MSC.1/Circ.1200 / Annex / 4.6.2.1.3		MSC.1/Circ.1165 "Interim guidelines for alternative assessment of the weather criterion" 4.6 Alternative procedures 4.6.2.1 Modelling of roll motion in beam sea and determination of model parameters 4.6.2.1.3 Fitting of the model ... Any numerical or analytical minimization procedure can be used, to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1200 / Annex / 4.6.2.2		MSC.1/Circ.1165 "Interim guidelines for alternative assessment of the weather criterion" 4.6 Alternative procedures 4.6.2.2 Additional comments The framework of the methodology provided in paragraph 4.6.2.1 could be used, in principle, to obtain damping parameters from free roll decays or forced roll motion by means of roll moment generators (RMGs). Partially different modelling and/or definition of X^2 could thus be needed and can be used to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1267 / Annex / 11.4		MSC.1/Circ.1267 "Amendments to revised guidelines for the approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and cargo pump-rooms" 11 Where agent containers are stored within a protected space, the containers should be evenly distributed throughout the space and meet the following provisions: ... .4 within the protected space, electrical circuits essential for the release of the system should be fire resistant according to standard IEC 60331 or other equivalent standards. Piping systems essential for the release of systems designed to be operated hydraulically or pneumatically should be of steel or other equivalent heat-resisting material to the satisfaction of the Administration;	**Technical**
MSC.1/Circ.1270 / Annex / 17.4		MSC.1/Circ.1270 "Revised guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces" 17 Where agent containers are stored within a protected space, the containers should be evenly distributed throughout the space and meet the following provisions:	**Technical**

		... .4 within the protected space, electrical circuits essential for the release of the system should be fire resistant according to standard IEC 60331 or equivalent standards. Piping systems essential for the release of systems designed to be operated hydraulically or pneumatically should be of steel or other equivalent heat-resisting material to the satisfaction of the Administration; ...	
MSC.1/Circ.1271 / Annex / 3.2.2		MSC.1/Circ.1271 "Guidelines for the approval of high-expansion foam systems using inside air for the protection of machinery spaces and cargo pump rooms" 3.2 Requirements for the system: ... .2 the system and its components should be suitably designed to withstand ambient temperature changes, vibration, humidity, shock, clogging and corrosion normally encountered in machinery spaces or cargo pump-rooms in ships, and manufactured and tested to the satisfaction of the Administration in accordance with the requirements given in appendix 1 to these Guidelines. Piping, fittings and related components inside the protected spaces should be designed to withstand 925°C; ...	**Technical**
MSC.1/Circ.1271 / Annex / 3.3		MSC.1/Circ.1271 "Guidelines for the approval of high-expansion foam systems using inside air for the protection of machinery spaces and cargo pump rooms" 3.3 Testing requirements: .1 after installation, the pipes, valves, fittings and assembled systems should be tested to the satisfaction of the Administration, including functional testing of the power and control systems, water pumps, foam pumps, valves, remote and local release stations and alarms. Flow at the required pressure should be verified for each section using orifices fitted to the test line. In addition, all distribution piping should be blown through with air to ensure that the piping is free of obstructions; and ...	**Technical**
MSC.1/Circ.1272 / Annex / 3.2		MSC.1/Circ.1272 "Guidelines for the approval of fixed water-based fire-fighting systems for RO-RO spaces and special category spaces equivalent to that referred to in Resolution A.123(5)" 3 Principal requirements	**Technical**

		3.2 The system should be capable of fire suppression and control and be tested to the satisfaction of the Administration in accordance with the appendix to these Guidelines.	
MSC.1/Circ.1272 / Annex / 3.3		MSC.1/Circ.1272 "Guidelines for the approval of fixed water-based fire-fighting systems for RO-RO spaces and special category spaces equivalent to that referred to in Resolution A.123(5)" 3 Principal requirements 3.3 The capacity of the system water supply should be sufficient for the total simultaneous coverage of the hydraulically most demanding area defined by the minimum coverage area of table 3-1 and the vertically applicable area as defined in paragraph 3.5, and the requirements of paragraph 3.4 below ... D. Other systems (2.4, 2.7) - Equivalent to the above systems and to the satisfaction of the Administration	**Technical**
MSC.1/Circ.1307 / Annex / 15.2		MSC.1/Circ.1307 "Guidelines on the survey and certification of compliance of ships with the requirement to transmit LRIT information" 15 Difficulties in conducting conformance testing 15.2 Administrations are advised that in such circumstances the inability to complete the conformance testing should not be considered as making the ship unseaworthy or as a reason for delaying the ship in port until the conformance testing is satisfactorily completed, provided suitable arrangements are made, to the satisfaction of the Administration concerned as soon as is practically possible.	**Specific** Case-by-case approach
MSC.1/Circ.1312 / Annex / 3.3.2.2 / Note		MSC.1/Circ.1312 "Revised guidelines for the performance and testing criteria, and surveys of foam concentrates for fixed fire-extinguishing systems" 3.3 Sedimentation 3.3.2 The test should be carried out as follows: ... .2 procedure: centrifuge each sample for 10 min. Determine the volume of the sediment and determine the percentage of this volume with respect to the centrifuged sample volume. Wash the contents of the centrifuge tube onto the sieve and check that the sediment can or cannot be dispersed through the sieve by the jet from the plastic wash bottle. **Note**: It is possible that the test method is not suitable for some non-Newtonian foam concentrates. In this case an alternative	**Technical**

		method, to the satisfaction of the Administration, should be used so that compliance with this requirement can be verified.	
MSC.1/Circ.1312 / Annex / 3.4.2		MSC.1/Circ.1312 "Revised guidelines for the performance and testing criteria, and surveys of foam concentrates for fixed fire-extinguishing systems" 3.4 Kinematic viscosity 3.4.2 The method for determining viscosity of non-Newtonian foam concentrates or kinematic viscosity exceeding 200 mm2/s should be to the satisfaction of the Administration. A suitable method is described in standard EN 1568.	**Technical**
MSC.1/Circ.1315 / Annex / 3.2		MSC.1/Circ.1315 "Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk" **3 Principal requirements for the system** 3.2 The system and its components should be designed to withstand ambient temperature changes, vibration, humidity, shock, impact and corrosion normally encountered on the open deck of ships, and manufactured and tested to the satisfaction of the Administration in accordance with the criteria given in the appendix.	**Technical**
MSC.1/Circ.1315 / Annex / 3.3		MSC.1/Circ.1315 "Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk" **3 Principal requirements for the system** 3.3 Systems should be designed for the discharge characteristics and flow rates of a specific dry chemical medium. The type of dry chemical in the system should not be changed unless testing to verify performance is conducted by a laboratory to the satisfaction of the Administration. Different dry chemical media should not be mixed.	**Technical**
MSC.1/Circ.1315 / Annex / 4		MSC.1/Circ.1315 "Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk" **4 Onboard testing** After installation, the pipes, valves fittings and assembled systems should be tested to the satisfaction of the Administration, including functional testing of the remote and local release stations. All distribution piping should be blown through with air to ensure that the piping is free of obstructions.	**Technical**

MSC.1/Circ.1315 / Annex / Appendix / 8.1		MSC.1/Circ.1315 "Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk" **8 Dry chemical powder tests** 8.1 Fluidity The dry chemical powder should be tested to ensure that it remains free flowing throughout the temperature range requested by the applicant. Elevated temperature tests and hygroscopicity tests should be performed to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1327 / Annex / 2.2.1		MSC.1/Circ.1327 "Guidelines for the fitting and use of fall prevention devices (FPDs)" 2.2 Strops or slings Wires or chains should not be used as FPDs, as they do not absorb shock loads. The following points should be considered when synthetic strops or slings are used as FPDs: .1 where FPDs are synthetic strops or slings and no modifications are required to the lifeboat, the on-load release hook or launching equipment, a functional test should be carried out. The functional test should demonstrate, to the satisfaction of the Administration, that the equipment performs without interfering in the operation of the lifeboat or launching equipment. Strops or slings should be of resilient fibre in construction; ...	**Technical**
MSC.1/Circ.1348 / Annex / 2.1.4		MSC.1/Circ.1348 "Guidelines for the assessment of technical provisions for the performance of an in-water survey in lieu of bottom inspection in dry-dock to permit one dry-dock examination in any five-year period for passenger ships other than RO-RO passenger ships" **2 Areas for technical consideration by the Administration** 2.1 Prior to agreeing to an in-water survey, the Administration should ascertain that: .4 a shipowner who makes a request for an IWS has completed, at a previous dry-dock, or during its initial construction, a preliminary survey of the hull to the satisfaction of the Administration or its RO that documents and establishes the ship's future suitability for an IWS. The preliminary survey will evaluate the condition of the hull and note that appropriate preparations, markings, fittings and capability have been satisfactorily installed, affixed or completed so as to accomplish the IWS in accordance with the recommendations specified in these Guidelines.	**Technical**

MSC.1/Circ.1349 / Annex / 3		MSC.1/Circ.1348 "High-speed craft (HSC) compliance with the provisions of SOLAS regulations V/18 to V/20 and Chapter 13 of the 2000 HSC Code" 3 To overcome the difficulties mentioned above, High-Speed Craft may be equipped with navigation equipment and systems that take advantage of the latest technological developments permitted by regulations relating to SOLAS chapter V, e.g., standards for integrated navigation systems and alert management, provided that the equipment is of an equivalent or higher standard to the requirements of chapter 13 of the 2000 HSC Code, to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1363 / Annex / 4.9.2.2		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 4 General requirements 4.9.2 Design pressure The design pressure of an enclosed space should be the maximum value of the following: .1 MARVS of relevant cargo holds; or .2 for an enclosed space which may be segregated from all pressure relief valves, an envisaged maximum pressure at the ambient temperature, at the discretion of the Administration, under the assumption that the total amount of NGHPs on the cargo handling system in the space dissociate and the natural gas is contained in the space.	**Technical**
MSC.1/Circ.1363 / Annex / 4.9.3		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 4 General requirements 4.9.3 Gas-tightness of joints Gas-tightness of all joints between gas-tight spaces should be kept to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1363 / Annex / 4.9.4		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 4 General requirements 4.9.4 Means of closure for openings of gas-tight spaces Means of closure should be provided for all openings of the spaces to prevent unexpected ingress or outflow of gases or air. Each means of closure should have remote control function, at the	**Technical**

		discretion of the Administration, and be capable of being opened and shut at the position of the means of closure.	
MSC.1/Circ.1363 / Annex / 4.9.5		MSC.1/Circ.1363 "Interim guideiines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 4 General requirements 4.9.5 Testing The pressure test and other non-destructive tests for welded parts should be conducted, as necessary, at the discretion of the Administration.	**Technical**
MSC.1/Circ.1363 / Annex / 6 / Table 2 / 8.5		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 6. Special design feature and requirements **Table 2** – Modification/clarification of requirements of the IGC Code for the application to NGHP carriers 8.5 -"The capacity of the pressure relief valve for each cargo hold should be determined, to the satisfaction of the Administration, based on the anticipated dissociation rate of NGHPs, taking the following conditions into consideration: (1) dissociation heat of NGHPs; (2) ambient temperature; (3) insulation of the cargo hold."	**Technical**
MSC.1/Circ.1363 / Annex / 6 / Table 2 / 11.5.1		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 6. Special design feature and requirements **Table 2** – Modification/clarification of requirements of the IGC Code for the application to NGHP carriers 11.5.1 – "The gas machinery room of any ship should be provided with a fixed fire extinguishing system at the discretion of the Administration. A notice should be exhibited at the controls stating that the system is only to be used for fire-extinguishing and not for inerting purposes, due to the electrostatic ignition hazard. The alarms referred to in regulation II-2/5.1.6 of the 1983 SOLAS amendments should be safe for use in a flammable cargo vapour-air mixture. For the purpose of this requirement, an extinguishing system should be provided which would be suitable for machinery spaces. However, in the case that a carbon dioxide system is used, the amount of carbon dioxide gas carried should be sufficient to provide a quantity of free gas equal to 45% of the gross volume of the gas machinery room in all cases."	**Technical**

