2000 HSC / Chapter 7 / 7.5.6.2	On or after 7/1/2002 Before 7/1/2008	7.5 Fuel and other flammable fluid tanks and systems 7.5.6 Fuel with a flash point below 35 °C shall not be used. In every craft in which fuel with a flashpoint below 43 °C is used, the arrangements for the storage, distribution and utilization of the fuel shall be such that, having regard to the hazard of fire and explosion which the use of such fuel may entail, the safety of the craft and of persons on board is preserved. The arrangements shall comply, in addition to the requirements of 7.5.1 to 7.5.5, with the following provisions: ... .2 arrangements shall be made to prevent overpressure in any fuel tank or in any part of the oil fuel system, including the filling pipes. Any relief valves and air or overflow pipes shall discharge to a position which, in the opinion of the Administration, is safe;	**Technical**
2000 HSC / Chapter 7 / 7.5.6.3	On or after 7/1/2002 Before 7/1/2008	7.5 Fuel and other flammable fluid tanks and systems 7.5.6 Fuel with a flash point below 35 °C shall not be used. In every craft in which fuel with a flashpoint below 43 °C is used, the arrangements for the storage, distribution and utilization of the fuel shall be such that, having regard to the hazard of fire and explosion which the use of such fuel may entail, the safety of the craft and of persons on board is preserved. The arrangements shall comply, in addition to the requirements of 7.5.1 to 7.5.5, with the following provisions: ... .3 the spaces in which fuel tanks are located shall be mechanically ventilated, using exhaust fans providing not less than six air changes per hour. The fans shall be such as to avoid the possibility of ignition of flammable gas-air mixtures. Suitable wire mesh guards shall be fitted over inlet and outlet ventilation openings. The outlets for such exhausts shall be discharged to a position which, in the opinion of the Administration is safe. 'No Smoking' signs shall be posted at the entrance to such spaces;	**Technical**
2000 HSC / Chapter 7 / 7.7.1.3.2	On or after 7/1/2002 Before 7/1/2008	7.7.1 Fire detection systems 7.7.1.3 Design requirements .2 Smoke detectors shall be certified to operate before the smoke density exceeds 12.5% obscuration per metre, but not until the smoke density exceeds 2% obscuration per metre. Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or over-sensitivity.	**Technical**

2000 HSC / Chapter 7 / 7.7.1.3.4	On or after 7/1/2002 Before 7/1/2008	7.7.1 Fire detection systems 7.7.1.3 Design requirements ... .4 At the discretion of the Administration, the permissible temperature of operation of heat detectors may be increased to 30 °C above the maximum deckhead temperature in drying rooms and similar spaces of a normal high ambient temperature.	**Technical**
2000 HSC / Chapter 7 / 7.7.3.2.2	On or after 7/1/2002 Before 7/1/2008	7.7 Fire detection and extinguishing systems 7.7.3.2 General requirements .2 The use of a fire-extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use will adversely affect the earth's ozone layer and/or gives off toxic gases in such quantities as to endanger persons shall not be permitted.	**Technical**
2000 HSC / Chapter 7 / 7.17.3.1.2	On or after 7/1/2002 Before 7/1/2008	7.17 General 7.17.3.1 Water supplies 7.17.3.1.2 The quantity of water delivered shall be capable of supplying four nozzles of a size and at a pressure as specified in 7.7.8, 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.	**Technical**
2000 HSC / Chapter 7 / 7.17.3.1.3	On or after 7/1/2002 Before 7/1/2008	7.17 General 7.17.3.1 Water supplies 7.17.3.1.3 Means of effectively cooling the designated under deck cargo space by copious quantities of water, either by a fixed arrangement of spraying nozzles, or flooding the space with water, shall be provided. Hoses may be used for this purpose in small cargo spaces and in small areas of larger cargo-spaces at the discretion of the Administration. In any event the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. If this is not possible the adverse effect upon stability of the added weight and free surface of water shall be taken into account.	**Technical**
2000 HSC / Chapter 7 / 7.17.3.3	On or after 7/1/2002 Before 7/1/2008	7.17.3.3 Detection system Enclosed cargo spaces shall be provided with an approved automatic smoke detection system complying with 7.7.1 or with a detection system which, in the opinion of the Administration gives equivalent protection.	**Technical**
2000 HSC / Chapter 7 / 7.17.3.8.1	On or after 7/1/2002	7.17.3.8 Fixed fire extinguishing system 7.17.3.8.1 Cargo spaces, except for open decks, shall be provided with an approved fixed fire extinguishing system complying with	**Technical**

	Before 7/1/2008	the provisions of 7.7.3 or with a fire extinguishing system which, in the opinion of the Administration, gives equivalent protection for the cargo carried	
2000 HSC / Chapter 8 / 8.1.3.2	On or after 7/1/2002	8.1 General and definitions 8.1.3 Before giving approval to life-saving appliances and arrangements, the Administration shall ensure that such life-saving appliances and arrangements: .2 have successfully undergone, to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations.	**Technical**
2000 HSC / Chapter 8 (8.1~8.11) / 8.1.4.2	On or after 7/1/2002	8.1 General and definitions 8.1.4 Before giving approval to novel life-saving appliances or arrangements, the Administration shall ensure that such appliances or arrangements: .2 have successfully undergone, to the satisfaction of the Administration, evaluation and tests which are substantially equivalent to those recommendations.	**Technical**
2000 HSC / Chapter 8 (8.1~8.11) / 8.1.6	On or after 7/1/2002	8.1 General and definitions 8.1.6 Except where otherwise provided in this Code, life-saving appliances required by this chapter for which detailed specifications are not included in the LSA Code shall be to the satisfaction of the Administration.	**Technical**
2000 HSC / Chapter 8 (8.1~8.11) / 8.3.8	On or after 7/1/2002	8.3.8 An immersion suit or anti-exposure suit shall be provided for each member of the crew assigned, in the muster list, to duties in an MES party for embarking passengers into survival craft. These immersion suits or anti-exposure suits need not be required if the craft is constantly engaged on voyages in warm climates where, in the opinion of the Administration, such suits are unnecessary.	**Specific** Case by case assessment
2000 HSC / Chapter 10 (10.1~10.10) / 10.2.4.9	On or after 7/1/2002 Before 7/1/2008	10.2.4.9 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 approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration.	**Technical**
2000 HSC / Chapter 12 (12.1~12.8) / 12.6.2	On or after 7/1/2002	12.6.2 Main and emergency switchboards shall be so arranged as to give easy access, as may be needed, to apparatus and equipment, without danger to personnel. The sides and the rear and, where necessary, the front of switchboards shall be suitably guarded. Exposed live parts having voltages to earth exceeding a voltage to be specified by the Administration shall not be installed	**Technical**

		on the front of such switchboards. Where necessary, nonconducting mats or gratings shall be provided at the front and rear of the switchboard.	
2000 HSC / Chapter 12 (12.1~12.8) / 12.6.4.4	On or after 7/1/2002	12.6.4 Cables and wiring 12.6.4.4 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 to the satisfaction of the Administration.	**Technical**
2000 HSC / Chapter 13 (13.1~13.17) / 13.1.2	On or after 7/1/2002	Shipborne navigational system and equipment and voyage data recorder 13.1.2 The equipment and its installation shall be to the satisfaction of the Administration. The Administration shall determine to what extent the provisions of this chapter do not apply to craft below 150 gross tonnage.	**Specific** Cabinet Regulation No. 34 adopted 17 January 2017 "Regulations Regarding the Marine Equipment" Shipborne navigational system and equipment and voyage data recorder shall comply with MED directive.
2000 HSC / Chapter 14 (14.1~14.18) / 14.16.1	On or after 7/1/2002	Radio personnel 14.16.1 Every craft shall carry personnel qualified for distress and safety radiocommunication purposes to the satisfaction of the Administration. 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.	**Specific** Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers", para 16 The personnel responsible for radio communication or fulfilling radio watchkeeping duties on ships subject to the requirements laid down in Chapter IV of the SOLAS Convention shall be granted the qualification referred to in Sub-paragraphs 20.1, 20.2, 20.3, and 20.4 of this Regulation, and the Latvian Registry of Seamen shall issue a certificate of competency and an endorsement. The qualification certificate shall certify the conformity with the requirements of Chapter IV of the STCW Code and the Radio Regulations of the International Telecommunication Union, which are annex to the International Telecommunication Convention, 1998.

2000 HSC / Chapter 14 (14.1~14.18) / 14.17	On or after 7/1/2002	Radio records 14.17 A record shall be kept, to the satisfaction of the Administration 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.	**Specific** Maritime Administration and Marine Safety Law / Division C / Section 21. Cabinet Regulation No. 30 adopted 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", para 53. Entries regarding radiocommunications which are of importance for human life and safety at sea shall be made in the GMDSS Radio Logbook of the ship.
2000 HSC / Chapter 15 (15.1~15.11) / 15.3	On or after 7/1/2002	Field of vision from the operating compartment 15.3.1 The operating station shall be placed above all other superstructures so that the operating crew are able to gain a view all round the horizon from the navigating workstation. Where it is impractical to meet the requirements of this paragraph from a single navigating workstation, the operating station shall be designed so that an all-round view of the horizon is obtained by using two navigating workstations combined or by any other means to the satisfaction of the Administration.	**Technical**
2000 HSC / Chapter 19 / 19.2	On or after 7/1/2002	Inspection and maintenance requirements 19.2 The craft and equipment shall be maintained to the satisfaction of the Administration;	**Technical**
2000 HSC / Chapter 19 / 19.2.3	On or after 7/1/2002	Inspection and maintenance requirements 19.2 The craft and equipment shall be maintained to the satisfaction of the Administration; in particular: ... .3 all modifications shall be recorded and their safety aspects investigated. Where it could have any effect on safety, the modification, together with its installation, shall be to the satisfaction of the Administration;	**Technical**
HSC Code 2000 / 2006 Amend			Adopted by Res.MSC.222(82)
HSC 2006 Amend / Chapter 7 / 7.5.6.2	On or after 7/1/2008	7.5 Fuel and other flammable fluid tanks and systems 7.5.6 Fuel with a flash point below 35 °C shall not be used. In every craft in which fuel with a flashpoint below 43 °C is used, the arrangements for the storage, distribution and utilization of the fuel shall be such that, having regard to the hazard of fire and	**Technical**

		explosion which the use of such fuel may entail, the safety of the craft and of persons on board is preserved. The arrangements shall comply, in addition to the requirements of 7.5.1 to 7.5.5, with the following provisions: ... .2 arrangements shall be made to prevent overpressure in any fuel tank or in any part of the oil fuel system, including the filling pipes. Any relief valves and air or overflow pipes shall discharge to a position which, in the opinion of the Administration, is safe;	
HSC 2006 Amend / Chapter 7 / 7.5.6.3	On or after 7/1/2008	7.5 Fuel and other flammable fluid tanks and systems 7.5.6 Fuel with a flash point below 35 °C shall not be used. In every craft in which fuel with a flashpoint below 43 °C is used, the arrangements for the storage, distribution and utilization of the fuel shall be such that, having regard to the hazard of fire and explosion which the use of such fuel may entail, the safety of the craft and of persons on board is preserved. The arrangements shall comply, in addition to the requirements of 7.5.1 to 7.5.5, with the following provisions: ... .3 the spaces in which fuel tanks are located shall be mechanically ventilated, using exhaust fans providing not less than six air changes per hour. The fans shall be such as to avoid the possibility of ignition of flammable gas-air mixtures. Suitable wire mesh guards shall be fitted over inlet and outlet ventilation openings. The outlets for such exhausts shall be discharged to a position which, in the opinion of the Administration is safe. 'No Smoking' signs shall be posted at the entrance to such spaces;	**Technical**
HSC Code 2000 / 2006 Amend / Chapter 7 (7.1~7.17) / 7.7.1.3.2	On or after 7/1/2008	7.7.1 Fire detection systems 7.7.1.3 Design requirements .2 Smoke detectors shall be certified to operate before the smoke density exceeds 12.5% obscuration per metre, but not until the smoke density exceeds 2% obscuration per metre. Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or over-sensitivity.	**Technical**
HSC Code 2000 / 2006 Amend / Chapter 7 (7.1~7.17) / 7.7.1.3.4	On or after 7/1/2008	7.7.1 Fire detection systems 7.7.1.3 Design requirements ... .4 At the discretion of the Administration, the permissible temperature of operation of heat detectors may be increased to	**Technical**

		30°C above the maximum deckhead temperature in drying rooms and similar spaces of a normal high ambient temperature.	
HSC 2006 Amend / Chapter 7 (7.1~7.17) / 7.7 / 7.7.3.3.2	On or after 7/1/2008	7.7 Fire detection and extinguishing systems 7.7.3.3 General requirements .2 The use of a fire-extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use will adversely affect the earth's ozone layer and/or gives off toxic gases in such quantities as to endanger persons shall not be permitted.	**Technical**
HSC Code 2000 / 2006 Amend / Chapter 7 (7.1~7.17) / 7.17.3.1.2	On or after 7/1/2008 Before 1/1/2011	7.17 General 7.17.3.1 Water supplies 7.17.3.1.2 The quantity of water delivered shall be capable simultaneously supplying the arrangements required by 7.17.3.1.3 for the largest designated cargo space and the four nozzles of a size and at a pressure as specified in 7.7.8, capable of being trained on any part of the cargo space when empty. This requirement shall be met by the total capacity of the main fire pump(s) not including the capacity of the emergency fire pump, if fitted. This amount of water may be applied by equivalent means to the satisfaction of the Administration.	**Technical**
HSC Code 2000 / 2006 Amend / Chapter 7 (7.1~7.17) / 7.17.3.1.3	On or after 7/1/2008 Before 1/1/2011	7.17 General 7.17.3.1 Water supplies 7.17.3.1.3 Means shall be provided of effectively cooling the designated under deck cargo space by with water at not less than 5 ℓ/min/m² of the horizontal area of cargo spaces, either by a fixed arrangement of spraying nozzles, or flooding the space with water. Hoses may be used for this purpose in small cargo spaces and in small areas of larger cargo-spaces at the discretion of the Administration. In any event the drainage and pumping arrangements shall meet the requirements of 7.8.6 and be such as to prevent the build-up of free surfaces. If this is not possible the adverse effect upon stability of the added weight and free surface of water shall be taken into account.	**Technical**
HSC 2006 Amend / Chapter 7 (7.1~7.17) / 7.17.3.3	On or after 7/1/2008 Before 1/1/2011	7.17.3.3 Detection system Enclosed cargo spaces shall be provided with an approved automatic smoke detection system complying with 7.7.1 or with a detection system which, in the opinion of the Administration gives equivalent protection.	**Technical**
HSC 2006 Amend / Chapter	On or after 7/1/2008	7.17.3.8 Fixed fire extinguishing system 7.17.3.8.1 Cargo spaces, except for open decks, shall be provided with an approved fixed fire extinguishing system complying with	**Technical**

7 (7.1~7.17) / 7.17.3.8.1	Before 1/1/2011	the provisions of 7.7.3 or with a fire extinguishing system which, in the opinion of the Administration, gives equivalent protection for the cargo carried	
HSC Code 2000 / 2006 Amend / Chapter 10 (10.1~10.10) / 10.2.4.9	On or after 7/1/2008	10.2.4.9 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 approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration.	**Technical**
HSC Code 2000 / 2008 Amend			Adopted by Res.MSC.271(85)
HSC Code 2000 / 2008 Amend / Chapter 7 / 7.17.3.1.2	On or after 1/1/2011	7.17 General 7.17.3.1 Water supplies 7.17.3.1.2 The quantity of water delivered shall be capable of simultaneously supplying the arrangements required by 7.17.3.1.3 for the largest designated cargo space and the four nozzles of a size and at a pressure as specified in 7.7.8, capable of being trained on any part of the cargo space when empty. This requirement shall be met by the total capacity of the main fire pump(s) not including the capacity of the emergency fire pump, if fitted. This amount of water may be applied by equivalent means to the satisfaction of the Administration.	**Technical**
HSC Code 2000 / 2008 Amend / Chapter 7 / 7.17.3.1.3	On or after 1/1/2011	7.17 General 7.17.3.1 Water supplies 7.17.3.1.3 Means shall be provided of effectively cooling the designated under deck cargo space by with water at not less than 5 ℓ/min/m² of the horizontal area of cargo spaces, either by a fixed arrangement of spraying nozzles, or flooding the space with water. Hoses may be used for this purpose in small cargo spaces and in small areas of larger cargo-spaces at the discretion of the Administration. In any event the drainage and pumping arrangements shall meet the requirements of 7.8.6 and be such as to prevent the build-up of free surfaces. If this is not possible the adverse effect upon stability of the added weight and free surface of water shall be taken into account.	**Technical**
HSC 2008 Amend / Chapter 7 / 7.17.3.3	On or after 1/1/2011	7.17.3.3 Detection system Enclosed cargo spaces shall be provided with an approved automatic smoke detection system complying with 7.7.1 or with a detection system which, in the opinion of the Administration gives equivalent protection.	**Technical**

HSC 2008 Amend / Chapter 7 / 7.17.3.8.1	On or after 1/1/2011	7.17.3.8 Fixed fire extinguishing system 7.17.3.8.1 Cargo spaces, except for open decks, shall be provided with an approved fixed fire extinguishing system complying with the provisions of 7.7.3 or with a fire extinguishing system which, in the opinion of the Administration, gives equivalent protection for the cargo carried	**Technical**
HSC Code 2000 / 2022 Amend			Adopted by Res.MSC.499(105)
HSC Code 2000 / 2022 Amend / Chapter 14 / 14.16.1	On or after 7/1/2002	Radio personnel 14.16.1 Every craft shall carry personnel qualified for distress, urgency and safety communications purposes to the satisfaction of the Administration. The personnel shall be holders of the appropriate certificates specified in the Radio Regulations; one of the personnel shall be designated as having primary responsibility for communications during distress incidents.	**Specific** Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers", para 16 The personnel responsible for radio communication or fulfilling radio watchkeeping duties on ships subject to the requirements laid down in Chapter IV of the SOLAS Convention shall be granted the qualification referred to in Sub-paragraphs 20.1, 20.2, 20.3, and 20.4 of this Regulation, and the Latvian Registry of Seamen shall issue a certificate of competency and an endorsement. The qualification certificate shall certify the conformity with the requirements of Chapter IV of the STCW Code and the Radio Regulations of the International Telecommunication Union, which are annex to the International Telecommunication Convention, 1998.
HSC Code 2000 / 2022 Amend / Chapter 14 / 14.17	On or after 7/1/2002	Radio records 14.17 A record shall be kept on board, to the satisfaction of the Administration 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.	**Specific** Maritime Administration and Marine Safety Law / Division C / Section 21. Cabinet Regulation No. 30 adopted 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's

			Radio and Navigation Equipment", para 53. Entries regarding radiocommunications which are of importance for human life and safety at sea shall be made in the GMDSS Radio Logbook of the ship.
DSC Code			By Resolution A.373(X)
DSC / Chapter 1 (1.1~1.10) / 1.7.4	On or after 1/1/1980 Before 1/1/1996	1.7.4 An Administration may allow the transit of a craft without passengers or cargo between areas of operation without a Dynamically Supported Craft Permit to Operate provided that it complies with safety requirements which are adequate in the opinion of the Administration for the voyage which is to be undertaken, keeping in mind the design parameters.	**Specific** Case by case assessment
DSC / Chapter 2 (2.1~2.6) / 2.2.2(a)	On or after 1/1/1980 Before 1/1/1996	(a) Means should be provided for checking the watertight integrity of buoyancy compartments. The inspection procedures adopted and the frequency at which they are carried out should be to the satisfaction of the Administration.	**Technical**
DSC / Chapter 2 (2.1~2.6) / 2.2.2(b)	On or after 1/1/1980 Before 1/1/1996	(b) Where entry of water into structures above the datum as defined in 2.2.1(c) would significantly influence the stability and buoyancy of the craft, such structures should be of adequate strength to maintain the weathertight integrity or be provided with adequate drainage arrangements. A combination of both measures may be adopted to the satisfaction of the Administration. The means of closing of all openings in such structures should be such as to maintain the weathertight integrity.	**Technical**
DSC / Chapter 4 (4.1~4.5) / 4.1.3	On or after 1/1/1980 Before 1/1/1996	4.1.3 Crew accommodation should be to the satisfaction of the Administration having regard to the craft's intended service.	**Technical**
DSC / Chapter 4 (4.1~4.5) / 4.2.4(a)	On or after 1/1/1980 Before 1/1/1996	(a) Safety belts should be provided for all seats from which the craft may be operated unless it is demonstrated to the satisfaction of the Administration that they are unnecessary. Administrations should consider the need to provide safety belts for other persons on board the craft having regard to other protection and the accelerations likely to be experienced.	**Technical**
DSC / Chapter 4 (4.1~4.5) / 4.3.1	On or after 1/1/1980 Before 1/1/1996	4.3.1 The design of craft should be such that all occupants may safely evacuate the craft into survival craft with the minimum practicable delay in a single operation under all reasonable emergency conditions by day or by night. The positions of all exits	**Technical**

		which may be used in an emergency, and of all life-saving appliances, the practicability of evacuation procedure, and the evacuation time representative for crew and passengers, should be demonstrated to the satisfaction of the Administration.	
DSC / Chapter 6 (6.1~6.3) / 6.1	On or after 1/1/1980 Before 1/1/1996	Craft should be provided with approved ground tackle to the satisfaction of the Administration having regard to the intended service of the craft and its ability to manoeuvre in an emergency condition.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.1.1(b)	On or after 1/1/1980 Before 1/1/1996	(b) The use of fuel with a flashpoint below 43 °C is not recommended. However, fuel with a lower flashpoint, but not lower than 38 °C, may be used provided suitable precautions, to the satisfaction of the Administration, are taken against the risk of fire and explosion.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.1.1(d)	On or after 1/1/1980 Before 1/1/1996	(d) The repair and maintenance of the craft are carried out in accordance with methods to the satisfaction of the Administration.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.1.2(e)	On or after 1/1/1980 Before 1/1/1996	(e) "Non-combustible material" means a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750 °C, this being determined to the satisfaction of the Administration by an established test procedure *. Any other material is a combustible material.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.1.2(h)	On or after 1/1/1980 Before 1/1/1996	(h) "Low flame spread" means that the surface which may be exposed to a fire will adequately restrict the spread of flame, this being determined to the satisfaction of the Administration by an established test procedure.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.2.2	On or after 1/1/1980 Before 1/1/1996	7.2.2 Fire hazard areas should be enclosed by fire-resisting divisions complying with the requirements of 7.2.5 except where, in the opinion of the Administration, the omission of any such division would not affect the safety of the craft. These requirements need not apply to those parts of the structure in contact with water at the lightweight condition, but due regard should be given to the effect of heat transfer from any uninsulated structure in contact with water to insulated structure above the water.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.2.4	On or after 1/1/1980 Before 1/1/1996	7.2.4 Control stations should be provided with appropriate structural protection to the satisfaction of the Administration, having due regard to the craft's arrangements.	**Technical**

DSC / Chapter 7 (7.1~7.7) / 7.4.1	On or after 1/1/1980 Before 1/1/1996	7.4.1 Spaces in which flammable gases may accumulate should be provided with effective ventilation to the satisfaction of the Administration.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.5.3	On or after 1/1/1980 Before 1/1/1996	7.5.3 Control stations, accommodation spaces and fire hazard areas should be provided with approved portable fire extinguishers readily available, to the satisfaction of the Administration.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.5.4	On or after 1/1/1980 Before 1/1/1996	7.5.4 Water fire pumps, and appropriate associated equipment, or alternative effective fire extinguishing systems to the satisfaction of the Administration should be fitted.	**Technical**
DSC / Chapter 7 (7.1~7.7) / 7.6.1	On or after 1/1/1980 Before 1/1/1996	7.6.1 Each special category space should be fitted to the satisfaction of the Administration with one of the following fire extinguishing systems, taking into account the size of the space and the number of vehicles carried:	**Technical**
DSC / Chapter 8 (8.1~8.9) / 8.2.2	On or after 1/1/1980 Before 1/1/1996	8.2.2 Each survival craft and its life-saving equipment should be to the satisfaction of the Administration.	**Technical**
DSC / Chapter 8 (8.1~8.9) / 8.2.5	On or after 1/1/1980 Before 1/1/1996	8.2.5 At the discretion of the Administration, inflatable survival craft may be stowed with a hydrostatic device, so arranged as to release and inflate the survival craft from its container in the event of the dynamically supported craft sinking.	**Technical**
DSC / Chapter 8 (8.1~8.9) / 8.3.1	On or after 1/1/1980 Before 1/1/1996	8.3.1 Lifejackets to the satisfaction of the Administration should be provided to a total number of not less than 105 per cent of the total number of persons on board. A number of lifejackets suitable for children should be provided in addition.	**Technical**
DSC / Chapter 8 (8.1~8.9) / 8.9.1.2	On or after 1/1/1980 Before 1/1/1996	.2 have successfully undergone, to the satisfaction of the Administration, evaluation and tests which are substantially equivalent to those recommendations.	**Technical**
DSC / Chapter 9 (9.1~9.6) / 9.1.1	On or after 1/1/1980 Before 1/1/1996	9.1.1 The ability of the propulsion system to alter the direction of thrust, if this is necessary to bring the craft to rest from maximum ahead speed in a reasonable time and distance, should be demonstrated to the satisfaction of the Administration.	**Technical**
DSC / Chapter 9 (9.1~9.6) / 9.1.7	On or after 1/1/1980 Before 1/1/1996	9.1.7 A failure mode and effects analysis should be carried out, to the satisfaction of the Administration, for each type of machinery and its associated controls in the system of installation. In cases where faults can occur without being detected during routine	**Technical**

		checks of the machinery, the analysis should take into account the possibility of faults occurring simultaneously or consecutively.	
DSC / Chapter 10 (10.1~10.11) / 10.1.5	On or after 1/1/1980 Before 1/1/1996	10.1.5 Materials used in piping systems should be compatible with the fluid conveyed and due regard given to the risk of fire. Non-metallic piping material may be permitted in certain systems at the discretion of the Administration provided precautions are taken to maintain the integrity of the hull and watertight decks and bulkheads where necessary. Concerning materials and the use of flexible hoses in flammable fluid systems, reference is made to the fire safety requirements in 7.3.4 and 7.3.5.	**Technical**
DSC / Chapter 10 (10.1~10.11) / 10.5	On or after 1/1/1980 Before 1/1/1996	Lubricating oil systems should be designed, installed and tested to the satisfaction of the Administration.	**Technical**
DSC / Chapter 10 (10.1~10.11) / 10.7.1	On or after 1/1/1980 Before 1/1/1996	10.7.1 Ballast pumping and piping systems, when necessary, should be to the satisfaction of the Administration.	**Technical**
DSC / Chapter 12 (12.1~12.8) / 12.2.5	On or after 1/1/1980 Before 1/1/1996	12.2.5 In the event of failure of any one of the sources, the remaining ones should be capable of feeding all those services that are, in the opinion of the Administration, necessary for propulsion, steering, draining and fire-fighting, essential internal communications and signalling and safe navigation of the craft, including starting the main propelling engines from a dead ship condition.	**Technical**
DSC / Chapter 12 (12.1~12.8) / 12.2.6	On or after 1/1/1980 Before 1/1/1996	12.2.6 Where only accumulator batteries are used as main sources of power or in case of any combination thereof with generators, the capacity of each such accumulator battery should be sufficient to supply all services listed in 12.2.5 for a period to be specified by the Administration and having regard to the craft's area of navigation.	**Technical**
DSC / Chapter 12 (12.1~12.8) / 12.3.2	On or after 1/1/1980 Before 1/1/1996	12.3.2 The location of the emergency source of power should be such as to ensure, to the satisfaction of the Administration, that a fire, or other serious failure in the space containing the main source of electrical power or in the propelling machinery space will not interfere with the supply or distribution of emergency power.	**Technical**
DSC / Chapter 12 (12.1~12.8) / 12.5.6	On or after 1/1/1980 Before 1/1/1996	12.5.6 Where cables are installed in fire- or explosion-hazardous areas, special precautions should be taken to the satisfaction of the Administration to preclude the possibility of fire or explosion due to faults of cables.	**Technical**

