



## 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.

#### 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 have to be taken into consideration. In such cases the technical justification for acceptance will be considered by CISR 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 can be contacted at the address given below

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2.4 Guidance is provided in Annex A

Director of Shipping

Annex A

<p style="text-align: center;"><b>SOLAS</b>  <b>"To the satisfaction of the Administration" references</b>  <b>SOLAS (The fully amended IMO version of the International Convention for the Safety Of Life At Sea (SOLAS). Includes all amendments in force 1 January 2017 (Resolution MSC.395(95)))</b></p>					
Chapter	Regulation	Reg Title	Paragraph Text	Guidance/ Instructions /MSNs/MGNs That cover the Satisfaction	Sis That Cover The Satisfaction
Articles of SOLAS 1974			Searched 'satisfaction'. No references found.		
Articles of SOLAS 1988 Protocol			Searched 'satisfaction'. No references found.		
Ch I Reg 1 to 21			Searched 'satisfaction'. No references found.		
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	3-6	Access to and within Spaces in, and forward of, the Cargo Area of Oil Tankers and Bulk Carriers	2.3 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.	MGN 533 (M) Amendment 1 Para 2.6	Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997, regulation 5(2)(e).

<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>3-6</p>	<p>Access to and within Spaces in, and forward of, the Cargo Area of Oil Tankers and Bulk Carriers</p>	<p>5.3 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 to the satisfaction of the Administration.</p>		<p>Merchant Shipping (Cargo Ship Construction) Regulations 1997, regulation 26 (4)</p>
<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>5</p>	<p>Intact Stability</p>	<p>2 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</p>	<p>MSIS 001 Loadline Instructions to Surveyors Part 6 Paragraph 6.4 Dispensation from the Inclining Test Requirement</p>	

			<p>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>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	15	<p>Openings in the Shell Plating below the Bulkhead Deck of Passenger Ships and the Freeboard Deck of Cargo Ships</p>	<p>2 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></p>	<p>MSIS 003 Passenger Ship Construction Part 2 Paragraph 2.12 Openings in shell plate below the bulkhead deck MSN 1698(M) Schedule 10</p>	

II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	15	Openings in the Shell Plating below the Bulkhead Deck of Passenger Ships and the Freeboard Deck of Cargo Ships	8.5 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 shall be of steel or other equivalent material <b>to the satisfaction of the Administration.</b>	MSIS 003 Passenger Ship Construction Part 2 Paragraph 2.12 and 2.13  MSN 1698 (M)	
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	16	Construction and Initial Tests of Watertight Doors, Sidescuttles, etc.	1.1 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 <b>to the satisfaction of the Administration.</b>	MSIS 003 Passenger Ship Construction Part 2 Paragraph 2.12 , 2.13 and 2.14  MSN 1698(M)	
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	16-1	Construction and Initial Tests of Watertight Decks, Trunks, etc.	1 Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels.	MSN1698 (M) Sch 4 Section 4  MSIS 003 Para 3.1	

			<p>The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be <b>to the satisfaction of the Administration</b>.</p> <p>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.</p>		
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	20	Loading of Passenger Ships	<p>2 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>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>29</p>	<p>Steering Gear</p>	<p>1 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>MSN 1699 (M) Sch 9</p>	
<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>29</p>	<p>Steering Gear</p>	<p>2.1 All the steering gear components and the rudder stock shall be of sound and reliable construction <b>to the satisfaction of the Administration</b>. 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</p>	<p>MSN 1699 (M) Sch 9</p>	



			shall be permanently lubricated or provided with lubrication fittings.		
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	29	Steering Gear	6.3 Steering gears, other than of the hydraulic type, shall achieve standards equivalent to the requirements of this paragraph <b>to the satisfaction of the Administration.</b>	MSN 1699 (M) Sch 9	
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	41	Main Source of Electrical Power and Lighting Systems	4 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		The Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998 SI No 2514 Paragraph 54 (6)

			arrangements may be permitted to the satisfaction of the Administration.		
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	42	Emergency Source of Electrical Power in Passenger Ships	1.3 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 electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will	MSN 1698 (M) Sch 7	The Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998 SI No 2514

