approval. Records shall cover safety-significant radiocommunication incidents. Verification pending: confirm the VISMA authority for the proposed minimum one-year onboard retention period before issue.
V	23.3.3.1.3	Pilot Transfer Arrangements	Each pilot-ladder step shall rest firmly against the ship's side. Where constructional features, such as rubbing bands, prevent this, special arrangements shall be made to the satisfaction of the Administration to ensure safe embarkation and disembarkation.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.

Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
VI	3.1	Oxygen Analysis and Gas Detection Equipment	Gas/oxygen measuring instrument to the satisfaction of the Administration for cargoes liable to emit toxic/flammable gas or deplete oxygen.	Provide appropriate instruments for the relevant toxic or flammable gases and/or oxygen depletion associated with the solid bulk cargo, with detailed instructions for use. The Master is responsible for approved, maintained and correctly used equipment, verified at survey.
VI	6.1	Acceptability for Shipment	Stability/cargo-distribution information method to the satisfaction of the Administration.	Provide the required stability and cargo-distribution information. The booklet shall comply with SOLAS VI/7.2 and be in a language familiar to the officers responsible for cargo operations, with the required English version where applicable.
VIII	4	Approval of Reactor Installation	Design, construction and inspection standards for nuclear reactor installations subject to the approval and satisfaction of the Administration.	Verification pending: VISMA to confirm the statement that nuclear ships are not present in the BVI fleet. Any such confirmation concerns current fleet applicability and does not create an exemption from SOLAS VIII/4 for a future nuclear ship.

MARPOL

The fully amended IMO version of the International Convention for the Prevention of Pollution from Ships (MARPOL).

Annex/ Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
I-3	14.3 / 14.5	Oil Filtering Equipment	14.3 applies to stationary ships except for non-cargo-carrying relocation voyages. A waiver under 14.5 is limited to qualifying services and requires all the specified retention, reception-facility, certificate and recording conditions. A holding tank alone is insufficient.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case. Any waiver shall satisfy the whole of regulation 14.5; paragraph 14.5.3.1 addresses holding-tank capacity only.
I-4	18.5	Segregated Ballast Tanks	Segregated ballast conditions for oil tankers under 150 m in length to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
I-4	18.8.4	Segregated Ballast Tanks	For product carriers eligible under regulation 18.8, the Dedicated Clean Ballast Tank Operation Manual shall be to the satisfaction of the Administration. This is not a general alternative for all tankers.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case; Manual revised on any system alteration.

Annex/ Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
I-4	28.6.2	Subdivision and Damage Stability	A stability instrument fitted on an oil tanker constructed before 1 January 2016 need not be replaced if capable of verifying compliance with intact and damage stability to the satisfaction of the Administration.	Apply regulation 28.6.2 as introduced by MEPC.248(66), with Class Rules of Classification Societies authorised by VISMA. MSC.1/Circ.1461 addresses verification of tanker damage stability and references MSC/Circ.406/Rev.1. Verification pending: confirm the complete applicable text and current status of MSC/Circ.406/Rev.1 before finalising this reference.
I-4	30.7	Pumping, Piping and Discharge Arrangement	For oil tankers of 150 GT and above delivered on/after 1 January 2010 as defined in regulation 1.28.8, sea inlets permanently connected to cargo piping shall have the required valves and positive means of isolation to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
I-4 C	35.1	Crude Oil Washing Operations	Operations and Equipment Manual for COW systems to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case; Manual revised on any system alteration.
IV-3	9.1.2 / 9.1.3 / 9.2.2	Sewage Systems	9.1.2: approved sewage comminuting/disinfecting systems and temporary storage. 9.1.3: holding-tank capacity, construction and contents indication. 9.2.2: holding tanks for passenger ships in special areas. Apply the conditions of each paragraph.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case. Verification pending: establish the exact BVI instrument and provision before asserting that UK SI 2020/620, Part 3, regulation 8 applies or has been extended to BVI.

Load Line 1966 (as amended by the 1988 Protocol)

The fully amended IMO version of the International Convention on Load Lines, 1966, as amended by the 1988 Protocol.

Annex/ Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
Annex I, Ch.1	8	Details of Marking	Load line marks to be permanently marked on the ship's sides to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
Annex I, Ch.2	11	Superstructure End Bulkheads	Bulkheads at exposed ends of enclosed superstructures shall have an acceptable level of strength under regulation 11 of the amended 1988 Protocol.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
Annex I, Ch.2	15.7	Pontoon Covers	Strength/stiffness of non-mild-steel pontoon covers to be equivalent to mild steel to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.

Annex/ Chapter	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
Annex I, Ch.2	16.6	Securing Arrangements	Alternative weathertightness securing means to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case. Refer to IACS Recommendation 14, Hatch cover securing and tightness, Rev.2 (July 2005), Corr.1 (October 2005), section 6, for installation tightness testing and consideration of alternative methods. Verification pending: identify the separate survey/repair or VISMA policy basis for subsequent testing.
Annex I, Ch.2	19.5	Ventilators	Coaming height in exposed positions may need to be increased to the satisfaction of the Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
Annex I, Ch.2	24.4	Freeing Ports	Provide adequate freeing of open superstructures and adjacent wells in accordance with regulation 24(4), including the applicable minimum freeing-port area calculations.	Verification pending: establish the exact BVI legal instrument and provision before relying on the UK Merchant Shipping (Load Line) Regulations 1998, SI 1998/2241, as amended. Apply regulation 24(4) of the relevant Load Lines regime.
Annex I, Ch.2	25(1) / 25(2)	Protection of the Crew	25(1): deckhouse strength. 25(2): guard rails or bulwarks, including any permitted reduction in height. Apply the conditions of the amended 1988 Protocol.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case.
Annex I, Ch.3	39(2) / 39(3)	Minimum Bow Height and Reserve Buoyancy	Under the amended 1988 Protocol, a superstructure used to attain the required bow height shall meet regulation 39(2), including enclosure under 3(10). Ships unable to meet 39(1) and (2) due to exceptional operational requirements may receive special consideration under 39(3).	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case. Do not apply the historic over-100 m concession in 39(2)(b) as a current amended-Protocol provision. Any reliance on a legacy regime requires its applicability to be established. Apply the January 2025 correction to 39(1) where relevant.

COLREG Convention 1972

The fully amended IMO version of the International Regulations for Preventing Collisions at Sea, 1972.

Annex	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
I	14	Approvals - Lights and Shapes	Construction of lanterns/shapes and their installation to the satisfaction of the flag Administration.	Compliance with Class Rules of Classification Societies authorised by VISMA, case-by-case. MSC.253(83) concerns navigation lights, controllers and associated equipment installed on/after 1 January 2009; it does not cover shapes. Verification pending: compare Annex I section 14 against COLREG 2026 and confirm the flag/RO approval basis for shapes.

Annex	Regulation	Title	Paragraph Text (summary)	VISMA Requirement
III	3	Approvals - Sound Signal Appliances	Construction, performance and installation of sound signal appliances to the satisfaction of the flag Administration.	Compliance with Class Rules of a VISMA-authorised Recognised Organisation within its delegated authority. Verification pending: compare Annex III section 3 against the complete COLREG 2026 text before issue.