DSC / Chapter 13 (13.1~13.12) / 13.2.2	On or after 1/1/1980 Before 1/1/1996	13.2.2 The navigation equipment and its installation should be to the satisfaction of the Administration. The Administration should determine to what extent the navigational equipment provisions of this chapter do not apply to craft below 150 gross tonnage.	**Specific** Cabinet Regulation No. 34 adopted 17 January 2017 "Regulations Regarding the Marine Equipment" Shipborne navigational equipment and voyage data recorder shall comply with MED directive.
DSC / Chapter 14 (14.1~14.7) / 14.2.2	On or after 1/1/1980 Before 1/1/1996	14.2.2 On craft with an enclosed operating compartment, it should be demonstrated to the satisfaction of the Administration that an adequate portion of the windscreen and windows serving the operating station can be maintained in a clear condition during operation in conditions of spray or precipitation. The cleared portion of the windscreen and windows should be adequate for the field of vision necessary for normal operations, approach to and coming to rest at all operating speeds. On craft intended for operation in icing conditions, this requirement should be met in icing conditions up to the severity in which the craft as a whole has been shown to be satisfactory.	**Technical**
DSC / Chapter 16 (16.1~16.11) / 16.4	On or after 1/1/1980 Before 1/1/1996	The effect of any likely failure in handling and control devices, services or components (e.g. power operation, power assistance, trimming and stability augmentation) should be assessed in order that a safe level of craft operation can be maintained to the satisfaction of the Administration.	**Technical**
DSC / Chapter 17 (17.1~17.5) / 17.1.4(l)	On or after 1/1/1980 Before 1/1/1996	17.1.4 The Administration should issue a Dynamically Supported Craft Permit to Operate when it is satisfied that the operator has made adequate provision from the point of view of safety generally, including the following matters specifically, and should revoke the Permit if such provisions are not maintained to their satisfaction: (l) additional equipment which may be required, due to the specific characteristics of the service intended specifically for night operation; an approved searchlight controllable from the craft's control position should be installed to the satisfaction of the Administration;	**Technical**
DSC / Chapter 17 (17.1~17.5) / 17.2.1	On or after 1/1/1980 Before 1/1/1996	17.2.1 The level of competence and the training considered necessary in respect of the master and each crew member should be laid down and demonstrated in the light of the following guidelines to the satisfaction of the Administration in respect of the particular type of craft concerned.	**Specific** Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers"

DSC / Chapter 17 (17.1~17.5) / 17.4	On or after 1/1/1980 Before 1/1/1996	A radio log maintained in accordance with Part D of Chapter IV of the Safety Convention in force and the Radio Regulations in force should be kept in those craft fitted with radiotelegraphy. Arrangements for log-keeping for craft fitted with radiotelephone should be to the satisfaction of the Administration.	**Specific** Maritime Administration and Marine Safety Law / Division C / Section 21. Cabinet Regulation No. 30 adopted 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", para 53. Entries regarding radiocommunications which are of importance for human life and safety at sea shall be made in the GMDSS Radio Logbook of the ship.
DSC / Chapter 18 (18.1~18.2) / 18.2.1	On or after 1/1/1980 Before 1/1/1996	18.2.1 The craft and equipment should be maintained to the satisfaction of the Administration, in particular: ...	**Technical**
DSC / Chapter 18 (18.1~18.2) / 18.2.1(c)	On or after 1/1/1980 Before 1/1/1996	... (c) all modifications should be recorded and their safety aspects investigated. Where it could have any effect on safety, the modification, together with its installation, should be to the satisfaction of the Administration;	**Technical**
DSC / Chapter 18 (18.1~18.2) / 18.2.2	On or after 1/1/1980 Before 1/1/1996	18.2.2 The Administration should be satisfied that arrangements are provided for ensuring adequate inspection, maintenance and recording of all life-saving appliances and distress signals carried.	**Technical**
DSC / Appendix III	On or after 1/1/1980 Before 1/1/1996	1. A mass of 75 kilograms should be assumed per passenger except that this value may be reduced to not less than 60 kilograms where this can be justified. In addition, the mass and distribution of the luggage should be to the satisfaction of the Administration.	**Technical**
ESP Code			Adopted by Res.A.1049(27)
ESP 2011 / Annex A / Part A / Annex 13 / 3		Bulk Carriers having Single-Side Skin Construction 3. Materials and welding Where stoppers or securing devices are fitted to comply with this annex, they should be manufactured of materials, including welding electrodes, to the satisfaction of the Administration.	**Technical**
ESP 2011 / Annex A / Part A		1.3 Repairs	**Technical**

/ 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly (see 1.2.15) repaired. Areas to be considered include: .1 side structure and side plating; .2 deck structure and deck plating; .3 bottom structure and bottom plating; .4 inner bottom structure and inner bottom plating; .5 inner side structure and inner side plating; .6 watertight or oiltight bulkheads; .7 hatch covers or hatch coamings; and .8 items in 3.3.10.	
ESP 2011 / Annex A / Part A / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2011 / Annex A / Part A / 5.1 Survey programme / 5.1.5		5.1.5 Use may also be made of the Guidelines for technical assessment in conjunction with the planning of enhanced surveys for bulk carriers contained in annex 9. These Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme.	**Technical**
ESP 2011 / Annex A / Part B / Annex 11 / 3		Bulk Carriers having Double-Side Skin Construction 3. Materials and welding Where stoppers or securing devices are fitted to comply with this annex, they should be manufactured of materials, including welding electrodes, to the satisfaction of the Administration.	**Technical**
ESP 2011 / Annex A / Part B / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly (see 1.2.15) repaired. Areas which should be considered include: .1 side structure and side plating; .2 deck structure and deck plating;	**Technical**

		.3 bottom structure and bottom plating; .4 inner bottom structure and inner bottom plating; .5 inner side structure and inner side plating; .6 watertight or oiltight bulkheads; .7 hatch covers or hatch coamings; and .8 items in 3.3.10.	
ESP 2011 / Annex A / Part B / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2011 / Annex A / Part B / 5.1 Survey programme /		5.1.5 Use may also be made of the Guidelines for technical assessment in conjunction with the planning of enhanced surveys for double-side skin bulk carriers, contained in annex 9. These Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme.	**Technical**
ESP 2011 / Annex A / Part B / Annex 9 / 1		1 Introduction These guidelines contain information and suggestions concerning technical assessments, which may be of use in conjunction with the planning of enhanced renewal surveys of double-side skin bulk carriers. As indicated in 5.1.5, the guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme.	**Technical**
ESP 2011 / Annex B / Part A / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly (see 1.2.15) repaired. Areas to be considered include: .1 bottom structure and bottom plating; .2 side structure and side plating; .3 deck structure and deck plating; .4 watertight or oiltight bulkheads; and .5 hatch covers and hatch coamings, where fitted.	**Technical**
ESP 2011 / Annex B / Part A		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued	**Technical**

/ 1.3 Repairs / 1.3.2		service, remedial measures should be implemented before the ship continues in service.	
ESP 2011 / Annex B / Part A / 5.1 Survey programme / 5.1.5		5.1.5 Use may also be made of the Guidelines for technical assessment in conjunction with the planning of enhanced surveys for tankers, contained in annex 11. These Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme.	**Technical**
ESP 2011 / Annex B / Part B / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly repaired. Areas to be considered include: .1 side shell frames, their end attachments or adjacent shell plating; .2 deck structure and deck plating; .3 bottom structure and bottom plating; .4 watertight or oiltight bulkheads; and .5 hatch covers and hatch coamings where fitted to combination carriers.	**Technical**
ESP 2011 / Annex B / Part B / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2011 / Annex B / Part B / 5.1 Survey programme / 5.1.5		5.1.5 Use may also be made of the Guidelines for technical assessment in conjunction with the planning of enhanced surveys for tankers, contained in annex 11. These Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme.	**Technical**
ESP 2014 Amend			Adopted by Res.MSC.371(93) and Res.MSC.381(94)
ESP 2014 Amend / Annex A / Part A / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be	**Technical**

		promptly and thoroughly (see 1.2.15) repaired. Areas to be considered include: .1 side structure and side plating; .2 deck structure and deck plating; .3 bottom structure and bottom plating; .4 inner bottom structure and inner bottom plating; .5 inner side structure and inner side plating; .6 watertight or oiltight bulkheads; .7 hatch covers or hatch coamings; and .8 items in 3.3.10.	
ESP 2014 Amend / Annex A / Part A / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2014 Amend / Annex A / Part B / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly (see 1.2.15) repaired. Areas which should be considered include: .1 side structure and side plating; .2 deck structure and deck plating; .3 bottom structure and bottom plating; .4 inner bottom structure and inner bottom plating; .5 inner side structure and inner side plating; .6 watertight or oiltight bulkheads; .7 hatch covers or hatch coamings; and .8 items in 3.3.10.	**Technical**
ESP 2014 Amend / Annex A / Part B / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2014 Amend / Annex B / Part A / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be	**Technical**

		promptly and thoroughly (see 1.2.15) repaired. Areas to be considered include: .1 bottom structure and bottom plating; .2 side structure and side plating; .3 deck structure and deck plating; .4 watertight or oiltight bulkheads; and .5 hatch covers and hatch coamings, where fitted.	
ESP 2014 Amend / Annex B / Part A / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2014 Amend / Annex B / Part B / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly repaired. Areas to be considered include: .1 side shell frames, their end attachments or adjacent shell plating; .2 deck structure and deck plating; .3 bottom structure and bottom plating; .4 watertight or oiltight bulkheads; and .5 hatch covers and hatch coamings where fitted to combination carriers.	**Technical**
ESP 2014 Amend / Annex B / Part B / 1.3 Repairs		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP Code 2019 Amend			Adopted by Res.MSC.461(101)
ESP 2019 Amend / Annex A / Part A / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly (see 1.2.15) repaired. Areas to be considered include: .1 side structure and side plating; .2 deck structure and deck plating;	**Technical**

		.3 bottom structure and bottom plating; .4 inner bottom structure and inner bottom plating; .5 inner side structure and inner side plating; .6 watertight or oiltight bulkheads; .7 hatch covers or hatch coamings; and .8 items in 3.3.10.	
ESP 2019 Amend / Annex A / Part A / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2019 Amend / Annex A / Part A / 5.1 Survey programme / 5.1.5		5.1.5 Use should also be made of the Guidelines for technical assessment in conjunction with the planning of enhanced surveys for single-side skin bulk carriers contained in annex 9. These Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme. These Guidelines shall not be used to reduce the requirements of annexes 1 and 2 and paragraph 2.7, which shall, in all cases, be complied with as a minimum.	**Technical**
ESP 2019 Amend / Annex A / Part A / Annex 13 / 3		Bulk Carriers having Single-Side Skin Construction 3. Materials and welding Where stoppers or securing devices are fitted to comply with this annex, they should be manufactured of materials, including welding electrodes, to the satisfaction of the Administration.	**Technical**
ESP 2019 Amend / Annex A / Part B / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly (see 1.2.15) repaired. Areas which should be considered include: .1 side structure and side plating; .2 deck structure and deck plating; .3 bottom structure and bottom plating; .4 inner bottom structure and inner bottom plating; .5 inner side structure and inner side plating; .6 watertight or oiltight bulkheads; .7 hatch covers or hatch coamings; and .8 items in 3.3.10.	**Technical**

ESP 2019 Amend / Annex A / Part B / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2019 Amend / Annex A / Part B / 5.1 Survey programme / 5.1.5		5.1.5 Use should also be made of the Guidelines for technical assessment in conjunction with the planning of enhanced surveys for double-side skin bulk carriers, contained in annex 9. These Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme. These Guidelines shall not be used to reduce the requirements of annexes 1 and 2 and paragraph 2.7, which shall, in all cases, be complied with as a minimum.	**Technical**
ESP 2019 Amend / Annex A / Part B / Annex 9 / 1		1 Introduction These Guidelines contain information and suggestions concerning technical assessments, which may be of use in conjunction with the planning of enhanced renewal surveys of double-side skin bulk carriers. As indicated in 5.1.5 of the Code, the Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme.	**Technical**
ESP 2019 Amend / Annex A / Part B / Annex 11 / 3		Bulk Carriers having Double-Side Skin Construction 3. Materials and welding Where stoppers or securing devices are fitted to comply with this annex, they should be manufactured of materials, including welding electrodes, to the satisfaction of the Administration.	**Technical**
ESP 2019 Amend / Annex B / Part A / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly (see 1.2.15) repaired. Areas to be considered include: .1 bottom structure and bottom plating; .2 side structure and side plating; .3 deck structure and deck plating; .4 watertight or oiltight bulkheads; and .5 hatch covers and hatch coamings, where fitted.	**Technical**

ESP 2019 Amend / Annex B / Part A / 1.3 Repairs / 1.3.2		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2019 Amend / Annex B / Part A / 5.1 Survey programme / 5.1.5		5.1.5 Use should also be made of the Guidelines for technical assessment in conjunction with the planning of enhanced surveys for tankers, contained in annex 12. These Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme. These Guidelines shall not be used to reduce the requirements of annexes 1, 2 and 3, and paragraph 2.6, which shall, in all cases, be complied with as a minimum.	**Technical**
ESP 2019 Amend / Annex B / Part B / 1.3 Repairs / 1.3.1		1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly repaired. Areas to be considered include: .1 side shell frames, their end attachments or adjacent shell plating; .2 deck structure and deck plating; .3 bottom structure and bottom plating; .4 watertight or oiltight bulkheads; and .5 hatch covers and hatch coamings where fitted to combination carriers.	**Technical**
ESP 2019 Amend / Annex B / Part B / 1.3 Repairs		1.3.2 Additionally, when a survey results in the identification of corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.	**Technical**
ESP 2019 Amend / Annex B / Part B / 5.1 Survey programme / 5.1.5		5.1.5 Use should also be made of the Guidelines for technical assessment in conjunction with the planning of enhanced surveys for tankers, contained in annex 11. These Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme. These Guidelines shall not be used to reduce the requirements of annexes 1, 2 and 3, and paragraph 2.6, which shall, in all cases, be complied with as a minimum.	**Technical**

ESP Code 2022 Amend			Adopted by Res.MSC.525(106)
ESP 2022 Amend / Annex A / Part B / Annex 9 / 1		1 Introduction These Guidelines contain information and suggestions concerning technical assessments, which may be of use in conjunction with the planning of enhanced renewal surveys of double-side skin bulk carriers. As indicated in 5.1.5 of the Code, the Guidelines are a recommended tool which may be invoked at the discretion of the Administration, when considered necessary and appropriate, in conjunction with the preparation of the required survey programme.	**Technical**
POLAR Code 2015			Adopted by Res.MSC.385(94); Res.MEPC.264(68)
POLAR Code 2015 / PART I-A / 1.3	On or after 1/1/2017	**1.3 Certificate and survey** 1.3.7 Where applicable, the certificate shall reference a methodology to assess operational capabilities and limitations in ice to the satisfaction of the Administration, taking into account the guidelines developed by the Organization.	**Technical**
POLAR Code 2015 / PART I-A / 3.3.2.4		3.3.2 In order to comply with the functional requirements of paragraph 3.2.2 above, the following apply: .4 a category C ship need not be ice strengthened if, in the opinion of the Administration, the ship's structure is adequate for its intended operation.	**Technical**
STPS, 1971			
STPS 1971 / Rule 14(2)(d)		(2) For existing special trade passenger ships: (d) the provisions of Regulation 36 shall be fully complied with except that isolated deckhouses containing no accommodation and decks exposed to the weather may be of wood if structural fire protection measures are taken to the satisfaction of the Administration;	**Technical**
STPS 1971 / Rule 18		For the purpose of these Rules, Regulation 29(n)(i) of Chapter III of the Convention shall be replaced by the following: In special trade passenger ships engaged on international voyages which are not short international voyages, in which there are carried lifeboats and liferafts in accordance with sub-paragraph (l)(i) of Rule 17, there shall be provided approved launching devices sufficient in number in the opinion of the Administration to enable that number of liferafts which, together with the lifeboats, is required in accordance with that sub-paragraph to provide accommodation for all on board, to be put into the water	**Technical**

		loaded with the number of persons they are permitted to accommodate, on not more than thirty minutes in calm conditions. Approved launching devices so provided shall, so far as practicable, be distributed equally on each side of the ship and there shall never be less than one such devices on each side. Provided that the Administration may permit launching devices of liferafts carried in accordance with sub-paragraph (l)(i) of Rule 17 to be dispensed with if it is satisfied that passengers will not need to descend more than 9 metres (30 feet) from the embarkation deck to the water. Such liferafts shall not be stowed in the ship at a greater height than 18 metres (60 feet) above the water.	
Space Requirements For STPS, 1973 Protocol / Rule 4		In exceptional circumstances, for the purpose of making a single voyage, a ship may be exempted by the Administration from any of the requirements of these Rules, except Part IV, provided it complies with such of those requirements as are in the opinion of the Administration adequate for the voyage to be undertaken.	**Indefinite**
Space Requirements For STPS, 1973 Protocol / Rule 9(1)(e)		(1) No special trade passenger shall be carried: (e) on any weather deck which is not sheathed to the satisfaction of the Administration.	**Technical**
Space Requirements For STPS, 1973 Protocol / Rule 12(1)(e)		(1) In calculating, in accordance with Rule 11, the number of passengers which may be accommodated in any one space not fitted with bunks, the following deductions shall be made: ... (e) any area which in the opinion of the Administration is unsuitable for the accommodation of special trade passengers.	**Technical**
Space Requirements For STPS, 1973 Protocol / Rule 13(2)(g)		(2) In every ship where bunks are provided for the use of special trade passengers, the following provisions shall apply: ... (g) except where hatch openings are trunked or otherwise similarly protected to the satisfaction of the Administration, no bunk shall be fitted within 0.90 metre (3 feet) of such openings;	**Technical**
Space Requirements For STPS, 1973 Protocol / Rule 13(2)(j)		(2) In every ship where bunks are provided for the use of special trade passengers, the following provisions shall apply: ... (j) no bunk shall be fitted in any space or part thereof which in the opinion of the Administration is unsuitable for the accommodation of special trade passengers.	**Technical**
Space Requirements		(4) In no case shall the width of any stairway or ladderway referred to in this Rule be less than 0.75 metre (2 feet 6 inches);	**Technical**

For STPS, 1973 Protocol / Rule 15(4)		where the width is greater than1.50 metres (5 feet) the stairway or ladderway shall be fitted with an intermediate rail or rails to the satisfaction of the Administration.	
Space Requirements For STPS, 1973 Protocol / Rule 17(1)		(1) Every ship shall be provided with a system of trunked mechanical ventilation sufficient to distribute fresh air into all parts of the enclose spaces allocated for the accommodation or use of special trade passengers and capable of providing at least ten fresh air changes per hour. Alternatively a trunked air conditioning system may be provided to the satisfaction of the Administration.	**Technical**
Space Requirements For STPS, 1973 Protocol / Rule 22(1)		In the case of existing ships the Administration may permit any of the following relaxations from the requirements of Part II of these Rules: (1) Rules 9 (1) (b) and 15 shall apply only so far as is reasonable and practicable in the opinion of the Administration.	**Technical**
Space Requirements For STPS, 1973 Protocol / Rule 22(3)(b)		In the case of existing ships the Administration may permit any of the following relaxations from the requirements of Part II of these Rules: (3) Rule 13 shall apply subject to the following provisions: (b) In the case of a ship already fitted with bunks, if in the opinion of the Administration: (i) the characteristics of the special trade passengers carried are such that the reduction in the size of bunks would not lead to discomfort for them; and (ii) such additional available space resulting from the reduction could be used in improving safety and amenities of special trade passengers and will not be utilized to increase the number of passengers which would otherwise be permitted under Rule 13 to be carried; bunks of a size not less than 1.80 metres (6 feet) long and 0.70 metre (2 feet 3 inches) wide may be fitted.	**Technical**
Space Requirements For STPS, 1973 Protocol / Rule 22(4)(b)		In the case of existing ships the Administration may permit any of the following relaxations from the requirements of Part II of these Rules: (4) Rule 17 need not apply where a natural ventilation system is fitted in the spaces referred to in that Rule, provided that such system shall be adequate to maintain the air in a satisfactory condition and to ensure a sufficient degree of air movement under all conditions of weather and climate to which the ship is likely to be subjected, and shall in particular at least meet the following requirements:	**Technical**

		... (b) In every between deck space other than open self-airing spaces fans shall be fitted having a diameter of not less than 0.60 metre (2 feet) for every 25 passengers appropriate to that space, provided that fans of lesser diameter may be used and the number of fans varied where, in the opinion of the Administration, they will together provide an equivalent degree of air movement;	
SPS Code			Adopted by Res.A.534(13)
SPS / Chapter 1 / 1.3.4.5		1.3 Definitions. 1.3.4 "Special purpose ship" means a mechanically self-propelled ship, which by reason of its function, carries on board more than 12 special personnel including passengers. Special purpose ships to which this Code applies include the following types: ... .5 other ships with design features and modes of operation similar to ships referred to in .1 to .4 which in the opinion of the Administration may be referred to this group.	**Technical**
SPS / Chapter 1 / 1.4.2		1.4 Exemptions. 1.4.2 A ship which is not normally engaged as a special purpose ship which undertakes an exceptional single voyage as a special purpose ship may be exempted by the Administration from the provisions of this Code provided that it complies with safety requirements which in the opinion of the Administration are adequate for the voyage which is to be undertaken by the ship.	**Specific** Case by case assessment
SPS / Chapter 2 / 2.1		Chapter 2 – Stability and subdivision 2.1 The intact stability of special purpose ships of under 100 m in length should comply with the provisions in resolution A.167(ES.4) except that the alternative criteria given in 2.5.2 of the Guidelines for the Design and Construction of Offshore Supply Vessels may be used for special purpose ships of similar design and characteristics. The intact stability of special purpose ships of 100 m in length and above should be to the satisfaction of the Administration.	**Technical**
SPS 1996 Amend			Adopted by MSC.Circ.739
SPS 1996 / Chapter 1 / 1.3.4.5		1.3 Definitions. 1.3.4 Except as provided in 8.3, "special purpose ship" means a mechanically self-propelled ship which, by reason of its function, carries on board more than 12 special personnel including passengers. Special purpose ships to which this Code applies include the following types: ...	**Technical**

		.5 other ships with design features and modes of operation similar to ships referred to in .1 to .4 which in the opinion of the Administration may be referred to this group."	
SPS 1996 / Chapter 8 / 8.3.2.2		8.3 Notwithstanding the provisions of 8.2, sail training ships, whether mechanically self-propelled or not and irrespective of their gross tonnage, carrying more than 50 special personnel (trainees), may in lieu of meeting the requirements of regulations 20.1.1, 20.1.2 or 20.1.3 of chapter III of the 1974 SOLAS Convention: ... .2 in addition, carry one immersion suit complying with regulation 33 of chapter III of the 1974 SOLAS Convention for each person on board, unless: .1 davits are provided for launching the liferafts; or .2 the ship is constantly engaged on voyages in warm climates where, in the opinion of the Administration, immersion suits are unnecessary.	**Specific** Case by case assessment
SPS 2004 Amend			Adopted by Res.MSC.183(79)
SPS 2004 / Chapter 1 / 1.3.4.5		1.3 Definitions. 1.3.4 Except as provided in 8.3, "special purpose ship" means a mechanically self-propelled ship which, by reason of its function, carries on board more than 12 special personnel including passengers. Special purpose ships to which this Code applies include the following types: ... .5 other ships with design features and modes of operation similar to ships referred to in .1 to .4 which in the opinion of the Administration may be referred to this group."	**Technical**
SPS 2004 / Chapter 1 / 1.4.2		1.4 Exemptions. 1.4.2 A ship which is not normally engaged as a special purpose ship which undertakes an exceptional single voyage as a special purpose ship may be exempted by the Administration from the provisions of this Code provided that it complies with safety requirements which in the opinion of the Administration are adequate for the voyage which is to be undertaken by the ship.	**Specific** Case by case assessment
SPS 2004 / Chapter 2 / 2.1		2.1 The intact stability of special purpose ships of under 100 m in length should comply with the provisions in resolution A.167(ES.IV) except that the alternative criteria given in 2.5.2 of the Guidelines for the Design and Construction of Offshore Supply Vessels may be used for special purpose ships of similar design and characteristics. The intact stability of special purpose ships of	**Technical**

		100 m in length and above should be to the satisfaction of the Administration.	
SPS 2004 / Chapter 8 / 8.3.2.2		8.3 Notwithstanding the provisions of 8.2, sail training ships, whether mechanically self-propelled or not and irrespective of their gross tonnage, carrying more than 50 special personnel (trainees), may in lieu of meeting the requirements of regulations 20.1.1, 20.1.2 or 20.1.3 of chapter III of the 1974 SOLAS Convention: ... .2 in addition, carry one immersion suit complying with regulation 33 of chapter III of the 1974 SOLAS Convention for each person on board, unless: .1 davits are provided for launching the liferafts; or .2 the ship is constantly engaged on voyages in warm climates where, in the opinion of the Administration, immersion suits are unnecessary.	**Specific** Case by case assessment
SPS 2018 Amend			Adopted by Res.MSC.453(100)
SPS 2018 Amend / Chapter 1 / 1.3.4.5		1.3 Definitions. 1.3.4 Except as provided in 8.3, "special purpose ship" means a mechanically self-propelled ship which, by reason of its function, carries on board more than 12 special personnel including passengers. Special purpose ships to which this Code applies include the following types: ... .5 other ships with design features and modes of operation similar to ships referred to in .1 to .4 which in the opinion of the Administration may be referred to this group."	**Technical**
SPS 2018 Amend / Chapter 8 / 8.3.2.2		8.3 Notwithstanding the provisions of 8.2, sail training ships, whether mechanically self-propelled or not and irrespective of their gross tonnage, carrying more than 50 special personnel (trainees), may in lieu of meeting the requirements of regulations 20.1.1, 20.1.2 or 20.1.3 of chapter III of the 1974 SOLAS Convention: ... .2 in addition, carry one immersion suit complying with regulation 33 of chapter III of the 1974 SOLAS Convention for each person on board, unless: .1 davits are provided for launching the liferafts; or .2 the ship is constantly engaged on voyages in warm climates where, in the opinion of the Administration, immersion suits are unnecessary.	**Specific** Case by case assessment

SPS 2008			Adopted by Res.MSC.266(84)
SPS 2008 / Chapter 1 / 1.3.11.5	On or after 05/13/2008	1.3 Definitions. 1.3.11 "Special personnel" means all persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship. Wherever in this Code the number of special personnel appears as a parameter, it should include the number of passengers carried on board which may not exceed 12. Special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and to have received some training in safety procedures and the handling of the ship's safety equipment before leaving port and include the following: ... .5 other personnel similar to those referred to in .1 to .4 who, in the opinion of the Administration, may be referred to this group.	**Technical**
SPS 2008 / Chapter 1 / 1.4.2	On or after 05/13/2008	1.4 Exemptions. 1.4.2 A ship which is not normally engaged as a special purpose ship which undertakes an exceptional single voyage as a special purpose ship may be exempted by the Administration from the provisions of this Code provided that it complies with safety requirements which in the opinion of the Administration are adequate for the voyage which is to be undertaken by the ship.	**Specific** Case by case assessment
MODU			
MODU 1979			By Resolution A.414(XI)
MODU 1979 / Chapter 1 / Section 3 / 1.3.32.1	On or after 1/1/1982 Before 5/1/1991	1.3 Definitions 1.3.32.1 Non-combustible material means a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C, this being determined to the satisfaction of the Administration by an established test procedure. Any other material is a combustible material.	**Indefinite**
MODU 1979 / Chapter 2 / Section 2 / 2.2.2	On or after 1/1/1982 Before 5/1/1991	2.2 Design loads Wind loading 2.2.2 Sustained and gust wind velocities, as relevant, should be considered when determining wind loadings. Pressures and resultant forces should be calculated by the method referred to in 3.2 or by some other method to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 2 /	On or after 1/1/1982	2.2 Design loads Wave loading	**Indefinite**