MSC.1/Circ.1363 / Annex / 6 / Table 3 / 3.1.2		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 6. Special design feature and requirements **Table 3** – Additional requirements for NGHP carriers 3.1.2 (New text) - Cargo hold cover space and cargo holds should be separated by A-0 class deck and hatchway covers which are resistant to fire and liquids and provide gas-tightness between these spaces, to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1363 / Annex / 6 / Table 3 / 3.1.5.1		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 6. Special design feature and requirements **Table 3** – Additional requirements for NGHP carriers 3.1.5.1 (New text) - Any piping system which does not contain cargo or cargo vapour, such as a fire main piping system, should be protected from ingress of natural gas into the piping system to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1363 / Annex / 6 / Table 3 / 4.10.6		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 6. Special design feature and requirements **Table 3** – Additional requirements for NGHP carriers 4.10.6 (New text) - Gas-tightness of the cargo hold cover and at the hatchway covers should be tested to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1363 / Annex / 6 / Table 3 / 6.3.6.1		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 6. Special design feature and requirements **Table 3** – Additional requirements for NGHP carriers 6.3.6.1 (New text) - For all cargo holds, production weld tests should generally be performed for approximately each 50 m of butt weld joints and should be representative of each welding position. Tests, other than those specified in paragraph 6.3.6.4 of the IGC Code, may be required for cargo holds at the discretion of the Administration.	**Technical**
MSC.1/Circ.1363 / Annex / 6 / Table 3 / 6.3.7.1		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 6. Special design feature and requirements	**Technical**

		Table 3 – Additional requirements for NGHP carriers 6.3.7.1 (New text) - Full penetration butt welds of the inner plating of cargo holds should be subjected to radiographic inspection at the discretion of the Administration.	
MSC.1/Circ.1363 / Annex / 6 / Table 3 / 13.6.15		MSC.1/Circ.1363 "Interim guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk" 6. Special design feature and requirements **Table 3** – Additional requirements for NGHP carriers 13.6.15 (New text) - Notwithstanding the requirements in section 13.6 of the IGC Code, a fixed gas monitoring system of other type, e.g., a system based on remote sensing technology, may be installed in lieu of the fixed gas monitoring equipment required by this section, at the discretion of the Administration, provided that the reliability and effectiveness of the system is not inferior to those of the equipment required by this section.	**Technical**
MSC.1/Circ.1369 / Annex / Appendix 1 / 2.1		MSC.1/Circ.1369 "Interim explanation notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty" 2 Interpretations for detailed assessment of critical systems 2.1 The following interpretations are intended to be of assistance when performing detailed assessments of critical systems, as described in section 6. **II-2/21.4 Safe Return to Port/Fire Casualty** - In order to be considered as remaining operational after a fire casualty, steel pipes should be joined by welding otherwise mechanical joints should be tested according to IACS UR P2.11.5.5.6 fire test or equivalent to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1378 / Annex / PSPC 3.2 / 5		MSC.1/Circ.1378 "Unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers" **PSPC 3 – GENERAL PRINCIPLES** "3.2 Inspection of surface preparation and coating processes shall be agreed upon between the ship owner, the shipyard and the coating manufacturer and presented to the Administration for review. The Administration may, if it so requires, participate in the agreement process. Clear evidence of these inspections shall be reported and be included in the Coating Technical File (CTF) (see 3.4)." **Interpretation**	**Technical**

		5 A Passenger Ship Safety Certificate or Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as appropriate, should not be issued until all required corrective actions have been closed to the satisfaction of the Administration.	
MSC.1/Circ.1378 / Annex / PSPC 3.4 / 5		MSC.1/Circ.1378 "Unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers" **PSPC 3 – GENERAL PRINCIPLES** *"3.4 Coating Technical File, ..."* **Interpretation** 5 A Passenger Ship Safety Certificate or Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as appropriate, should not be issued until all required corrective actions have been closed to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1378 / Annex / PSPC 7 / 5		MSC.1/Circ.1378 "Unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers" **PSPC 7 – VERIFICATION REQUIREMENTS** *"The following shall be carried out by the Administration prior to reviewing the Coating Technical File for the ship subject to this Standard: ..."* **Interpretation** 5 A Passenger Ship Safety Certificate or Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as appropriate, should not be issued until all required corrective actions have been carried out to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1392 / Annex / 18		MSC.1/Circ.1392 "Guidelines for evaluation and replacement of lifeboat release and retrieving systems" **Procedure for replacement of non-compliant lifeboat release and retrieval systems** 18 The procedure outlined below should be followed in all cases where a lifeboat is to be fitted with replacement lifeboat release and retrieval systems with on-load release capability. It is noted that every lifeboat, complete with lifeboat release and retrieval system, is type-approved at manufacture and it is important to recognize that a lifeboat which is retro-fitted with a replacement lifeboat release and retrieval system to the satisfaction of the	**Technical**

		Administration should be regarded as offering a level of safety which is higher than that of the original installation.	
MSC/Circ.1409 / Annex / 1 All ships / Fire Control plan/booklet		MSC/Circ.1409 "Revised list of certificates and documents required to be carried on board ships" Fire Control plan/booklet General arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections together with particulars of the fire detection and fire alarm systems and the fire-extinguishing appliances, etc. Alternatively, at the discretion of the Administration, the aforementioned details may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date; any alterations shall be recorded as soon as practicable. A duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shore-side fire-fighting personnel.	Superseded by FAL.2/Circ.127-MEPC/Circ.817-MSC/Circ.1462 **Technical**
MSC/Circ.1409 / Annex / 1 All ships / Certificates for masters, officers or ratings (MEPC.1/Circ.769)		MSC/Circ.1409 "Revised list of certificates and documents required to be carried on board ships" Certificates for masters, officers or ratings Certificates for masters, officers or ratings shall be issued to those candidates who, to the satisfaction of the Administration, meet the requirements for service, age, medical fitness, training, qualifications and examinations in accordance with the provisions of the STCW Code annexed to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. Formats of certificates are given in section A-I/2 of the STCW Code. Certificates must be kept available in their original form on board the ships on which the holder is serving.	Superseded by FAL.2/Circ.127-MEPC/Circ.817-MSC/Circ.1462 **Specific** Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers"
MSC/Circ.1409 / Annex / 3 Cargo ships / COW Manual (MEPC.1/Circ.769)		MSC/Circ.1409 "Revised list of certificates and documents required to be carried on board ships" Crude Oil Washing Operation and Equipment Manual (COW Manual) 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	Superseded by FAL.2/Circ.127-MEPC/Circ.817-MSC/Circ.1462 **Technical**

		referred to in paragraph 2 of regulation 13B of Annex I of MARPOL 73/78.	
MSC.1/Circ.1421 / Annex / 5.1.2		MSC.1/Circ.1421 "Guidelines on exemptions for crude oil tankers solely engaged in the carriage of cargoes and cargo handling operations not causing corrosion" **5 Exemption procedure** 5.1 An exemption certificate should be issued ONLY to a tanker that will be carrying a crude oil meeting the above characteristics and associated with particular and concrete long-term trade. The following needs to be considered by the Administration prior to the issuance of an exemption certificate: ... .2 the owner should provide evidence to the satisfaction of the Administration that the crude oil tanker is purpose-built for the benign crude oil trade for the duration of the tanker's commercial life; ...	**Technical**
MSC.1/Circ.1425 / Annex / 2		MSC.1/Circ.1425 "Unified interpretation of SOLAS regulations NN-1 / 29.3 and 29.4" 2 On all occasions when trials are conducted with the ship not at the deepest seagoing draught, the loading condition can be accepted on the conditions that either the rudder is fully submerged (at zero speed waterline) and the ship is in an acceptable trim condition, or the rudder load and torque at the trial loading condition have been reliably predicted and extrapolated to the full load condition, to the satisfaction of the Administration or recognized organization.	**Technical**
MSC.1/Circ.1430 / Annex / 5.1		MSC.1/Circ.1430 "Revised guidelines for the design and approval of fixed water-based fire-fighting systems for RO-RO spaces and special category spaces" **5 Additional performance-based system design requirements** In addition to the requirements in section 3, systems designed with this approach should comply with paragraphs 5.1 to 5.6. 5.1 The system should be capable of fire suppression and control and be tested to the satisfaction of the Administration in accordance with the appendix to these Guidelines.	**Technical**
MSC.1/Circ.1430 / Annex / 5.4 / Table 5-1		MSC.1/Circ.1430 "Revised guidelines for the design and approval of fixed water-based fire-fighting systems for RO-RO spaces and special category spaces"	**Technical**

		5 Additional performance-based system design requirements In addition to the requirements in section 3, systems designed with this approach should comply with paragraphs 5.1 to 5.6. ... 5.4 The capacity of the system water supply should be sufficient for the total simultaneous coverage of the minimum coverage area of table 5-1 and the vertically applicable area as defined in paragraph 3.22, and the requirements of paragraph 5.5. Table 5-1 Minimum coverage area per type of system D. Other systems (2.6, 2.15) - Equivalent to the above systems and to the satisfaction of the Administration	
MSC.1/Circ.1431 / Annex / 3.8		MSC.1/Circ.1431 "Guidelines for the approval of helicopter facility foam fire-fighting appliances" 3 Principal requirements for the system 3.8 The system and its components should be designed to withstand ambient temperature changes, vibration, humidity, shock impact and corrosion normally encountered on the open deck, and should be manufactured and tested to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1431 / Annex / 3.9		MSC.1/Circ.1431 "Guidelines for the approval of helicopter facility foam fire-fighting appliances" 3 Principal requirements for the system 3.9 A minimum nozzle throw of at least 15 m should be provided with all hose reels and monitors discharging foam simultaneously. The discharge pressure, flow rate, and discharge pattern of deck integrated foam nozzles should be to the satisfaction of the Administration, based on tests that demonstrate the nozzle's capability to extinguish fires involving the largest size helicopter for which the helideck is designed.	**Technical**
MSC.1/Circ.1432 / Annex / 3.5		MSC.1/Circ.1432 "Revised guidelines for the maintenance and inspection of fire protection systems and appliances" 3 Maintenance and testing 3.5 Where particular arrangements create practical difficulties, alternative testing and maintenance procedures should be to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1432 / Annex / 9.4		MSC.1/Circ.1432 "Revised guidelines for the maintenance and inspection of fire protection systems and appliances" 9 Five-year service 9.4 Breathing apparatus	**Technical**

		Perform hydrostatic testing of all steel self-contained breathing apparatus cylinders. Aluminium and composite cylinders should be tested to the satisfaction of the Administration.	
MSC.1/Circ.1455 / Annex / 6.4.3.12.2		MSC.1/Circ.1455 "Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments" 6 Documentation requirements 6.4 Preliminary design description 6.4.3 Documentation to be delivered 6.4.3.12 The Administration previews to provide verification of the documentation on: ... .2 whether applicability is documented to the satisfaction of the Administration; ...	**Specific** Case-by-case approach
MSC.1/Circ.1455 / Annex / 6.12.2.1.1		MSC.1/Circ.1455 "Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments" 6 Documentation requirements 6.12 Issuance of Certificate of Approval with conditions 6.12.2 Remaining documentation to be delivered 6.12.2.1 The Submitter supplies the following to the Administration: .1 certificates of process compliance with industry standards (applicability being verifiable). Such certification from other authorities may be deemed acceptable, at the discretion of the Administration;	**Specific** Case-by-case approach
MSC/Circ.1462 / Annex / 1 All ships / Fire control plan/booklet		MSC/Circ.1462 "Revised list of certificates and documents required to be carried on board ships 2013" Fire control plan/booklet General arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections together with particulars of the fire detection and fire alarm systems and the fire-extinguishing appliances, etc. Alternatively, at the discretion of the Administration, the aforementioned details may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date; any alterations shall be recorded as soon as practicable. A duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight	Superseded by FAL.2/Circ.131 MEPC.1/Circ.873 MSC.1/Circ.1586 LEG.2/Circ.3 **Technical**

		enclosure outside the deckhouse for the assistance of shoreside fire-fighting personnel.	
MSC/Circ.1462 / Annex / 1 All ships / Certificates for masters, officers or ratings (MEPC.1/Circ.817)		MSC/Circ.1462 "Revised list of certificates and documents required to be carried on board ships 2013" Certificates for masters, officers or ratings Certificates for masters, officers or ratings shall be issued to those candidates who, to the satisfaction of the Administration, meet the requirements for service, age, medical fitness, training, qualifications and examinations in accordance with the provisions of the STCW Code annexed to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. Formats of certificates are given in section A-I/2 of the STCW Code. Certificates must be kept available in their original form on board the ships on which the holder is serving.	Superseded by FAL.2/Circ.131 MEPC.1/Circ.873 MSC.1/Circ.1586 LEG.2/Circ.3 **Specific** Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers"
MSC/Circ.1462 / Annex / 3 Cargo ships / COW Manual (MEPC.1/Circ.817)		MSC/Circ.1462 "Revised list of certificates and documents required to be carried on board ships 2013" Crude Oil Washing Operation and Equipment Manual (COW Manual) 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 13B of Annex I of MARPOL 73/78.	Superseded by FAL.2/Circ.131 MEPC.1/Circ.873 MSC.1/Circ.1586 LEG.2/Circ.3 **Technical**
MSC.1/Circ.1465 / Annex / PSPC 3.2 / 5		MSC.1/Circ.1465 "Unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers" **PSPC 3 – GENERAL PRINCIPLES** "3.2 Inspection of surface preparation and coating processes shall be agreed upon between the ship owner, the shipyard and the coating manufacturer and presented to the Administration for review. The Administration may, if it so requires, participate in the agreement process. Clear evidence of these inspections shall be reported and be included in the Coating Technical File (CTF) (see 3.4)." **Interpretation** 5 A Passenger Ship Safety Certificate or Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as	**Technical**

		appropriate, should not be issued until all required corrective actions have been closed to the satisfaction of the Administration.	
MSC.1/Circ. 1465 / Annex / PSPC 3.4 / 5		MSC.1/Circ. 1465 "Unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers" **PSPC 3 – GENERAL PRINCIPLES** "*3.4 Coating Technical File, ...*" **Interpretation** 5 A Passenger Ship Safety Certificate or Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as appropriate, should not be issued until all required corrective actions have been closed to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1465 / Annex / PSPC 7 / 5		MSC.1/Circ. 1465 "Unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers" **PSPC 7 – VERIFICATION REQUIREMENTS** "*The following shall be carried out by the Administration prior to reviewing the Coating Technical File for the ship subject to this Standard: ...*" **Interpretation** 5 A Passenger Ship Safety Certificate or Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as appropriate, should not be issued until all required corrective actions have been carried out to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1471 / Annex / 2		MSC.1/Circ. 1471 "Recommendation on safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo" 2 The carriage of vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion should be to the satisfaction of the Administration, taking into account SOLAS regulation II-2/20-1 and SP 961 and SP 962 of the IMDG Code, as applicable.	**Technical**
MSC.1/Circ. 1478 / Annex / Paragraph 5 / 1.2		MSC.1/Circ. 1478 "Unified interpretation on the application of the performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers" **Paragraph 5 – Inspection and verification requirements**	**Technical**