		<p>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>		
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<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	<p>43</p>	<p>Emergency Source of Electrical Power in Cargo Ships</p>	<p>1.3 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 <b>to the satisfaction of the Administration</b> 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</p>	<p>MSN1699 (M) Sch 7</p>	
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			<p>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, and the main switchboard.</p>		
<p>II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations</p>	45	<p>Precautions against Shock, Fire and Other Hazards of Electrical Origin</p>	<p>3.3 Where the hull return system is used, all final sub circuits, 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.</p>	<p>MSIS 004 Chapter 7.7 MSN 1671 Sch 11</p>	<p>The Merchant Shipping (Cargo Ship Construction) Regulations 1997 UK Statutory Instruments 1997 No. 1509 PART VII Regulation 51</p>

II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	45	Precautions against Shock, Fire and Other Hazards of Electrical Origin	5.4 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 <b>to the satisfaction of the Administration.</b>	MSN 1671 Sch 11	The Merchant Shipping (Cargo Ship Construction) Regulations 1997 UK Statutory Instruments 1997 No. 1509 PART VII Regulation 51
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	45	Precautions against Shock, Fire and Other Hazards of Electrical Origin	9.3 Accumulator batteries shall not be located in sleeping quarters except where hermetically sealed <b>to the satisfaction of the Administration.</b>	MSN 1671 Sch 11 Para 9	The Merchant Shipping (Cargo Ship Construction) Regulations 1997 UK Statutory Instruments 1997 No. 1509 PART VII Regulation 51
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	45	Precautions against Shock, Fire and Other Hazards of Electrical Origin	11 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	MSN 1671 Sch 12	The Merchant Shipping (Cargo Ship Construction) Regulations 1997 UK Statutory Instruments 1997 No. 1509 PART VII Regulation 51

			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.		
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	46	General	2 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.	MSN 1671 Sch 9 Para 2	The Merchant Shipping (Cargo Ship Construction) Regulations 1997 UK Statutory Instruments 1997 No. 1509 PART VII Regulation 44
II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	46	General	3 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.	MSN 1671 Sch 9	The Merchant Shipping (Cargo Ship Construction) Regulations 1997 UK Statutory Instruments 1997 No. 1509 PART VII Regulation 44

II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations	53	Special Requirements for Machinery, Boiler and Electrical Installations	1 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.	MSN 1671 Sch 9 Para 7	The Merchant Shipping (Cargo Ship Construction) Regulations 1997 UK Statutory Instruments 1997 No. 1509 PART VII Regulation 44
II-2 Construction: Fire Protection, Fire Detection and Fire Extinguishment	1	Application	6.2.1.2 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;***	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinguishment Application Reg 1	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinguishment	1	Application	6.6 Chemical tankers and gas carriers shall comply with the requirements for tankers, except where alternative and supplementary arrangements are provided <b>to the satisfaction of the Administration</b> , having due regard to the provisions of the International Bulk Chemical Code and the	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinguishment Application Reg 1	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)



			International Gas Carrier Code, as appropriate.		
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	4	Probability of Ignition	2.2.5.1 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 to the 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	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Probability of Ignition Reg 4	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

			lower than 7 bar and the design temperature is below 60°C.		
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	4	Probability of Ignition	5.1.4.4 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.	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Probability of Ignition Reg 4	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	4	Probability of Ignition	5.6.3 The arrangements for inerting, purging or gas-freeing of empty tanks as required in paragraph 5.5.3.1 shall	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Probability of Ignition Reg 4	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

			be to 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:		
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	5	Fire Growth Potential	2.2.5 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.	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 5 Fire Growth Potential	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	7	Detection and Alarm	3.2 The function of fixed fire detection and fire alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 7 Detection and Alarm	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

			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.		
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	7	Detection and Alarm	6 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 to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement.	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 7 Detection and Alarm	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	8	Control of Smoke Spread	3.4 In passenger ships, the controls required by paragraph 3.3 shall be situated at one control position or grouped in	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 8 Control of smoke spread	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

			as few positions as possible to the satisfaction of the Administration. Such positions shall have a safe access from the open deck.		
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	9	Containment of Fire	2.2.3.1 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.	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	<p>9</p>	<p>Containment of Fire</p>	<p>2.2.4.4 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 side scuttles 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>Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 9 Containment of fire</p>	<p>Merchant Shipping (Fire Protection) Regulations 2003 (as amended)</p>
<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	<p>9</p>	<p>Containment of Fire</p>	<p>2.3.3.4 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 cargo</p>	<p>Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 9 Containment of fire</p>	<p>Merchant Shipping (Fire Protection) Regulations 2003 (as amended)</p>