Section 2 / 2.2.3.2	Before 5/1/1991	2.2.3.2 The wave forces utilized in the design analysis should include the effects of immersion, heeling and accelerations due to motion. Theories used for the calculation of wave forces and the selection of coefficients should be to the satisfaction of the Administration.	
MODU 1979 / Chapter 2 / Section 2 / 2.2.6	On or after 1/1/1982 Before 5/1/1991	2.2 Design loads Deck loading 2.2.6 A loading plan should be prepared to the satisfaction of the Administration showing the maximum design uniform and concentrated deck loadings for each area for each mode of operation.	**Indefinite**
MODU 1979 / Chapter 2 / Section 2 / 2.2.7	On or after 1/1/1982 Before 5/1/1991	2.2 Design loads Other loadings 2.2.7 Other relevant loadings should be determined in a manner to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 2 / Section 3 / 2.3.1	On or after 1/1/1982 Before 5/1/1991	2.3 Structural analysis 2.3.1 Sufficient loading conditions for all modes of operation should be analyzed to enable the critical design cases for all principal structural components to be evaluated. This design analysis should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 2 / Section 3 / 2.3.2	On or after 1/1/1982 Before 5/1/1991	2.3 Structural analysis 2.3.2 The scantlings should be determined on the basis of criteria which combine, in a rational manner, the individual stress components in each structural element. The allowable stresses should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 2 / Section 3 / 2.3.7	On or after 1/1/1982 Before 5/1/1991	2.3 Structural analysis 2.3.7 Where possible, structural joints should not be designed to transmit primary tensile stresses through the thickness of plates integral with the joint. Where such joints are unavoidable, the plate material properties and inspection procedures selected to prevent lamellar tearing should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 2 / Section 9 / 2.9	On or after 1/1/1982 Before 5/1/1991	2.9 Welding The welding procedures employed during construction should be to the satisfaction of the Administration. Welders should be qualified in the welding processes and procedures utilized. The selection of welds for testing and the methods utilized should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 2 / Section 10 / 2.10	On or after 1/1/1982	2.10 Testing Upon completion, boundaries of tanks should be tested to the satisfaction of the Administration.	**Indefinite**

	Before 5/1/1991		
MODU 1979 / Chapter 3 / Section 5 / 3.5.3.2	On or after 1/1/1982 Before 5/1/1991	3.5 Extent of damage 3.5.3 Column stabilized units In assessing the damage stability of column stabilized units, the following extent of damage should be assumed: .2 Columns which are subdivided into watertight compartments by watertight flats should in general be assumed to be damaged within any one compartment enclosed by watertight flats. Columns should be assumed to be flooded by damage having a vertical extent of 3.0 metres occurring at any level between 5.0 metres above and 3.0 metres below the draughts specified in the Operating Manual. Lesser distances above or below the draughts may be applied to the satisfaction of the Administration, taking into account the actual operating conditions. However, the extent of required damage region should be at least 1.5 metres above and below the draughts specified in the Operating Manual and where a watertight flat is located within this region, the damage should be assumed to have occurred in both compartments above and below the watertight flat in question.	**Indefinite**
MODU 1979 / Chapter 5 / Section 3 / 5.3.1.3	On or after 1/1/1982 Before 5/1/1991	5.3 Emergency source of electrical power 5.3.1.3 The location of the emergency source of power, the transitional source of emergency power and emergency switchboard in relation to the main source of electrical power should 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 or in any machinery space of Category A will not interfere with the supply or distribution of emergency power. As far as practical, the space containing the emergency sources of power, the transitional source of emergency power and the emergency switchboard should not be contiguous to boundaries of machinery spaces of Category A or of those spaces containing the main sources of electrical power. Where the emergency source of power, the transitional source of emergency power, and the emergency switchboard are contiguous to the boundaries of machinery spaces of Category A or to those spaces containing the main source of electrical power, or to spaces of Zone 1 or Zone 2, the contiguous boundaries should be in compliance with 9.1.	**Indefinite**
MODU 1979 / Chapter 5 /	On or after 1/1/1982	5.3 Emergency source of electrical power	**Indefinite**

Section 3 / 5.3.5.2	Before 5/1/1991	5.3.5.2 No accumulator battery fitted in accordance with this requirement for emergency or transitional power supply should be installed in the same space as the emergency switchboard, unless appropriate measures to the satisfaction of the Administration are taken to extract the gases discharged from the said batteries. An indicator should be mounted in a suitable place on the main switchboard or in the machinery control room to indicate when the batteries constituting either the emergency source of power or the transitional source of power referred to in5.3.3.2 or 5.3.4 are being discharged.	
MODU 1979 / Chapter 5 / Section 5 / 5.5.2	On or after 1/1/1982 Before 5/1/1991	5.5.2 Switchboards should be so arranged as to give easy access needed to apparatus and equipment, in order to minimize danger to attendants. The sides and backs and where necessary, the fronts of switchboards, should be suitably guarded. Exposed live parts having voltages to earth (ground) exceeding a voltage to be specified by the Administration should not be installed on the front of such switchboards. There should be non-conducting mats or gratings at the front and rear, where necessary.	**Indefinite**
MODU 1979 / Chapter 6 / Section 6 / 6.6.3.2.4	On or after 1/1/1982 Before 5/1/1991	6.6 Electrical installations in hazardous areas 6.6.3 Cables and types of electrical equipment permitted in hazardous areas are as follows: .2 Zone 1 .4 Pressurized enclosure type equipment which is certified safe or which is to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 6 / Section 6 / 6.6.3.2.5	On or after 1/1/1982 Before 5/1/1991	6.6 Electrical installations in hazardous areas 6.6.3 Cables and types of electrical equipment permitted in hazardous areas are as follows: .2 Zone 1 .5 Equipment in an enclosure which is filled with a dielectric and which is to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 6 / Section 6 / 6.6.3.3.4	On or after 1/1/1982 Before 5/1/1991	6.6 Electrical installations in hazardous areas 6.6.3 Cables and types of electrical equipment permitted in hazardous areas are as follows: .3 Zone 2 .4 Pressurized enclosure type equipment which is to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 6 / Section 6 / 6.6.3.3.5	On or after 1/1/1982 Before 5/1/1991	6.6 Electrical installations in hazardous areas 6.6.3 Cables and types of electrical equipment permitted in hazardous areas are as follows: .3 Zone 2	**Indefinite**

		.5 Equipment in an enclosure which is filled with a dielectric and which is to the satisfaction of the Administration.	
MODU 1979 / Chapter 6 / Section 6 / 6.6.3.3.6	On or after 1/1/1982 Before 5/1/1991	6.6 Electrical installations in hazardous areas 6.6.3 Cables and types of electrical equipment permitted in hazardous areas are as follows: .3 Zone 2 .6 Any equipment of a type which ensures absence of sparks or arcs and of "hot spots" during normal operation and which is to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 6 / Section 6 / 6.6.4	On or after 1/1/1982 Before 5/1/1991	6.6 Electrical installations in hazardous areas 6.6.4 Permanently installed, fixed cables passing through Zone 1 hazardous areas should be fitted with a conductive covering, braiding or sheath for earth detection. Flexible cables passing through such areas should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 7 / Section 5 / 7.5.1.1	On or after 1/1/1982 Before 5/1/1991	7.5 Steering gear 7.5.1.1 Except as provided in 7.5.2, units should be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the Administration. The main steering gear and the auxiliary steering gear should be so arranged that a single failure in one of them so far as is reasonable and practicable will not render the other one inoperative.	**Indefinite**
MODU 1979 / Chapter 8 / Section 1 / 8.1.3	On or after 1/1/1982 Before 5/1/1991	Periodically unattended machinery spaces for all types of units 8.1.3 Measures should be taken to the satisfaction of the Administration 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.	**Indefinite**
MODU 1979 / Chapter 8 / Section 1 / 8.1.4	On or after 1/1/1982 Before 5/1/1991	Periodically unattended machinery spaces for all types of units 8.1.4 Units should be provided with documentary evidence to the satisfaction of the Administration of their fitness to operate with periodically unattended machinery spaces.	**Indefinite**
MODU 1979 / Chapter 9 / Section 1 / 9.1.2	On or after 1/1/1982 Before 5/1/1991	9.1 Structural fire protection 9.1.2 Units constructed of other materials may be accepted, provided that, in the opinion of the Administration, they provide an equivalent standard of safety.	**Indefinite**
MODU 1979 / Chapter 9 / Section 2 / 9.2.5	On or after 1/1/1982 Before 5/1/1991	9.2 Protection of accommodation spaces, service spaces and control stations 9.2.5 Ceilings, linings, bulkheads and insulation except for insulation in refrigerated compartments should be of non-combustible material. Vapour barriers and adhesives used in	**Indefinite**

		conjunction with insulation, as well as insulation of pipe fittings for cold service systems need not be non-combustible, but they should be kept to a minimum and their exposed surfaces should have resistance to propagation of flame to the satisfaction of the Administration.	
MODU 1979 / Chapter 9 / Section 3 / 9.3.2.1	On or after 1/1/1982 Before 5/1/1991	9.3 Means of escape 9.3.2 Two means of escape should be provided from every machinery space of Category A by one of the following: .1 two sets of steel ladders as widely separated as possible leading to doors in the upper part of the space similarly separated and from which access is provided to the open deck. In general, one of these ladders should provide continuous fire shelter from the lower part of the space to a safe position outside the space. However, the Administration may not require the shelter if, due to special arrangements or dimensions of machinery space, a safe escape route from the lower part of this space is provided. This shelter should be of steel, insulated, where necessary, to the satisfaction of the Administration and be provided with a self-closing steel door at the lower end;	**Indefinite**
MODU 1979 / Chapter 9 / Section 3 / 9.3.3	On or after 1/1/1982 Before 5/1/1991	9.3 Means of escape 9.3.3 From machinery spaces other than those of Category A, escape routes should be provided to the satisfaction of the Administration having regard to the nature and location of the space and whether persons are normally employed in that space.	**Indefinite**
MODU 1979 / Chapter 9 / Section 4 / 9.4.1.4	On or after 1/1/1982 Before 5/1/1991	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.1.4 The capacity of the required pumps should be appropriate to the fire-fighting services supplied from the fire main. However, the total capacity of the pumps need not exceed 180 cubic metres per hour. Where more pumps than required are installed, their capacity should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 9 / Section 4 / 9.4.1.6	On or after 1/1/1982 Before 5/1/1991	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.1.6 Where either of the required pumps is located in a space not normally manned and in the opinion of the Administration is relatively far removed from working areas, suitable provision should be made for remote start-up of that pump and remote operation of associated suction and discharge valves.	**Indefinite**
MODU 1979 / Chapter 9 / Section 4 / 9.4.2.3	On or after 1/1/1982 Before 5/1/1991	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.2.3 With the required fire pumps operating simultaneously, the pressure maintained in the fire mains should be to the satisfaction of the Administration and be adequate for the safe and efficient operation of all equipment supplied therefrom.	**Indefinite**

MODU 1979 / Chapter 9 / Section 4 / 9.4.3.2	On or after 1/1/1982 Before 5/1/1991	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.3.2 Fire hoses should be of material approved by the Administration and be sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. Their maximum length should be to the satisfaction of the Administration. Every fire hose should be provided with a dual purpose nozzle and the necessary couplings. Fire hoses should together with any necessary fittings and tools be kept ready for use in conspicuous positions near the water service hydrants or connections.	**Indefinite**
MODU 1979 / Chapter 9 / Section 4 / 9.4.4.1	On or after 1/1/1982 Before 5/1/1991	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.4 Nozzles should comply with the following requirements: .1 Standard nozzle sizes should be 12 millimetres, 16 millimetres and 19 millimetres or as near thereto as possible. Larger diameter nozzles may be permitted at the discretion of the Administration.	**Indefinite**
MODU 1979 / Chapter 9 / Section 5 / 9.5.4	On or after 1/1/1982 Before 5/1/1991	9.5 Fire-extinguishing systems in machinery spaces and in spaces containing fired processes 9.5.4 Where, in the opinion of the Administration, a fire hazard exists in any machinery space for which no specific provisions for fire-extinguishing appliances are prescribed in 9.5.1 to 9.5.3, there should be provided in, or adjacent to, that space a number of approved portable fire extinguishers or other means of fire extinction to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 9 / Section 6 / 9.6	On or after 1/1/1982 Before 5/1/1991	9.6 Portable fire extinguishers in accommodation, service and working spaces The accommodation, service and working spaces should be provided with approved portable fire extinguishers to the satisfaction of the Administration. Approved extinguishers should comply with Regulation 7 of Chapter II-2 of the 1974 SOLAS Convention.	**Indefinite**
MODU 1979 / Chapter 9 / Section 7 / 9.7.1	On or after 1/1/1982 Before 5/1/1991	9.7 Fire detection and alarm system 9.7.1 An automatic fire detection and alarm system should be provided in all accommodation and service spaces. The system should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 9 / Section 8 / 9.8	On or after 1/1/1982 Before 5/1/1991	9.8 Gas detection and alarm system 9.8.1 A fixed automatic gas detection and alarm system should be provided to the satisfaction of the Administration so arranged as to monitor continuously all enclosed areas of the unit in which an accumulation of flammable gas may be expected to occur and capable of indicating at the main control point by aural and visual means the presence and location of an accumulation.	**Indefinite**

MODU 1979 / Chapter 9 / Section 9 / 9.9.2	On or after 1/1/1982 Before 5/1/1991	9.9 Firemen's outfits 9.9.2 For each fireman's outfit spare charges should be provided to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 9 / Section 11 / 9.11.1	On or after 1/1/1982 Before 5/1/1991	9.11 Provisions for helicopter facilities 9.11.1 Helicopter decks should be of steel or equivalent fire resistant construction. If the space below the helicopter deck is a high fire risk space, the insulation standard should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 9 / Section 11 / 9.11.4.7	On or after 1/1/1982 Before 5/1/1991	9.11 Provisions for helicopter facilities 9.11.4.7 Fire-extinguishing arrangements for protection of the designated area should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 9 / Section 12 / 9.12.2	On or after 1/1/1982 Before 5/1/1991	9.12 Storage of gas cylinders 9.12.2 Fire-extinguishing arrangements for the protection of areas or spaces where such cylinders are stored should be to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 10 / Section 1 / 10.1.3	On or after 1/1/1982 Before 5/1/1991	10.1 Survival craft 10.1.3 Survival craft should be constructed and equipped so as to comply with the requirements of Regulations 5, 6, 7 and 11 or Regulations 15, 16 and 17 of Chapter III of the 1974 SOLAS Convention for lifeboats and liferafts, respectively. These Regulations should not preclude the use of new design and technology which has been found acceptable to the Administration. When, in the opinion of the Administration, any items of equipment required by Regulations 11 and 17 are unnecessary, the Administration may permit them to be dispensed with.	**Indefinite**
MODU 1979 / Chapter 10 / Section 5 / 10.5	On or after 1/1/1982 Before 5/1/1991	10.5 Stowage, handling and launching Life-saving appliances and equipment should be positioned or stowed to the satisfaction of the Administration to provide for: .1 distribution at the most easily accessible and/or readily available locations with due regard being given to the particular characteristics, shape and configuration of the unit. The distribution should be such that a fire or other accident in one part of the unit would not be likely to immobilize all the appliances (see 9.3.5); .2 the safe and rapid use of each device or piece of equipment under emergency conditions; .3 the marshalling of persons on board at embarkation stations; and	**Indefinite**

		.4 such launching devices which might be considered necessary to launch survival craft under emergency conditions. Means should be provided for actuating the descent mechanism from a position on board the survival craft. Means should also be provided for on-load release from rigid survival craft and automatic release from other craft.	
MODU 1979 / Chapter 10 / Section 6 / 10.6.5.1	On or after 1/1/1982 Before 5/1/1991	10.6 Emergency procedures 10.6.5 Emergency warnings .1 Each unit should be provided with a general alarm system so installed as to be clearly perceptible in all parts of the unit. Control stations for activating the alarm should be installed to the satisfaction of the Administration. The number of signals used should be limited to the following: general emergency signal, fire signal and abandon unit signal. These signals should be described in the muster list.	**Indefinite**
MODU 1979 / Chapter 10 / Section 8 / 10.8	On or after 1/1/1982 Before 5/1/1991	10.8 Distress signals Each unit should be provided, to the satisfaction of the Administration, with means of making effective distress signals by day and by night, including at least twelve parachute signals capable of giving a bright red light at a high altitude.	**Indefinite**
MODU 1979 / Chapter 10 / Section 9 / 10.9	On or after 1/1/1982 Before 5/1/1991	10.9 First aid kit First aid kits should be readily available to the satisfaction of the Administration. Each unit should be provided with a stretcher capable of being used for lifting an injured person into a helicopter.	**Indefinite**
MODU 1979 / Chapter 10 / Section 10 / 10.10	On or after 1/1/1982 Before 5/1/1991	10.10 Guards and rails To prevent persons from falling overboard the unprotected perimeter of all floor and deck areas and openings should be provided with guards, rails or other devices to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 10 / Section 11 / 10.11.1.2	On or after 1/1/1982 Before 5/1/1991	10.11 Means of embarkation 10.11.1 Means should be provided for embarkation into survival craft and other craft as appropriate. In providing the means of embarkation consideration should be given to the shape and configuration of the unit, the method of launching and embarkation into the survival craft. Minimum physical exertion should be required for embarkation. The means of embarkation should include: ... .2 personnel landings to ensure safe embarkation, or, where constructional features make the provision of personnel landings	**Indefinite**

		impractical, other suitable transfer facilities to ensure safe embarkation, to the satisfaction of the Administration.	
MODU 1979 / Chapter 11 / Section 8 / 11.8.2	On or after 1/1/1982 Before 5/1/1991	11.8.2 Equipment installed prior to 1 February 1992 may be exempted from full compliance with the appropriate performance standards at the discretion of the Administration, provided that the equipment is compatible with equipment complying with the performance standards, having, due regard to the criteria which the Organization may adopt in connection with such standards.	**Indefinite**
MODU 1979 / Chapter 12 / Section 1 / 12.1.1.1	On or after 1/1/1982 Before 5/1/1991	12.1 Cranes 12.1.1.1 Each crane including its supporting structure which is used for the transfer of material, equipment or personnel between the unit and attending vessels should be of a design and construction to the satisfaction of the Administration and adequate for the service intended in accordance with the requirements of a recognized classification society or with national or international standards or codes.	**Indefinite**
MODU 1979 / Chapter 12 / Section 1 / 12.1.7	On or after 1/1/1982 Before 5/1/1991	12.1 Cranes 12.1.7 Except when loads are determined and marked prior to lifting, each crane should be fitted, to the satisfaction of the Administration, with a safety device to give the crane operator a continuous indication of hook load and rated load for each radius. The indicator should give a clear and continuous warning when approaching the rated capacity of the crane.	**Indefinite**
MODU 1979 / Chapter 12 / Section 3 / 12.3	On or after 1/1/1982 Before 5/1/1991	12.3 Drilling derricks The design of each drilling derrick and its supporting structure should be to the satisfaction of the Administration. The rated capacity for each reeving should be included in the Operating Manual.	**Indefinite**
MODU 1979 / Chapter 13 / Section 2 / 13.2	On or after 1/1/1982 Before 5/1/1991	13.2 Construction 13.2.1 The helicopter deck should be of a design and construction adequate for the intended service to the satisfaction of the Administration.	**Indefinite**
MODU 1979 / Chapter 14 / Section 1 / 14.1	On or after 1/1/1982 Before 5/1/1991	14.1 Operating Manual 14.1.1 An Operating Manual containing guidance for the safe operation of the unit under normal and emergency conditions, to the satisfaction of the Administration, should be on board and available to all concerned.	**Indefinite**
MODU 1979 /1991 Amend			**Adopted by Res. MSC/Circ.561**
MODU 1979 / 1991 Amend /	On or after 1/1/1982	11.8 Performance standards	**Indefinite**

Chapter 11 / Section 8 / 11.8.2	Before 5/1/1991	11.8.2 Equipment installed prior to 1 February 1992 may be exempted from full compliance with the appropriate performance standards at the discretion of the Administration, provided that the equipment is compatible with equipment complying with the performance standards, having due regard to the criteria which the Organization may adopt in connection with such standards.	
MODU 1989			Adopted by Res.A.649(16)
MODU 1989 / Chapter 1 / Section 3 / 1.3.36	On or after 5/1/1991 Before 2/3/2000	1.3 Definitions 1.3.36 Non-combustible material means a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C, this being determined to the satisfaction of the Administration by an established test procedure. Any other material is a combustible material.	**Indefinite**
MODU 1989 / Chapter 1 / Section 3 / 1.3.42	On or after 5/1/1991 Before 1/1/2012	1.3 Definitions 1.3.42 Low flame spread means that the surface thus described will adequately restrict the spread of flame, this being determined to the satisfaction of the Administration by an established test procedure.	**Indefinite**
MODU 1989 / Chapter 2 / Section 2 / 2.2.5	On or after 5/1/1991 Before 1/1/2012	2.2 Design loads Wind loading 2.2.5 Sustained and gust wind velocities, as relevant, should be considered when determining wind loading. Pressures and resultant forces should be calculated by the method referred to in 3.2 or by some other method to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 2 / Section 2 / 2.2.7	On or after 5/1/1991 Before 1/1/2012	2.2 Design loads Wave loading 2.2.7 The wave forces utilized in the design analysis should include the effects of immersion, heeling and accelerations due to motion. Theories used for the calculation of wave forces and the selection of coefficients should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 2 / Section 2 / 2.2.10	On or after 5/1/1991 Before 1/1/2012	2.2 Design loads Deck loading 2.2.10 A loading plan should be prepared to the satisfaction of the Administration showing the maximum design uniform and concentrated deck loading for each area for each mode of operation.	**Indefinite**
MODU 1989 / Chapter 2 /	On or after 5/1/1991	2.2 Design loads Other loadings	**Indefinite**

Section 2 / 2.2.11	Before 1/1/2012	2.2.11 Other relevant loadings should be determined in a manner to the satisfaction of the Administration.	
MODU 1989 / Chapter 2 / Section 3 / 2.3.1	On or after 5/1/1991 Before 1/1/2012	2.3 Structural analysis 2.3.1 Sufficient loading conditions for all modes of operation should be analyzed to enable the critical design cases for all principal structural components to be evaluated. This design analysis should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 2 / Section 3 / 2.3.2	On or after 5/1/1991 Before 1/1/2012	2.3 Structural analysis 2.3.2 The scantlings should be determined on the basis of criteria which combine, in a rational manner, the individual stress components in each structural element. The allowable stresses should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 2 / Section 3 / 2.3.7	On or after 5/1/1991 Before 1/1/2012	2.3 Structural analysis 2.3.7 Where possible, structural joints should not be designed to transmit primary tensile stresses through the thickness of plates integral with the joint. Where such joints are unavoidable, the plate material properties and inspection procedures selected to prevent lamellar tearing should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 2 / Section 10 / 2.10	On or after 5/1/1991 Before 1/1/2012	2.10 Welding The welding procedures employed during construction should be to the satisfaction of the Administration. Welders should be qualified in the welding processes and procedures utilized. The selection of welds for testing and the methods utilized should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 2 / Section 11 / 2.11	On or after 5/1/1991 Before 1/1/2012	2.11 Testing Upon completion, boundaries of tanks should be tested to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 3 / Section 5 / 3.5.10.2	On or after 5/1/1991 Before 1/1/2012	3.5 Extent of damage Column-stabilized units 3.5.10 In assessing the damage stability of column-stabilized units, the following extent of damage should be assumed: .2 Columns and braces should be assumed to be flooded by damage having a vertical extent of 3.0 m occurring at any level between 5.0 m above and 3.0 m below the draughts specified in the operating manual. Where a watertight flat is located within this region, the damage should be assumed to have occurred in both compartments above and below the watertight flat in question. Lesser distances above or below the draughts may be applied to the satisfaction of the Administration, taking into	**Indefinite**

		account the actual operating conditions. However, the required damage region should extend at least 1.5 m above and below the draught specified in the operating manual.	
MODU 1989 / Chapter 4 / Section 10 / 4.10.2	On or after 5/1/1991 Before 1/1/2012	4.10 Protection against flooding 4.10.2 The control systems and indicators provided in 3.6.4.1 should be operable in both normal conditions and in the event of main power failure. Where stored energy is provided for this purpose, its capacity should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 4 / Section 11 / 4.11.2	On or after 5/1/1991 Before 1/1/2012	4.11 Anchoring arrangements for surface and column-stabilized units 4.11.2 The anchors, cables, shackles and other associated connecting equipment should be designed, manufactured and tested in accordance with a recognized standard. Evidence, to the satisfaction of the Administration, that the equipment has been so tested and approved should be readily available. Provisions should be made on board for the recording of changes to and inspection of the equipment.	**Indefinite**
MODU 1989 / Chapter 4 / Section 12 / 4.12	On or after 5/1/1991 Before 1/1/2012	4.12 Dynamic positioning systems Dynamic positioning systems used as a sole means of position keeping should provide a level of safety equivalent to that provided for anchoring arrangements to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 5 / Section 3 / 5.3.3	On or after 5/1/1991 Before 1/1/2012	5.3 Emergency source of electrical power 5.3.3 The location of the emergency source of power, the transitional source of emergency power and emergency switchboard in relation to the main source of electrical power should 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 or in any machinery space of category A will not interfere with the supply or distribution of emergency power. As far as practical, the space containing the emergency source of power, the transitional source of emergency power and the emergency switchboard should not be contiguous to boundaries of machinery spaces of category A or of those spaces containing the main source of electrical power. Where the emergency source of power, the transitional source of emergency power, and the emergency switchboard are contiguous to the boundaries of machinery spaces of category A or to those spaces containing the main source of electrical power, or to spaces of	**Indefinite**

		zone 1 or zone 2, the contiguous boundaries should be in compliance with 9.1.	
MODU 1989 / Chapter 5 / Section 3 / 5.3.12	On or after 5/1/1991 Before 1/1/2012	5.3 Emergency source of electrical power 5.3.12 No accumulator battery fitted in accordance with this requirement for emergency or transitional power supply should be installed in the same space as the emergency switchboard, unless appropriate measures to the satisfaction of the Administration are taken to extract the gases discharged from the said batteries. An indicator should be mounted in a suitable place on the main switchboard or in the machinery control room to indicate when the batteries constituting either the emergency source of power or the transitional source of power, referred to in 5.3.9 or 5.3.10, are being discharged.	**Indefinite**
MODU 1989 / Chapter 5 / Section 5 / 5.5.5	On or after 5/1/1991 Before 1/1/2012	5.5.5 Switchboards should be so arranged as to give easy access, where needed, to apparatus and equipment, in order to minimize danger to personnel. The sides and backs and, where necessary, the fronts of switchboards, should be suitably guarded. Exposed live parts having voltages to earth (ground) exceeding a voltage to be specified by the Administration should not be installed on the front of such switchboards. There should be non-conducting mats or gratings at the front and rear, where necessary.	**Indefinite**
MODU 1989 / Chapter 6 / Section 5 / 6.5.4	On or after 5/1/1991 Before 1/1/2012	6.5 Emergency conditions due to drilling operations 6.5.4 Equipment which is located in spaces other than enclosed spaces and which is capable of operation after shutdown as given in 6.5.1 should be suitable for installation in zone 2 locations. Such equipment which is located in enclosed spaces should be suitable for its intended application to the satisfaction of the Administration. At least the following facilities should be operable after an emergency shutdown: - emergency lighting required by 5.3.6.1.1 to 5.3.6.1.4 for half an hour; - blow-out preventer control system; - general alarm system; - public address system; and - battery supplied radiocommunication installations.	**Indefinite**
MODU 1989 / Chapter 6 / Section 6 / 6.6.3.2.4	On or after 5/1/1991 Before 1/1/2012	6.6 Electrical installations in hazardous areas 6.6.3 Cables and types of electrical equipment permitted in hazardous areas are as follows: .2 Zone 1 .2.4 Pressurized-enclosure type equipment which is certified safe or which is to the satisfaction of the Administration.	**Indefinite**