		1.2 If any of the items in 1.1(a) to 1.1(f) above are not complied with, the Administration notifies the shipbuilder immediately who confirms the corrective action to be followed and its completion. A SOLAS Safety Construction Certificate should not be issued until all required corrective actions have been closed to the satisfaction of the Administration.	
MSC.1/Circ. 1479 / Annex / Paragraph 3.2 / 5		MSC.1/Circ. 1479 "Unified interpretation on the application of the performance standard for protective coatings for cargo oil tanks of crude oil tankers" **Paragraph 3.2 – General principles** 5 Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as appropriate, should not be issued until all required corrective actions have been closed to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1479 / Annex / Paragraph 3.4 / 5		MSC.1/Circ. 1479 "Unified interpretation on the application of the performance standard for protective coatings for cargo oil tanks of crude oil tankers" **Paragraph 3.4 – Coating Technical File (CTF)** 5 Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as appropriate, should not be issued until all required corrective actions have been closed to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1479 / Annex / Paragraph 4 / 4		MSC.1/Circ. 1479 "Unified interpretation on the application of the performance standard for protective coatings for cargo oil tanks of crude oil tankers" **Paragraph 4, table 1, section 7 – Coating verification requirements** Procedure for Verification of Application of the PSPC-COT 4 Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate, as appropriate, should not be issued until all required corrective actions have been closed out to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1486 / Annex / 11.1		MSC.1/Circ. 1486 "Guidelines on alternative methods for lifeboat drills on MODUs" **Guidelines** **11.1 Equipment** 11.1.1 A comprehensive maintenance and inspection plan meeting the criteria found in MSC.1/Circ.1206/Rev.1 should be in place. This plan should be to the satisfaction of the Administration.	**Indefinite**

MSC.1/Circ. 1515 / Annex / Appendix 1 / 6		MSC.1/Circ. 1515 "Revised design guidelines and operational recommendations for ventilation systems in RO-RO cargo areas" **Appendix 1** – Ventilation of RO-RO cargo spaces – Air quality control and management system **6 Approval Test** A test on board to verify the performance of the air quality control systems according to these guidelines should be performed. Real scale tests may be replaced by model tests to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1532 / Annex / 31		MSC.1/Circ. 1532 "Revised guidelines on operational information for masters of passenger ships for safe return to port" **Equivalence** 31 Equivalent arrangements for the provision of operational information to the master following a flooding casualty may be employed to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1536 / Annex / 3.3		MSC.1/Circ. 1536 "Unified interpretations of SOLAS regulations II-1/29.3 and II-1/29.4" **Regulation II-1/29 – Steering gear** 3 On all occasions when trials are conducted with the vessel not at the deepest seagoing draught, the loading condition can be accepted on the conditions that either: ... .3 Alternatively, the designer or builder may use computational fluid dynamic (CFD) studies or experimental investigations to predict the rudder stock moment at the full seagoing draught condition and service speed. These calculations or experimental investigations should be to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1552 / Annex / Appendix A / 4.2.2		MSC.1/Circ. 1552 "Amendments to the guidelines on alternative design and arrangements for fire safety" 4 Method 4.2 Life safety performance criteria 4.2.2 If the ASET in all cases exceeds the RSET, no further analysis is needed. Control measures such as smoke management systems and equipment may be provided to aid in the achievement of this result, subject to the satisfaction of the Administration.	**Technical**
MSC.1/Circ. 1580 / Annex / 2.2.2		MSC.1/Circ. 1580 "Guidelines for vessels and units with dynamic positioning (DP) systems" 2 Equipment classes 2.2 The equipment classes are defined by their worst-case failure modes as follows:	**Technical**

		... .2 For equipment class 2, a loss of position and/or heading will not occur in the event of a single fault in any active component or system. Common static components may be accepted in systems which will not immediately affect position keeping capabilities upon failure (e.g. ventilation and seawater systems not directly cooling running machinery). Normally such static components will not be considered to fail where adequate protection from damage is demonstrated to the satisfaction of the Administration. Single failure criteria include, but are not limited to: ...	
MSC/Circ.1586 / Annex / 1 All ships / Radio record (MEPC.1/Circ.873)		MSC/Circ.1586 "Revised list of certificates and documents required to be carried on board ships 2017" Radio record A record shall be kept, to the satisfaction of the Administration and as required by the Radio Regulations, of all incidents connected with the radio communication service which appear to be of importance to safety of life at sea.	Superseded FAL.2/Circ.131-MEPC.1/Circ.873-MSC.1/Circ.1586-LEG.2/Circ.3. Corrected by MSC.1/circ.1586/Corr.1 **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.
MSC/Circ.1586 / Annex / 1 All ships / Certificates for masters, officers or ratings (MEPC.1/Circ.873)		MSC/Circ.1586 "Revised list of certificates and documents required to be carried on board ships 2017" Certificates for masters, officers or ratings Certificates for masters, officers or ratings shall be issued to those candidates who, to the satisfaction of the Administration, meet the requirements for service, age, medical fitness, training, qualifications and examinations in accordance with the provisions of the STCW Code annexed to the International Convention on Standards of Training, Certification and Watchkeeping for	Superseded FAL.2/Circ.131-MEPC.1/Circ.873-MSC.1/Circ.1586-LEG.2/Circ.3. Corrected by MSC.1/circ.1586/Corr.1 **Specific** Cabinet Regulation No. 895 adopted 22 November 2005

		Seafarers, 1978. Formats of certificates are given in section A-I/2 of the STCW Code. Certificates must be kept available in their original form on board the ships on which the holder is serving.	"Regulations Regarding Certification of Seafarers"
MSC/Circ.1586 / Annex / 3 Cargo ships / Dedicated clean ballast tank operational manual (MEPC.1/Circ.873)		MSC/Circ.1586 "Revised list of certificates and documents required to be carried on board ships 2017" Dedicated clean ballast tank operational manual Every product carrier of 40,000 tonnes deadweight and above delivered on or before 1 June 1982, 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 MARPOL Annex I regulation 18. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly.	Superseded FAL.2/Circ.131-MEPC.1/Circ.873-MSC.1/Circ.1586-LEG.2/Circ.3. Corrected by MSC.1/circ.1586/Corr.1 **Technical**
MSC/Circ.1586 / Annex / 3 Cargo ships / COW Manual (MEPC.1/Circ.873)		MSC/Circ.1586 "Revised list of certificates and documents required to be carried on board ships 2017" Crude Oil Washing Operation and Equipment Manual (COW Manual) 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 13B of Annex I of MARPOL 73/78.	Superseded FAL.2/Circ.131-MEPC.1/Circ.873-MSC.1/Circ.1586-LEG.2/Circ.3. Corrected by MSC.1/circ.1586/Corr.1 **Technical**
MSC/Circ.1589 / Annex / 22		MSC/Circ.1589 "Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014" **Equivalence** 22 Equivalent arrangements to the provisions in these Guidelines may be employed to the satisfaction of the Administration.	**Technical**
MSC/Circ.1592 / Annex / Preamble / 8		MSC/Circ.1592 "Guidelines for wing-in-ground craft" Preamble 8 Unless expressly provided otherwise, these Guidelines should be applied to WIG craft carrying more than 12 passengers and/or having a full load displacement of more than 10 tonnes. The levels of safety for any WIG craft not covered above shall be to the satisfaction of the Administration, taking into account these Guidelines.	**Indefinite**

MSC/Circ.1592 / Annex / 6.1.4.2.6		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **6.1.4.2 Fuel system** 6.1.4.2.6 In every craft in which fuel with a flashpoint below 43^{0}C is used, the arrangements for the storage, distribution and utilization of the fuel should 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 should comply, in addition to the provisions of 6.1.4.2.1 to 6.1.4.2.5, with the following provisions: .1 any part of the fuel system should be located outside the main body of the craft or arranged in such a way that fuel vapour cannot accumulate in enclosed spaces; .2 arrangements should 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 should discharge to a position which, in the opinion of the Administration, is safe;	**Indefinite**
MSC/Circ.1592 / Annex / 6.1.5.2.3.2		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **6.1.5 Fire detection systems** 6.1.5.2.3 Design provisions ... .2 Smoke detectors, referred to in paragraph 6.1.5.2.2.2 should 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 should operate within sensitivity limits to the satisfaction of the Administration, having regard to the avoidance of detector insensitivity or over-sensitivity.	**Indefinite**
MSC/Circ.1592 / Annex / 6.1.5.2.3.4		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **6.1.5 Fire detection systems** 6.1.5.2.3 Design provisions ... .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.	**Indefinite**
MSC/Circ.1592 / Annex / 6.1.6.3.1.1		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **6.1.6.3 Gas fire-extinguishing systems** 6.1.6.3.1 General provisions The fixed fire-extinguishing systems should comply with the following provisions: ...	**Indefinite**

		.1 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 should not be permitted.	
MSC/Circ.1592 / Annex / 6.1.6.3.1.12		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **6.1.6.3 Gas fire-extinguishing systems** 6.1.6.3.1 General provisions The fixed fire-extinguishing systems should comply with the following provisions: ... .12 Containers for the storage of fire-extinguishing medium and associated pressure components should be designed to pressure codes of practice to the satisfaction of the Administration having regard to their locations and maximum ambient temperatures expected in service.	**Indefinite**
MSC/Circ.1592 / Annex / 7.1.3.2		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 7 – Life-saving appliances and arrangements** 7.1 General and definitions 7.1.3 Before giving approval to life-saving appliances and arrangements, the Administration should 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.	**Indefinite**
MSC/Circ.1592 / Annex / 7.1.4.2		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 7 – Life-saving appliances and arrangements** 7.1 General and definitions 7.1.4 Before giving approval to novel life-saving appliances or arrangements, the Administration should 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**
MSC/Circ.1592 / Annex / 7.1.6		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 7 – Life-saving appliances and arrangements** 7.1 General and definitions 7.1.6 Except where otherwise provided in these Guidelines, life-saving appliances required by this chapter for which detailed	**Indefinite**

		specifications are not included in the LSA Code should be to the satisfaction of the Administration.	
MSC/Circ.1592 / Annex / 7.3.5		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 7 – Life-saving appliances and arrangements** 7.3.5 An immersion suit or anti-exposure suit should 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
MSC/Circ.1592 / Annex / 9.2.4.9		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 9 – Auxiliary systems** 9.2 Arrangement of oil fuel, lubricating oil and other flammable oil **9.2.4 Oil fuel arrangements** 9.2.4.9 Subject to 9.2.4.10, oil fuel pipes and their valves and fittings should be of steel or other approved material, except that restricted use of flexible pipes should be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments should be of approved fire-resisting materials of adequate strength and should be constructed to the satisfaction of the Administration.	**Indefinite**
MSC/Circ.1592 / Annex / 11.2.8		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 11 – Electrical installations** 11.2 Main source of electrical power 11.2.8 The connection of generating sets and any other duplicated equipment should be equally divided between the two switchboards. The generators should operate in single operation. Equivalent arrangements may be permitted to the satisfaction of the Administration.	**Indefinite**
MSC/Circ.1592 / Annex / 11.6.3		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 11 – Electrical installations** 11.6 Precautions against shock, fire and other hazards of electrical origin 11.6.3 Main and emergency switchboards should 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 should be suitably guarded. Exposed live parts having voltages to earth exceeding a voltage to be specified by the Administration should not be installed on the front of such switchboards. Where	**Indefinite**