			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.		
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	9	Containment of Fire	2.4.2.4 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 side scuttles 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 to the satisfaction of the Administration.	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 9 Containment of fire	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	9	Containment of Fire	5.2.4 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.	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 9 Containment of fire	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10	Fire Fighting	2.1.2 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> .	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 10 Fire Fighting	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10	Fire Fighting	2.3.2.1 Ships shall be provided with fire hoses, the number and diameter of which shall be <b>to the satisfaction of the Administration</b> .	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 10 Fire Fighting	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10	Fire Fighting	3.2.1 Accommodation spaces, service spaces and control stations shall be provided with portable fire extinguishers of appropriate types and in sufficient number <b>to</b>	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 10 Fire Fighting	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)



			<p>the satisfaction of the Administration. Ships of 1,000 gross tonnage and upwards shall carry at least five portable fire extinguishers.</p>		
<p>II-2 Construction: Fire Protection, Fire Detection and Fire Extinction</p>	10	Fire Fighting	<p>7.1.2 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.</p>	<p>Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 10 Fire Fighting</p>	<p>Merchant Shipping (Fire Protection) Regulations 2003 (as amended)</p>

II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	10	Fire Fighting	7.3.2.4 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>	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 10 Fire Fighting	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	13	Means of Escape	3.1.4 If a radiotelegraph station has no direct access to the open deck, two means of escape from, or access to, the station shall be provided, one of which may be a porthole or window of sufficient size or other means <b>to the satisfaction of the Administration.</b>	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 13 Means of Escape	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	13	Means of Escape	3.2.6.2 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	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 13 Means of Escape	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

			release mechanisms shall be designed and installed to the satisfaction of the Administration and, in particular:		
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	13	Means of Escape	5.1 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 to the satisfaction of the Administration 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 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	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 13 Means of Escape	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

			clear at all times.		
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	19	Carriage of Dangerous Goods	3.1.2 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.	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 19 Carriage of Dangerous Goods	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)
II-2 Construction: Fire Protection, Fire Detection and Fire Extinction	20	Protection of Vehicle, Special Category and Ro-Ro Spaces	4.1 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	Guidance SOLAS Chapter II-2 Construction - fire protection, fire detection and fire extinction Reg 20 Protection of Vehicles, special category and Ro-Ro Spaces	Merchant Shipping (Fire Protection) Regulations 2003 (as amended)

			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 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	Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements	2.2 have successfully undergone, to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations.	MSN 1676 (M) Amendment 1 Para 6.2	The Merchant Shipping (Life-Saving Appliances and Arrangements) Regulations 2020 UK Statutory Instruments 2020 No. 501 PART 1 Regulation 6
III Life-Saving Appliances	4	Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements	6 Life-saving appliances required by this chapter for which detailed specifications are not included in the Code shall be to the satisfaction of the	MSN 1676 (M) Amendment 1 Para 6.2	The Merchant Shipping (Life-Saving Appliances and Arrangements) Regulations 2020 UK Statutory Instruments 2020 No. 501 PART 1 Regulation 6

			Administration.		
III Life-Saving Appliances	7	Personal Life-Saving Appliances	2.2 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 include an increase in the number of lifejackets to be carried.	MSIS 014 Chapter 15.9 Stowage of Life jackets	The Merchant Shipping (Life-Saving Appliances and Arrangements) Regulations 2020 UK Statutory Instruments 2020 No. 501 PART 4
IV Radiocommunications	16	Radio Personnel	1 Every ship shall carry personnel qualified for distress and safety radio communication purposes to the satisfaction of the Administration.* The personnel shall be holders of certificates		The Merchant Shipping (Radio Installations) Regulations 1998 UK Statutory Instruments 1998 No. 2070 PART II Regulation 19

			specified in the Radio Regulations as appropriate, any one of whom shall be designated to have primary responsibility for radio communications during distress incidents.		
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.		The Merchant Shipping (Radio Installations) Regulations 1998 UK Statutory Instruments 1998 No. 2070 PART II Regulation 20 GMDSS Radio Log book as per Schedule 3
V Safety of Navigation	23	Pilot Transfer Arrangements	3.3.1.3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, <b>to the satisfaction of the Administration</b> , be made to ensure that persons are able to embark and disembark safely;	MGN 610 (M+F) Navigation: SOLAS Chapter V - Guidance on the Merchant Shipping (Safety of Navigation) Regulations 2020	Merchant Shipping (Safety of Navigation) Regulations, 2020 No. 673.