MODU 1989 / Chapter 6 / Section 6 / 6.6.3.3.4	On or after 5/1/1991 Before 1/1/2012	6.6 Electrical installations in hazardous areas 6.6.3 Cables and types of electrical equipment permitted in hazardous areas are as follows: .3 Zone 2 .3.4 Pressurized-enclosure type equipment which is to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 6 / Section 6 / 6.6.3.3.5	On or after 5/1/1991 Before 1/1/2012	6.6 Electrical installations in hazardous areas 6.6.3 Cables and types of electrical equipment permitted in hazardous areas are as follows: .3 Zone 2 .3.5 Any equipment of a type which ensures absence of sparks or arcs and of "hot spots" during normal operation and which is to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 6 / Section 6 / 6.6.4	On or after 5/1/1991 Before 1/1/2012	6.6.4 Permanently installed, fixed cables passing through zone 1 hazardous areas should be fitted with a conductive covering, braiding or sheath for earth detection. Flexible cables passing through such areas should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 7 / Section 5 / 7.5.1	On or after 5/1/1991 Before 1/1/2012	7.5 Steering gear 7.5.1 Except as provided in 7.5.18, units should be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the Administration. The main steering gear and the auxiliary steering gear should be so arranged that a single failure in one of them so far as is reasonable and practicable will not render the other one inoperative.	**Indefinite**
MODU 1989 / Chapter 8 / Section 2 / 8.2.4	On or after 5/1/1991 Before 1/1/2012	Periodically unattended machinery spaces for all types of units 8.2.4 Measures should be taken to the satisfaction of the Administration 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.	**Indefinite**
MODU 1989 / Chapter 8 / Section 2 / 8.2.5	On or after 5/1/1991 Before 1/1/2012	Periodically unattended machinery spaces for all types of units 8.2.5 Units should be provided with documentary evidence to the satisfaction of the Administration of their fitness to operate with periodically unattended machinery spaces.	**Indefinite**
MODU 1989 / Chapter 8 / Section 8 / 8.8.1	On or after 5/1/1991 Before 1/1/2012	Periodically unattended machinery spaces for all types of units 8.8 Special requirements for machinery, boiler and electrical installations 8.8.1 The special requirements for the machinery, boiler and electrical installations should be to the satisfaction of the	**Indefinite**

		Administration and should include at least the requirements of this section.	
MODU 1989 / Chapter 9 / Section 1 / 9.1.2	On or after 5/1/1991	9.1 Structural fire protection 9.1.2 Units constructed of other materials may be accepted, provided that, in the opinion of the Administration, they provide an equivalent standard of safety.	**Indefinite**
MODU 1989 / Chapter 9 / Section 2 / 9.2.11.1	On or after 5/1/1991 Before 1/1/2012	9.2 Protection of accommodation spaces, service spaces and control stations 9.2.11 Ventilation ducts should be of non-combustible material. Short ducts, however, not generally exceeding 2 m in length and with a cross-sectional area not exceeding 0.02 m^2 need not be non-combustible, subject to the following conditions: .1 these ducts should be of a material which, in the opinion of the Administration, has a low fire risk;	**Indefinite**
MODU 1989 / Chapter 9 / Section 2 / 9.2.12.1	On or after 5/1/1991 Before 1/1/2012	9.2 Protection of accommodation spaces, service spaces and control stations 9.2.12 Where ventilation ducts with a cross-sectional area exceeding 0.02 m^2 pass through class "A" bulkheads or decks, the opening should be lined with a steel sheet sleeve unless the ducts passing through the bulkheads or decks are of steel in the vicinity of penetrations through the deck or bulkhead; the ducts and sleeves at such places should comply with the following: .1 The ducts or sleeves should have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length should be divided preferably into 450 mm on each side of the bulkhead. These ducts, or sleeves lining such ducts, should be provided with fire insulation. The insulation should have at least the same fire integrity as the bulkhead or deck through which the duct passes. Equivalent penetration protection may be provided to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 9 / Section 3 / 9.3.2.1	On or after 5/1/1991 Before 1/1/2012	9.3 Means of escape 9.3.2 Two means of escape should be provided from every machinery space of category A by one of the following: .1 two sets of steel ladders, as widely separated as possible, leading to doors in the upper part of the space similarly separated and from which access is provided to the open deck. In general, one of these ladders should provide continuous fire shelter from the lower part of the space to a safe position outside the space. However, the Administration may not require the shelter if, due to the special arrangement or dimensions of the machinery space, a	**Indefinite**

		safe escape route from the lower part of this space is provided. This shelter should be of steel, insulated, where necessary, to the satisfaction of the Administration and be provided with a self-closing steel door at the lower end;	
MODU 1989 / Chapter 9 / Section 3 / 9.3.3	On or after 5/1/1991 Before 1/1/2012	9.3 Means of escape 9.3.3 From machinery spaces other than those of category A, escape routes should be provided to the satisfaction of the Administration having regard to the nature and location of the space and whether persons are normally employed there.	**Indefinite**
MODU 1989 / Chapter 9 / Section 4 / 9.4.4	On or after 5/1/1991 Before 1/1/2012	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.4 The capacity of the required pumps should be appropriate to the fire-fighting services supplied from the fire main. Where more pumps than required are installed, their capacity should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 9 / Section 4 / 9.4.6	On or after 5/1/1991 Before 1/1/2012	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.6 Where either of the required pumps is located in a space not normally manned and, in the opinion of the Administration, is relatively far removed from working areas, suitable provision should be made for remote start-up of that pump and remote operation of associated suction and discharge valves.	**Indefinite**
MODU 1989 / Chapter 9 / Section 4 / 9.4.12	On or after 5/1/1991 Before 1/1/2012	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.12 With the required fire pumps operating simultaneously, the pressure maintained in the fire mains should be to the satisfaction of the Administration and be adequate for the safe and efficient operation of all equipment supplied therefrom.	**Indefinite**
MODU 1989 / Chapter 9 / Section 4 / 9.4.20	On or after 5/1/1991 Before 1/1/2012	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.20 Fire hoses should be of material approved by the Administration and be sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. Their maximum length should be to the satisfaction of the Administration. Every fire hose should be provided with a dual purpose nozzle and the necessary couplings. Fire hoses, together with any necessary fittings and tools, should be ready for use at any time and should be kept in conspicuous positions near the water service hydrants or connections.	**Indefinite**
MODU 1989 / Chapter 9 / Section 4 / 9.4.21.1	On or after 5/1/1991 Before 1/1/2012	9.4 Fire pumps, fire mains, hydrants and hoses 9.4.21 Nozzles should comply with the following requirements: .1 Standard nozzle sizes should be 12 mm, 16 mm and 19 mm or as near thereto as possible. Larger diameter nozzles may be permitted at the discretion of the Administration.	**Indefinite**

MODU 1989 / Chapter 9 / Section 5 / 9.5.4	On or after 5/1/1991 Before 1/1/2012	9.5 Fire-extinguishing systems in machinery spaces and in spaces containing fired processes 9.5.4 Where, in the opinion of the Administration, a fire hazard exists in any machinery space for which no specific provisions for fire-extinguishing appliances are prescribed in 9.5.1 to 9.5.3, there should be provided in, or adjacent to, that space a number of approved portable fire extinguishers or other means of fire extinction to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 9 / Section 6 / 9.6	On or after 5/1/1991 Before 1/1/2012	9.6 Portable fire extinguishers in accommodation, service and working spaces The accommodation, service and working spaces should be provided with approved portable fire extinguishers to the satisfaction of the Administration. Approved extinguishers should comply with regulation II-2/6 of the 1974 SOLAS Convention.	**Indefinite**
MODU 1989 / Chapter 9 / Section 8 / 9.8.1	On or after 5/1/1991 Before 1/1/2012	9.8 Gas detection and alarm system 9.8.1 A fixed automatic gas detection and alarm system should be provided to the satisfaction of the Administration so arranged as to monitor continuously all enclosed areas of the unit in which an accumulation of flammable gas may be expected to occur and capable of indicating at the main control point by aural and visual means the presence and location of an accumulation.	**Indefinite**
MODU 1989 / Chapter 9 / Section 9 / 9.9.2	On or after 5/1/1991 Before 1/1/2012	9.9 Firemen's outfits 9.9.2 Spare charges should be provided for each breathing apparatus to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 9 / Section 11 / 9.11.1	On or after 5/1/1991 Before 1/1/2012	9.11 Provisions for helicopter facilities 9.11.1 Helicopter decks of steel, aluminium or other non-combustible materials are to be constructed to the satisfaction of the Administration and should be of at least "A-0" class, as identified in 1.3.38. Means should be provided to prevent the collection of liquids on the helicopter deck and to prevent liquids from spreading to or falling on other parts of the unit. The Administration may accept an air gap of at least 1 m between the deckhouse top and the underside of the helicopter deck as an alternative to the "A-0" requirement. Deckhouse tops directly below helicopter decks should have no openings.	**Indefinite**
MODU 1989 / Chapter 9 / Section 11 / 9.11.9	On or after 5/1/1991 Before 1/1/2012	9.11 Provisions for helicopter facilities 9.11.9 Fire-extinguishing arrangements for protection of the designated area should be to the satisfaction of the Administration.	**Indefinite**

MODU 1989 / Chapter 9 / Section 12 / 9.12.1.1	On or after 5/1/1991 Before 1/1/2012	9.12 Storage of gas cylinders 9.12.1 Where more than one cylinder of oxygen and more than one cylinder of acetylene are carried simultaneously, such cylinders should be arranged in accordance with the following: .1 Permanent piping systems for oxyacetylene systems are acceptable provided that they are designed having due regard to standards and codes of practice to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 9 / Section 12 / 9.12.2	On or after 5/1/1991 Before 1/1/2012	9.12 Storage of gas cylinders 9.12.2 Fire-extinguishing arrangements for the protection of areas or spaces where such cylinders are stored should be to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 10 / Section 5 / 10.5.1.4	On or after 5/1/1991 Before 1/1/2012	10.5 Stowage of survival craft 10.5.1 Each survival craft should be stowed: ... .4 fully equipped as required by chapter III of the 1974 SOLAS Convention; however, in the case of units operating in areas such that, in the opinion of the Administration, certain items of equipment are unnecessary, the Administration may allow these items to be dispensed with;	**Indefinite**
MODU 1989 / Chapter 10 / Section 11 / 10.11.2	On or after 5/1/1991 Before 1/1/2012	10.11 Immersion suits 10.11.2 Immersion suits need not be carried if the unit is constantly in operation in warm climates where, in the opinion of the Administration, immersion suits are unnecessary.	**Specific** Case by case assessment
MODU 1989 / Chapter 10 / Section 16 / 10.16	On or after 5/1/1991 Before 1/1/2012	10.16 Emergency warnings 10.16.1 Each unit should be provided with a general alarm system so installed as to be clearly perceptible in all parts of the unit. **Control stations for activating the alarm should be installed** to the satisfaction of the Administration. The number of signals used should be limited to the following: general emergency signal, fire alarm signal and abandon unit signal. These signals should be described in the muster list.	**Indefinite**
MODU 1989 / Chapter 12 / Section 1 / 12.1.1	On or after 5/1/1991 Before 1/1/2012	12.1 Cranes 12.1.1 Each crane, including its supporting structure, which is used for the transfer of material, equipment or personnel between the unit and attending vessels, should be of a design and construction to the satisfaction of the Administration and adequate for the service intended in accordance with the requirements of a recognized classification society or with national or international standards or codes.	**Indefinite**

MODU 1989 / Chapter 12 / Section 1 / 12.1.8	On or after 5/1/1991 Before 1/1/2012	12.1 Cranes 12.1.8 Except when loads are determined and marked prior to lifting, each crane should be fitted, to the satisfaction of the Administration, with a safety device to give the crane operator a continuous indication of hook load and rated load for each radius. The indicator should give a clear and continuous warning when approaching the rated capacity of the crane.	**Indefinite**
MODU 1989 / Chapter 12 / Section 3 / 12.3	On or after 5/1/1991 Before 1/1/2012	12.3 Drilling derricks The design of each drilling derrick and its supporting structure should be to the satisfaction of the Administration. The rated capacity for each reeving should be included in the operating manual.	**Indefinite**
MODU 1989 / Chapter 13 / Section 2 13.2.1	On or after 5/1/1991 Before 7/1/1994	13.2 Construction 13.2.1 The helicopter deck should be of a design and construction adequate for the intended service to the satisfaction of the Administration.	**Indefinite**
MODU 1989 / Chapter 14 / Section 1 / 14.1.1	On or after 5/1/1991 Before 1/1/2012	14.1 Operating manuals 14.1.1 Operating manuals containing guidance for the safe operation of the unit for both normal and envisaged emergency conditions, to the satisfaction of the Administration, should be provided on board and be readily available to all concerned. The manuals should in addition to providing the necessary general information about the unit, contain guidance on and procedures for the operations that are vital to the safety of personnel and the unit. The manuals should be concise and be compiled in such a manner that they are easily understood. Each manual should be provided with a contents list, an index and wherever possible be cross-referenced to additional detailed information which should be readily available on board.	**Indefinite**
MODU 1989 /1991 Amend			Adopted by Res. MSC/Circ.561
MODU 1989 / 1991 Amend / Chapter 11 / Section 8 / 11.8.2	On or after 2/1/1992 Before 1/1/2012	11.8 Performance standards 11.8.2 Equipment installed prior to 1 February 1992 may be exempted from full compliance with the appropriate performance standards at the discretion of the Administration, provided that the equipment is compatible with equipment complying with the performance standards, having due regard to the criteria which the Organization may adopt in connection with such standards.	**Indefinite**

MODU 1989 /1994 Amend			Adopted by Res.MSC.38(63)
MODU 1989 / MODU 1994 Amend / Chapter 1 / Section 3 / 1.3.36	On or after 2/3/2000 Before 1/1/2012	1.3 Definitions 1.3.36 Non-combustible material means a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C, this being determined to the satisfaction of the Administration by an established test procedure. Any other material is a combustible material.	**Indefinite**
MODU 1989 / MODU 1994 Amend / Chapter 1 / Section 3 / 1.3.42	On or after 2/3/2000 Before 1/1/2012	1.3 Definitions 1.3.42 Low flame spread means that the surface thus described will adequately restrict the spread of flame, this being determined to the satisfaction of the Administration by an established test procedure.	**Indefinite**
MODU 1989 / MODU 1994 Amend / Chapter 13 / Section 3 / 13.3.1	On or after 7/1/1994 Before 1/1/2012	13.3 Construction 13.3.1 The helicopter deck should be of a design and construction, adequate for the intended service and for the appropriate prevailing climatic conditions, approved to the satisfaction of the Administration.	**Indefinite**
MODU 2009			Adopted by Res.A.1023(26)
MODU 2009 / Chapter 2 / 2.2.1.3	On or after 1/1/2012	2.2.1 Means of access 2.2.1.3 The construction and materials of all means of access and their attachment to the unit's structure should be to the satisfaction of the Administration. The means of access should be subject to inspection prior to, or in conjunction with, its use in carrying out surveys in accordance with section 1.6.	**Indefinite**
MODU 2009 / Chapter 2 / 2.3.5	On or after 1/1/2012	2.3 Design loads Wind loading 2.3.5 Sustained and gust wind velocities, as relevant, should be considered when determining wind loading. Pressures and resultant forces should be calculated by the method referred to in section 3.2 or by some other method to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 2 / 2.3.7	On or after 1/1/2012	2.3 Design loads Wave loading 2.3.7 The wave forces utilized in the design analysis should include the effects of immersion, heeling and accelerations due to motion. Theories used for the calculation of wave forces and the selection of coefficients should be to the satisfaction of the Administration.	**Indefinite**

MODU 2009 / Chapter 2 / 2.3.10	On or after 1/1/2012	2.3 Design loads Deck loading 2.3.10 A loading plan should be prepared to the satisfaction of the Administration showing the maximum design uniform and concentrated deck loading for each area for each mode of operation.	**Indefinite**
MODU 2009 / Chapter 2 / 2.3.11	On or after 1/1/2012	2.3 Design loads Other loadings 2.3.11 Other relevant loadings should be determined in a manner to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 2 / 2.4.1	On or after 1/1/2012	2.4 Structural analysis 2.4.1 Sufficient loading conditions for all modes of operation should be analysed to enable the critical design cases for all principal structural components to be evaluated. This design analysis should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 2 / 2.4.2	On or after 1/1/2012	2.4 Structural analysis 2.4.2 The scantlings should be determined on the basis of criteria which combine, in a rational manner, the individual stress components in each structural element. The allowable stresses should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 2 / 2.4.7	On or after 1/1/2012	2.4 Structural analysis 2.4.7 Where possible, structural joints should not be designed to transmit primary tensile stresses through the thickness of plates integral with the joint. Where such joints are unavoidable, the plate material properties and inspection procedures selected to prevent lamellar tearing should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 2 / 2.15	On or after 1/1/2012	2.15 Testing Upon completion, boundaries of tanks should be tested to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 3 / 3.5.10.2	On or after 1/1/2012	3.5 Extent of damage Column-stabilized units 3.5.10 In assessing the damage stability of column-stabilized units, the following extent of damage should be assumed: .2 Columns and braces should be assumed to be flooded by damage having a vertical extent of 3 m occurring at any level between 5 m above and 3 m below the draughts specified in the operating manual. Where a watertight flat is located within this region, the damage should be assumed to have occurred in both compartments above and below the watertight flat in question. Lesser distances above or below the draughts may be applied to	**Indefinite**

		the satisfaction of the Administration, taking into account the actual operating conditions. However, the required damage region should extend at least 1.5 m above and below the draught specified in the operating manual.	
MODU 2009 / Chapter 4 / 4.11.2	On or after 1/1/2012	4.11 Protection against flooding 4.11.2 The control systems and indicators provided in paragraph 3.6.5.1 should be operable in both normal conditions and in the event of main power failure. Where stored energy is provided for this purpose, its capacity should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 5 / 5.4.3	On or after 1/1/2012	5.4 Emergency source of electrical power 5.4.3 The location of the emergency source of power, the transitional source of emergency power and emergency switchboard in relation to the main source of electrical power should 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 or in any machinery space of category A will not interfere with the supply or distribution of emergency power. As far as practical, the space containing the emergency source of power, the transitional source of emergency power and the emergency switchboard should not be contiguous to boundaries of machinery spaces of category A or of those spaces containing the main source of electrical power. Where the emergency source of power, the transitional source of emergency power, and the emergency switchboard are contiguous to the boundaries of machinery spaces of category A or to those spaces containing the main source of electrical power, or to spaces of zone 1 or zone 2, the contiguous boundaries should be in compliance with section 9.2.	**Indefinite**
MODU 2009 / Chapter 5 / 5.4.12	On or after 1/1/2012	5.4 Emergency source of electrical power 5.4.12 No accumulator battery fitted to meet the provisions for emergency or transitional power supply should be installed in the same space as the emergency switchboard, unless appropriate measures to the satisfaction of the Administration are taken to extract the gases discharged from the said batteries. An indicator should be mounted in a suitable place on the main switchboard or in the machinery control room to indicate when the batteries constituting either the emergency source of power or the transitional source of power, referred to in paragraphs 5.4.9 or 5.4.10, are being discharged.	**Indefinite**

MODU 2009 / Chapter 5 / 5.6.5	On or after 1/1/2012	5.6.5 Switchboards should be so arranged as to give easy access, where needed, to apparatus and equipment, in order to minimize danger to personnel. The sides and backs and, where necessary, the fronts of switchboards should be suitably guarded. Exposed live parts having voltages to earth (ground) exceeding a voltage to be specified by the Administration should not be installed on the front of such switchboards. There should be non-conducting mats or gratings at the front and rear, where necessary.	**Indefinite**
MODU 2009 / Chapter 5 / 5.7.2	On or after 1/1/2012	5.7 Alarms and internal communication 5.7.2 Each unit should be provided with a general alarm system so installed as to be clearly perceptible in all normally accessible parts of the unit, including open decks. Control stations for activating the alarm should be installed to the satisfaction of the Administration. The signals used should be limited to: general emergency, toxic gas (hydrogen sulphide), combustible gas, fire alarm, and abandon unit signals. These signals should be described in the muster list and operations manual.	**Indefinite**
MODU 2009 / Chapter 6 / 6.5.5	On or after 1/1/2012	6.5 Emergency conditions due to drilling operations 6.5.5 Equipment which is located in spaces other than enclosed spaces and which is capable of operation after shutdown as given in paragraph 6.5.1 should be suitable for installation in zone 2 locations. Such equipment which is located in enclosed spaces should be suitable for its intended application to the satisfaction of the Administration. At least the following facilities should be operable after an emergency shutdown: .1 emergency lighting under paragraphs 5.4.6.1.1 to 5.4.6.1.4 for half an hour; .2 blow-out preventer control system; .3 general alarm system; .4 public address system; and .5 battery-supplied radiocommunication installations.	**Indefinite**
MODU 2009 / Chapter 6 / 6.6.8.3	On or after 1/1/2012	6.6 Electrical installations in hazardous areas 6.6.8 Electrical cables should meet the following: ... .3 Flexible and portable cables, where necessary, used in zone 1 and zone 2 areas should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 7 / 7.5.1	On or after 1/1/2012	7.5 Steering 7.5.1 Except as provided in paragraph 7.5.18, units should be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the Administration. The main steering gear	**Indefinite**

		and the auxiliary steering gear should be so arranged that a single failure in one of them so far as is reasonable and practicable will not render the other one inoperative.	
MODU 2009 / Chapter 8 / 8.2.4	On or after 1/1/2012	Periodically unattended machinery spaces for all types of units 8.2.4 Measures should be taken to the satisfaction of the Administration to ensure that the equipment of every unit is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections and routine tests to ensure continuous reliable operation.	**Indefinite**
MODU 2009 / Chapter 8 / 8.2.5	On or after 1/1/2012	Periodically unattended machinery spaces for all types of units 8.2.5 Every unit should be provided with documentary evidence, to the satisfaction of the Administration, of its fitness to operate with periodically unattended machinery spaces.	**Indefinite**
MODU 2009 / Chapter 8 / 8.8.1	On or after 1/1/2012	Periodically unattended machinery spaces for all types of units 8.8 Special provisions for machinery, boiler and electrical installations 8.8.1 The special provisions for the machinery, boiler and electrical installations should be to the satisfaction of the Administration and should include at least the requirements of this section.	**Indefinite**
MODU 2009 / Chapter 9 / 9.2.2	On or after 1/1/2012	9.2 Structural fire protection 9.2.2 Units constructed of other materials may be accepted, provided that, in the opinion of the Administration, they provide an equivalent standard of safety.	**Indefinite**
MODU 2009 / Chapter 9 / 9.3.13	On or after 1/1/2012	9.3 Protection of accommodation spaces, service spaces and control stations 9.3.13 Ventilation ducts should be of non-combustible material. Short ducts, however, not generally exceeding 2 m in length and with a cross-sectional area not exceeding 0.02 m2 need not be non-combustible, subject to the following conditions: .1 these ducts should be of a material which, in the opinion of the Administration, has a low fire risk;	**Indefinite**
MODU 2009 / Chapter 9 / 9.3.14.1	On or after 1/1/2012	9.3 Protection of accommodation spaces, service spaces and control stations 9.3.14 Where a thin plated duct with a free cross-sectional area equal to, or less than, 0.02 m2 passes through "A" class bulkhead or decks, the opening should be lined with a steel sheet sleeve having a thickness of at least 3 mm and a length of at least 200 mm, divided preferably into 100 mm on each side of the bulkhead or, in the case of the deck, wholly laid on the lower side of the deck pierced. Where ventilation ducts with a cross-sectional area	**Indefinite**

		exceeding 0.02 m2 pass through class "A" bulkheads or decks, the opening should be lined with a steel sheet sleeve unless the ducts passing through the bulkheads or decks are of steel in the vicinity of penetrations through the deck or bulkhead; the ducts and sleeves at such places should comply with the following: .1 The ducts or sleeves should have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length should be divided preferably into 450 mm on each side of the bulkhead. These ducts, or sleeves lining such ducts, should be provided with fire insulation. The insulation should have at least the same fire integrity as the bulkhead or deck through which the duct passes. Equivalent penetration protection may be provided to the satisfaction of the Administration.	
MODU 2009 / Chapter 9 / 9.4.3	On or after 1/1/2012	9.4 Means of escape 9.4.3 From machinery spaces other than those of category A, escape routes should be provided to the satisfaction of the Administration having regard to the nature and location of the space and whether persons are normally employed there.	**Indefinite**
MODU 2009 / Chapter 9 / 9.6.1	On or after 1/1/2012	9.6 Emergency escape breathing devices 9.6.1 Emergency escape breathing devices (EEBDs) should comply with the FSS Code. Spare emergency escape breathing devices should be kept on board to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 9 / 9.7.4	On or after 1/1/2012	9.7 Fire pumps, fire mains, hydrants and hoses 9.7.4 The capacity of the required pumps should be appropriate to the fire-fighting services supplied from the fire main. Where more pumps than required are installed, their capacity should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 9 / 9.7.6	On or after 1/1/2012	9.7 Fire pumps, fire mains, hydrants and hoses 9.7.6 Where either of the required pumps is located in a space not normally manned and, in the opinion of the Administration, is relatively far removed from working areas, suitable provision should be made for remote start-up of that pump and remote operation of associated suction and discharge valves.	**Indefinite**
MODU 2009 / Chapter 9 / 9.7.12	On or after 1/1/2012	9.7 Fire pumps, fire mains, hydrants and hoses 9.7.12 With the required fire pumps operating simultaneously, the pressure maintained in the fire mains should be to the satisfaction of the Administration and be adequate for the safe and efficient operation of all equipment supplied therefrom.	**Indefinite**

MODU 2009 / Chapter 9 / 9.7.20	On or after 1/1/2012	9.7 Fire pumps, fire mains, hydrants and hoses 9.7.20 Fire hoses should be of material approved by the Administration and be sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. Their maximum length should be to the satisfaction of the Administration. Every fire hose should be provided with a dual-purpose nozzle and the necessary couplings. Fire hoses, together with any necessary fittings and tools, should be ready for use at any time and should be kept in conspicuous positions near the water service hydrants or connections.	**Indefinite**
MODU 2009 / Chapter 9 / 9.7.22.1	On or after 1/1/2012	9.7 Fire pumps, fire mains, hydrants and hoses 9.7.22 Nozzles should comply with the following: .1 Standard nozzle sizes should be 12 mm, 16 mm and 19 mm or as near thereto as possible. Larger diameter nozzles may be permitted at the discretion of the Administration.	**Indefinite**
MODU 2009 / Chapter 9 / 9.8.4	On or after 1/1/2012	9.8 Fire-extinguishing arrangement in machinery spaces and in spaces containing fired processes 9.8.4 Where, in the opinion of the Administration, a fire hazard exists in any machinery space for which no specific provisions for fire-extinguishing appliances are prescribed in paragraphs 9.8.1 to 9.8.3, there should be provided in, or adjacent to, that space a number of approved portable fire extinguishers or other means of fire extinction to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 9 / 9.9.1	On or after 1/1/2012	9.9 Portable fire extinguishers in accommodation, service and working spaces 9.9.1 Except for the supplemental arrangements provided in paragraph 9.9.2, portable fire extinguishers in accommodation spaces, service spaces, control stations, machinery spaces of category A, other machinery spaces, cargo spaces, weather deck and other spaces should be provided in number and arrangement in accordance with the guidance provided by the Organization30 to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 9 / 9.11.1	On or after 1/1/2012	9.11 Flammable gas detection and alarm system 9.11.1 A fixed automatic gas detection and alarm system should be provided to the satisfaction of the Administration so arranged as to monitor continuously all enclosed areas of the unit in which an accumulation of flammable gas may be expected to occur and capable of indicating at the main control point by aural and visual means the presence and location of an accumulation.	**Indefinite**