		necessary, non-conducting mats or gratings should be provided at the front and rear of the switchboard.	
MSC/Circ.1592 / Annex / 11.6.5.4		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 11 – Electrical installations** 11.6 Precautions against shock, fire and other hazards of electrical origin **11.6.5 Cables and wiring** 11.6.5.4 Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks should be taken to the satisfaction of the Administration.	**Indefinite**
MSC/Circ.1592 / Annex / 12.1.2		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 12 – Navigational equipment** 12.1 Navigation (general) 12.1.2 The navigational equipment and its installation should be to the satisfaction of the Administration.	**Indefinite**
MSC/Circ.1592 / Annex / 17.3.1		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 17 – Operational provisions** 17.3 Training and qualification 17.3.1 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 and model of craft concerned and the service intended. More than one crew member should be trained to perform all essential operational tasks in both normal and emergency situations.	**Indefinite** Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers"
MSC/Circ.1592 / Annex / 18.1		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 18 – Inspection and maintenance provisions** 18.1 The inspection and maintenance measures implemented on a craft should be to the satisfaction of the Administration. These measures may be carried out directly by the operator's organization or by any organization on which the operator may call in the maintenance of the craft and should specify the scope of the duties which any part of the organization may carry out, having regard to the number and competence of its staff, facilities available, arrangements for calling on specialist assistance should it be necessary, record-keeping, communication and allocation of responsibilities.	**Indefinite**
MSC/Circ.1592 / Annex / 18.2		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 18 – Inspection and maintenance provisions**	**Indefinite**

		18.2 The craft and equipment should be maintained to the satisfaction of the Administration, in particular: ...	
MSC/Circ.1592 / Annex / 18.2.3		MSC/Circ.1592 "Guidelines for wing-in-ground craft" **Chapter 18 – Inspection and maintenance provisions** 18.2 The craft and equipment should be maintained to the satisfaction of the Administration, in particular: ... .3 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. If appropriate, the effect of a modification should be assessed in accordance with part C and the Administration may require that its safety be demonstrated through trials; ...	**Indefinite**
MSC/Circ.1599 / Annex / Part II / 9		MSC/Circ.1599 "Interim guidelines on the application of high manganese austenitic steel for cryogenic service" 9 Manufacturer approval scheme Approval of the manufacturer should be carried out in accordance with section 6.2.2 of the IGC Code or section 16.1.1 of the IGF Code and to the satisfaction of the Administration.	**Technical**
MSC/Circ.1599 / Annex / Part III / 10.4		MSC/Circ.1599 "Interim guidelines on the application of high manganese austenitic steel for cryogenic service" 10.4 Fatigue design condition (Reference: 4.18.2 IGC Code and 6.4.12.2 IGF Code) The fatigue design curves for base material and for welded conditions have been documented as a comparison with recognized S-N curves, as provided by the D-curve in reference 11.4 (table 4) and FAT 90 provided by reference 11.5 (figure 1). Fatigue tests have been carried out for butt welded joints only. However, for other details, the application of other S-N curves should be to the satisfaction of the Administration. Section 4.18.2.4.2 of the IGC Code and section 6.4.12.2.4 of the IGF Code specify the design S-N curves to be based on a 97.6% probability of survival corresponding to the mean-minus-two-standard-deviation curves of relevant experimental data up to final failure.	**Technical**
MSC/Circ.1599 / Annex / Part III / 10.6		MSC/Circ.1599 "Interim guidelines on the application of high manganese austenitic steel for cryogenic service" 10.6 Welding	**Technical**

		10.6.1 Welding should be carried out in accordance with section 6.5 of the IGC Code or section 16.3 of the IGF Code, and to the satisfaction of the Administration.	
MSC/Circ.1599 / Annex / Part III / 10.7		MSC/Circ.1599 "Interim guidelines on the application of high manganese austenitic steel for cryogenic service" 10.7 Non-destructive testing (NDT) The scope of non-destructive testing (NDT) should be as required by section 6.5.6 of the IGC Code or section 16.3.6 of the IGF Code. NDT procedures should be in accordance with recognized standards to the satisfaction of the Administration. For high manganese austenitic steel suitable NDT procedures normally applicable for austenitic steels should be used.	**Technical**
MSC/Circ.1599 / Annex / Appendix / 1		MSC/Circ.1599 "Interim guidelines on the application of high manganese austenitic steel for cryogenic service" 1 Cargo constraints High manganese austenitic steel is only considered for methane (LNG), reference: chapter 19 of the IGC Code. No additional requirements with respect to specific cargoes (chapter 17 of the IGC Code) have been evaluated. In case of use with other cargoes, the application should be to the satisfaction of the Administration.	**Technical**
MSC/Circ.1599 / Annex / Appendix / 2.9.3		MSC/Circ.1599 "Interim guidelines on the application of high manganese austenitic steel for cryogenic service" 2.9.3 Stress corrosion cracking test This test should be carried out to the satisfaction of the Administration, in accordance with recognized standards, such as ASTM G36 and ASTM G123.	**Technical**
MSC/Circ.1599 / Annex / Appendix / 3.6		MSC/Circ.1599 "Interim guidelines on the application of high manganese austenitic steel for cryogenic service" 3.6 Ductile fracture toughness test, JIc Recognized standards, such as ASTM E1820 or ISO 15653. The ductile fracture toughness test may be omitted at the discretion of the Administration.	**Technical**
MSC/Circ.1599 / Annex / Appendix / 3.9.3		MSC/Circ.1599 "Interim guidelines on the application of high manganese austenitic steel for cryogenic service" 3.9.3 Stress corrosion cracking test This test should be carried out to the satisfaction of the Administration, in accordance with recognized standard, such as ASTM G36, ASTM G58 and ASTM G123.	**Technical**

MSC/Circ.1599 Rev.1 / Annex / Part II / 9		MSC/Circ.1599/Rev.1 "Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service" 9 Manufacturer approval scheme Approval of the manufacturer should be carried out in accordance with section 6.2.2 of the IGC Code or section 16.1.1 of the IGF Code and to the satisfaction of the Administration.	**Technical**
MSC/Circ.1599 Rev.1 / Annex / Part III / 10.4		MSC/Circ.1599/Rev.1 "Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service" 10.4 Fatigue design condition (Reference: 4.18.2 IGC Code and 6.4.12.2 IGF Code) The fatigue design curves for base material and for welded conditions have been documented as a comparison with recognized S-N curves, as provided by the D-curve in reference 11.4 (table 4) and FAT 90 provided by reference 11.5 (figure 1). Fatigue tests have been carried out for butt welded joints only. However, for other details, the application of other S-N curves should be to the satisfaction of the Administration. Section 4.18.2.4.2 of the IGC Code and section 6.4.12.2.4 of the IGF Code specify the design S-N curves to be based on a 97.6% probability of survival corresponding to the mean-minus-two-standard-deviation curves of relevant experimental data up to final failure.	**Technical**
MSC/Circ.1599 Rev.1 / Annex / Part III / 10.6		MSC/Circ.1599/Rev.1 "Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service" 10.6 Welding 10.6.1 Welding should be carried out in accordance with section 6.5 of the IGC Code or section 16.3 of the IGF Code, and to the satisfaction of the Administration.	**Technical**
MSC/Circ.1599 Rev.1 / Annex / Part III / 10.7		MSC/Circ.1599/Rev.1 "Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service" 10.7 Non-destructive testing (NDT) The scope of non-destructive testing (NDT) should be as required by section 6.5.6 of the IGC Code or section 16.3.6 of the IGF Code. NDT procedures should be in accordance with recognized standards to the satisfaction of the Administration. For high manganese austenitic steel suitable NDT procedures normally applicable for austenitic steels should be used.	**Technical**

MSC/Circ.1599 Rev.1 / Annex / Appendix / 1		MSC/Circ.1599/Rev.1 "Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service" 1 Cargo constraints High manganese austenitic steel is only considered for methane (LNG), reference: chapter 19 of the IGC Code. No additional requirements with respect to specific cargoes (chapter 17 of the IGC Code) have been evaluated. In case of use with other cargoes, the application should be to the satisfaction of the Administration.	**Technical**
MSC/Circ.1599 Rev.1 / Annex / Appendix / 2.9.3		MSC/Circ.1599/Rev.1 "Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service" 2.9.3 Stress corrosion cracking test This test should be carried out to the satisfaction of the Administration, in accordance with recognized standards, such as ASTM G36 and ASTM G123.	**Technical**
MSC/Circ.1599 Rev.1 / Annex / Appendix / 3.9.3		MSC/Circ.1599/Rev.1 "Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service" 3.9.3 Stress corrosion cracking test This test should be carried out to the satisfaction of the Administration, in accordance with recognized standard, such as ASTM G36, ASTM G58 and ASTM G123.	**Technical**
MSC/Circ.1599 Rev.2 / Annex / Part II / 9		MSC/Circ.1599/Rev.2 "Revised guidelines on the application of high manganese austenitic steel for cryogenic service" 9 Manufacturer approval scheme Approval of the manufacturer should be carried out in accordance with section 6.2.2 of the IGC Code or section 16.1.1 of the IGF Code and to the satisfaction of the Administration.	**Technical**
MSC/Circ.1599 Rev.2 / Annex / Part III / 10.4		MSC/Circ.1599/Rev.2 "Revised guidelines on the application of high manganese austenitic steel for cryogenic service" 10.4 Fatigue design condition (Reference: 4.18.2 IGC Code and 6.4.12.2 IGF Code) The fatigue design curves for base material and for welded conditions have been documented as a comparison with recognized S-N curves, as provided by the D-curve in reference 11.4 (table 4) and FAT 90 provided by reference 11.5 (figure 1). Fatigue tests have been carried out for butt welded joints only. However, for other details, the application of other S-N curves should be to the satisfaction of the Administration. Section	**Technical**

		4.18.2.4.2 of the IGC Code and section 6.4.12.2.4 of the IGF Code specify the design S-N curves to be based on a 97.6% probability of survival corresponding to the mean-minus-two-standard-deviation curves of relevant experimental data up to final failure.	
MSC/Circ.1599 Rev.2 / Annex / Part III / 10.6		MSC/Circ.1599/Rev.2 "Revised guidelines on the application of high manganese austenitic steel for cryogenic service" 10.6 Welding 10.6.1 Welding should be carried out in accordance with section 6.5 of the IGC Code or section 16.3 of the IGF Code, and to the satisfaction of the Administration.	**Technical**
MSC/Circ.1599 Rev.2 / Annex / Part III / 10.7		MSC/Circ.1599/Rev.2 "Revised guidelines on the application of high manganese austenitic steel for cryogenic service" 10.7 Non-destructive testing (NDT) The scope of non-destructive testing (NDT) should be as required by section 6.5.6 of the IGC Code or section 16.3.6 of the IGF Code. NDT procedures should be in accordance with recognized standards to the satisfaction of the Administration. For high manganese austenitic steel suitable NDT procedures normally applicable for austenitic steels should be used.	**Technical**
MSC/Circ.1606 / 1.3		MSC/Circ.1606 "Unified interpretation of paragraph 13.3.5 of the IGC Code" 1 Cargo tank structure heating arrangement power supply (paragraph 4.19.1.6) 1.3 Where duplication of the primary source of heat, e.g. oil-fired boiler is not feasible, alternative proposals can be accepted such as an electric heater capable of providing 100% of the theoretical heat requirement provided and supplied by an individual circuit arranged separately on the emergency switchboard. Other solutions may be considered towards satisfying the requirements of paragraph 4.19.1.6.1, provided a suitable risk assessment is conducted to the satisfaction of the Administration. The requirement in paragraph 2 of this interpretation should continue to apply to all other electrical components in the system.	**Technical**
MSC.1/Circ.1610 / Annex / 10.3		MSC.1/Circ.1610 "Initial descriptions of maritime services in the context of e-navigation" 10.3 Description of the Maritime Service The establishment of a MAS should not necessarily entail the setting up of a new organization. The functions of MAS could, at the discretion of the Administration, be discharged by an existing organization, preferably an MRCC, or alternatively a harbour	n/a