VI Safety of Cargoes	3	Oxygen Analysis and Gas Detection Equipment	1 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 <b>to the satisfaction of the Administration.</b>		The Merchant Shipping (Carriage of Cargoes) Regulations 1999 UK Statutory Instruments 1999 No. 336 PART II Regulation 7
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 <b>to the satisfaction of the Administration.</b>	MSN 1752 (M) Sch 6  MSIS 001 Load line instructions for surveyors Part 7 Model Stability booklet	The Merchant Shipping (Carriage of Cargoes) Regulations 1999 UK Statutory Instruments 1999 No. 336 PART II Regulation 9  Merchant Shipping (Load Line) Regulations 1998 SI 1998/2241 Regulation 32
VIII Nuclear Ships	4	Approval of Reactor Installation	The design, construction and standards of inspection	N/A	N/A



		and assembly of the reactor 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	Guidance/ Instructions /MSNs/MGNs That cover the Satisfaction	Sis That Cover The Satisfaction
I-3 Requirements for Machinery Spaces of All Ships (Part A: Construction)	14.3	Oil Filtering Equipment	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.	Min 585	The Merchant Shipping (Prevention of Oil Pollution) Regulations 2019 UK Statutory Instruments 2019 No. 42
I-3 Requirements for Machinery Spaces of All Ships (Part A: Construction)	14.5.3.1	Oil Filtering Equipment	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;		The Merchant Shipping (Prevention of Oil Pollution) Regulations 2019 UK Statutory Instruments 2019 No. 42
I-4 Requirements for the Cargo Areas of Oil Tankers (Part A: Construction)	18.5	Segregated Ballast Tanks	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> .		Case by case basis

I-4 Requirements for the Cargo Areas of Oil Tankers (Part A: Construction)	18.8.4	Segregated Ballast Tanks	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 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.		The Merchant Shipping (Prevention of Oil Pollution) Regulations 1996 UK Statutory Instruments 1996 No. 2154 PART IV Regulation 20 (as amended)
I-4 Requirements for the Cargo Areas of Oil Tankers (Part A: Construction)	23.3.1	Accidental Oil Outflow Performance	For oil tankers of 5,000 tonnes deadweight (DWT) and above, the mean oil outflow parameter shall be as follows: [outflow parameter calculations] for combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m <sup>3</sup> capacity, the mean oil outflow parameter may be applied, provided calculations are submitted <b>to the satisfaction of the Administration</b> , demonstrating that, after accounting for its increased structural strength, the combination carrier has at least equivalent oil outflow performance to a standard double hull tanker of the same size having a OM ≤ 0.015. [further calculations]		Case by case basis

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>	MGN 611(M)	SI 1996/2154 The Merchant Shipping (Prevention of Oil Pollution) Regulations 1996 as amended; SI 2018/68 The Merchant Shipping (Prevention of Pollution from Noxious Liquid Substances in Bulk) Regulations 2018; 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."
I-4 Requirements for the Cargo Areas of Oil Tankers (Part A: Construction)	30.7	Pumping, Piping and Discharge Arrangement	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.		Case by case basis

I-4 C Requirements for the Cargo Areas of Oil Tankers (Part C: Control of Operational Discharge of Oil)	35.1	Crude Oil Washing Operations	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.		The Merchant Shipping (Prevention of Oil Pollution) Regulations 1996 UK Statutory Instruments 1996 No. 2154 PART IV Regulation 21 (as amended)
II-1 General	5.3.4	General: Equivalent	Be provided with pumping and piping arrangements which, <b>to the satisfaction of the Administration</b> , ensure that the quantity of cargo residue remaining in the tank and its associated piping after unloading does not exceed the applicable quantity of residue as required by regulation 12.1, 12.2 or 12.3		The Merchant Shipping (Prevention of Pollution from Noxious Liquid Substances in Bulk) Regulations 2018 UK Statutory Instruments 2018 No. 68 PART 1 Regulation 7
IV-3 Surveys and Certification	9.1.2	Sewage Systems	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	As per Merchant Shipping (Marine Equipment) Regulations 2016	The Merchant Shipping (Prevention of Pollution by Sewage from Ships) Regulations 2020 UK Statutory Instruments 2020 No. 620 PART 3 Regulation 8