MODU 2009 / Chapter 9 / 9.12.1	On or after 1/1/2012	9.12 Hydrogen sulphide detection and alarm system 9.12.1 A fixed automatic hydrogen sulphide gas detection and alarm system should be provided to the satisfaction of the Administration so arranged as to monitor continuously the drilling area, mud processing area and well fluid test area of the unit and capable of giving audible and visual alarm at the main control points. If the alarm at the main control point is unanswered within 2 min, the toxic gas (hydrogen sulphide) alarm and the helideck status light under paragraph 13.5.25 should be automatically activated.	**Indefinite**
MODU 2009 / Chapter 9 / 9.14.1.6	On or after 1/1/2012	9.14 Recharging of air cylinders 9.14.1 The apparatus for recharging air cylinders, if provided, should have its power supplied from the emergency supply or be independently diesel-powered, or be so constructed or equipped that the air cylinders may be used immediately after recharging. ... 9.14.6 The equipment and its installation should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 9 / 9.17.1.1	On or after 1/1/2012	9.17 Storage of gas cylinders 9.17.1 Where more than one cylinder of oxygen and more than one cylinder of acetylene are carried simultaneously, such cylinders should be arranged in accordance with the following: .1 Permanent piping systems for oxyacetylene systems are acceptable provided that they are designed having due regard to standards and codes of practice to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 9 / 9.17.2	On or after 1/1/2012	9.17 Storage of gas cylinders 9.17.2 Fire-extinguishing arrangements for the protection of areas or spaces where such cylinders are stored should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 10 / 10.6.1.4	On or after 1/1/2012	10.6 Stowage of survival craft 10.6.1 Each survival craft should be stowed: ... .4 fully equipped as required by the LSA Code; however, in the case of units operating in areas such that, in the opinion of the Administration, certain items of equipment are unnecessary, the Administration may allow these items to be dispensed with;	**Specific** Case by case assessment
MODU 2009 / Chapter 10 / 10.11.1	On or after 1/1/2012	10.11 Lifejackets 10.11.1 A lifejacket complying with the requirements of paragraph 2.2.1 or 2.2.2 of the LSA Code should be provided for every person on board the unit. In addition, a sufficient number of	**Indefinite**

		lifejackets should be stowed in suitable locations for those persons who may be on duty in locations where their lifejackets are not readily accessible. In addition, sufficient lifejackets should be available for use at remotely located survival craft positions to the satisfaction of the Administration.	
MODU 2009 / Chapter 10 / 10.12.1.2	On or after 1/1/2012	10.12 Immersion suits and anti-exposure suits 10.12.1 Each unit should carry an immersion suit complying with the requirements of the LSA Code, and of an appropriate size, for each person on board. In addition: .2 sufficient immersion suits should be available for use at remotely located survival craft positions to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / Chapter 10 / 10.12.3	On or after 1/1/2012	10.12 Immersion suits and anti-exposure suits 10.12.3 Immersion suits and anti-exposure suits need not be carried if the unit is constantly in operation in warm climates where, in the opinion of the Administration, they are unnecessary.	**Specific** Case by case assessment
MODU 2009 / Chapter 12 / 12.1.1	On or after 1/1/2012	12.1 Cranes 12.1.1 Each crane, including its supporting structure, which is used for the transfer of material, equipment or personnel between the unit and attending vessels should be of a design and construction to the satisfaction of the Administration and adequate for the service intended in accordance with the requirements of a recognized classification society or with national or international standards or codes.	**Indefinite**
MODU 2009 / Chapter 12 / 12.1.8	On or after 1/1/2012	12.1 Cranes 12.1.8 Except when loads are determined and marked prior to lifting, each crane should be fitted, to the satisfaction of the Administration, with a safety device to give the crane operator a continuous indication of hook load and rated load for each radius. The indicator should give a clear and continuous warning when approaching the rated capacity of the crane.	**Indefinite**
MODU 2009 / Chapter 12 / 12.2.1	On or after 1/1/2012	12.2 Lifting and hoisting equipment 12.2.1 All lifting and hoisting equipment, including its supporting structure, should be of a design and construction to the satisfaction of the Administration and adequate for the service intended in accordance with the requirements of a recognized classification society or with national or international standards or codes.	**Indefinite**
MODU 2009 / Chapter 12 / 12.4.1	On or after 1/1/2012	12.4 Personnel and pilot transfer 12.4.1 All personnel transfer nets or platforms should be designed and constructed to the satisfaction of the Administration.	**Indefinite**

MODU 2009 / Chapter 12 / 12.5	On or after 1/1/2012	12.5 Drilling derricks The design of each drilling derrick and its supporting structure should be to the satisfaction of the Administration. The rated capacity for each reeving should be included in the operating manual.	**Indefinite**
MODU 2009 / Chapter 13 / 13.3.1	On or after 1/1/2012	13.3 Construction 13.3.1 The helideck should be of a design and construction, adequate for the intended service and for the appropriate prevailing climatic conditions, approved to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / 2017 Amend			
MODU 2009 / MODU 2017 Amendment / 6.5	On or after 1/1/2020	6.5 Emergency conditions due to drilling operations 6.5.5 Equipment which is located in spaces other than enclosed spaces and which is capable of operation after shutdown as given in paragraph 6.5.1 should be suitable for installation in zone 2 locations. Such equipment which is located in enclosed spaces should be suitable for its intended application to the satisfaction of the Administration. At least the following facilities should be operable after an emergency shutdown: .1 emergency lighting under paragraphs 5.4.6.1.1 to 5.4.6.1.4 for half an hour; .2 blow-out preventer control system; .3 general alarm system; .4 public address system; and .5 battery-supplied radiocommunication installations.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 6.6	On or after 1/1/2020	6.6 Electrical installations in hazardous areas 6.6.8 Electrical cables should meet the following: .3 Flexible and portable cables, where necessary, used in zone 1 and zone 2 areas should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.2.2	On or after 1/1/2020	9.2 Structural fire protection 9.2.2 Units constructed of other materials may be accepted, provided that, in the opinion of the Administration, they provide an equivalent standard of safety.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.3.13.1	On or after 1/1/2020	9.3.13 Ventilation ducts should be of non-combustible material. Short ducts, however, not generally exceeding 2 m in length and with a cross-sectional area not exceeding 0.02 m2 need not be non-combustible, subject to the following conditions: .1 these ducts should be of a material which, in the opinion of the Administration, has a low fire risk;	**Indefinite**

MODU 2009 / MODU 2017 Amendment / 9.3.14.1	On or after 1/1/2020	9.3 Protection of accommodation spaces, service spaces and control stations 9.3.14 Where a thin plated duct with a free cross-sectional area equal to, or less than, 0.02 m2 passes through "A" class bulkhead or decks, the opening should be lined with a steel sheet sleeve having a thickness of at least 3 mm and a length of at least 200 mm, divided preferably into 100 mm on each side of the bulkhead or, in the case of the deck, wholly laid on the lower side of the deck pierced. Where ventilation ducts with a cross-sectional area exceeding 0.02 m2 pass through class "A" bulkheads or decks, the opening should be lined with a steel sheet sleeve unless the ducts passing through the bulkheads or decks are of steel in the vicinity of penetrations through the deck or bulkhead; the ducts and sleeves at such places should comply with the following: .1 The ducts or sleeves should have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length should be divided preferably into 450 mm on each side of the bulkhead. These ducts, or sleeves lining such ducts, should be provided with fire insulation. The insulation should have at least the same fire integrity as the bulkhead or deck through which the duct passes. Equivalent penetration protection may be provided to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.4.3	On or after 1/1/2020	9.4 Means of escape 9.4.3 From machinery spaces other than those of category A, escape routes should be provided to the satisfaction of the Administration having regard to the nature and location of the space and whether persons are normally employed there.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.9.4	On or after 1/1/2020	9.9 Fire-extinguishing arrangement in machinery spaces and in spaces containing fired processes 9.9.4 Where, in the opinion of the Administration, a fire hazard exists in any machinery space for which no specific provisions for fire-extinguishing appliances are prescribed in paragraphs 9.9.1 to 9.9.3, there should be provided in, or adjacent to, that space a number of approved portable fire extinguishers or other means of fire extinction to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.10.1	On or after 1/1/2020	9.10 Portable fire extinguishers in accommodation, service and working spaces 9.10.1 Except for the supplemental arrangements provided in paragraph 9.10.2, portable fire extinguishers in accommodation spaces, service spaces, control stations, machinery spaces of	**Indefinite**

		category A, other machinery spaces, cargo spaces, weather deck and other spaces should be provided in number and arrangement in accordance with the guidance provided by the Organization30 to the satisfaction of the Administration.	
MODU 2009 / MODU 2017 Amendment / 9.12.1	On or after 1/1/2020	9.12 Flammable gas detection and alarm system 9.12.1 A fixed automatic gas detection and alarm system should be provided to the satisfaction of the Administration so arranged as to monitor continuously all enclosed areas of the unit in which an accumulation of flammable gas may be expected to occur and capable of indicating at the main control point by aural and visual means the presence and location of an accumulation.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.13.1	On or after 1/1/2020	9.13 Hydrogen sulphide detection and alarm system 9.13.1 A fixed automatic hydrogen sulphide gas detection and alarm system should be provided to the satisfaction of the Administration so arranged as to monitor continuously the drilling area, mud processing area and well fluid test area of the unit and capable of giving audible and visual alarm at the main control points. If the alarm at the main control point is unanswered within 2 min, the toxic gas (hydrogen sulphide) alarm and the helideck status light under paragraph 13.5.25 should be automatically activated.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.15.6	On or after 1/1/2020	9.15 Recharging of air cylinders 9.15.6 The equipment and its installation should be to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.18.1.1	On or after 1/1/2020	9.18 Storage of gas cylinders 9.18.1 Where more than one cylinder of oxygen and more than one cylinder of acetylene are carried simultaneously, such cylinders should be arranged in accordance with the following: .1 Permanent piping systems for oxyacetylene systems are acceptable provided that they are designed having due regard to standards and codes of practice to the satisfaction of the Administration.	**Indefinite**
MODU 2009 / MODU 2017 Amendment / 9.18.2	On or after 1/1/2020	9.18 Storage of gas cylinders 9.18.2 Fire-extinguishing arrangements for the protection of areas or spaces where such cylinders are stored should be to the satisfaction of the Administration.	**Indefinite**
Other Codes			
Safety for Fisherman Code			Adopted by Res.MSC.79(23)/Add.3

Safety for Fisherman Code / Part A / Section 2 / Chapter 2 / 2.6.5		2.6 Deck machinery 2.6.5 Winches should be equipped with brakes capable of effectively arresting and holding the safe working load. The brakes should be proof tested to the satisfaction of the Competent authority before installation of the winch under a static load of not less than 1.5 times the designated safe working lead. Brakes should be provided with simple and easily accessible means of adjustment to prevent grabbing, chattering or slipping.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapters 6.11 and 6.12
Safety for Fisherman Code / Part A / Section 3 / Chapter 2 / 2.5.5		2.5 Deck machinery 2.5.5 Winches should be equipped with brakes capable of effectively arresting and holding the safe working load. The brakes should be proof tested to the satisfaction of the Competent authority before installation of the winch under a static load of not less than 1.5 times the designated safe working lead. Brakes should be provided with simple and easily accessible means of adjustment to prevent grabbing, chattering or slipping.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapters 6.11 and 6.12
Safety for Fisherman Code / Part B / Chapter 2 / 2.1.1		2.1 Construction 2.1.1 Strength and construction of hull, superstructures, deckhouses, machinery casings, companionways and any other structures and vessels equipment should be sufficient to withstand all foreseeable conditions of the intended service and should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Regulation 48
Safety for Fisherman Code / Part B / Chapter 3 / 3.1.1		3.1 General 3.1.1 Vessels should be so designed and constructed that the requirements of this chapter will be satisfied in the operating conditions referred to in 3.7. Calculations of the righting lever curves should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.1
Safety for Fisherman Code / Part B / Chapter 3 / 3.2.1.4		3.2 Stability criteria 3.2.1 The following minimum stability criteria should be applied unless the Competent authority is satisfied that operating experience justifies departure therefrom: ... .4 the initial metacentric height GM0 should not be less than 350 mm for single deck vessels. In vessels with complete superstructure or vessels of 70 m in length and over, the metacentric height may be reduced to the satisfaction of the Competent authority but in no case should be less than 150 mm.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.2
Safety for Fisherman Code		3.2 Stability criteria	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the

/ Part B / Chapter 3 / 3.2.3		3.2.3 Where ballast is provided to ensure compliance with 3.2.1, its nature and arrangement should be to the satisfaction of the Competent authority.	Safety of Seagoing Fishing Vessels", Chapter 3.2
Safety for Fisherman Code / Part B / Chapter 3 / 3.4		3.4 Particular fishing methods Vessels engaged in particular fishing methods where additional external forces are imposed on the vessel during fishing operations, should meet the stability criteria of 3.2.1 increased, if necessary, to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.4
Safety for Fisherman Code / Part B / Chapter 3 / 3.5		3.5 Severe wind and rolling Vessels should be able to withstand, to the satisfaction of the Competent authority, the effect of severe wind and rolling in associated sea conditions taking account of the seasonal weather conditions, the sea states in which the vessel will operate, the type of vessel and its mode of operation.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.5
Safety for Fisherman Code / Part B / Chapter 3 / 3.6		3.6 Water on deck Vessels should be able to withstand, to the satisfaction of the Competent authority, the effect of water on deck, taking account of the seasonal weather conditions, the sea states in which the vessel will operate, the type of vessel and its mode of operation.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.6
Safety for Fisherman Code / Part B / Chapter 3 / 3.7.1		3.7 Operating conditions 3.7.1 The number and type of operating conditions to be considered should be to the satisfaction of the Competent authority and should include the following: .1 departure for the fishing grounds with full fuel, stores, ice, fishing gear, etc.; .2 departure from the fishing grounds with full catch; .3 arrival at home port with full catch and 10% stores, fuel, etc.; and .4 arrival at home port with 10% stores, fuel, etc. and a minimum catch, which should normally be 20% of full catch but may be up to 40% provided the Competent authority is satisfied that operating patterns justify such a value.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.7
Safety for Fisherman Code / Part B / Chapter 3 / 3.9.3		3.9 Inclining test 3.9.3 The Competent authority may allow the inclining test of an individual vessel 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 Competent authority that reliable stability information for the exempted vessel can be obtained from such basic data.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.9

Safety for Fisherman Code / Part B / Chapter 3 / 3.11		3.11 Portable fish-hold divisions The catch should be properly secured against shifting which could cause dangerous trim or heel of the vessel. Recommended practice on portable fish-hold divisions is given in Annex III to this part of the Code. The scantlings of portable fish-hold divisions, if fitted, should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.11
Safety for Fisherman Code / Part B / Chapter 3 / 3.12		3.12 Bow height The bow height should be sufficient, to the satisfaction of the Competent authority, to prevent the excessive shipping of water and should be determined taking account of the seasonal weather conditions, the sea states in which the vessel will operate, the type of vessel and its mode of operation.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.12
Safety for Fisherman Code / Part B / Chapter 3 / 3.14		3.14 Subdivision and damage stability Vessels of 100 m in length and over, where the total number of persons carried is 100 or more, should be capable, to the satisfaction of the Competent authority, of remaining afloat with positive stability, after the flooding of any one compartment assumed damaged, having regard to the type of vessel, the intended service and area of operation.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.14
Safety for Fisherman Code / Part B / Chapter 4 / Part A / 4.2.1		4.2 General Machinery installations 4.2.1 Main propulsion, control, steam and hydraulic pipes, fuel oil, compressed air, electrical and refrigeration systems, auxiliary machinery, boilers and other pressure vessels, piping and pumping management, steering equipment and gears, shafts and couplings for power transmission should be designed, constructed, tested, installed and serviced to the satisfaction of the Competent authority. This machinery and equipment, as well as lifting gear, winches, fish handling and fish processing equipment should be protected so as to reduce to a minimum any danger to persons on board. Special attention should be paid to moving parts, hot surfaces and other dangers.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.1
Safety for Fisherman Code / Part B / Chapter 4 / Part A / 4.2.15		4.2 General Machinery installations 4.2.15 Spare parts and stores should be provided to the satisfaction of the Competent authority. Adequate facilities should be provided for the safe stowage of spare parts and stores.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Regulation 150.23
Safety for Fisherman Code / Part B /		Periodically unattended machinery spaces 4.2.21 Measures should be taken to the satisfaction of the Competent authority to ensure that all equipment is functioning in	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the

Chapter 4 / Part A / 4.2.21		a reliable manner in all operating conditions, including manoeuvring, and that arrangements to the satisfaction of the Competent authority are made for regular inspections and routine tests to ensure continuous reliable operation.	Safety of Seagoing Fishing Vessels", Chapter 4.4
Safety for Fisherman Code / Part B / Chapter 4 / Part A / 4.2.22		Periodically unattended machinery spaces 4.2.22 Vessels should be provided with documentary evidence to the satisfaction of the Competent authority of their fitness to operate with periodically unattended machinery spaces.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Regulation 151
Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.7.1.2		4.7 Wheelhouse control of propulsion machinery 4.7.1 Where remote control of propulsion machinery is provided from the wheelhouse, the following should apply: ... .2 the remote control referred to in 4.7.1.1 should be performed by means of a control device to the satisfaction of the Competent authority with, where necessary, means of preventing overload of the propulsion machinery;	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.5
Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.9.4		4.9 Arrangements for fuel oil, lubricating oil and other flammable oils 4.9.4 Subject to the satisfaction of the Competent authority, fuel oil pipes which, if damaged, would allow oil to escape from a storage, settling or daily service tank situated above the double bottom, should be fitted with a cock or valve on the tank capable of being closed from a safe position outside the space concerned in the event of a fire arising in the space in which such tanks are situated.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.7
Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.9.7		4.9 Arrangements for fuel oil, lubricating oil and other flammable oils 4.9.7 Fuel oil pipes and their valves and fittings should be steel or other equivalent material, provided that restricted use of flexible pipes may be permitted in positions where the Competent authority is satisfied that they are necessary. Such flexible pipes and end attachments should be of adequate strength and should, to the satisfaction of the Competent authority, be constructed of approved fire-resistant materials or have fire-resistant coatings. Where necessary, fuel oil and lubricating oil pipelines should be screened or otherwise suitably protected to avoid, as far as practicable, oil spray or oil leakage on heated surfaces or into machinery air intakes. The number of joints in piping systems should be kept to a minimum.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.7

Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.9.11		4.9 Arrangements for fuel oil, lubricating oil and other flammable oils 4.9.11 The arrangements for the storage, distribution and use of oil employed in pressure lubrication systems should be to the satisfaction of the Competent authority. Such arrangements in machinery spaces of category A and, wherever practicable, in other machinery spaces should at least comply with the provisions of 4.9.1, 4.9.3, 4.9.6 and 4.9.7 and in so far as the Competent authority may consider necessary with those of 4.9.2 and 4.9.4. This does not preclude the use of sight flow glasses in lubrication systems provided they are shown by test to have a suitable degree of fire resistance.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.7
Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.9.12		4.9 Arrangements for fuel oil, lubricating oil and other flammable oils 4.9.12 The arrangements for the storage, distribution and use of flammable oils employed under pressure in power transmission systems other than oils referred to in 4.9.11 in control and activating systems and heating systems should be to the satisfaction of the Competent authority. In locations where means of ignition are present, such arrangements should at least comply with the provisions of 4.9.2 and 4.9.6 and with the provisions of 4.9.3 and 4.9.7 in respect of strength and construction.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.7
Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.10.4		4.10 Bilge pumping arrangements 4.10.4 A bilge ejector in combination with an independently driven high pressure seawater pump may be installed as a substitute for one independently driven bilge pump required by 4.10.2, provided this arrangement is to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.8
Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.12.1		4.12 Steering gear 4.12.1 Vessels should be provided with a main steering gear and an auxiliary means of actuating the rudder to the satisfaction of the Competent authority. The main steering gear and the auxiliary means of actuating the rudder should be arranged so that, so far as is reasonable and practicable, a single failure in one of them will not render the other one inoperative.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.9
Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.14.1		4.14 Refrigeration systems for the preservation of the catch 4.14.1 Refrigeration systems should be so designed, constructed, tested and installed as to take account of the safety of the system and also the emission of refrigerants held in quantities or concentrations, which are hazardous to human health or to the	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.11

		environment, and should be to the satisfaction of the Competent authority.	
Safety for Fisherman Code / Part B / Chapter 4 / Part B / 4.14.2		4.14 Refrigeration systems for the preservation of the catch 4.14.2 Refrigerants to be used in refrigeration systems should be to the satisfaction of the Competent authority. However, methylchloride or CFCs whose ozone-depleting potential is higher than 5% of CFC-11 should not be used as refrigerants.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Regulation 222
Safety for Fisherman Code / Part B / Chapter 4 / Part C / 4.17.7		4.17 Precautions against shock, fire and other hazards of electrical origin Where the hull return system is used, all final sub-circuits (all circuits fitted after the last protective device) should be two wires, and special precautions should be taken to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Regulation 254
Safety for Fisherman Code / Part B / Chapter 4 / Part C / 4.17.9		4.17 Precautions against shock, fire and other hazards of electrical origin 4.17.9 Where the cables are neither sheathed nor armoured and there might be a risk of fire in the event of an electrical fault, special precautions should be taken to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.3
Safety for Fisherman Code / Part B / Chapter 4 / Part C / 4.17.13		4.17 Precautions against shock, fire and other hazards of electrical origin 4.17.13 Each separate circuit should be protected against short circuit and also against overload to the satisfaction of the Competent authority, except in accordance with 4.12 or where the Competent authority may exceptionally otherwise permit.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.3
Safety for Fisherman Code / Part B / Chapter 4 / Part C / 4.17.15		4.17 Precautions against shock, fire and other hazards of electrical origin 4.17.15 The housing of an accumulator battery should be constructed and ventilated to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.3
Safety for Fisherman Code / Part B / Chapter 4 / Part C / 4.17.19		4.17 Precautions against shock, fire and other hazards of electrical origin 4.17.19 Where a potential explosion risk exists in or near any space, all electrical equipment and fittings installed in those spaces should be either explosion-proof or intrinsically safe to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.3
Safety for Fisherman Code / Part B /		Fire fighting 4.18.8 A fixed fire-extinguishing system should be provided to the satisfaction of the Competent authority, which should be in compliance with the provisions of 5.22, 5.40 and 5.57.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the

Chapter 4 / Part D / 4.18.8			Safety of Seagoing Fishing Vessels", Chapter 4.4.1
Safety for Fisherman Code / Part B / Chapter 5 / Part A / 5.2.10		5.2 Definitions 5.2.10 Low flame-spread means that the surface thus described will adequately restrict the spread of flame, to the satisfaction of the Competent authority by an established test procedure.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Regulation 2.60
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.7.5		5.7 Fire integrity of bulkheads and decks 5.7.5 External boundaries which are required by 5.3.1 to be of steel or equivalent material could be pierced for the fitting of windows and sidescuttles provided that there is no requirement elsewhere in this part for such boundaries to have "A" class integrity. Similarly, in such boundaries, which are not required to have "A" class integrity, doors may be of materials to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.5
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.8.3		5.8 Details of construction 5.8.3 Methods IF, IIF and IIIF .1 Except in cargo spaces or refrigerated compartments of service spaces insulating materials should be non-combustible. Vapour barriers and adhesives used in conjunction with insulation, as well as the insulation of pipe fittings, for cold service systems need not be of non-combustible material, but they should be kept to the minimum quantity practicable and their exposed surfaces should have qualities of resistance to the propagation of flame to the satisfaction of the Competent authority. In spaces where penetration of oil products is possible, the surface of insulation should be impervious to oil or oil vapour.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.6
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.9.1.1		5.9 Ventilation systems 5.9.1 Ventilation ducts should be of non-combustible material. Short ducts, however, not generally exceeding 2 m in length and with a cross section not exceeding 0.02 m2 need not be non-combustible, subject to the following conditions: .1 these ducts should be of a material, which to the satisfaction of the Competent authority, has a low fire risk;	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.7
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.9.2.1		5.9 Ventilation systems 5.9.2 Where the ventilation ducts with a free cross-sectional area exceeding 0.02 m2 pass through "A" class bulkheads or decks, the opening should be lined with a steel sheet sleeve unless the ducts passing through the bulkheads or decks are of steel in the	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.7

		vicinity of passage through the deck or bulkhead and comply in that portion of the duct with the following: .1 for ducts with a free cross-sectional area exceeding 0.02 m2, the sleeves should have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length should preferably be divided evenly on each side of the bulkhead. Ducts with free cross-sectional area exceeding 0.02 m2 should be provided with fire insulation. The insulation should have at least the same fire integrity as the bulkhead or deck through which the duct passes. Equivalent penetration protection should be provided to the satisfaction of the Competent authority;	
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.10.4		5.10 Heating installations 5.10.4 Where gaseous fuel is used for domestic purposes, the arrangements, storage, distribution and use of the fuel should be to the satisfaction of the Competent authority and in accordance with 5.12.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.8
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.12.4		5.12 Storage of gas cylinders and dangerous materials 5.12.4 Except as necessary for service within the space, electrical wiring and fittings should not be permitted within compartments used for the storage of highly flammable liquids or liquefied gases. Where such electrical fittings are installed, they should be to the satisfaction of the Competent authority for use in a flammable atmosphere. Sources of heat should be kept clear of such spaces and "No Smoking" and "No Naked Light" notices should be displayed in a prominent position.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.10
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.13.1.5		5.13 Means of escape 5.13.1 Stairways and ladders leading to and from all accommodation spaces and in spaces, in which the crew is normally employed, other than machinery spaces, should be so arranged as to provide ready means of escape to the open deck and thence to the survival craft. In particular, in relation to these spaces: .5 the width and continuity of the means of escape should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.11
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.13.3		5.13 Means of escape 5.13.3 From machinery spaces other than those of category A, escape routes should be provided to the satisfaction of the Competent authority having regard to the nature and location of the space and whether persons are normally employed in that space.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.11

Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.14.9		5.14 Automatic sprinkler and fire alarm and fire detection systems (Method IIF) 5.14.9 Sprinklers should be placed in an overhead position and spaced in a suitable pattern to maintain an average application rate of not less than 5 l per m2 per minute over the nominal area covered by the sprinklers. Alternatively, the Competent authority may permit the use of sprinklers providing such quantity of water suitably distributed as has been shown to the satisfaction of the Competent authority to be not less effective.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.12
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.14.23		5.14 Automatic sprinkler and fire alarm and fire detection systems (Method IIF) 5.14.23 Spare sprinkler heads should be provided for each section of sprinklers to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.12
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.15.11		5.15 Automatic fire alarm and fire detection systems (Method IIIF) 5.15.11 Spare detector heads should be provided for each section of detectors to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.13
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.16		5.16 Fixed fire-extinguishing arrangements in cargo spaces of high fire risk Cargo spaces of high fire risk should be protected by a fixed gas fire-extinguishing system complying with the Fire Safety System Code or by a fire-extinguishing system, which gives equivalent protection, to the satisfaction of the Competent authority.	**Technical**
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.17.2		5.17 Fire pumps 5.17.2 If a fire in any one compartment could put all the fire pumps out of action, there should be an alternative means of providing water for fire fighting. In vessels of 75 m in length and over, this alternative means should be a fixed emergency fire pump independently driven. This emergency fire pump should be capable of supplying two jets of water to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.14
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.17.4		5.17 Fire pumps 5.17.4 Each of the required fire pumps other than any emergency pump should have a capacity not less than 40% of the total capacity of fire pumps required by 5.17.3 and should, in any event, be capable of delivering at least the jets of water required by 5.19.3. These fire pumps should be capable of supplying the fire main systems under the required conditions. Where more	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.14

		than two pumps are installed, the capacity of such additional pumps should be to the satisfaction of the Competent authority.	
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.20.2		5.20 Fire extinguishers 5.20.2 Spare charges should be provided to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.17
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.21.1		5.21 Portable fire extinguishers in control stations and accommodation and service spaces 5.21.1 At least five approved portable fire extinguishers should be provided in control stations and accommodation and service spaces to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.18
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.21.2		5.21 Portable fire extinguishers in control stations and accommodation and service spaces 5.21.2 Spare charges should be provided to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.18
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.22.3		5.22 Fire-extinguishing appliances in machinery spaces 5.22.3 Every boiler room should be provided with at least one set of portable air-foam equipment to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.19
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.22.6.2		5.22 Fire-extinguishing appliances in machinery spaces 5.22.6 Spaces containing internal combustion machinery used either for main propulsion or for other purposes, when such machinery has a total power output of not less than 750 kW, should be provided with the following arrangements: ... .2 at least one set of portable air-foam equipment to the satisfaction of the Competent authority;	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.19
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.22.8		5.22 Fire-extinguishing appliances in machinery spaces 5.22.8 Where, in the opinion of the Competent authority, a fire hazard exists in any machinery space for which no specific provisions for fire-extinguishing appliances are prescribed in 5.22.1, 5.22.6 and 5.22.7, there should be provided in, or adjacent to, that space a number of approved portable fire extinguishers or other means of fire extinction to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.19

Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.22.9		5.22 Fire-extinguishing appliances in machinery spaces 5.22.9 Where fixed fire-extinguishing systems not required by this part are installed, such systems should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.19
Safety for Fisherman Code / Part B / Chapter 5 / Part B / 5.25		5.25 Fire control plan There should be a permanently exhibited fire control plan to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.21
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.28.2		5.28 Structural fire protection 5.28.2 In vessels, the hull of which is constructed of non-combustible materials, the decks and bulkheads separating machinery spaces of category A from accommodation spaces, service spaces or control stations should be constructed to "A-60" class standard where the machinery space of category A is not provided with a fixed fire-extinguishing system and to "A-30" class standard where such a system is fitted. Decks and bulkheads separating other machinery spaces from accommodation, service spaces and control stations should be constructed to "A-0" class standard. Decks and bulkheads separating control stations from accommodation and service spaces should be constructed to "A" class standard, insulated to the satisfaction of the Competent authority, except that a Competent authority may permit the fitting of "B-15" class divisions for separating such spaces as skipper's cabin from the wheelhouse.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.1
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.28.11		5.28 Structural fire protection 5.28.11 In vessels, the hull of which is constructed of non-combustible materials, the decks and bulkheads referred to in 5.28.10 should be of "A" class divisions insulated to the satisfaction of the Competent authority, having in mind the risk of fire, except that the Competent authority can accept "B-15" class divisions between galley and accommodation spaces, service spaces and control stations when the galley contains electrically heated furnaces, electrically heated hot water appliances or other electrically heated appliances only.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.1
Safety for Fisherman Code / Part B /		5.32 Storage of gas cylinders and dangerous materials 5.32.4 Except as necessary for service within the space, electrical wiring and fittings should not be permitted within compartments	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the

Chapter 5 / Part C / 5.32.4		used for the storage of highly flammable liquids or liquefied gases. Where such electrical fittings are installed, they should be to the satisfaction of the Competent authority for use in a flammable atmosphere. Sources of heat should be kept clear of such spaces and "No Smoking" and "No Naked Light" notices should be displayed in a prominent position.	Safety of Seagoing Fishing Vessels", Chapter 5.3.5
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.33.1.5		5.33 Means of escape 5.33.1 Stairways and ladders leading to and from all accommodation spaces and in spaces, in which the crew is normally employed, other than machinery spaces, should be so arranged as to provide ready means of escape to the open deck and thence to the survival craft. In particular, in relation to these spaces: .5 the width and continuity of the means of escape should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.6
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.35.4		5.35 Fire pumps 5.35.4 Vessels not fitted with a power-operated emergency fire pump and without a fixed fire-extinguishing system in the machinery spaces should be provided with additional fire-extinguishing means to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.7
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.35.10		5.35 Fire pumps 5.35.10 Where power-operated emergency fire pumps are delivering the maximum quantity of water through the jet required by 5.37.1, the pressure maintained at any hydrant should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.7
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.38.2		5.38 Fire extinguishers 5.38.2 Spare charges should be provided to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.10
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.39.2		5.39 Portable fire extinguishers in control stations and accommodation and service spaces 5.39.2 Spare charges should be provided to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.11
Safety for Fisherman Code / Part B /		5.40 Fire-extinguishing appliances in machinery spaces 5.40.1 Spaces containing oil-fired boilers, fuel oil units or internal combustion machinery having a total power output of not less than 750 kW should be provided with one of the following fixed	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the

Chapter 5 / Part C / 5.40.1		fire extinguishing systems, to the satisfaction of the Competent authority: .1 a pressure water-spraying installation; .2 a fire-smothering gas installation; .3 a fire-extinguishing installation using vapours from low toxicity vaporizing liquids; or .4 a fire-extinguishing installation using high expansion foam.	Safety of Seagoing Fishing Vessels", Chapter 5.3.12
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.41		5.41 Fire-fighters' outfits The number of fire-fighters' outfits and their locations should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.13
Safety for Fisherman Code / Part B / Chapter 5 / Part C / 5.42		5.42 Fire control plan There should be a permanently exhibited fire control plan to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.13
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.45.2		5.45 Structural fire protection 5.45.2 In vessels, the hull of which is constructed of non-combustible materials, the decks and bulkheads separating machinery spaces of category A from accommodation spaces, service spaces or control stations should be constructed to "A-60" class standard where the machinery space of category A is not provided with a fixed fire-extinguishing system and to "A-0" class standard where such a system is fitted. Decks and bulkheads separating other machinery spaces from accommodation, service spaces and control stations should be constructed to "A-0" class standard. Decks and bulkheads separating control stations from accommodation and service spaces should be constructed to "B" class standard, insulated to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.1
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.45.5		5.45 Structural fire protection 5.45.5 In vessels, the hull of which is constructed of combustible materials, such bulkheads should be of fire-retardant material to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.1
Safety for Fisherman Code / Part B /		5.45 Structural fire protection 5.45.11 In vessels, the hull of which is constructed of non-combustible materials, the decks and bulkheads referred to in 5.45.10 should be of "A" class divisions insulated to the	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the

Chapter 5 / Part D / 5.45.11		satisfaction of the Competent authority, having in mind the risk of fire, except that the Competent authority can accept "B-15" class divisions between galley and accommodation spaces, service spaces and control stations when the galley contains electrically heated furnaces, electrically heated hot water appliances or other electrically heated appliances only.	Safety of Seagoing Fishing Vessels", Chapter 5.3.1
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.48.1		5.48 Miscellaneous items 5.48.1 Exposed surfaces within accommodation spaces, service spaces, control stations, corridor and stairway enclosures and the concealed surfaces behind bulkheads, ceilings, panellings and linings in accommodation spaces, service spaces, and control stations should have low flame-spread characteristics, or to be of fire-retardant materials to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.4
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.49.4		5.49 Storage of gas cylinders and dangerous materials 5.49.4 Except as necessary for service within the space, electrical wiring and fittings should not be permitted within compartments used for the storage of highly flammable liquids or liquefied gases. Where such electrical fittings are installed, they should be to the satisfaction of the Competent authority for use in a flammable atmosphere. Sources of heat should be kept clear of such spaces and "No Smoking" and "No Naked Light" notices should be displayed in a prominent position.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.5
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.50.1.5		5.50 Means of escape 5.50.1 Stairways and ladders leading to and from all accommodation spaces and in spaces, in which the crew is normally employed, other than machinery spaces, should be so arranged as to provide ready means of escape to the open deck and thence to the survival craft. In particular, in relation to these spaces: ... .5 the width and continuity of the means of escape should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.6
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.52.4		5.52 Fire pumps 5.52.4 Vessels not fitted with a power-operated emergency fire pump and without a fixed fire-extinguishing system in the machinery spaces should be provided with additional fire-extinguishing means to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.7
Safety for Fisherman Code		5.52 Fire pumps	**Specific**

/ Part B / Chapter 5 / Part D / 5.52.10		5.52.10 Where power-operated emergency fire pumps are delivering the maximum quantity of water through the jet required by 5.54.1, the pressure maintained at any hydrant should be to the satisfaction of the Competent authority.	Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.7
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.55.2		5.55 Fire extinguishers 5.55.2 Spare charges should be provided to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.10
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.56.2		5.56 Portable fire extinguishers in control stations and accommodation and service spaces 5.56.2 Spare charges should be provided to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.11
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.57.1		5.57 Fire-extinguishing appliances in machinery spaces 5.57.1 Spaces containing oil-fired boilers, fuel oil units or internal combustion machinery having a total power output of not less than 750 kW should be provided with one of the following fixed fire extinguishing systems, to the satisfaction of the Competent authority: .1 a pressure water-spraying installation; .2 a fire-smothering gas installation; .3 a fire-extinguishing installation using vapours from low toxicity vaporizing liquids; or .4 a fire-extinguishing installation using high expansion foam.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.12
Safety for Fisherman Code / Part B / Chapter 5 / Part D / 5.58		5.58 Fire-fighters' outfits The number of fire-fighters' outfits and their locations should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.13
Safety for Fisherman Code / Part B / Chapter 6 / 6.7.16		Winches 6.7.16 Winches should be equipped with brakes capable of effectively arresting and holding the safe working load. Brakes should be proof tested before installation with a static load suitably in excess of the maximum safe working load to the satisfaction of the Competent authority. Brakes should be provided with simple and easily accessible means of adjustment. Every winch drum, which could be uncoupled from the drive,	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapters 6.11 and 6.12

		should be furnished with a separate brake independent of the brake connected with the drive.	
Safety for Fisherman Code / Part B / Chapter 6 / 6.7.22		Winches 6.7.22 Line and net hauling equipment should be fitted with devices to ensure that the designated safe working load is not exceeded. Such devices should be tested to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapters 6.11 and 6.12
Safety for Fisherman Code / Part B / Chapter 6 / 6.7.23		Winches 6.7.23 Where line and net hauling equipment is intended to be blocked or braked in the stop position, the arrangements should be tested to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapters 6.11 and 6.12
Safety for Fisherman Code / Part B / Chapter 6 / 6.7.26		Lifting gear 6.7.26 Cranes should be well constructed of sound material and the design should conform with national standards that may be appropriate. The cranes should be tested to the satisfaction of the Competent authority and the crane should be marked with the designated maximum safe working load. In the case of a crane fitted with an extendable jib, the safe working load at various radii should be clearly marked as close as practical to the operating controls.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 6.13
Safety for Fisherman Code / Part B / Chapter 6 / 6.7.28		Lifting gear 6.7.28 The braking or blocking arrangements of a crane should be tested to at least 1.5 times the designated safe working load to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 6.13
Safety for Fisherman Code / Part B / Chapter 6 / 6.8.2		6.8 Lighting in working spaces and areas 6.8.2 In all passageways and in those working areas not adequately lighted by natural lighting, artificial lighting should be provided to the satisfaction of the Competent authority. Particular attention should be paid to rule 20(b) of the International Regulations for Preventing Collisions at Sea, 1972.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 6.10
Safety for Fisherman Code / Part B / Chapter 6 / 6.8.5		6.8 Lighting in working spaces and areas 6.8.5 Portable lights should be provided as necessary and fitted with heavy-duty cables, bulb guards and lanyards. Portable lights for use in spaces which may contain explosive gases should be either explosive proof or otherwise intrinsically safe to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 6.10

Safety for Fisherman Code / Part B / Chapter 7 / Part A / 7.2.2.2		7.2 Evaluation, testing and approval of life-saving appliances and arrangements 7.2.2 Before giving approval to life-saving appliances and arrangements, the Competent authority should ensure that such life-saving appliances and arrangements: ... .2 have successfully undergone, to the satisfaction of the Competent authority, tests which are substantially equivalent to those specified in those recommendations.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.1
Safety for Fisherman Code / Part B / Chapter 7 / Part A / 7.2.3.2		7.2 Evaluation, testing and approval of life-saving appliances and arrangements 7.2.3 Before giving approval to novel life-saving appliances or arrangements, the Competent authority should ensure that such appliances or arrangements: ... .2 have successfully undergone, to the satisfaction of the Competent authority, evaluation and tests which are substantially equivalent to those recommendations.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.1
Safety for Fisherman Code / Part B / Chapter 7 / Part A / 7.2.6		7.2 Evaluation, testing and approval of life-saving appliances and arrangements 7.2.6 Notwithstanding provisions of the above paragraphs, alternative life-saving appliances allowed to install on board instead of life-saving appliances for which specifications are included in applicable provisions of the Protocol should be to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.1
Safety for Fisherman Code / Part B / Chapter 7 / Part B / 7.5.3		7.5 Availability and stowage of survival craft 7.5.3 Survival craft should be stowed to the satisfaction of the Competent authority.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.2.2
Safety for Fisherman Code / Part B / Chapter 7 / Part B / 7.11.1		7.11 Distress signals 7.11.1 Every vessel should be provided, to the satisfaction of the Competent authority, with means of making effective distress signals by day and by night, including at least 6 rocket parachute flares.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.2.5
Safety for Fisherman Code / Part B /		9.2 Exemptions 9.2.3 The Competent authority may exempt vessels operating always together in pair or in groups from being fully equipped in accordance with the requirements, provided that:	**Specific** Cabinet Regulation No. 30 adopted on 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's

Chapter 9 / Part A / 9.2.3.2		... .2 the other vessels in pair or in groups carry radio equipment sufficient for short distance distress alert and radiocommunications with the vessel in command, to the satisfaction of the Competent authority. Vessels operating in a pair or group is defined as two or more vessels operating collaboratively within a 100 nautical miles of each other except for extremely brief periods	Radio and Navigation Equipment", Chapter 2.2.3
Safety for Fisherman Code / Part B / Chapter 9 / Part B / 9.5.1.4		9.5 Radio equipment – General 9.5.1 Every vessel should be provided with: .4 a receiver capable of receiving international NAVTEX service broadcasts if the ship is engaged on voyages in any area in which an international NAVTEX service is provided. However, if a NAVTEX service is not established in the actual area, the Competent authority may permit vessels to receive navigational warnings and safety messages by other means of reception, to the satisfaction of the Competent authority;	**Specific** Cabinet Regulation No. 30 adopted on 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", Chapter 2.2
Safety for Fisherman Code / Part B / Chapter 9 / Part B / 9.11.2		9.11 Sources of energy 9.11.2 A reserve source or sources of energy should be provided on every vessel, to the satisfaction of the Competent authority, to supply radio installations, for the purpose of conducting distress and safety radiocommunications, in the event of failure of the vessel's main and emergency source of electrical power. The reserve source of energy should be capable of simultaneously operating: .1 the VHF radio installation in sea area A1; .2 the VHF radio installation and the MF or MF/HF installation in sea area A2; .3 the VHF radio installation and the MF or MF/HF installation or the Inmarsat station in sea area A3; and .4 for a period of at least 3 h.	**Specific** Cabinet Regulation No. 30 adopted on 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", Chapter 2.4
Safety for Fisherman Code / Part B / Chapter 9 / Part B / 9.14		9.14 Radio personnel Every vessel should carry personnel qualified for distress and safety radiocommunications purposes, to the satisfaction of the Competent authority, any one of whom should be designated to have primary responsibility for radiocommunications during distress incidents. The personnel should be holders of certificates specified in the Radio Regulation as appropriate. Alternatively, national certificates based on the same requirements as the Radio Regulation, but taking account of particular local circumstances, may be issued.	**Specific** Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers"

Safety for Fisherman Code / Part B / Chapter 9 / Part B / 9.15		9.15 Radio records A record should be kept, to the satisfaction of the Competent authority 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.	**Specific** Maritime Administration and Marine Safety Law / Division C / Section 21. Cabinet Regulation No. 30 adopted 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", para 53. Entries regarding radiocommunications which are of importance for human life and safety at sea shall be made in the GMDSS Radio Logbook of the ship.
Safety for Fisherman Code / Part B / Chapter 10 / 10.1.1.2		10.1 Shipborne navigational equipment 10.1.1 Vessels should be fitted with: ... .2 adequate means of communication between the standard compass position and the normal navigation control position, to the satisfaction of the Competent authority;	**Specific** Cabinet Regulation No. 30 adopted on 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", Chapter 6.3
Safety for Fisherman Code / Part B / Chapter 10 / 10.1.12		10.1 Shipborne navigational equipment 10.1.12 Vessels of less than 45 m in length should be provided with suitable means to the satisfaction of the Competent authority for determining the depth of water under the vessel. Where fish-finding devices are fitted they could be used for that purpose.	**Specific** Cabinet Regulation No. 30 adopted on 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", Chapter 6.3
Safety for Fisherman Code / Part B / Chapter 10 / 10.2.1		10.2 Nautical instruments and publications 10.2.1 Suitable nautical instruments, adequate and up-to-date charts, sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, to the satisfaction of the Competent authority, should be carried on board.	**Specific** Cabinet Regulation No. 30 adopted on 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", Chapter 6.3.3
Safety for Fisherman Code / Part B / Guidelines / Annex I / Part 1 / 11		Survey and inspection of fishing vessels 11 The inspector should supervise the inclining test of the vessel and the rolling test and the results of these tests should be to the satisfaction of the inspector before sea trials are authorized. This implies that in the case of small fishing vessels, the inspector has a better than elementary knowledge of naval architecture, in relation to stability.	**Specific** Cabinet Regulation No. 439 adopted on 07 June 2011 "Regulations Regarding the Implementation of Flag State Supervision of Ships", Chapter 3

Safety for Fisherman Code / Annex 4 / 1		1 All electrical equipment on, or adjacent to, the ammonia machinery flat should be explosion proof or of an intrinsically safe type, to the satisfaction of the Competent authority.	**Technical**
Safety for Fisherman Code / Annex 4 / 4		4 A large capacity ventilation system including mechanical exhaust should be provided for the ammonia machinery flat. The system should not exhaust to another space and should be well clear of ventilator intakes to other spaces. The mechanical exhaust ventilation fan motor should be either fitted exterior to the ammonia flat or should be of an intrinsically safe type, to the satisfaction of the Competent authority.	**Technical**
Safety for Fisherman Code / Annex 5 / Part 1 / 2.5		2. Lifejackets 2.5 Tests of materials for cover, tapes and seams The materials used for the cover, tapes, seams and additional equipment should be tested to the satisfaction of the Competent authority to establish that they are rot-proof, colour-fast and resistant to deterioration from exposure to sunlight and that they are not unduly affected by sea water, oil or fungal attack.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7 / Reg. 726
1983 Diving Code			Adopted by Res.A.583(14)
Res.A.536(13) / Annex / 1.6.9		1.6 Surveys and certification 1.6.9 An extension of the validity of the Certificate may be granted for a maximum period of five months at the discretion of the Administration, subject to an annual survey being carried out.	**Specific** Case by case assessment
2023 Diving Code			Adopted by Res.MSC.548(107)
2023 Diving Code / 2.6		2 Application 2.6 The instruments referenced in table 1 have been considered in developing the provisions of this Code. In order to meet the goal in 1.2 above, in addition to the provisions of this Code, subsequent amendments to these instruments should also be applied, to the extent that they apply to diving, to the satisfaction of the Administration. The application of new instruments adopted after this Code has come into effect should also be considered.	**Indefinite**
2023 Diving Code / 5.11		5 Surveys and certification 5.11 An extension of the validity of the Certificate may be granted for a maximum period of five months at the discretion of the Administration, subject to an annual survey being carried out.	**Specific** Case by case assessment
LL 1966 Convention			

ICLL 1966 Convention / ANNEX I / Reg. 8	On or after 7/21/1968 Before 2/3/2000	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 to the satisfaction of the Administration. The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 11	On or after 7/21/1968 Before 2/3/2000	Bulkheads at exposed ends of enclosed superstructures shall be of efficient construction and shall be to the satisfaction of the Administration.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 15(8)	On or after 7/21/1968 Before 2/3/2000	Pontoon Covers (8) 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.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 16(3)	On or after 7/21/1968 Before 2/3/2000	Weathertight Covers (3) 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.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 16(4)	On or after 7/21/1968 Before 2/3/2000	Means for Securing Weathertightness (4) The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. 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.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 19(5)	On or after 7/21/1968 Before 2/3/2000	(5) In exposed positions, the height of coamings may be required to be increased to the satisfaction of the Administration.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 22(5)	On or after 7/21/1968 Before 2/3/2000	(5) 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 to the satisfaction of the Administration.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 24(4)	On or after 7/21/1968 Before 2/3/2000	(4) 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.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 25(1)	On or after 7/21/1968 Before 2/3/2000	(1) The strength of the deckhouses used for the accommodation of the crew shall be to the satisfaction of the Administration.	**Technical**

ICLL 1966 Convention / ANNEX I / Reg. 26(2)	On or after 7/21/1968 Before 2/3/2000	Gangway and Access (2) 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 to the satisfaction of the Administration shall be provided to safeguard the crew in reaching all parts used in the necessary work of the ship.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 39(2)(b)	On or after 7/21/1968 Before 2/3/2000	(b) 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.	**Technical**
ICLL 1966 Convention / ANNEX I / Reg. 39(3)	On or after 7/21/1968 Before 2/3/2000	(3) Ships which, to suit exceptional operational requirements, cannot meet the requirements of paragraphs (1) and (2) of this Regulation may be given special consideration by the Administration.	**Technical** IACS UI / LL 17
ICLL 1988 Protocol			
ICLL 1988 Protocol / ANNEX I / Reg. 8	On or after 7/21/1968 Before 1/1/2005	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 to the satisfaction of the Administration. The mark shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.	**Technical** IACS UI LL4
ICLL 1988 Protocol / ANNEX I / Reg. 10(2)(d)	On or after 7/21/1968 Before 1/1/2005	(d) if the Administration so approves, have its inclining test on completion dispensed with, 5provided 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 ship can be obtained from such basic data.	**Technical**
ICLL 1988 Protocol / ANNEX I / Reg. 11	On or after 7/21/1968 Before 1/1/2005	Bulkheads at exposed ends of enclosed superstructures shall be of efficient construction and shall be to the satisfaction of the Administration.	**Technical**
ICLL 1988 Protocol / ANNEX I / Reg. 15(8)	On or after 7/21/1968 Before 1/1/2005	Pontoon Covers (8) 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.	**Technical** IACS UI LL 20
ICLL 1988 Protocol / ANNEX I / Reg. 16(3)	On or after 7/21/1968	Weathertight Covers	**Technical**

	Before 1/1/2005	(3) 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.	
ICLL 1988 Protocol / ANNEX I / Reg. 16(4)	On or after 7/21/1968 Before 1/1/2005	Means for Securing Weathertightness (4) The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. 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.	**Technical**
ICLL 1988 Protocol / ANNEX I / Reg. 19(5)	On or after 7/21/1968 Before 1/1/2005	(5) In exposed positions, the height of coamings may be required to be increased to the satisfaction of the Administration.	**Technical** IACS UI LL 36
ICLL 1988 Protocol / ANNEX I / Reg. 22(6)	On or after 7/21/1968 Before 1/1/2005	(6) All shell fittings, and the 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 to the satisfaction of the Administration.	**Technical** IACS UI LL 36
ICLL 1988 Protocol / ANNEX I / Reg. 24(4)	On or after 7/21/1968 Before 1/1/2005	(4) 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.	**Technical** IACS UI LL 60
ICLL 1988 Protocol / ANNEX I / Reg. 25(1)	On or after 7/21/1968 Before 1/1/2005	(1) The strength of the deckhouses used for the accommodation of the crew shall be to the satisfaction of the Administration.	**Technical**
ICLL 1988 Protocol / ANNEX I / Reg. 26(2)	On or after 7/21/1968 Before 1/1/2005	Gangway and Access (2) 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 to the satisfaction of the Administration shall be provided to safeguard the crew in reaching all parts used in the necessary work of the ship.	**Technical** IACS UI LL 50
ICLL 1988 Protocol / ANNEX I / Reg. 39(2)(b)	On or after 7/21/1968 Before 1/1/2005	(b) for ships over 100 metres(328feet) in length it need not comply with Regulation 3(10) but shall be fitted with closing appliances to the satisfaction of the Administration.	**Technical** IACS UI LL 17, LL 38, LL 43

ICLL 1988 Protocol / ANNEX I / Reg. 39(3)	On or after 7/21/1968 Before 1/1/2005	(3) Ships which, to suit exceptional operational requirements, cannot meet the requirements of paragraphs (1) and (2) of this Regulation may be given special consideration by the Administration.	**Technical** IACS UI / LL 17
ICLL 2003 Amend			Adopted by Res.MSC.143(77)
ICLL 2003 Amend / ANNEX I / Reg. 8	On or after 1/1/2005	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 to the satisfaction of the Administration. The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.	**Technical** IACS UI LL 4
ICLL 2003 Amend / ANNEX I / Reg. 10(3)(b)	On or after 1/1/2005	(b) if the Administration so approves, have its inclining test on completion 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 ship can be obtained from such basic data;	**Technical**
ICLL 2003 Amend / ANNEX I / Reg. 15(7)	On or after 1/1/2005	Pontoon covers (7) 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.	**Technical**
ICLL 2003 Amend / ANNEX I / Reg. 16(1)	On or after 1/1/2005	(1) All hatchways in position 1 and 2 shall be fitted with hatch covers of steel or other equivalent material. Except as provided in regulation 14(2), such covers shall be weathertight and fitted with gaskets and clamping devices. The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. 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 renewal and annual surveys or at more frequent intervals.	**Technical**
ICLL 2003 Amend / ANNEX I / Reg. 16(6)	On or after 1/1/2005	Securing arrangements (6) The means for securing and maintaining weathertightness by other means than gaskets and clamping shall be to the satisfaction of the Administration.	**Technical**
ICLL 2003 Amend / ANNEX I / Reg. 19(5)	On or after 1/1/2005	(5) In exposed locations, the height of coamings may be increased to the satisfaction of the Administration.	**Technical**
ICLL 2003 Amend / ANNEX I / Reg. 22(6)	On or after 1/1/2005 Before 7/1/2008	(6) All shell fittings and the 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	**Technical**

		pipes to which this regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration.	
ICLL 2003 Amend / ANNEX I / Reg. 39(3)	On or after 1/1/2005 Before 7/1/2008	(3) Ships which, to suit exceptional operational requirements, cannot meet the requirements of paragraphs (1) and (2) of this regulation may be given special consideration by the Administration.	**Technical** IACS UI / LL 17
ICLL 2006 Amend			
ICLL 2006 Amend / ANNEX I / Reg. 22(6)	On or after 7/1/2008	(6) All shell fittings and the 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 to the satisfaction of the Administration.	**Technical**
ICLL 2006 Amend / ANNEX I / Reg. 39(3)	On or after 7/1/2008	(3) Ships which, to suit exceptional operational requirements, cannot meet the requirements of paragraphs (1) and (2) of this regulation may be given special consideration by the Administration.	**Technical** IACS UI / LL 17
ICLL 2021 Amend			
ICLL 2021 Amend / ANNEX I / Reg. 22(6)	On or after 1/1/2024	(6) All shell fittings and the 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 to the satisfaction of the Administration.	**Technical**
COLREG 1972			
COLREG 1972 / Annex I / 14		14. Approvals The construction of lanterns and shapes and the installation of lanterns on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.	**Specific** Cabinet Regulation No. 34 adopted 17 January 2017 "Regulations Regarding the Marine Equipment". Lanterns and shapes shall be MED approved.
COLREG 1972 / Annex III / 3		3. Approvals The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.	**Specific** Cabinet Regulation No. 34 adopted 17 January 2017 "Regulations Regarding the Marine Equipment". Sound signal appliances shall be MED approved.
MARPOL			
MARPOL 73/78 & 1984 Amend			Adopted by Res.MEPC.14(20)

MARPOL 73/78 & 1984 Amend / Annex I / Chapter I / Reg. 1(8)(a)(iii))	Before 7/6/1993 Retroactive	(8) (a) "Major conversion" means a conversion of an existing ship: ... (iii) the intent of which In the opinion of the Administration is substantially to prolong its life;	**Technical**
MARPOL 73/78 & 1984 Amend / Annex IV / Reg.1~11 / Reg. 3(1)(a)(iii)	Before 9/27/2003 Retroactive	(3) (a) The Administration may waive the requirements of paragraphs (1) and (2) of this Regulation for any ship engaged exclusively on: (iii) when the ship is equipped with a holding tank the capacity of such tank shall be 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 have a means to indicate visually the amount of its contents;	**Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.3. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", section 13.2.
MARPOL 73/78 & 1984 Amend / Annex I / Chapter II (Reg.9~21) / Reg. 13(5)	Before 1/1/2007 Retroactive	(5) 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 satisfaction of the Administration.	**Technical**
MARPOL 73/78 & 1984 Amend / Annex I / Chapter II (Reg.9~21) / Reg. 13A(4)	Before 1/1/2007 Retroactive	(4) Every oil tanker 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 to the satisfaction of the Administration and should contain all the information set out in the Specifications referred to in paragraph (2) of this Regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual** shall be revised accordingly.	**Technical**
MARPOL 73/78 & 1984 Amend / Annex I / Chapter II (Reg.9~21) / Reg. 13B(5)	Before 1/1/2007 Retroactive	(5) 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 to the satisfaction of the Administration and shall contain all the information set out in the specifications referred to in paragraph (2) of this Regulation. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly.	**Technical**
MARPOL 73/78 & 1984 Amend / Annex I / Chapter II / Reg. 13E / Unified	Before 1/1/2007 Retroactive	4.11.3 If, In the opinion of the Administration, any oil tanker the keel of which was laid or which was at a similar stage of construction before 1 July 1980 complies with the requirements of regulation 13E without taking into account the above Interim	**Technical**

interpretation / 4.11.3		Recommendation, the Administration may accept such tanker as complying with regulation 13E.	
MARPOL 73/78 & 1984 Amend / Annex I / Chapter II (Reg.9~21) / Reg. 16(3)(a)(iii)	Before 7/6/1993	(iii) the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water;	**Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.4. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", section 13.1.
MARPOL 1992-1997 Amend			Adopted by Res.MEPC.51(32)
MARPOL 1992-1997 Amend / Annex I / Reg. 1(8) (a)(iii)	Before 2/3/2000 Retroactive	(8) (a) "Major conversion" means a conversion of an existing ship: ... (iii) the intent of which in the opinion of the Administration is substantially to prolong its life;	**Technical**
MARPOL 1992-1997 Amend / Annex I / Reg. 16(3)(a)(i)	Before 1/1/2007 Retroactive	(3) (a) The Administration may waive the requirements of paragraphs (1) and (2) of this regulation for any ship engaged exclusively on voyages within special areas provided that all of the following conditions are complied with: (i) the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water;	**Specific** Waiver issued according to the Agreement with RO.
MARPOL 2000/2001 Amend			
MARPOL 2000/2001 Amend / Annex IV / Reg. 3(1)(a)(iii)	Before 8/1/2005 Retroactive	(iii) when the ship is equipped with a holding tank the capacity of such tank shall be 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 have a means to indicate visually the amount of its contents;	**Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.3. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", section 13.2.
MARPOL 2000/2001	Before 8/1/2005 Retroactive	.2 a sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage	**Technical**