		master's office, a coast guard operations centre (if one exists) or another body.	
MSC.1/Circ.1615 / Annex / 2.4		MSC.1/Circ.1615 "Interim guidelines for minimizing the incidence and consequences of fires in RO-RO spaces and special category spaces of new and existing RO-RO passenger ships" 2.4 Fire detection on weather decks A fixed fire detection and fire alarm system should be provided for weather decks intended for the carriage of vehicles. The fixed fire detection system should be capable of rapidly detecting the onset of fire on the weather deck. The type of detectors, spacing, and location should be to the satisfaction of the Administration, taking into account the effects of weather, cargo obstruction and other relevant factors. Different settings may be used for specific operation sequences, such as during loading or unloading and during voyage, in order to reduce the false alarms.	**Technical**
MSC.1/Circ.1615 / Annex / 5.2		MSC/Circ.1615 "Interim guidelines for minimizing the incidence and consequences of fires in RO-RO spaces and special category spaces of new and existing RO-RO passenger ships" 5 Integrity of life-saving appliances and evacuation 5.2 Equivalent arrangements to the satisfaction of the Administration, providing at least the same level of protection, could be considered.	**Technical**
MSC.1/Circ.1621 / Annex / 4.2.2		MSC.1/Circ.1621 "Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel" 4.2 Risk assessment 4.2.2 The risks should be analysed using acceptable and recognized risk analysis techniques. Loss of function, component damage, fire, explosion, toxicity and electric shock should, as a minimum, be considered. The analysis should ensure that risks are eliminated wherever possible. Risks which cannot be eliminated should be mitigated as necessary. Details of risks, and the means by which they are mitigated, should be documented to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1621 / Annex / 7.3.6 / footnote[2]		MSC.1/Circ.1621 "Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel" 7.3.6 High pressure fuel piping systems[2] should have sufficient constructive and fatigue strength. This should be confirmed by carrying out stress analysis and taking into account: [2] Whether a fuel system should be considered as a high-pressure system for the purpose of these Guidelines depends on the design and arrangement of the specific system. Accordingly, the stress	**Technical**

		analysis should be waived or done to the satisfaction of the Administration.	
MSC.1/Circ.1621 / Annex / 12.4.2		MSC.1/Circ.1621 "Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel" 12.4 Area classification 12.4.2 In order to facilitate the selection of appropriate electrical apparatus and the design of suitable electrical installations, hazardous areas are divided into zones 0, 1 and 2, according to 12.5. In cases where the prescriptive provisions in 12.5 are deemed to be inappropriate, area classification according to IEC 60079-10-1:2015 should be applied with special consideration by the Administration.	**Technical**
MSC.1/Circ.1622 / Annex / Appendix / 1.2		MSC.1/Circ.1622 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 1.2 Micrographic examination: The test should be carried out in accordance with section 6.3.4 of the IGC Code using recognized standards such as ASTM E112. Acceptance criteria: Microstructure including grain size. The absence of precipitations, segregation and cracking should be reported. Acceptance should be to the satisfaction of the Administration.	Superseded by MSC.1/Circ.1622/Rev.1 **Technical**
MSC.1/Circ.1622 / Annex / Appendix / 2.1		MSC.1/Circ.1622 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 2.1 Micrographic examination: The test should be carried out in accordance with section 6.3.4 of the IGC Code using recognized standards such as ASTM E112. Acceptance criteria: Microstructure including grain size, absence of precipitations, segregation, and cracking should be reported. Acceptance should be to the satisfaction of the Administration.	Superseded by MSC.1/Circ.1622/Rev.1 **Technical**
MSC.1/Circ.1622 / Annex / Appendix / 2.2		MSC.1/Circ.1622 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 2.2 Hardness test: The test should be carried out in accordance with section 6.3.4 and paragraph 6.5.3.4.5 of the IGC Code in accordance with recognized standards such as ISO 6507-1. Acceptance criteria: The hardness value should be to the satisfaction of the Administration.	Superseded by MSC.1/Circ.1622/Rev.1 **Technical**

MSC.1/Circ.1622 / Annex / Appendix / 2.6		MSC.1/Circ.1622 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 2.6 Ductile fracture toughness test (JIc): The test should be carried out in accordance with a recognized standard such as ASTM E1820, ASTM E2818, ISO 15653 or ISO 12135. The notch introduced in the test should be positioned in the microstructure with the lowest fracture toughness. The ductile fracture toughness test may be carried out as an alternative to the CTOD test in 2.5 at the discretion of the Administration.	Superseded by MSC.1/Circ.1622/Rev.1 **Technical**
MSC.1/Circ.1622 /Rev.1 / Annex / Appendix 1 / 1.2		MSC.1/Circ.1622/Rev.1 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 1.2 Micrographic examination: The test should be carried out in accordance with section 6.3.4 of the IGC Code using recognized standards such as ASTM E112. Acceptance criteria: Microstructure including grain size. The absence of precipitations, segregation and cracking should be reported. Acceptance should be to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1622 /Rev.1 / Annex / Appendix 1 / 1.9		MSC.1/Circ.1622/Rev.1 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 1.9 Corrosion test: The type of corrosion tests to be applied will depend on the material, type of weld and the specific cargoes or fuels listed in the IGC or IGF Codes. The tests should include tests for general corrosion, intergranular corrosion and stress corrosion. The tests should be carried out in accordance with ASTM A262, ASTM G31, ASTM G36, ASTM G58, ASTM G123 or other relevant recognized standards. In the absence of a relevant recognized standard for the specific cargo or fuel, the test procedures should align with the general principles of corrosion tests that follow the recognized standards listed herein. Acceptance criteria: In accordance with the relevant recognized standard approved by the Administration for the material's intended service. In the absence of a relevant recognized standard for the specific cargoes or fuels, the results should align with other recognized standards, and projected corrosion rates	**Technical**

		and test outcomes should be subject to the satisfaction of the Administration.	
MSC.1/Circ.1622 /Rev.1 / Annex / Appendix 1 / 2.1		MSC.1/Circ.1622/Rev.1 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 2.1 Micrographic examination: The test should be carried out in accordance with section 6.3.4 of the IGC Code using recognized standards such as ASTM E112. Acceptance criteria: Microstructure including grain size, absence of precipitations, segregation, and cracking should be reported. Acceptance should be to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1622 /Rev.1 / Annex / Appendix 1 / 2.2		MSC.1/Circ.1622/Rev.1 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 2.2 Hardness test: The test should be carried out in accordance with section 6.3.4 and paragraph 6.5.3.4.5 of the IGC Code in accordance with recognized standards such as ISO 6507-1. Acceptance criteria: The hardness value should be to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1622 /Rev.1 / Annex / Appendix 1 / 2.6		MSC.1/Circ.1622/Rev.1 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 2.6 Ductile fracture toughness test (JIc): The test should be carried out in accordance with a recognized standard such as ASTM E1820, ASTM E2818, ISO 15653 or ISO 12135. The notch introduced in the test should be positioned in the microstructure with the lowest fracture toughness. The ductile fracture toughness test may be carried out as an alternative to the CTOD test in 2.5 at the discretion of the Administration.	**Technical**
MSC.1/Circ.1622 /Rev.1 / Annex / Appendix 1 / 2.9		MSC.1/Circ.1622/Rev.1 "Guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels" 2.9 Corrosion test: The type of corrosion tests to be applied will depend on the material, type of weld and the specific cargoes or fuels listed in the IGC or IGF Codes. The tests should include tests for general corrosion, intergranular corrosion and stress corrosion. The tests should be carried out in accordance with ASTM A262,	**Technical**

		ASTM G31, ASTM G36, ASTM G58, ASTM G123 or other relevant recognized standards. In the absence of a relevant recognized standard for the specific cargo or fuel, the test procedures should align with the general principles of corrosion tests that follow the recognized standards listed herein. Acceptance criteria: In accordance with the relevant recognized standard approved by the Administration for the material's intended service. In the absence of a relevant recognized standard for the specific cargoes or fuels, the results should align with other recognized standards, and projected corrosion rates and test outcomes should be subject to the satisfaction of the Administration.	
MSC.1/Circ.1646 / Annex / 1		MSC.1/Circ.1646 "List of certificates and documents required to be carried on board ships, 2022" Stability information and loading information Every passenger ship regardless of size and every cargo ship of 24 m and over shall be inclined on completion and the elements of their stability determined. The master shall be supplied with stability information to the satisfaction of the Administration as is necessary to enable him, by rapid and simple procedures, to obtain accurate guidance as to the stability of the ship under varying conditions of service to maintain the required intact stability and stability after damage. For ships constructed from 1 January 2010, the intact and damage stability information required by SOLAS regulation II-1/5-1 shall be presented as consolidated data and encompass the full operating range of draught and trim. The stability information, and loading information related to ship strength when required under regulation 10 of LL Protocol 1988, shall also be carried on board at all times, together with evidence that the information has been approved by the Administration. For bulk carriers, the information required in a bulk carrier booklet may be contained in the stability information.	**Technical**
MSC.1/Circ.1646 / Annex / 1		MSC.1/Circ.1646 "List of certificates and documents required to be carried on board ships, 2022" Fire control plan/booklet General arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections together with particulars of the fire detection and fire alarm systems and the fire-extinguishing appliances, etc. Alternatively, at the discretion of	**Technical**

		the Administration, the aforementioned details may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date; any alterations shall be recorded as soon as practicable. A duplicate set of fire-control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shoreside fire-fighting personnel.	
MSC.1/Circ.1646 / Annex / 1		MSC.1/Circ.1646 "List of certificates and documents required to be carried on board ships, 2022" Radio record 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.
MSC.1/Circ.1646 / Annex / 1		MSC.1/Circ.1646 "List of certificates and documents required to be carried on board ships, 2022" Certificates for masters, officers or ratings Certificates for masters, officers or ratings shall be issued to those candidates who, to the satisfaction of the Administration, meet the requirements for service, age, medical fitness, training, qualifications and examinations in accordance with the appropriate provisions of the 1978 STCW Convention and STCW Code. Formats of certificates are given in section A-I/2 of the STCW Code. Certificates must be kept available in their original form on board the ships on which the holder is serving.	**Specific** Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers"
MSC.1/Circ.1646 / Annex / 3		MSC.1/Circ.1646 "List of certificates and documents required to be carried on board ships, 2022" Dedicated Clean Ballast Tank Operation Manual Every product carrier of 40,000 tonnes deadweight and above delivered on or before 1 June 1982, operating with dedicated clean ballast tanks shall be provided with a Dedicated Clean Ballast Tank Operation Manual detailing the system and specifying	**Technical**

		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 sub-paragraph 8.2 of MARPOL Annex I regulation 18. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly.	
MSC.1/Circ.1646 / Annex / 3		MSC.1/Circ.1646 "List of certificates and documents required to be carried on board ships, 2022" Crude Oil Washing Operation and Equipment Manual (COW Manual) 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 regulation 35 of Annex I of MARPOL.	**Technical**
MSC.1/Circ.1647 / Annex / 3.2.3.7		MSC.1/Circ.1647 "Interim guidelines for the safety of ships using fuel cell power installations" 3.2 Fire and explosion protection 3.2.3 The probability of a gas accumulation and explosion in fuel cell spaces should be minimized by a mitigating strategy which may include one or more of the below: ... .7 any other strategy to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1647 / Annex / 4.2.1		MSC.1/Circ.1647 "Interim guidelines for the safety of ships using fuel cell power installations" 4.2 Area classification 4.2.1 In order to facilitate the selection of appropriate electrical apparatus and the design of suitable electrical installations, hazardous areas are divided into zones 0, 1 and 2, according to 4.2.2, 4.2.3 and 4.2.4. In cases where the prescriptive provisions in 4.2.2, 4.2.3 and 4.2.4 are deemed to be inappropriate, area classification according to IEC 60079-10-1:2020 should be applied with special consideration by the Administration.	**Technical**
MSC.1/Circ.1648 / Annex / 1		MSC.1/Circ.1648 "Amendments to the guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels (MSC.1/CIRC.1622)" 1 In the appendix, the existing text of the 1.9 and 2.9 are replaced with the following:	Revoked by MSC.1/Circ.1622/Rev.1 **Technical**