IV-3 Surveys and Certification	9.1.3	Sewage Systems	A holding tank of the capacity <b>to the satisfaction of the Administration</b> 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 <b>to the satisfaction of the Administration</b> and shall have a means to indicate visually the amount of its contents.	As per Merchant Shipping (Marine Equipment) Regulations 2016 ( as amended)  MGN 631 (M+F) Paragraph 6.3 email to be sent to vishiping@gov.vg	The Merchant Shipping (Prevention of Pollution by Sewage from Ships) Regulations 2020 UK Statutory Instruments 2020 No. 620 PART 3 Regulation 8
IV-3 Surveys and Certification	9.2.2	Sewage Systems	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 <b>to the satisfaction of the Administration</b> and shall have a means to indicate visually the amount of its contents.	As per Merchant Shipping (Marine Equipment) Regulations 2016 ( as amended)  MGN 631 (M+F) Paragraph 6.3 email to be sent to vishiping@gov.vg	The Merchant Shipping (Prevention of Pollution by Sewage from Ships) Regulations 2020 UK Statutory Instruments 2020 No. 620 PART 3 Regulation 8
VI-3 Requirements for Control of Emission from Ships	13.7.2	Nitrogen Oxides (NOx)	Subparagraph 7.1 shall apply no later than the first renewal survey that occurs 12 months or more after deposit of the notification in subparagraph 7.1. If a shipowner of a ship on which an Approved Method is to be installed can demonstrate <b>to the satisfaction of the Administration</b> that the Approved Method was not commercially available despite best efforts to obtain it, then that Approved Method shall be installed on the ship no later than the next annual survey of that	MSN 1819 (M) Sch 2	THE MERCHANT SHIPPING (PREVENTION OF AIR POLLUTION FROM SHIPS) REGULATIONS 2008 ( as amended)

		ship which falls after the Approved Method is commercially available.		
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**Load Line 1966**  
**'To the satisfaction of the Administration' references**  
**(The fully amended IMO version of the International Convention on Load Line Convention 1966) As amended 1988**

Annex and Chapter	Regulation	Reg Title	Paragraph Text	Guidance/ Instructions /MSNs/MGNs That cover the Satisfaction	Sis That Cover The Satisfaction
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.	As per the SI	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)
Annex 1: CH2 - Conditions of Assignment of Freeboard	11	Superstructure End Bulkheads	Bulkheads at exposed ends of enclosed superstructures shall be of efficient construction and shall be <b>to the satisfaction of the Administration</b> .	MSN 1752(M) Part 1, Paragraph 3 Superstructure end bulkheads Also MGN 579 Para 3 Reference to Unified Intrepetation	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)
Annex 1: CH2 - Conditions of Assignment of Freeboard	15.8	Pontoon Covers	The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel <b>to the satisfaction of the Administration</b> .	MSN 1752(M) Part 1, Paragraph 4 d Pontoon Covers Also MGN 579 Para 3 Reference to Unified Intrepetation	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)



Annex 1: CH2 - Conditions of Assignment of Freeboard	16.3	Weathertight Cover	The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel <b>to the satisfaction of the Administration.</b>	MSN 1752(M) Part 1, Paragraph 6 (2) b Weathertight Cover Also MGN 579 Para 3 Reference to Unified Intrepetation	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)
Annex 1: CH2 - Conditions of Assignment of Freeboard	16.4	Means for Securing Weathertightness	The means for securing and maintaining weather tightness shall be <b>to the satisfaction of the Administration.</b> The arrangements shall ensure that the tightness can be maintained in any sea conditions, and for this purpose tests for tightness shall be required at the initial survey, and may be required at periodical surveys and at annual inspections or at more frequent intervals.	MSN 1752(M) Part 1, Paragraph 4 (2) Hatchways Also MGN 579 Para 3 Reference to Unified Intrepetation	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)
Annex 1: CH2 - Conditions of Assignment of Freeboard	19.5	Ventilators	In exposed positions, the height of coamings may be required to be increased <b>to the satisfaction of the Administration.</b>	MSIS 1 Loadline Instructions to Surveyors Part 3 Paragraph 3.7 Ventilators Also MGN 579 Para 3 Reference to Unified Intrepetation MSN 1752	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)
Annex 1: CH2 - Conditions of Assignment of Freeboard	22.5	Scuppers, Inlets and Discharges	All valves and shell fittings 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 shall be of steel or other equivalent material <b>to the satisfaction of the Administration.</b>	MSIS 1 Loadline Instructions to Surveyors Part 3 Paragraph 3.10 Scuppers, Inlets and Discharges Also MGN 579 Para 3 Reference to Unified	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)