Amend / Annex IV / Reg. 9.1.2		of sewage when the ship is less than 3 nautical miles from the nearest land,	
MARPOL 2000/2001 Amend / Annex IV / Reg. 9.1.3	Before 8/1/2005 Retroactive	.3 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.	*Construction* – **Technical** *Capacity* – **Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.3. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", section 13.2.
MARPOL 2003/2004 Amend			Adopted by Res.MEPC.115(51) and Res.MEPC.111(50)
MARPOL 2003/2004 Amend / Annex I / Reg. 13G(7)	Delivered Before 7/6/1996 Oil tankers	(7) The Administration may allow continued operation of a Category 2 or 3 oil tanker beyond the date specified in paragraph (4) of this regulation, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, provided that the operation shall not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.	**Technical** Invalid from 01.01.20007
MARPOL 2003/2004 Amend / Annex I / Reg. 13H(6)(a)	Before 1/1/2007 Retroactive	(6) (a) The Administration may allow continued operation of an oil tanker of 5,000 tons deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, beyond the date specified in paragraph (4)(a) of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 13G(6) warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.	**Technical** Invalid from 01.01.20007
MARPOL 2003/2004 Amend / Annex I / Reg. 13H(6)(b)	Before 1/1/2007 Retroactive	(6) (b) The Administration may allow continued operation of an oil tanker of 600 tons deadweight and above but less than 5,000 tons deadweight, carrying heavy grade oil as cargo, beyond the date specified in paragraph (4)(b) of this regulation, if, in the opinion of the Administration, the ship is fit to continue such	**Technical** Invalid from 01.01.20007

		operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.	
MARPOL 2003/2004 Amend / Annex IV / Reg. 9.1.2	Before 1/1/2013 Retroactive	.2 a sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land,	**Technical**
MARPOL 2003/2004 Amend / Annex IV / Reg. 9.1.3	Before 1/1/2013 Retroactive	.3 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.	*Construction* – **Technical** *Capacity* – **Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.3. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", section 13.2.
MARPOL 2004 Amend			Adopted by Res.MEPC.117(52); Res.MEPC.118(52)
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 1.9.1.3	Before 8/1/2017 Retroactive	9 Major conversion: .1 means a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong its life;	**Technical**
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 14.3	Before 1/1/2017 Retroactive	3 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, to the satisfaction of the Administration, 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.	**Specific** *For stationary ships:* Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.4.
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 14.5.1.3.1	Before 1/1/2017 Retroactive	.1 the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water;	**Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.4. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the

			Safety of Seagoing Fishing Vessels", section 13.1.
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 18.5	On or after 1/2/1980 Oil tankers	5 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 satisfaction of the Administration. Unified interpretation **36 Segregated ballast conditions for oil tankers less than 150 m in length** Reg. 18.5 36.1 In determining the minimum draught and trim of oil tankers less than 150 m in length to be qualified as SBT oil tankers, the Administration should follow the guidance set out in appendix 1. 36.2 The formulae set out in appendix 1 replace that set out in regulation 18.2, and these oil tankers should also comply with the conditions laid down in regulations 18.3 and 18.4 in order to be qualified as SBT oil tankers.	**Technical**
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 18.8.4	Before 1/1/1980 Tankers	.4 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 to the satisfaction of the Administration 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.	**Technical**
MARPOL 2004 Amend (Oct.) / Annex I / Unified Interpretation of Reg.18		41 Protective location of SBT Regs. 18.12 to 18.15 41.3 If, in the opinion of the Administration, any oil tanker the keel of which was laid or which was at a similar stage of construction before 1 July 1980 complies with the requirements of regulation 18.12-18.15 without taking into account the above Interim Recommendation, the Administration may accept such tanker as complying with regulation 18.12-18.15.	**Technical**
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 20.7	On or after 7/1/2007 Oil tankers	7 The Administration may allow continued operation of a Category 2 or 3 oil tanker beyond the date specified in paragraph 4 of this regulation, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, provided that the operation shall not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.	**Technical**

MARPOL 2004 Amend (Oct.) / Annex I / Reg. 21.6.1	On or after 7/1/2007 Oil tankers	6.1 The Administration may allow continued operation of an oil tanker of 5,000 tonnes deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m3 but lower than 945 kg/m3, beyond the date specified in paragraph 4.1 of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 20.6 warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.	**Technical** Invalid from 8/1/2007
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 21.6.2	On or after 7/1/2007 Oil tankers	6.2 The Administration may allow continued operation of an oil tanker of 600 tonnes deadweight and above but less than 5,000 tonnes deadweight, carrying heavy grade oil as cargo, beyond the date specified in paragraph 4.2 of this regulation, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.	**Technical** Invalid from 8/1/2007
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 23.3.1	On or after 7/1/2007 Oil tankers	.1 for oil tankers of 5,000 tonnes deadweight (DWT) and above, the mean oil outflow parameter shall be as follows: $OM \leq 0.015$ for $C \leq 200{,}000\ m^3$ $OM \leq 0.012 + (0.003/200{,}000)(400{,}000-C)$ for $200{,}000\ m3 > C > 400{,}000\ m^3$ $OM \leq 0.012$ for $C \geq 400{,}000\ m^3$ for combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted to the satisfaction of the Administration, demonstrating that after accounting for its increased structural strength, the combination carrier has at least equivalent oil out flow performance to a standard double hull tanker of the same size having a OM > = 0.015. $OM \leq 0.021$ for $C \leq 100{,}000\ m^3$	**Technical**

		OM ≤ 0.015 + (0.006/100,000) (200,000-C) for 100,000 m^3 > C ≤ 200,000 m^3 where: O_M = mean oil outflow parameter. C = total volume of cargo oil, in m^3, at 98% tank filling	
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 30.7	On or after 7/1/2007 Oil tankers	7 **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 to the satisfaction of the Administration. 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. Unified interpretation Reg. 30.7 Examples of positive means may take the form of blanks, spectacle blanks, pipeline blinds, evacuation or vacuum systems, or air or water pressure systems. In the event that the evacuation or vacuum systems, or air or water pressure systems are used, then these systems are to be equipped with both a pressure gauge and alarm system to enable the continuous monitoring of the status of the pipeline section, and thereby the valve integrity, between the sea chest and inboard valves.	**Technical**
MARPOL 2004 Amend (Oct.) / Annex I / Reg. 35.1	Retroactive Oil tankers	1 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 to the satisfaction of the Administration 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.	**Technical**
MARPOL 2004 Amend (Oct.) / Annex II / Reg. 5.3.4	Retroactive Oil tankers	3 Notwithstanding the provisions of paragraphs 1 and 2 of this regulation, the construction and equipment of liquefied gas carriers certified to carry Noxious Liquid Substances listed in the applicable Gas Carrier Code, shall be deemed to be equivalent to	**Technical**

		the construction and equipment requirements contained in regulations 11 and 12 of this Annex, provided that the gas carrier meets all following conditions: ... .4 be provided with pumping and piping arrangements, which, to the satisfaction of the Administration, 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;	
MARPOL 2004 Amend (Oct.) / Annex II / Appendix 5 / 2.1	Retroactive	2 Design criteria and performance test 2.1 The cargo pumping systems should be designed to meet the required maximum amount of residue per tank and associated piping as specified in regulation 12 of Annex II to the satisfaction of the Administration.	**Technical**
MARPOL 2004 Amend (Oct.) / Annex II / Appendix 6 / Part B	Retroactive	B For ships built on or after 1 July 1994 and recommendatory for ships built before 1 July 1994 A prewash procedure is required in order to meet certain Annex II requirements. This appendix explains how these prewash procedures shall be performed and how the minimum volumes of washing media to be used shall be determined. Smaller volumes of washing media may be used based on actual verification testing to the satisfaction of the Administration. Where reduced volumes are approved an entry to that effect must be recorded in the Manual.	**Technical**
MARPOL 2004 Amend (Oct.) / Annex II / Appendix 6 / Part B / 21	Retroactive	B For ships built on or after 1 July 1994 and recommendatory for ships built before 1 July 1994 Minimum quantity of water to be used in a prewash 21. Verification testing for approval of prewash volumes lower than those given in paragraph 20 may be carried out to the satisfaction of the Administration to prove that the requirements of regulation 13 are met, taking into account the substances the ship is certified to carry. The prewash volume so verified shall be adjusted for other prewash conditions by application of the factor k as defined in paragraph 20.	**Technical**
MARPOL 2006 Amend			Adopted by Res.MEPC.141(54)
MARPOL 2006 Amend / Annex I / Reg. 1.9.3	Before 1/1/2011 Retroactive	9 Major conversion: ... .3 the intent of which in the opinion of the Administration is substantially to prolong its life; or	**Technical**

MARPOL 2006 Amend / Annex I / Reg. 21.6.1	Retroactive	6.1 The Administration may allow continued operation of an oil tanker of 5,000 tonnes deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m3 but lower than 945 kg/m3, beyond the date specified in paragraph 4.1 of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 20.6 warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.	**Technical**
MARPOL 2006 Amend / Annex I / Reg. 21.6.2	Retroactive	6.2 The Administration may allow continued operation of an oil tanker of 600 tonnes deadweight and above but less than 5,000 tonnes deadweight, carrying heavy grade oil as cargo, beyond the date specified in paragraph 4.2 of this regulation, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.	**Technical**
MARPOL 2008 Amend			Adopted by Res.MEPC.176(58)
MARPOL 2008 Amend / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical**
MARPOL 2008 Amend / Annex VI / Reg. 13.5.2.2	Retroactive	.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship.	**Technical**
MARPOL 2008 Amend / Annex VI / Reg. 13.1.1.2	Retroactive	7.2 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 to the satisfaction of the Administration 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	**Technical**

		the next annual survey of that ship which falls after the Approved Method is commercially available.	
MARPOL 2009 Amend			Adopted by Res.MEPC.187(59)
MARPOL 2009 Amend / Annex I / Reg. 1.9.3	Before 1/1/2016 Retroactive	9 Major conversion: ... .3 the intent of which in the opinion of the Administration is substantially to prolong its life; or	**Technical**
MARPOL 2010 Amend			Adopted by Res.MEPC.190(60)
MARPOL 2010 Amend / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical**
MARPOL 2010 Amend / Annex VI / Reg. 13.5.2.2	Retroactive	.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship.	**Technical**
MARPOL 2010 Amend / Annex VI / Reg. 13.7.2	Retroactive	7.2 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 to the satisfaction of the Administration 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 ship which falls after the Approved Method is commercially available.	**Technical**
MARPOL 2011 Amend			Adopted by Res.MEPC.200(62), Res.MEPC.201(62), Res.MEPC.202(62) and Res.MEPC.203(62),
MARPOL 2011 Amend / Annex VI / Reg. 2.24.3	Retroactive	24 "Major Conversion" means in relation to chapter 4 a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or	**Technical**

MARPOL 2011 Amend / Annex IV / Reg. 9.1.2	Retroactive	.2 a sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land,	**Technical**
MARPOL 2011 Amend / Annex IV / Reg. 9.1.3	Retroactive	.3 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.	*Construction* – **Technical** *Capacity* – **Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.3. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", section 13.2.
MARPOL 2011 Amend / Annex IV / Reg. 9.2.2	Retroactive Passenger ship	.2 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.	*Construction* – **Technical** *Capacity* – **Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.3. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", section 13.2.
MARPOL 2011 Amend / Annex VI / Reg. 2,24.3	Before 9/1/2015 Retroactive	24 "Major Conversion" means in relation to chapter 4 a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship;	**Technical**
MARPOL 2011 Amend / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical** Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2011 Amend / Annex VI / Reg. 13.5.2.2	Retroactive	.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph	**Technical**

		5.1.1 of this regulation because of design or construction limitations of the ship.	
MARPOL 2011 Amend / Annex VI / Reg. 13.7.2	Retroactive	7.2 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 to the satisfaction of the Administration 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 ship which falls after the Approved Method is commercially available.	**Technical**
MARPOL 2014 Amend			Adopted by Res.MEPC.248(66); Res.MEPC.251(66)
MARPOL 2014 Amend (66th) / Annex I / Reg. 1.9.3	Retroactive	9 Major conversion: ... .3 the intent of which in the opinion of the Administration is substantially to prolong its life; or	**Technical**
MARPOL 2014 Amend (66th) / Annex I / Reg. 20.7	Before 1/6/1994	7 The Administration may allow continued operation of a Category 2 or 3 oil tanker beyond the date specified in paragraph 4 of this regulation, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, provided that the operation shall not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.	**Technical**
MARPOL 2014 Amend (66th) / Annex I / Reg. 28.6	On or after 7/1/1976	6 All oil tankers shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration having regard to the performance standards recommended by the Organization*: .2 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, to the satisfaction of the Administration;	**Technical**
MARPOL 2014 Amend (66th) / Annex VI / Reg. 2.24.3	Before 3/1/2016 Retroactive	24 "Major Conversion" means in relation to chapter 4 a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or	**Technical**
MARPOL 2014 Amend (66th) /	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1	**Technical**

Annex VI / Reg. 13.1.1.2		January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2014 Amend (66th) / Annex VI / Reg. 13.5.2.2	Retroactive	.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship;	**Technical**
MARPOL 2014 Amend (66th) / Annex VI / Reg. 13	Retroactive	7.2 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 to the satisfaction of the Administration 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 ship which falls after the Approved Method is commercially available.	**Technical**
MARPOL 2014 Amend (67th) / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical** Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2014 Amend (67th) / Annex VI / Reg. 13	Retroactive	.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship;	**Technical**
MARPOL 2014 Amend (67th) / Annex VI / Reg. 13	Retroactive	7.2 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 to the satisfaction of the Administration 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 ship which falls after the Approved Method is commercially available.	**Technical**

MARPOL 2015 Amend			Adopted by Res.MEPC.265(68)
MARPOL 2015 Amend / Annex I / Reg. 14.3	Retroactive	3 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, to the satisfaction of the Administration, 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.	**Specific** *For stationary ships:* Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.4.
MARPOL 2015 Amend / Annex I / Reg. 14.5.3.1	Retroactive	.1 the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water;	**Specific** Cabinet Regulation No. 49 adopted 29 January 2008 "Regulations on Safety of Ships", section 13.4. Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", section 13.1.
MARPOL 2016 Amend			Adopted by Res.MEPC.271(69)
MARPOL 2016 Amend (69th) / Annex VI / Reg. 2.24.3	Retroactive	24 "Major Conversion" means in relation to chapter 4 a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or	**Technical**
MARPOL 2016 Amend (69th) / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical** Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2016 Amend (69th) / Annex VI / Reg. 13.5.2.2	Retroactive	.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship;	**Technical**
MARPOL 2016 Amend (69th) /	Retroactive	7.2 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	**Technical**

Annex VI / Reg. 13.7.2		an Approved Method is to be installed can demonstrate to the satisfaction of the Administration 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 ship which falls after the Approved Method is commercially available.	
MARPOL 2017 Amend			Adopted by Res.MEPC.286(71)
MARPOL 2017 Amend (71st) / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical** Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2017 Amend (71st) / Annex VI / Reg. 13.5.2.2	Retroactive	.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship;	**Technical**
MARPOL 2017 Amend (71st) / Annex VI / Reg. 13.7.2	Retroactive	7.2 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 to the satisfaction of the Administration 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 ship which falls after the Approved Method is commercially available.	**Technical**
MARPOL 2018 Amend			Adopted by Res.MEPC.305(73)
MARPOL 2018 Amend (72nd) / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical** Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2018 Amend (72nd) / Annex VI / Reg. 13.5.2.2	Retroactive	.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph	**Technical**

		5.1.1 of this regulation because of design or construction limitations of the ship;	
MARPOL 2018 Amend (72nd) / Annex VI / Reg. 13.7.2	Retroactive	7.2 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 to the satisfaction of the Administration 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 ship which falls after the Approved Method is commercially available.	**Technical**
MARPOL 2019 Amend			Adopted by Res.MEPC.316(74)
MARPOL 2019 Amend / Annex I / Reg. 1.9.3	Retroactive	9 Major conversion: .1 means a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong its life; or	**Technical**
MARPOL 2019 Amend / Annex VI / Reg. 2	Retroactive	24 "Major Conversion" means in relation to chapter 4 a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or	**Technical**
MARPOL 2019 Amend / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical** Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2020 Amend			Adopted by Res.MEPC.324(75)
MARPOL 2020 Amend / Annex VI / Reg. 2	Retroactive	24 "Major Conversion" means in relation to chapter 4 a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or	**Technical**
MARPOL 2021 Amend			Adopted by Res.MEPC.328(76)
MARPOL 2021 Amend / Annex I / Reg. 1.9.3	Retroactive	9 Major conversion: .1 means a conversion of a ship: ...	**Technical**

		.3 the intent of which in the opinion of the Administration is substantially to prolong its life; or ...	
MARPOL 2021 Amend / Annex VI / Reg. 2.17.3	Retroactive	.17 Major conversion means in relation to chapter 4 of this Annex a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; ...	**Technical**
MARPOL 2021 Amend / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical** Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2021 Amend / Annex VI / Reg. 13.5.2.2	Retroactive	5.2 The standards set forth in paragraph 5.1.1 of this regulation shall not apply to: .2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship;	**Technical**
MARPOL 2021 Amend / Annex VI / Reg. 13.7.2	Retroactive	7.2 Paragraph 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 to the satisfaction of the Administration 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 ship which falls after the Approved Method is commercially available.	**Technical**
MARPOL 2022 Amend			Adopted by Res.MEPC.343(78)
MARPOL 2022 Amend / Annex I / Reg. 28.6	On or after 7/1/1976	6 All oil tankers shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration having regard to the performance standards recommended by the Organization*: .2 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	**Technical**

		compliance with intact and damage stability, to the satisfaction of the Administration;	
MARPOL 2024 Amend			Adopted by Res. MEPC.385(81)
MARPOL 2024 Amend / Annex VI / Reg. 2.17.3	Retroactive	.17 Major conversion means in relation to chapter 4 of this Annex a conversion of a ship: ... .3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; ...	**Technical**
MARPOL 2024 Amend / Annex VI / Reg. 13.1.1.2	Retroactive	.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	**Technical** Refer to IACS UI MPC103 "Identical Replacement Engines"
MARPOL 2024 Amend / Annex VI / Reg. 13.5.2.2	Retroactive	5.2 The standards set forth in paragraph 5.1.1 of this regulation shall not apply to: .2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship;	**Technical**
MARPOL 2024 Amend / Annex VI / Reg. 13.7.2	Retroactive	7.2 Paragraph 7.1 of this regulation shall apply no later than the first renewal survey that occurs 12 months or more after deposit of the notification in paragraph 7.1. If a shipowner of a ship on which an approved method is to be installed can demonstrate to the satisfaction of the Administration 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 ship that falls after the approved method is commercially available.	**Technical**
BWM Convention			
BWM 2004 Convention			Adopted by BWM Conference 36 and 37
BWM 2004 Convention / ANNEX / Regulation A-1 / 5		5 "Major conversion" means a conversion of a ship: ... .3 which, in the opinion of the Administration, is projected to prolong its life by ten years or more, or ...	**Technical**

BWM 2018 Amend			Adopted by Res.MEPC296(72), Res.MEPC.296(72) and Res.MEPC.297(72)
BWM 2018 Amend / ANNEX / Regulation A-1 / 5		5 "Major conversion" means a conversion of a ship: ... .3 which, in the opinion of the Administration, is projected to prolong its life by ten years or more, or ...	**Technical**
BWM 2024 Amend			Adopted by Res. Res.MEPC.383(81)
BWM 2024 Amend / ANNEX / Regulation A-1 / 5		5 "Major conversion" means a conversion of a ship: ... .3 which, in the opinion of the Administration, is projected to prolong its life by ten years or more, or ...	**Technical**
Codes			
BWMS Code 2018			Adopted by Res.MEPC.300(72)
BWMS Code (2018) / ANNEX / PART 2 / 2.2.1		Quality assurance and quality control procedures 2.2 The test facility shall demonstrate its competency in conducting valid type approval tests in two ways: .1 by having implemented a rigorous quality control/quality assurance programme, approved, certified and audited by an independent accreditation body, or to the satisfaction of the Administration;	**Indefinite** ROs are authorized to approve ballast water management systems according to their regulations.
BWMS Code (2018) / ANNEX / PART 2 / 2.5		Avoiding sampling bias 2.5 The sampling protocol must ensure organism mortality is minimized, e.g. by using appropriate valves and flow rates for flow control in the sampling facility, submerging nets during sampling collection, using appropriate sampling duration and handling times, and appropriate concentrating methodology. All methods to avoid sampling bias shall be validated to the satisfaction of the Administration.	**Indefinite** ROs are authorized to approve ballast water management systems according to their regulations.
BWMS Code (2018) / ANNEX / PART 2 / 2.8		Success criteria for shipboard testing 2.8 In evaluating the performance of BWMS installation(s) on a ship or ships, the following information and results shall be supplied to the satisfaction of the Administration:	**Technical**
BWMS Code (2018) / ANNEX		... .6 sampling regime and volumes for analysis: .3 for the evaluation of bacteria:	**Indefinite**

/ PART 2 / 2.8.6.3.3		.3 the toxicogenic test requirements shall be conducted in an appropriately approved laboratory. If no approved laboratory is available, the analysis method may be validated to the satisfaction of the Administration.	ROs are authorized to approve ballast water management systems according to their regulations.
BWMS Code (2018) / ANNEX / PART 2 / 2.43.3.3		Land-based monitoring and sampling 2.43 Samples described in paragraphs 2.40 and 2.41 above shall be collected with the following sampling regime and volumes for analysis: ... .3 for the evaluation of bacteria: .3 the toxicogenic test requirements shall be conducted in an appropriately approved laboratory. If no approved laboratory is available, the analysis method may be validated to the satisfaction of the Administration.	**Indefinite** ROs are authorized to approve ballast water management systems according to their regulations.
BWMS Code (2018) / ANNEX / PART 2 / 2.49		Evaluation of regrowth 2.49 The evaluation of the regrowth of organisms shall be undertaken to the satisfaction of the Administration in land-based and/or shipboard testing in at least two test cycles in each salinity.	**Indefinite** ROs are authorized to approve ballast water management systems according to their regulations.
BWMS Code (2018) / ANNEX / PART 6 / 6.2		6.2 The low and/or high parameter values for each SDL shall be validated to the satisfaction of the Administration as follows:	**Indefinite** ROs are authorized to approve ballast water management systems according to their regulations.
CSC, 1972			
CSC 1972 / Annex I / 9.1(d)(ii)		Regulation 9. Approval of existing containers 1 If, within five years from the date of entry into force of the present Convention, the owner of an existing container presents the following information to an Administration: ... (d) (ii) evidence to the satisfaction of the Administration that the container was manufactured to a design type which had been tested and found to comply with the technical conditions set out in annex II, with the exception of those technical conditions relating to the end-wall and side-wall strength tests, or ...	**Indefinite**
CSC 1972 / Annex I / 9.1(d)(iii)		Regulation 9. Approval of existing containers 1 If, within five years from the date of entry into force of the present Convention, the owner of an existing container presents the following information to an Administration: ...	**Indefinite**

		(d) (iii)evidence that the container was constructed to standards which, in the opinion of the Administration, were equivalent to the technical conditions set out in annex II, with the exception of those technical conditions relating to the end-wall and side-wall strength tests;	
CSC 1972 / Annex I / 10(d)		Regulation 10. Approval of new containers not approved at time of manufacture If, on or before 6 September 1982, the owner of a new container which was not approved at the time of manufacture presents the following information to an Administration: ... (d) evidence to the satisfaction of the Administration that the container was manufactured to a design type which has been tested and found to comply with the technical conditions set out in annex II; ...	**Indefinite**
Resolutions			
A.126(V) / Annex / 6		Resolution A.126(V) on 25 October 1967 "Recommendation on life-saving appliances for hydrofoil boats" 6. Distress signals Means of making effective distress signals by day and by night, including at least twelve parachute signals capable of giving a bright red light at a high altitude, should be provided to the satisfaction of the Administration.	**Indefinite** For SOLAS 60 / Ch. III Revoked by A.690(17)
A.126(V) / Annex / 9		Resolution A.126(V) on 25 October 1967 "Recommendation on life-saving appliances for hydrofoil boats" 9. Stowage of liferafts Liferafts should be stowed to the satisfaction of the Administration in such a way that: (a) they would not impede in any way the prompt handling of any other rafts or the marshalling of the persons on board at escape exits or their embarkation; and (b) they should be capable of being put into the water even in unfavourable conditions of trim and of 15 degrees of list either way.	**Indefinite** For SOLAS 60 / Ch. III Revoked by A.690(17)
A.170(ES.IV) / Annex / 6		Resolution A.170(ES.IV) on 28 November 1968 "Recommendation on life-saving appliances for air-cushion vehicles" 6. Distress signals Means of making effective distress signals by day and by night, including at least twelve parachute signals capable of giving a	**Indefinite** For SOLAS 60 / Ch. III Superseded by A.373(10)

		bright red light at a high altitude, should be provided to the satisfaction of the Administration.	
A.170(ES.IV) / Annex / 9		Resolution A.170(ES.IV) on 28 November 1968 "Recommendation on life-saving appliances for air-cushion vehicles" 9. Stowage of liferafts Liferafts should be stowed to the satisfaction of the Administration in such a way that: (a) they would not impede in any way the prompt handling of any other rafts or the marshalling of the persons on board at escape exits or their embarkation; and (b) they should be capable of being put into the water even in unfavourable conditions of trim and of 15 degrees of list either way.	**Indefinite** For SOLAS 60 / Ch. III Superseded by A.373(10)
A.183(VI) / Annex / 19		Resolution A.183(VI) on 28 October 1969 "Recommendation on fire safety measures for hydrofoil boats" Fire detecting and extinguishing equipment 19. One emergency fire pump should be installed outside the machinery space. This may be the same pump as the emergency bilge pump, if such is required. The capacity of this pump should be to the satisfaction of the Administration.	**Indefinite** For SOLAS 60 / Ch. II
A.183(VI) / Annex / 22		Resolution A.183(VI) on 28 October 1969 "Recommendation on fire safety measures for hydrofoil boats" Means of escape 22. The location, number and arrangement of the means of escape should be to the satisfaction of the Administration. In general, there should be at least two means of escape arranged so as to minimize the possibility of one incident blocking both means of escape. Attention should be given to the assumptions made in paragraph 4(d).	**Indefinite** For SOLAS 60 / Ch. II
A.183(VI) / Annex / 23		Resolution A.183(VI) on 28 October 1969 "Recommendation on fire safety measures for hydrofoil boats" Electrical installations 23. Electrical installations should be to the satisfaction of the Administration. It is recommended that an earth return system, should not be used, and any storage batteries should be situated in a separate, well-ventilated compartment.	**Indefinite** For SOLAS 60 / Ch. II
A.183(VI) / Annex / 10(e)		Resolution A.183(VI) on 28 October 1969 "Adoption of grain regulations as an equivalent to chapter VI of the International Convention for the Safety of Life at Sea, 1960" Regulation 10 "Authorization"	For SOLAS 60 / Ch. VI **Specific** Not allowed.