		"Corrosion test: The type of corrosion tests to be applied will depend on the material, type of weld and the specific cargoes or fuels listed in the IGC or IGF Codes. The tests should include tests for general corrosion, intergranular corrosion and stress corrosion. The tests should be carried out in accordance with, ASTM A262, ASTM G31, ASTM G36, ASTM G58, ASTM G123 or other relevant recognized standards. In the absence of a relevant recognized standard for the specific cargo or fuel, the test procedures should align with the general principles of corrosion tests that follow the recognized standards listed herein. Acceptance criteria: In accordance with the relevant recognized standard approved by the Administration for the material's intended service. In the absence of a relevant recognized standard for the specific cargoes or fuels, the results should align with other recognized standards, and projected corrosion rates and test outcomes should be subject to the satisfaction of the Administration."	
MSC.1/Circ.1653 / Annex / 1		MSC.1/Circ.1653 "Unified interpretation regarding timber deck cargo in the context of damage stability requirements" SOLAS regulation II-1/5-1 states: "1 The master shall be supplied with such information to the satisfaction of the Administration as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service. A copy of the stability information shall be furnished to the Administration.	**Technical** IACS UI SC161Timber deck cargo in the context of damage stability requirements
MSC.1/Circ.1662 / Annex / 2.11		MSC.1/Circ.1662 "Guidelines for anchor handling winches" 2 Definitions For the purpose of these Guidelines, the following definitions apply: .11 Certified means that the anchor handling winches or associated loose gear have been verified and documented as compliant to the satisfaction of the Administration or recognized organization acting on its behalf.	**Technical**
MSC.1/Circ.1662 / Annex / 3.2.3.1		MSC.1/Circ.1662 "Guidelines for anchor handling winches" 3.2.3 Thorough examination 3.2.3.1 Anchor handling winches and associated equipment should be subject to a thorough examination to the satisfaction of the Administration during annual surveys required by SOLAS regulations I/7 for passenger ships and I/10 for cargo ships, before re-entering service after any structural repairs or modifications of major character and after load testing.	**Technical**

MSC.1/Circ.1662 / Annex / 4.2.2.1		MSC.1/Circ.1662 "Guidelines for anchor handling winches" 4.2 Proof test and thorough examination 4.2.2 Thorough examination 4.2.2.1 Loose gear should be subject to thorough examination to the satisfaction of the Administration: .1 after any proof test; and .2 annually.	**Technical**
MSC.1/Circ.1663 / Annex / 2.5		MSC.1/Circ.1663 "Guidelines for lifting appliances" 2 Definitions For the purpose of these Guidelines, the following definitions apply: .5 Certified means that the lifting appliance or loose gear has been verified and documented as compliant to the satisfaction of the Administration or recognized organization acting on its behalf.	**Technical**
MSC.1/Circ.1663 / Annex / 3.2.1.1		MSC.1/Circ.1663 "Guidelines for lifting appliances" 3.2 Load testing and thorough examination 3.2.1 Load test 3.2.1.1 Lifting appliances to which SOLAS regulation II-1/3-13.2.1 applies should be load tested to the satisfaction of the Administration after installation and before being taken into use for the first time and after repairs, modifications or alterations of a major character.	**Technical**
MSC.1/Circ.1663 / Annex / 3.2.1.2		MSC.1/Circ.1663 "Guidelines for lifting appliances" 3.2 Load testing and thorough examination 3.2.1 Load test 3.2.1.2 Lifting appliances to which SOLAS regulation 3-13.2.4 applies should be load tested to the satisfaction of the Administration no later than the date of the first renewal survey on or after 1 January 2026 or after repairs, modifications or alterations of a major character.	**Technical**
MSC.1/Circ.1663 / Annex / 3.2.1.5		MSC.1/Circ.1663 "Guidelines for lifting appliances" 3.2 Load testing and thorough examination 3.2.1 Load test 3.2.1.5 For load testing of lifting appliances intended for use while the ship is in port or sheltered waters, the test load, as set out in table 1 below, should be established using the SWL. For lifting appliances intended for open-sea operations, the test loads should be to the satisfaction of the Administration or a classification society which is recognized by it, taking into account the applicable dynamic loads.	**Technical**

MSC.1/Circ.1663 / Annex / 3.2.1.6		MSC.1/Circ.1663 "Guidelines for lifting appliances" 3.2 Load testing and thorough examination 3.2.1 Load test 3.2.1.6 Where the safe working load of the lifting appliances is undocumented and design information is not available, e.g. for lifting appliances which are installed on board before 1 January 2026 and the manufacturer no longer exists, the test load should be calculated using table 1, based on a safe working load nominated by the company, to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1663 / Annex / 3.2.2.1		MSC.1/Circ.1663 "Guidelines for lifting appliances" 3.2 Load testing and thorough examination 3.2.2 Thorough examination 3.2.2.1 Lifting appliances should be subject to thorough examination to the satisfaction of the Administration: .1 upon completion of any load test; and .2 annually.	**Technical**
MSC.1/Circ.1663 / Annex / 3.2.2.2		MSC.1/Circ.1663 "Guidelines for lifting appliances" 3.2 Load testing and thorough examination 3.2.2 Thorough examination 3.2.2.2 Where thorough examination does not form part of the renewal survey or annual survey, verification that thorough examination of lifting appliances has been conducted/completed to the satisfaction of the Administration should take place during the renewal survey under SOLAS regulation I/7 or the annual survey under SOLAS regulation I/10, as applicable.	**Technical**
MSC.1/Circ.1663 / Annex / 4.2.1		MSC.1/Circ.1663 "Guidelines for lifting appliances" 4.2 Proof test and thorough examination 4.2.1 Proof test All loose gear in use with lifting appliances to which SOLAS regulation II-1/3-13 applies should have documentary evidence of a proof test and be retested after repairs, modifications or alterations of a major character to the satisfaction of the Administration. Where an item of loose gear is tested, minimum test loads should be to the satisfaction of the Administration, based on table 2 below.	**Technical**
MSC.1/Circ.1663 / Annex / 4.2.2.1		MSC.1/Circ.1663 "Guidelines for lifting appliances" 4.2 Proof test and thorough examination 4.2.2 Thorough examination 4.2.2.1 Loose gear should be subject to thorough examination to the satisfaction of the Administration:	**Technical**

		.1 upon completion of any proof test; and .2 annually.	
MSC.1/Circ.1663 / Annex / 4.2.2.2		MSC.1/Circ.1663 "Guidelines for lifting appliances" 4.2 Proof test and thorough examination 4.2.2 Thorough examination 4.2.2.2 Where thorough examination does not form part of the renewal survey or annual survey, verification that thorough examination of loose gear has been conducted/completed to the satisfaction of the Administration should take place during the renewal survey under SOLAS regulation I/7 or the annual survey under SOLAS regulation I/10, as applicable.	**Technical**
MSC.1/Circ.1666 / Annex / 5.3.3		MSC.1/Circ.1666 "Interim guidelines for the safety of ships using LPG fuels" 5 Ship design and arrangement 5.3 General provisions 5.3.3 The requirements of 5.6 of the IGF Code do not apply to ships using LPG as fuel. ESD-protected machinery spaces may be permitted, provided that the requirements of alternative design (SOLAS II-1/55) are met to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1666 / Annex / 10.3.2		MSC.1/Circ.1666 "Interim guidelines for the safety of ships using LPG fuels" 10 Power generation including propulsion and other gas consumers 10.3 Provisions 10.3.2 Notwithstanding 10.5.2 of the IGF Code, the gas turbine should be fitted in a gastight enclosure arranged in accordance with 10.5.3 of the IGF Code. Gas leakage in the gastight enclosure and the consequence should be evaluated based on the risk assessment in accordance with 4.2 and to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1666 / Annex / 13.3.2		MSC.1/Circ.1666 "Interim guidelines for the safety of ships using LPG fuels" 13 Ventilation 13.3 Provisions 13.3.2 In addition to 13.3.5 of the IGF Code, air outlets and air inlets for hazardous enclosed spaces should be arranged to prevent exhausted gas from re-entering the space through air inlets, based on the risk assessment in accordance with 4.2 and to the satisfaction of the Administration.	**Technical**
MSC.1/Circ.1666 / Annex / 13.3.4		MSC.1/Circ.1666 "Interim guidelines for the safety of ships using LPG fuels"	**Technical**

		13 Ventilation 13.3 Provisions 13.3.4 In addition to 13.4.2 of the IGF Code, approved automatic fail-safe fire dampers should be fitted in the ventilation trunk for the tank connection space, fuel preparation room or any other space as deemed necessary by a risk assessment in accordance with 4.2 and to the satisfaction of the Administration.	
MEPC/Circ.97 / Annex 2 / Uniform Interpretation / 4.11.3		MEPC/Circ.97 "Proposed amendments and unified interpretation of the International Convention on Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto" Uniform Interpretation Reg. 13E 4.11 Protective location of SBT 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 Recommendation, the Administration may accept such tanker as complying with Regulation 13E.	**Technical**
MEPC/Circ.235 / Annex / 10.1.2		MEPC/Circ.235 "Guidelines for systems for handling oily wastes in machinery spaces of ships" 10 Systems for separated sludge 10.1.2 Design of tanks and tank heating systems The tanks and tank heating systems should be designed to the satisfaction of the Administration.	**Technical**
MEPC.1/Circ.511 / Annex / 10.1.2		MEPC.1/Circ.511 "Revised guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBIS)" 10 Systems for separated sludge 10.1 Tanks for separated sludge and their pipework 10.1.2 Design of tanks and tank heating systems The tanks and tank heating systems should be designed to the satisfaction of the Administration.	Superseded and replaced by MEPC.1/Circ.642 **Technical**
MEPC.1/Circ.865 / Annex / Interpretation		MEPC.1/Circ.865 "Unified interpretations of the NO_x Technical Code 2008 related to the approval of selective catalytic reduction (SCR) systems" Interpretation: ... The applicant remains responsible for selecting the parent engine and demonstrating the basis of this selection to the satisfaction of the Administration.	Revoked by MEPC.1/Circ.895 **Technical**

MEPC.1/Circ.895 / Annex / 3.3		MEPC.1/Circ.895 "Unified interpretations of the NO_x Technical Code 2008, as amended" Interpretation: 3.3 The applicant remains responsible for selecting the parent engine and demonstrating the basis of this selection to the satisfaction of the Administration.	**Technical**
MEPC.1/Circ.895 Rev.1 / Annex / 3.3		MEPC.1/Circ.895 Rev.1 "Unified interpretations of the NO_x Technical Code 2008, as amended" Interpretation: 3.3 The applicant remains responsible for selecting the parent engine and demonstrating the basis of this selection to the satisfaction of the Administration.	**Technical**
LL.3 Circulars / LL.3/Circ.69		Stowage (regulation 44) Where the height of timber deck cargo exceeds 6 m the strength of the lashings should be to the satisfaction of the Administration.	**Technical**
LL.3 Circulars / LL.3/Circ.130		4 Freeing ports in way of wells in combination with open superstructures (LL regulations 24(1) and 24(4)) 4.1 In the case of ships having open superstructures on the freeboard or superstructure decks, which open to wells formed by bulwarks on the peripheries of the open decks, the Convention leaves to the satisfaction of the Administration how the freeing port areas for the open spaces within the superstructures should be calculated.	**Technical** IACS interpretation LL.60
BWM.2/Circ.33 / Rev.1 / Annex / 4.1.1		BWM.2/Circ.33 "Guidance on scaling of ballast water management systems" **4 Testing requirements** **4.1 Experimental validation** 4.1.1 The mathematical modelling and/or calculations should be experimentally validated to the satisfaction of the Administration: .1 Experimental validation should be suitable for the technology. .2 Experimental validation should demonstrate the accuracy of the mathematical model and/or calculation relative to those parameters that impact the performance of the technology (see paragraph 2.1.5). .3 Experimental validation of the mathematical model and/or calculations may be undertaken in conjunction with land-based, shipboard or laboratory testing, as appropriate.	**Technical**
BWM.2/Circ.45 / Annex /		BWM.2/Circ.45 "Clarification of "major conversion" as defined in regulation A-1.5 of the BWM Convention" 5 Major conversion means a conversion of a ship: ...	**Technical**

		.3 which, in the opinion of the Administration, is projected to prolong its life by ten years or more, or ...	
BWM.2/Circ.52 / Annex / 7.6		BWM.2/Circ.52 "Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party" **Guidance** 7 Before ceasing application of the Convention to a ship referenced in paragraph 4, the Administration (and authorizing Party, if applicable) should verify that the ship: ... .4 has carried out the procedure described in subparagraph 7.3, above, to the satisfaction of the Administration (and authorizing Party, if applicable).	**Indefinite** Administration should verify that the procedures in subparagraph 7.3 are carried out.
BWM.2/Circ.52 / Rev.1 / Annex / 7.6		BWM.2/Circ.52/Rev.1 "Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party" **Guidance** 7 Before ceasing application of the Convention to a ship referenced in paragraph 4, the Administration (and authorizing Party, if applicable) should verify that the ship: ... .4 has carried out the procedure described in subparagraph 7.3, above, to the satisfaction of the Administration (and authorizing Party, if applicable).	**Indefinite** Administration should verify that the procedures in subparagraph 7.3 are carried out.
BWM.2/Circ.61 / Annex / 6		BWM.2/Circ.61 "Guidance on methodologies that may be used for enumerating viable organisms for type approval of ballast water management systems" **General principles** 6 Sampling and analysis should be consistent with the Guidelines (G8) and undertaken to the satisfaction of the Administration to assess compliance of BWMS with the ballast water performance standard described in regulation D-2 of the BWM Convention.	Revoked by BWM.2/Circ.61/Rev.1 **Indefinite**
BWM.2/Circ.61 / Annex / 11		BWM.2/Circ.61 "Guidance on methodologies that may be used for enumerating viable organisms for type approval of ballast water management systems" **General principles** 11 Analytical methodologies should be validated to the satisfaction of the Administration. The methodologies in the table below have been validated to the satisfaction of at least one Administration.	Revoked by BWM.2/Circ.61/Rev.1 **Indefinite**