				Intrepetation MSN 1752(M)	
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 <b>to the satisfaction of the Administration.</b>	MSIS 1 Loadline Instructions to Surveyors Part 3 Paragraph 3.12 Freeing Ports Also MGN 579 Para 3 Reference to Unified Intrepetation MSN1752(M)	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 <b>to the satisfaction of the Administration.</b>	MSN 1752(M) Part 1, Paragraph 15 Protection of Crew Also MGN 579 Para 3 Reference to Unified Intrepetation	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	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 <b>if the Administration is satisfied</b> that adequate protection is provided.	MSN 1752(M) Part 1, Paragraph 15 Protection of Crew Also MGN 579 Para 3 Reference to Unified Intrepetation	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)

Annex 1: CH2 - Conditions of Assignment of Freeboard	26.2	Gangway and Access	An efficiently constructed fore and aft permanent gangway of sufficient strength shall be fitted on Type "A" ships at the level of the superstructure deck between the poop and the midship bridge or deckhouse where fitted, or equivalent means of access shall be provided to carry out the purpose of the gangway, such as passages below deck. Elsewhere, and on Type "A" ships without a midship bridge, arrangements <b>to the satisfaction of the Administration</b> shall be provided to safeguard the crew in reaching all parts used in the necessary work of the ship.	MSIS 1 Loadline Instructions to Surveyors Part 3 Paragraph 3.15 and 3.15.4 Gangways and Access Also MGN 579 Para 3 Reference to Unified Intrepetation MSN 1752(M)	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)
Annex 1: CH3 - Freeboards	39.2b	Minimum Bow Height	For ships over 100 metres (328 feet) in length it need not comply with Regulation3(10) but shall be fitted with closing appliances <b>to the satisfaction of the Administration</b> .	MGN 579 Para 3 Reference to Unified Intrepetation	Merchant Shipping (Loadline) regulations 1998 SI 1998 No 22443 (as amended)

**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) Includes all amendments as of**  
**10 December 2013 (A.1085(28))**

Annex	Regulation	Reg Title	Paragraph Text	Guidance/ Instructions /MSNs/MGNs That cover the Satisfaction	Sis That Cover The Satisfaction
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>	MCA Instructions to Surveyors MSIS 10 Survey of Lights and Signalling Equipment Paragraph 3.1	The Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996
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>	MCA Instructions to Surveyors MSIS 10 Survey of Lights and Signalling Equipment Chapter 6 Sound signals	MSN 1735, as amended
			There are no direct references of "to the satisfaction of the Administration" within this Convention, aside from the above		

## STCW

### "To the satisfaction of the Administration" references

**STCW (The fully amended IMO version of the International Convention for the Standards in Training, Certification and Watchkeeping (STCW). Includes all amendments in force as of 1 July 2018 (MSC.416(97), MSC.417(97), and STCW.6/Circ.12)**

Chapter or Article	Regulation	Reg Title	Paragraph Text	Guidance/ Instructions /MSNs/MGNs That cover the Satisfaction	Sis That Cover The Satisfaction
Article VI	1	Certificates	Certificates for masters, officers or ratings shall be issued to those candidate who, <b>to the satisfaction of the Administration</b> , meet the requirements for service, age, medical fitness, training, qualification and examinations in accordance with the appropriate provisions of the annex to the Convention.	VISR does not issue certificates of competency	
Article VIII	1	Dispensation	In circumstances of exceptional necessity, Administrations, if in their opinion this does not cause danger to persons, property or the environment, may issue a dispensation permitting a specified seafarer to serve in a specified ship for a specified period not exceeding six months in a capacity, other than that of the radio officer or radiotelephone operator, except as provided by the relevant Radio Regulations, for which he does not hold the appropriate certificate, provided that the person to whom the dispensation is issued shall be adequately qualified to fill the vacant post in a safe manner, <b>to the satisfaction of the Administration</b> . However, dispensations shall not be granted to a master or chief engineer officer except in circumstances of force majeure and then only for the shortest possible period.	SR670 STCW Dispensation policy in the VISR Quality manual	