		(e) A ship which does not produce such a document shall not load grain until the master demonstrates to the satisfaction of the Administration or the Contracting Government of the port of loading the ability of his ship in its proposed 'loaded condition to comply with the requirements of these Regulations.	
A.208(VII) / Annex / 6.1		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 6. Devices to prevent the entry of water 6. 1 General 6.1.1 Openings through which water can enter and endanger the vessel should be kept to a minimum and provided with effective closing devices in accordance with the provisions of this Section. Where closing devices fitted to such openings are of types or of materials other than those specified in this Section, they should be equivalent thereto and to the satisfaction of the Administration.	**Technical**
A.208(VII) / Annex / 6.2		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 6. Devices to prevent the entry of water 6.2 Doors Doors should be permanently attached to the bulkhead, properly framed and stiffened so that the strength is equivalent to the unpierced structure. They should be capable of being closed weathertight to the satisfaction of the Administration and means should be provided so that they can be operated from either side.	**Technical**
A.208(VII) / Annex / 6.3.2		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 6. Devices to prevent the entry of water 6.3 Wood hatchway covers ... 6.3.2 Wood hatchway covers should be secured weathertight by means provided to the satisfaction of the Administration.	**Technical**
A.208(VII) / Annex / 6.4.3		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 6.4 Hatchway covers other than wood ...	**Technical**

		6.4.3 Strength and stiffness of covers made of materials other than mild steel should be equivalent to those of mild steel to the satisfaction of the Administration.	
A.208(VII) / Annex / 6.4.4		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 6.4 Hatchway covers other than wood ... 6.4.4 Covers should be fitted with gaskets and clamping devices sufficient to ensure weathertightness, or other equivalent arrangements to the satisfaction of the Administration.	**Technical**
A.208(VII) / Annex / 6.8		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 6.8 Air pipes Where air pipes to tanks and other spaces below deck extend above the freeboard or the superstructure decks the exposed parts of the pipes should be of substantial construction. Openings of air pipes should be provided with efficient means of closing permanently attached to the pipe or adjacent structure, to the satisfaction of the Administration.	**Technical**
A.208(VII) / Annex / 6.9.3		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 6.9 Sidescuttles ... 6.9.3 Sidescuttles, together with their glasses and deadlights should be of a substantial construction to the satisfaction of the Administration.	**Technical**
A.208(VII) / Annex / 6.12.5		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 6.12 Heights of hatchway coamings and sills of doorways, ventilators and airs pipes ... 6.12.5 The height above deck of ventilators on the freeboard deck should be at least 900 mm and on the superstructure deck at least 760 mm. The height of ventilators of machinery spaces should be as high as reasonable and practicable and to the satisfaction of the Administration.	**Technical**

A.208(VII) / Annex / 7.3.1		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 7.3 Covers and fittings ... 7.3.1 Devices for locking freeing port covers should be considered generally as dangerous. If locking devices in particular cases are considered necessary for the service of the vessel they should be to the satisfaction of the Administration and easily operable from a readily accessible position. Freeing ports over 300 mm in depth should be fitted with bars spaced not more than 230 mm apart or other suitable protective arrangements.	**Technical**
A.208(VII) / Annex / 7.3.3		Resolution A.208(VII) on 12 October 1971 "Recommendation on construction of fishing vessels affecting the vessel's stability and crew safety" 7.3 Covers and fittings ... 7.3.3 In a vessel intended to operate in areas subject to icing, covers and protective arrangements for freeing ports should be capable of being removed to restrict ice accumulation. Size of opening and means provided for removal of these protective arrangements should be to the satisfaction of the Administration.	**Technical**
A.210(VII) / Annex		Resolution A.210(VII) on 12 October 1971 "Recommendation on steering gear for large ships" Having regard to the possibility that a large ship proceeding at full speed with other ships in the vicinity can suddenly be deprived of the ability to operate the steering gear, it is recommended that arrangements should be made in all new ships over 70 ,000 tons gross tonnage to ensure to the satisfaction of the Administration that the navigating officer will at all times have adequate and direct control over the rudder movements even though in emergencies the full rate of movement may not necessarily be assured. This objective should be achieved by:	**Technical**
A.213(VII) / Annex / 1		Resolution A.213(VII) on 12 October 1971 "Recommendation on fire safety requirements for construction and equipment of new tankers" 1. The following provisions should be applied to all new tankers carrying crude oil and petroleum products having a closed flashpoint not exceeding 600C (1400F) and whose Reid vapour pressure is below that of atmospheric pressure and other liquid products having a similar fire hazard. Where other cargoes which	**Technical** For SOLAS 60 / Ch. II

		introduce additional or alternative fire hazards are to be carried, additional or special safety measures may be required to the satisfaction of the Administration.	
A.213(VII) / Annex / 11(a)		Resolution A.213(VII) on 12 October 1971 "Recommendation on fire safety requirements for construction and equipment of new tankers" 11. The requirements of Regulation 54 of Chapter II of the Convention should apply to all tankers of 500 tons gross tonnage and over. In addition all tankers should comply with the following requirements: (a) Bulkheads between cargo pump rooms and main engine or boiler rooms should be "A" class and should have no penetrations which are less than "A-O" or equivalent in all respects , other than the cargo pump shaft glands and similar glanded penetrations. Bulkheads and deck forming divisions between engine-, boiler- and cargo pump rooms , including their trunks , respectively, and the accommodations and service spaces should be of class IA-60" type. Consideration should be given to the surface of the insulation on interior boundaries of the engine room; these surfaces should be impervious to oil and oil vapours. No windows should be fitted in such bulkheads , but permanent approved gastight lighting enclosures for illuminating the pump rooms may be inserted in the bulkhead provided that these are of adequate strength and maíntain the integrity and gastíghtness of the bulkhead as an "A" class division. Control stations should be separated from adjacent enclosed spaces by means of "A" class bulkheads and decks. The insulation of these control station boundaries should be to the satisfaction of the Administration havíng in mind the risk of fire of adjacent spaces. Engine rooms and boiler casing doors should be self-closing and comply with sub-paragraph (b)(vii) of this paragraph;	**Technical** For SOLAS 60 / Ch. II
A.213(VII) / Annex / 11(b)(ii)		Resolution A.213(VII) on 12 October 1971 "Recommendation on fire safety requirements for construction and equipment of new tankers" 11. The requirements of Regulation 54 of Chapter II of the Convention should apply to all tankers of 500 tons gross tonnage and over. In addition all tankers should comply with the following requirements: (b) Within the accommodation, service and control spaces the following conditions should apply: ...	**Technical** For SOLAS 60 / Ch. II

		(ii) Ceilings , linings , bulkheads and insulation except for insulation in refrigerated compartments should be of incombustible material. Vapour barriers and adhesives used in conjunction with insulation as well as insulation of pipe fittings for cold service systems need not be incombustible, but they should be kept to the minimum quantity practicable and their exposed surfaces should have qualities of resistance to propagation of flame to the satisfaction of the Administration.	
A.213(VII) / Annex / 13(d)(iii)		Resolution A.213(VII) on 12 October 1971 "Recommendation on fire safety requirements for construction and equipment of new tankers" 13. The fixed deck froth system should be designed as follows: (d) The rate of application of froth solution, at a froth expansion ratio not to exceed 12 to 1, to any portion of the deck area should not be less than the greater of the following: ... (iii) sufficient froth liquid should be supplied to ensure at least 20 minutes of froth generation when using water capacity stipulated in items (i) or (ii) of this sub-paragraph. Where systems essentially produce low expansion froth but at an expansion ratio slightly in excess of 12 to 1, the quantity of froth solution available should be calculated as for 12 to 1 expansion ratio systems, but when medium expansion ratio froth (between 50 to 1 and 150 to 1 expansion ratio) is employed the application rate of the froth and the capacity of a monitor installation should be to the satisfaction of the Administration.	**Technical** For SOLAS 60 / Ch. II
A.265(VIII) / Annex / Reg. 5(b)(iii)		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60" Regulation 5 Subdivision and Damage Stability (b) ... (iii) In any calculation required under this paragraph the damage shall be assumed to extend from the base line upwards without limit. However, if flooding due to a lesser extent of damage either vertically, transversely or longitudinally results in a higher necessary intact metacentric height, such a lesser extent of damage shall be assumed. In all cases, however, only one breach in the hull and only one free surface need be assumed. For the purpose of assessing heel prior to equalization the bulkheads and deck bounding refrigerated spaces and other decks or inner	**Technical** For SOLAS 60 / Ch. II

		divisions which in the opinion of the Administration are likely to remain sufficiently watertight after damage, shall be regarded as limiting flooding. Otherwise, flooding shall be assumed as limited only by undamaged watertight structural divisions.	
A.265(VIII) / Annex / Reg. 9		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60" Regulation 9 Ballasting When ballasting with water is necessary, the 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 separator equipment to the satisfaction of the Administration shall be fitted, or other alternative means acceptable to the Administration shall be provided for disposing of the oily-water ballast.	**Technical** For SOLAS 60 / Ch. II
A.265(VIII) / Annex / Reg. 11(b)		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60" Regulation 11 Double Bottoms (b)Where a double bottom is required to be fitted its depth shall be to the satisfaction of the Administration and the inner bottom shall be continued out to the ship's sides in such a manner as to protect the bottom to the turn of the bilge. Such protection will be deemed satisfactory if the line of intersection of the outer edge of the margin plate with the bilge plating is not lower at any part than a horizontal plane passing through the point of intersection with the frame line amidships of a transverse diagonal line inclined at 25 degrees to the base line and cutting it at a point $0.5B_1$ from the middle line.	**Technical** For SOLAS 60 / Ch. II
A.265(VIII) / Annex / Reg. 11(d)		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60" Regulation 11 Double Bottoms (d) A double bottom need not be fitted in way of watertight compartments of moderate size used exclusively for the carriage of liquids, provided the safety of the ship, in the event of bottom or side damage, is not, in the opinion of the Administration, thereby impaired.	**Technical** For SOLAS 60 / Ch. II
A.265(VIII) / Annex / Reg. 13(a)		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60"	**Technical** For SOLAS 60 / Ch. II

		Regulation 13 Construction and Initial Testing of Watertight Bulkheads, etc (a) Each watertight subdivision bulkhead whether transverse or longitudinal shall be constructed in such a manner that it shall be capable of supporting, with a proper margin of resistance, the pressure due to the maximum head of water which it might have to sustain in the event of damage to the ship, but at least the pressure due to a head of water up to the immersion limit line. The construction of these bulkheads shall be to the satisfaction of the Administration.	
A.265(VIII) / Annex / Reg. 15(b)		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60" Regulation 15 Openings in the Shell Plating below the Immersion Limit Line (b) 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 to the satisfaction of the Administration.	**Technical** For SOLAS 60 / Ch. II
A.265(VIII) / Annex / Reg. 16(a)(i)		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60" Regulation 16 Construction and Initial Tests of Watertight Doors, Sidescuttles, etc. (a) (i) The design, materials and construction of all watertight doors, sidescuttles, gangway, cargo and other ports, valves, pipes, and rubbish-shoots referred to in these Regulations shall be to the satisfaction of the Administration.	**Technical** For SOLAS 60 / Ch. II
A.265(VIII) / Annex / Reg. 17(a)		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60" Regulation 17 Construction and Initial Tests of Watertight Decks, Trunks, etc. (a) 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 immersion limit line.	**Technical** For SOLAS 60 / Ch. II

A.265(VIII) / Annex / Reg. 19(g)(ii)		Resolution A.265(VIII) adopted on 20 November 1973 "Regulation on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of SOLAS 60" Regulation 19 Bilge Pumping Arrangements (g) (ii) Where in the opinion of the Administration the main circulating pump is not suitable for this purpose, a direct emergency bilge suction shall be led from the largest available independent power driven pump to the drainage level of the machinery space; the suction shall be of the same diameter as the main inlet of the pump used. The capacity of the pump so connected shall exceed that of a required bilge pump by an amount satisfactory to the Administration.	**Technical** For SOLAS 60 / Ch. II
A.271(VIII) / Annex / Reg. 1(b)		Resolution A.271(VIII) adopted on 20 November 1973 "Recommendation to put fire safety measures for tankers and combination carriers into effect" Regulation 1 Application (b) When other cargoes which introduce additional fire hazards are to be carried, additional safety measures shall be required to the satisfaction of the Administration.	**Technical**
A.271(VIII) / Annex / Reg. 4(b)		Resolution A.271(VIII) adopted on 20 November 1973 "Recommendation to put fire safety measures for tankers and combination carriers into effect" Regulation 4 Location and Separation of Spaces (b) Accommodation spaces, main cargo control stations, control stations and service spaces shall be positioned aft of all cargo tanks, slop tanks, cargo pump rooms and cofferdams which isolate cargo or slop tanks from machinery spaces of Category A. Any common bulkhead separating a cargo pump room, including the pump room entrance, from accommodation, service spaces and control stations shall be constructed to "A-60" Class. Where deemed necessary, accommodation, control stations, machinery spaces other than those of Category A and service spaces may be permitted forward of all cargo tanks, slop tanks, cargo pump rooms and cofferdams subject to an equivalent standard of safety and appropriate availability of fire extinguishing arrangements being provided to the satisfaction of the Administration.	**Technical**
A.271(VIII) / Annex / Reg. 7(a)(v)		Resolution A.271(VIII) adopted on 20 November 1973 "Recommendation to put fire safety measures for tankers and combination carriers into effect" Regulation 7 Construction	**Technical**

		(a)(v) Control stations shall be separated from adjacent enclosed spaces by means of "A" Class bulkheads and decks. The insulation of these control station boundaries shall be to the satisfaction of the Administration having in mind the risk of fire in adjacent spaces.	
A.271(VIII) / Annex / Reg. 7(b)(iii)		Resolution A.271(VIII) adopted on 20 November 1973 "Recommendation to put fire safety measures for tankers and combination carriers into effect" Regulation 7 Construction (b) Within the accommodation, service and control spaces the following conditions shall apply: (iii) Ceilings, linings, bulkheads and insulation except for insulation in refrigerated compartments shall be of non-combustible material. Vapour barriers and adhesives used in conjunction with insulation as well as insulation of pipe fittings for cold service systems need not be non-combustible, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have resistance to propagation of flame to the satisfaction of the Administration.	**Technical**
A.271(VIII) / Annex / Reg. 9(c)		Resolution A.271(VIII) adopted on 20 November 1973 "Recommendation to put fire safety measures for tankers and combination carriers into effect" Regulation 9 Fixed Deck Froth System (c) ... Sufficient froth concentrate shall be supplied to ensure at least 20 minutes of froth generation when using solution rates stipulated in sub-paragraph (i) or (ii) of this paragraph, whichever is the greater. The froth expansion ratio (i.e. the ratio of the volume of froth produced to the volume of the mixture of water and froth-making concentrate supplied) shall not generally exceed 12 to 1. Where systems essentially produce low expansion froth but at an expansion ratio slightly in excess of 12 to 1, the quantity of froth solution available shall be calculated as for 12 to 1 expansion ratio systems. When medium expansion ratio froth (between 50 to 1 and 150 to 1 expansion ratio) is employed the application rate of the froth and the capacity of a monitor installation shall be to the satisfaction of the Administration.	**Technical**
A.275(VIII) / Annex / Reg. 2.6(b)		Resolution A.275(VIII) adopted on 20 November 1973 "Recommendation on performance standards for mechanical pilot hoists"	Revoked by Res.A.426(11) For SOLAS 60 / Ch. II **Specific**

		2.6 Testing (b) An operating test of 10 per cent overload should be carried out after installation on board the ship to check the attachment and performance of the hoist to the satisfaction of the Administration.	Not allowed.
A.323(IX) / Annex / Reg. 4(b)		Resolution A.323(IX) adopted on 12 November 1975 "Recommendation to ensure uniform treatment of ships designed for carriage of vehicles involved in the international road transport of goods" 4. The number and arrangement of the watertight doors referred to in paragraph 2 above should receive the special consideration of the Administration and the following requirements should be met: (b) Such doors should not be portable but may be hinged, rolling or sliding according to the design of the ship and should be fitted with satisfactory devices to ensure watertightness, securing and locking. Any necessary sealing material which is not classed as non-combustible should be suitably protected from the effects of fire to the satisfaction of the Administration.	**Technical**
A.325(IX) / Annex / Reg. 13(a)(i)		Resolution A.325(IX) adopted on 12 November 1975 "Recommendation concerning regulations for machinery and electrical installations in passenger and cargo ships" Regulation 13 Steering gear (a) (i) Ships shall be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the Administration. The main steering gear and the auxiliary steering gear shall be so arranged that a single failure in one of them so far as is reasonable and practicable will not render the other one inoperative.	**Technical**
A.325(IX) / Annex / Reg. 20(a)(iii)		Resolution A.325(IX) adopted on 12 November 1975 "Recommendation concerning regulations for machinery and electrical installations in passenger and cargo ships" Regulation 20 Emergency source of electrical power in passenger ships (a) (iii) The location of the emergency source of power, the transitional source of emergency power and the emergency switchboard in relation to the main source(s) of electrical power 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(s) of electrical power or in any machinery space of Category A will not interfere with the supply or distribution of	**Technical**

		emergency power. As far as practicable, the space containing the emergency source of power, the transitional source of emergency 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(s) of electrical power.	
A.325(IX) / Annex / Reg. 21(a)(iii)		Resolution A.325(IX) adopted on 12 November 1975 "Recommendation concerning regulations for machinery and electrical installations in passenger and cargo ships" Regulation 21 Emergency source of electrical power in cargo ships (a) (iii) The location of the emergency source of power, the transitional source of emergency power and emergency switchboard in relation to the main source(s) of electrical power 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(s) of electrical power or in any machinery space of Category A will not interfere with the supply or distribution of emergency power. As far as practicable, the space containing the emergency sources of power, the transitional source of emergency 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(s) of electrical power.	**Technical**
A.325(IX) / Annex / Reg. 23(b)		Resolution A.325(IX) adopted on 12 November 1975 "Recommendation concerning regulations for machinery and electrical installations in passenger and cargo ships" Regulation 23 Precautions against Shock, Fire and Other Hazards of Electrical Origin (b) Main and emergency switchboards shall be so arranged as to give easy access needed to apparatus and equipment, without danger to attendants. The sides and backs and, where necessary, the fronts of switchboards, shall be suitably guarded. Exposed live parts having voltages to earth (ground) exceeding a voltage to be specified by the Administration shall not be installed on the front of such switchboards. There shall be non-conducting mats or gratings at the front and rear, where necessary.	**Technical**
A.325(IX) / Annex / Reg. 23(c)(iii)		Resolution A.325(IX) adopted on 12 November 1975 "Recommendation concerning regulations for machinery and electrical installations in passenger and cargo ships" Regulation 23 Precautions against Shock, Fire and Other Hazards of Electrical Origin	**Technical**

		(c) (iii) Where the hull return system is used, all final subcircuits shall be two-wire and special precautions shall be taken to the satisfaction of the Administration.	
A.325(IX) / Annex / Reg. 23(e)(iv)		Resolution A.325(IX) adopted on 12 November 1975 "Recommendation concerning regulations for machinery and electrical installations in passenger and cargo ships" Regulation 23 Precautions against Shock, Fire and Other Hazards of Electrical Origin (e) (iv) Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in that space, special precautions against such risks shall be taken to the satisfaction of the Administration.	**Technical**
A.325(IX) / Annex / Reg. 24(b)		Resolution A.325(IX) adopted on 12 November 1975 "Recommendation concerning regulations for machinery and electrical installations in passenger and cargo ships" Periodically unattended machinery spaces Regulation 24 General (b) Measures shall be taken to the satisfaction of the Administration 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.	**Technical**
A.325(IX) / Annex / Reg. 24(c)		Resolution A.325(IX) adopted on 12 November 1975 "Recommendation concerning regulations for machinery and electrical installations in passenger and cargo ships" Periodically unattended machinery spaces Regulation 24 General (c) Ships shall be provided with documentary evidence to the satisfaction of the Administration of their fitness to operate with periodically unattended machinery spaces.	**Technical**
A.326(IX) / Annex / Reg. 9A(c)		Resolution A.326(IX) adopted on 12 November 1975 "Amendments to the draft regulations concerning fire safety measures for tankers and combination carriers annexed to the Resolution A.271(8)" Regulation 9A Fixed Deck Froth System (In ships not fitted with inert gas systems) (c) ... Sufficient froth concentrate shall be supplied to ensure at least 30 minutes of froth generation when using solution rates stipulated in sub-paragraphs (i), (ii) or (iii) of this paragraph, whichever is the	**Technical**

		greater. The froth expansion ratio (i.e. the ratio of the volume of froth produced to the volume of the mixture of water and froth-making concentrate supplied) shall not generally exceed 12 to 1. Where systems essentially produce low expansion froth but at an expansion ratio slightly in excess of 12 to 1, the quantity of froth solution available shall be calculated as for 12 to 1 expansion ratio systems. When medium expansion ratio froth (between 50 to 1 and 150 to 1 expansion ratio) is employed the application rate of the froth and the capacity of a monitor installation shall be to the satisfaction of the Administration.	
A.327(IX) / Annex / Reg. 4(b)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 4 Structure (b) The insulation of aluminium alloy components of "A" or "B" Class divisions, except structure which in the opinion of the Administration is non load-bearing, shall be such that the temperature of the structural core does not rise more than 200°C above the ambient temperature at any time during the applicable fire exposure to the standard fire test.	**Technical**
A.327(IX) / Annex / Reg. 8(e)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 8 Fire integrity of Bulkheads and decks (e) External boundaries which are required in paragraph (a) of Regulation 4 of these Requirements to be of steel or equivalent material may be pierced for the fitting of windows and side scuttles provided that there is no requirement for such boundaries to have "A" Class integrity elsewhere in these Requirements. Similarly, in such boundaries which are not required to have "A" Class integrity, doors may be of materials to the satisfaction of the Administration.	**Technical**
A.327(IX) / Annex / Reg. 9(c)(i)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 9 Details of construction (c) Methods IC, IIC and IIIC (i) Except in cargo spaces or refrigerated compartments of service spaces, insulating materials shall be non-combustible. Vapour barriers and adhesives used in conjunction with insulation, as well as the insulation of pipe fittings, for cold service systems need not	**Technical**

		be of non-combustible material , but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have qualities of resistance to the propagation of flame to the satisfaction of the Administration. In spaces where penetration of oil products is possible, the surface of insulation shall be impervious to oil or oil vapours.	
A.327(IX) / Annex / Reg. 10(e)(i)(1)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 10 Miscellaneous items (e) (i) Ventilation ducts shall be of non-combustible material. Short ducts, however, not generally exceeding 2 metres in length and with a cross-section not exceeding 0.02 square metre need not be non-combustible, subject to the following conditions: (1) These ducts shall be of a material which, in the opinion of the Administration, has a low fire risk.	**Technical**
A.327(IX) / Annex / Reg. 10(e)(ii)(1)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 10 Miscellaneous items (e) (ii) Where the ventilation ducts with a free-sectional area exceeding 0.02 square meter pass through Class "A" bulkheads or decks, the opening should be lined with a steel sheet sleeve unless the ducts passing through the bulkheads or decks are of steel in the vicinity of passage through the deck or bulkhead and comply in this part with the following specification: (1) For ducts with a free cross-sectional area exceeding 0.02 square meter, the sleeves shall have a thickness of at least 3 millimeters and a length of 900 millimeters. When passing through bulkheads, this length shall be divided preferably into 450 millimeters on each side of the bulkhead. Ducts with a free cross-sectional area exceeding 0.02 square meter or sleeves lining ducts with a free cross-sectional area exceeding 0.02 square meter shall be provided with fire insulation. The insulation shall have at least the same fire integrity as the bulkhead or deck through which the duct passes. Equivalent penetration protection may be provided to the satisfaction of the Administration.	**Technical**
A.327(IX) / Annex / Reg. 10(e)(v)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 10 Miscellaneous items	**Technical**

		(e) (v) Such measures as are practicable shall be taken in respect of control stations outside machinery spaces in order to ensure that ventilation, visibility and freedom from smoke are maintained , so that in the event of fire the machinery and equipment contained therein may be supervised and continue to function effectively. Alternative and separate means of air supply shall be provided; air inlets of the two sources of supply shall be so disposed that the risk of both inlets drawing in smoke simultaneously is minimized. At the discretion of the Administration, such requirements need not apply to control stations situated on, and opening on to, an open deck, or where iocal closing arrangements would be equally effective.	
A.327(IX) / Annex / Reg. 11(b)(vi)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 11 Arrangements for Oil Fuel, Lubricating Oil and other Inflammable Oils (b) Oil Fuel Arrangements. In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board and shall at least comply with the following provisions: ... (vi) Provision shall be made to prevent over-pressure in any oil tank or in any part of the oil fuel system, including the filling pipes. Any relief valves and air or overflow pipes shall discharge to a position which, in the opinion of the Administration, is safe.	**Technical**
A.327(IX) / Annex / Reg. 11(b)(vii)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 11 Arrangements for Oil Fuel, Lubricating Oil and other Inflammable Oils (b) Oil Fuel Arrangements. In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board and shall at least comply with the following provisions: ... (vii) Oil fuel pipes and their valves and fittings shall be of steel or other approved material, provided 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	**Technical**

		adequate strength and shall be constructed to the satisfaction of the Administration.	
A.327(IX) / Annex / Reg. 12(a)(v)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 12 Means of escape (a) In and from all accommodation spaces and in spaces in which the crew is normally employed, other than machinery spaces, stairways and ladders shall be arranged so as to provide ready means of escape to the open deck and thence to the lifeboats and liferafts. In particular the following general provisions shall be complied with: (v) The width and continuity of the means of the escape shall be to the satisfaction of the Administration.	**Technical**
A.327(IX) / Annex / Reg. 12(a)(vi)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 12 Means of escape (a) In and from all accommodation spaces and in spaces in which the crew is normally employed, other than machinery spaces, stairways and ladders shall be arranged so as to provide ready means of escape to the open deck and thence to the lifeboats and liferafts. In particular the following general provisions shall be complied with: (vi) If a radiotelegraph station has no direct access to the open deck, two means of access to or egress from such station shall be provided, one of which may be a porthole or window of sufficient size or other means to the satisfaction of the Administration, to provide an emergency escape.	**Technical**
A.327(IX) / Annex / Reg. 12(b)(i)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 12 Means of escape (b) Two means of escape shall be provided from each machinery space of Category A. In particular, one of the following provisions shall be complied with: (i) two sets of steel ladders as widely separated as possible leading to doors in the upper part of the space similarly separated and from which access is provided to the open deck. In general, one of these ladders shall provide continuous fire shelter from the lower part of the space to a safe position outside the space.	**Technical**

		However, the Administration may not require the shelter if, due to special arrangements or dimensions of machinery space, a safe escape route from the lower part of this space will be provided. This shelter shall be of steel , insulated, where necessary, to the satisfaction of the Administration and be provided with a self-closing steel door at the lower end;	
A.327(IX) / Annex / Reg. 12(c)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 12 Means of escape (c) From machinery spaces other than those of Category A, escape routes shall be provided to the satisfaction of the Administration having regard to the nature and location of the space and whether persons are normally employed in that space.	**Technical**
A.327(IX) / Annex / Reg. 14		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 14 Automatic Sprinkler and Fire Alarm and Fire Detection System Where an automatic sprinkler and fire alarm and fire detection system is provided in compliance with the provisions of Regulation 13 of these Requirements, it shall be to the satisfaction of the Administration and shall comply with the following requirements: ...	**Technical**
A.327(IX) / Annex / Reg. 14(a)(i)		Resolution A.327(IX) adopted on 12 November 1975 "Recommendation concerning fire safety requirements for cargo ships" Regulation 14 Automatic Sprinkler and Fire Alarm and Fire Detection System Where an automatic sprinkler and fire alarm and fire detection system is provided in compliance with the provisions of Regulation 13 of these Requirements, it shall be to the satisfaction of the Administration and shall comply with the following requirements: (a) (i) Any required automatic sprinkler and fire alarm and fire detection system shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation. It shall be of the wet pipe type but small exposed sections may be of the dry pipe type where in the opinion of the Administration this is a necessary precaution. Any parts of the system which may be subjected to freezing temperatures in service shall be suitably protected against freezing. It shall be	**Technical**