BWM.2/Circ.61 / Rev.1 / Annex / 6		BWM.2/Circ.61/Rev.1 "Guidance on methodologies that may be used for enumerating viable organisms for type approval of ballast water management systems" **General principles** 6 Sampling and analysis should be consistent with the BWMS Code and undertaken to the satisfaction of the Administration to assess compliance of BWMS with the ballast water performance standard described in regulation D-2 of the BWM Convention.	**Indefinite**
BWM.2/Circ.61 / Rev.1 / Annex / 9		BWM.2/Circ.61/Rev.1 "Guidance on methodologies that may be used for enumerating viable organisms for type approval of ballast water management systems" **General principles** 9 Analytical methodologies should be validated to the satisfaction of the Administration. The methodologies in the table below have been validated to the satisfaction of at least one Administration.	**Indefinite**
BWM.2/Circ.70 / Annex / 6		BWM.2/Circ.70 "Guidance for the commissioning testing of ballast water management systems" **Validating compliance** 6 In the case that the ambient water is not appropriate for the operational testing during the commissioning of the BWMS (e.g. salinity of ambient water is outside the SDL of the BWMS), testing should be evaluated to the satisfaction of the Administration.	Revoked by BWM.2/Circ.70/Rev.1 **Technical**
BWM.2/Circ.70 Rev.1 / Annex / 5		BWM.2/Circ.70 Rev.1 "2020 Guidance for the commissioning testing of ballast water management systems" **Commissioning testing** 5 The commissioning test is successful if the indicative analysis indicates that the discharge samples do not exceed the D-2 standard for the size classes analysed (see paragraph 4.3) and the self-monitoring equipment indicates correct operation. Indicative analysis equipment used should be to the satisfaction of the Administration. Indicative analysis is defined in BWM.2/Circ.42/Rev.2, as may be amended.	**Technical**
BWM.2/Circ.70 Rev.1 / Annex / 6		BWM.2/Circ.70 Rev.1 "2020 Guidance for the commissioning testing of ballast water management systems" **Commissioning testing** 6 In the case that the ambient water is not appropriate for the operational testing during the commissioning of the BWMS (e.g. salinity of ambient water is outside the SDL of the BWMS), testing should be evaluated to the satisfaction of the Administration.	**Technical**

BWM.2/Circ.70 Rev.1 / Annex / 7		BWM.2/Circ.70 Rev.1 "2020 Guidance for the commissioning testing of ballast water management systems" **Commissioning testing** 7 The collection and analysis of the representative samples should be independent of the BWMS manufacturer or supplier and to the satisfaction of the Administration.	**Technical**
MSC-MEPC.5/Circ.16 / 5		MSC-MEPC.5/Circ.16 "Model agreement for the authorization of recognized organizations acting on behalf of the Administration" 5 The guidance provided by the Model Agreement together with its appendix is considered to meet the minimum standard for a formal written agreement as set forth in both the III Code and RO Code. This Model Agreement, at the discretion of the Administration, may be supplemented by additional matters and/or may be formulated in more detail.	**Specific** Case by case assessment
EU Legislation			
Directive 2009/45/EC			
Directive 2009/45/EC / Annex 1 / Part B-2 / Chapter II-1 / Reg. 15.6	New class B, C and D ships	All shell fittings and valves required by this Regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this Regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration of the flag State.	**Technical**
Directive 2009/45/EC / Annex 1 / Chapter II-1 / Part B-2 / Reg. 18.4	New class B, C and D ships and existing class B ships	The Administration of the flag State may allow the inclining test of an individual ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration of the flag State that reliable stability information for the exempted ship can be obtained from such basic data. Reference is made to MSC/ Circ.1158.	**Technical**
Directive 2009/45/EC / Annex 1 / Part A / Chapter II-2 / Reg. 9.1.13	New class B, C and D ships constructed before 01 January 2003 and existing class B ships	The function of the detection system shall be periodically tested to the satisfaction of the Administration of the flag State by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond.	**Technical**
Directive 2009/45/EC /	New class B, C and D	Smoke detectors to be installed in stairways, corridors and escape routes within accommodation spaces as required by paragraph	**Technical**

Annex 1 / Part A / Chapter II-2 / Reg. 9.3.2	ships constructed before 01 January 2003 and existing class B ships	.2.2 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 of the flag State having regard to the avoidance of detector insensitivity or oversensitivity.	
Directive 2009/45/EC / Annex 1 / Part A / Chapter II-2 / Reg. 9.3.3	New class B, C and D ships constructed before 01 January 2003 and existing class B ships	Heat detectors shall be certified to operate before the temperature exceeds 78 °C but not until the temperature exceeds 54 °C, when the temperature is raised to those limits at a rate less than 1 °C per minute. At higher rates of temperature rise, the heat detector shall operate within temperature limits to the satisfaction of the Administration of the flag State having regard to the avoidance of detector insensitivity or oversensitivity.	**Technical**
Directive 2009/45/EC / Annex 1 / Part B / Chapter II-2 / Reg. 5.4	New class B, C and D ships carrying not more than 36 passengers and existing B class ships carrying not more than 36 passengers	External boundaries which are required in Regulation 1.1 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries to have 'A' class integrity elsewhere in this part. Similarly, in such boundaries which are not required to have 'A' class integrity, doors may be of materials to the satisfaction of the Administration of the flag State.	**Technical**
Directive 2009/45/EC / Annex 1 / Part B / Chapter II-2 / Reg. 6.1.9.2	New class B, C and D ships constructed on or after 01 January 2003	Escape doors from public spaces that are normally latched shall be fitted with a means of quick release. Such means shall consist of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the direction of escape flow. Quick release mechanisms shall be designed and installed to the satisfaction of the Administration of the flag State and in particular:	**Technical**

		.2.1 consist of bars or panels, the actuating portion of which extends across at least one half of the width of the door leaf, at least 760 mm and not more than 1 120 mm above the deck; .2.2 cause the door latch to release when a force not exceeding 67 N is applied; and .2.3 not be equipped with any locking device, set screw or other arrangement that prevents the release of the latch when pressure is applied to the releasing device.	
Directive 2009/45/EC / Annex 1 / Part B / Chapter II-2 / Reg. 6.2.1	New class B, C and D and existing class B ships	In special category spaces the number and disposition of the means of escape both below and above the bulkhead deck shall be to the satisfaction of the Administration of the flag State and in general the safety of access to the embarkation deck shall be at least equivalent to that provided under paragraphs .1.1, .1.2, .1.5 and .1.6.	**Technical**
Directive 2009/45/EC / Annex 1 / Part B / Chapter II-2 / Reg. 9.1.4.3.1	New class B, C and D ships	.3 short lengths of duct, not in general exceeding 0,02 m 2 in sectional area nor two metres in length, need not be non-combustible provided that all of the following conditions are met: .1 the duct is constructed of a material of low fire risk to the satisfaction of the Administration of the flag State;	**Technical**
Directive 2009/45/EC / Annex 1 / Part B / Chapter II-2 / Reg. 14.1.4. 1	New class B, C and D ships and existing B class ships carrying more than 36 passengers	An efficient patrol system shall be maintained in special category spaces. In any such space in which the patrol is not maintained by a continuous fire watch at all times during the voyage there shall be provided a fixed fire detection and fire alarm system of an approved type complying with the requirements of Regulation II-2/A/9. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type and the spacing and location of detectors shall determined taking into account the effects of ventilation and other relevant factors. In new class B, C and D ships constructed on or after 1 January 2003, after being installed the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration of the flag State.	**Technical**
Directive 2009/45/EC / Annex 1 / Part B / Chapter II-2 / Reg. 14.1.6.5	New class B, C and D ships and existing B class ships	Ventilation ducts, including dampers, shall be made of steel and their arrangement shall be to the satisfaction of the Administration of the flag State.	**Technical**

		In new class B, C and D ships constructed on or after 1 January 2003, ventilation ducts that pass through horizontal zones or machinery spaces shall be 'A-60' class steel ducts constructed in accordance with Regulations II-2/B/9.2.3.1.1 and II-2/B/9.2.3.1.2.	
Directive 2009/45/EC / Annex 1 / Chapter III / Reg. 3.3a.1	New and existing class B, C and D ships	In accordance with the provisions in SOLAS Regulation IV/16, every ship 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, which shall be reflected in the emergency instructions.	**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.
Regulation (EU) 2020/411			
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-1 / Part B / 15.6	New class B, C and D ships	**Regulation II-1/B-2/15: Openings in the shell plating below the margin line (R 17)** .6 All shell fittings and valves required by this Regulation II-1/B-2/15 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 II-1/B-2/15 refers shall be of steel or other equivalent material to the satisfaction of the Administration of the flag State.	**Technical**
Regulation (EU) 2020/411 /	New class B, C and D	**Regulation II-1/B-2/18: Stability information (R 22)**	**Technical**

Annex I / Section 1. / Chapter II-1 / Part B / 18.4	ships and existing class B ships	.4 The Administration of the flag State may allow the inclining test of an individual ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration of the flag State that reliable stability information for the exempted ship can be obtained from such basic data. Reference is made to MSC/Circ.1158.	
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-2 / Part A / 9.1.13	New class B, C and D ships constructed before 01.01.2003 and existing class B ships	**Regulation II-2/A/9: Fixed fire detection and fire alarm systems (R 13)** .13 The function of the detection system shall be periodically tested to the satisfaction of the Administration of the flag State by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-2 / Part A / 9.3.2	New class B, C and D ships constructed before 01.01.2003 and existing class B ships	**Regulation II-2/A/9: Fixed fire detection and fire alarm systems (R 13)** .2 Smoke detectors to be installed in stairways, corridors and escape routes within accommodation spaces as required by paragraph.2.2 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 of the flag State having regard to the avoidance of detector insensitivity or oversensitivity.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-2 / Part A / 9.3.3	New class B, C and D ships constructed before 01.01.2003 and existing class B ships	**Regulation II-2/A/9: Fixed fire detection and fire alarm systems (R 13)** .3 Heat detectors shall be certified to operate before the temperature exceeds 78 °C but not until the temperature exceeds 54 °C, when the temperature is raised to those limits at a rate less than 1 °C per minute. At higher rates of temperature rise, the heat detector shall operate within temperature limits to the satisfaction of the Administration of the flag State having regard to the avoidance of detector insensitivity or oversensitivity.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section	New class B, C and D ships	**Regulation II-2/B/5: Fire integrity of bulkheads and decks in new ships carrying not more than 36 passengers and**	**Technical**

1. / Chapter II-2 / Part B / 5.4	carrying not more than 36 passengers and existing B class ships carrying not more than 36 passengers	**existing class B ships carrying more than 36 passengers (R 27)** .4 External boundaries which are required in Regulation II-2/B/1, paragraph.1 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries to have 'A' class integrity elsewhere in this part. Similarly, in such boundaries which are not required to have 'A' class integrity, doors may be of materials to the satisfaction of the Administration of the flag State.	
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-2 / Part B / 6.1.9.2	New class B, C and D ships constructed on or after 01.01.2003	**Regulation II-2/B/6: Means of escape (R 28)** .2 Escape doors from public spaces that are normally latched shall be fitted with a means of quick release. Such means shall consist of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the direction of escape flow. Quick release mechanisms shall be designed and installed to the satisfaction of the Administration of the flag State and, in particular: .2.1 consist of bars or panels, the actuating portion of which extends across at least one half of the width of the door leaf, at least 760 mm and not more than 1 120 mm above the deck; .2.2 cause the door latch to release when a force not exceeding 67 N is applied; and .2.3 not be equipped with any locking device, set screw or other arrangement that prevents the release of the latch when pressure is applied to the releasing device.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-2 / Part B / 6.2.1	New class B, C and D ships and existing class B ships	**Regulation II-2/B/6: Means of escape (R 28)** .1 In special category spaces the number and disposition of the means of escape both below and above the bulkhead deck shall be to the satisfaction of the Administration of the flag State and, in general, the safety of access to the embarkation deck shall be at least equivalent to that provided under paragraphs.1.1,.1.2,.1.5 and.1.6. In new class B, C and D ships constructed on or after 1 January 2003, such spaces shall be provided with designated walkways to the means of escape with a breadth of at least 600 mm, and where practicable and reasonable those designated longitudinal walkways shall raise at least 150 mm above the deck surface. The parking arrangements for the vehicles shall maintain the walkways clear at all times.	**Technical**

Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-2 / Part B / 9.1.4.3.1	New class B, C and D ships	**Regulation II-2/B/9: Ventilation systems for ships built before 1 January 2018 (R 32)** .3 short lengths of duct, not in general exceeding 0,02 m2 in sectional area nor 2 metres in length, need not be non-combustible provided that all of the following conditions are met: .1 the duct is constructed of a material of low fire risk to the satisfaction of the Administration of the flag State; ...	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-2 / Part B / 14.1.4.1	New class B, C and D ships constructed on or after 01.01.2003	**Regulation II-2/B/14: Protection of special category spaces (R 37)** .4 Patrols and detection .1 An efficient patrol system shall be maintained in special category spaces. In any such space in which the patrol is not maintained by a continuous fire watch at all times during the voyage, there shall be provided a fixed fire detection and fire alarm system of an approved type complying with the requirements of Regulation II-2/A/9. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type and the spacing and location of detectors shall be determined taking into account the effects of ventilation and other relevant factors. In new class B, C and D ships constructed on or after 1 January 2003, after being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration of the flag State.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter II-2 / Part B / 14.1.6.5	New class B, C and D ships and existing class B ships	**Regulation II-2/B/14: Protection of special category spaces (R 37)** .6 Ventilation system .5 Ventilation ducts, including dampers, shall be made of steel and their arrangement shall be to the satisfaction of the Administration of the flag State.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 1. / Chapter III / 3.3a.1	New and existing class B, C and D ships	**Regulation III/3: Emergency alarm system, public address system, assembly list and emergency instructions, radio communication personnel, operating instructions, training manual and instructions for maintenance (R 6 + 8 + 9 + 19 + 20)** .1 In accordance with the provisions in SOLAS Regulation IV/16, every ship 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	**Specific** Cabinet Regulations No.80 adopted on 24 January 2006 "Regulations Regarding the Minimum Safe Manning of Ships", as amended. Cabinet Regulation No. 895 adopted 22 November 2005 "Regulations Regarding Certification of Seafarers", para 16

		whom shall be designated to have primary responsibility for radiocommunications during distress incidents, which shall be reflected in the emergency instructions.	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.
Regulation (EU) 2020/411 / Annex I / Section 2. / Chapter II-2 / Part C / 9.2.2.4.4.	New class A, B, C and D ships constructed on or after 19.09.2021	**Regulation II-2/C/9: Containment of fire** 2.2.4.4. External boundaries which are required in Regulation II-2/C/11, paragraph 2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries to have 'A' class integrity elsewhere in this part. Similarly, in such boundaries which are not required to have 'A' class integrity, doors may be of materials to the satisfaction of the Administration of the flag State.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 2. / Chapter II-2 / Part C / 10.7.1.2.	New class A, B, C and D ships constructed on or after 19.09.2021	**Regulation II-2/C/10: Fire fighting** 7.1.2. In ships of less than 1,000 gross tonnage, the arrangements in cargo spaces shall be to the satisfaction of the Administration of the flag State, provided that the ship is fitted with steel or equivalent material hatch covers and effective means of closing all ventilators and other openings leading to the cargo spaces.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 2. / Chapter II-2	New class A, B, C and D ships constructed	**Regulation II-2/D/13:Means of escape** 3.2.6.2. Escape doors from public spaces that are normally latched shall be fitted with a means of quick release. Such means shall consist of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the	**Technical**

/ Part D / 13.3.2.6.2.	on or after 19.09.2021	direction of escape flow. Quick release mechanisms shall be designed and installed to the satisfaction of the Administration of the flag State and, in particular: .1 consist of bars or panels, the actuating portion of which extends across at least one half of the width of the door leaf, at least 760 mm and not more than 1 120 mm above the deck; ENOfficial Journal of the European Union L 83/206 19.3.2020 .2 cause the door latch to release when a force not exceeding 67 N is applied; and .3 not be equipped with any locking device, set screw or other arrangement that prevents the release of the latch when pressure is applied to the releasing device.	
Regulation (EU) 2020/411 / Annex I / Section 2. / Chapter II-2 / Part D / 13.5.1.	New class A, B, C and D ships constructed on or after 19.09.2021	**Regulation II-2/D/13:Means of escape** 5.1. In special category spaces and open ro-ro cargo spaces to which passengers can have access the number and disposition of the means of escape both below and above the bulkhead deck shall be to the satisfaction of the Administration of the flag State and, in general, the safety of access to the embarkation deck shall be at least equivalent to that provided under subparagraphs 3.2.1.1, 3.2.2, 3.2.4.1 and 3.2.4.2. Such spaces shall be provided with designated walkways to the means of escape with a breadth of at least 600 mm, and where practicable and reasonable those designated longitudinal walkways shall raise at least 150 mm above the deck surface. The parking arrangements for the vehicles shall maintain the walkways clear at all times.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 2. / Chapter II-2 / Part G / 20.3.1.4.2.	New class A, B, C and D ships constructed on or after 19.09.2021	**Regulation II-2/G/20: Protection of special category and ro-ro cargo spaces** 3.1.4. Closing appliances and ducts 3.1.4.2. Ventilation ducts, including dampers, shall be made of steel and their arrangement shall be to the satisfaction of the Administration of the flag State. Ventilation ducts that pass through horizontal zones or machinery spaces shall be 'A-60' class steel ducts constructed in accordance with subparagraphs 7.2.4.1.1 and 7.2.4.1.2 of Regulation II-2/C/9.	**Technical**
Regulation (EU) 2020/411 / Annex I / Section 2. / Chapter II-2 / Part G / 20.4.3.1.	New class A, B, C and D ships constructed on or after 19.09.2021	**Regulation II-2/G/20: Protection of special category and ro-ro cargo spaces** 4.3.1. An efficient patrol system shall be maintained in special category spaces. In any such space in which the patrol is not maintained by a continuous fire watch at all times during the voyage, there shall be provided a fixed fire detection and fire alarm system of an approved type complying with the requirements of Regulation II-2/C/7, subparagraph 2.2. The fixed	**Technical**

		fire detection system shall be capable of rapidly detecting the onset of fire. The type and the spacing and location of detectors shall be determined taking into account the effects of ventilation and other relevant factors. After being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration of the flag State.	
Regulation (EU) 2020/411 / Annex I / Section 2. / Chapter III / 2.6	New class A, B, C and D ships constructed on or after 19.09.2021	**Regulation III/2: Communication, survival craft and rescue boats, personal life-saving appliances (R 6 + 7 + 18 + 21 + 22)** A ship may be exempted from carrying a rescue boat and from the provision in footnote 4, provided the ship meets all of the following requirements: ... (b) the ship is restricted to operate within class C & D areas where it has been demonstrated to the satisfaction of the Administration of the flag State that there is a high probability that in the event of an evacuation at any point of the route, all passengers and crew can be rescued safely within the least of: — the time to prevent persons in survival craft from exposure causing hypothermia in the worst intended conditions, — the time appropriate with respect to environmental conditions and geographical features of the route, — two hours;	**Unspecific** (Every case to be specially considered)
Regulation (EU) 2020/411 / Annex I / Section 2. / Chapter III / 3.3a.1	New class A, B, C and D ships constructed on or after 19.09.2021	**Regulation III/3: Emergency alarm system, public address system, assembly list and emergency instructions, radio communication personnel, operating instructions, training manual and instructions for maintenance (R 6 + 8 + 9 + 19 + 20)** .1 In accordance with the provisions in SOLAS Regulation IV/16, every ship 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, which shall be reflected in the emergency instructions.	**Specific** Cabinet Regulations No.80 adopted on 24 January 2006 "Regulations Regarding the Minimum Safe Manning of Ships", as amended. 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.
Directive 1997/70/EC			
Directive 1997/70/EC Consolidated / Article 3 / 6		Article 3: **General requirements** 6. Marine equipment listed in Annex A.1 to Directive 96/98/EC and complying with the requirements of the latter, when placed on board a fishing vessel to comply with the provisions of this Directive, shall be automatically considered to be in conformity with such provisions, whether or not these provisions require that the equipment must be approved and subjected to tests to the satisfaction of the administration of the flag State.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7 / Reg. 726.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 1(1)		Regulation 1: **Construction** (1) Strength and construction of hull, superstructures, deckhouses, machinery casings, companionways and any other structures and vessel's equipment shall be sufficient to withstand all foreseeable conditions of the intended service and shall be to the satisfaction of the administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.1 / Reg. 48.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 2(1)		Regulation 2: **Watertight doors** (1) The number of openings in watertight bulkheads, as required by Regulation 1(3), shall be reduced to the minimum compatible with the general arrangements and operational needs of the vessel; openings shall be fitted with watertight closing appliances to the satisfaction of the administration. Watertight doors shall be of an equivalent strength to the adjacent unpierced structure.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.2 / Reg. 52.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 5(3)		Regulation 5: **Hatchways closed by wood covers** (3) Arrangements for securing wood hatchway covers weathertight shall be provided to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of

			Seagoing Fishing Vessels", Chapter 2.5 / Reg. 63.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 6(1)		Regulation 6: **Hatchways closed by covers other than wood** (1) The height above deck of hatchway coamings shall be as specified in Regulation 5(1). Where operating experience has shown justification, and on the approval by the Administration, the height of these coamings may be reduced, or the coamings omitted entirely, provided that the safety of vessels is not thereby impaired. In this case, the hatchway openings shall be kept as small as practicable and the covers be permanently attached by hinges or equivalent means and be capable of being rapidly closed and battened down, or by equally effective arrangements to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.6 / Reg. 64.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 6(5)		Regulation 6: **Hatchways closed by covers other than wood** (5) Covers shall be fitted with clamping devices and gaskets sufficient to ensure weathertightness, or other equivalent arrangements to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.6 / Reg. 68.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 9(1)		Regulation 9: **Ventilators** (1) In vessels of 45 metres in length and over, the height above deck of ventilator coamings, other than machinery space ventilator coamings, shall be at least 900 millimetres on the working deck and at least 760 millimetres on the superstructure deck. In vessels of less than 45 metres in length, the height of these coamings shall be 760 millimetres and 450 millimetres respectively. The height above deck of machinery space ventilator openings shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.9 / Reg. 73.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 9(1)		Regulation 11: **Sounding devices** (1) Sounding devices, to the satisfaction of the Administration, shall be fitted: (a) to the bilges of those compartments which are not readily accessible at all times during the voyage; and (b) to all tanks and cofferdams.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.11 / Reg. 78.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 14(6)		Regulation 14: **Freeing ports** (6) Freeing ports over 300 mm in depth shall be fitted with bars spaced not more than 230 mm nor less than 150 mm apart or provided with other suitable protective arrangements. Freeing port covers, if fitted, shall be of approved construction. If devices are considered necessary for locking freeing port covers during fishing operations, they shall be to the satisfaction of the	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.14 / Reg. 94.

		Administration and easily operable from a readily accessible position.	
Directive 1997/70/EC Consolidated / Chapter II / Reg. 14(7)		Regulation 14: **Freeing ports** (7) In vessels intended to operate in areas subject to icing, covers and protective arrangements for freeing ports shall be capable of being easily removed to restrict ice accretion. The size of openings and means provided for removal of these protective arrangements shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.14 / Reg. 95.
Directive 1997/70/EC Consolidated / Chapter II / Reg. 15		Regulation 15: **Anchor and Mooring Equipment** Anchor equipment designed for quick and safe operation shall be provided which shall consist of anchoring equipment, anchor chains or wire ropes, stoppers and a windlass or other arrangements for dropping and hoisting the anchor and for holding the vessel at anchor in all foreseeable service conditions. Vessels shall also be provided with adequate mooring equipment for safe mooring in all operating conditions. Anchor and mooring equipment shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 2.15 / Reg. 96.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 1		Regulation 1: **General** Vessels shall be so designed and constructed that the requirements of this Chapter will be satisfied in the operating conditions referred to in regulation 7. Calculations of the righting lever curves shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.1 / Reg. 119.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 2(1)(d)		Regulation 2: **Stability criteria** (1)(d) The initial metacentric height GM shall not be less than 350 mm for single deck vessels. In vessels with complete superstructure the metacentric height may be reduced to the satisfaction of the Administration but in no case shall be less than 150 mm. Reduction of the required metacentric height, allowed by a Member State, shall be subject to the procedure of Article 4 of this Directive.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.2 / Reg. 120.4.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 2(3)		Regulation 2: **Stability criteria** (3) Where ballast is provided to ensure compliance with paragraph (1), its nature and arrangement shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.2 / Reg. 122.
Directive 1997/70/EC Consolidated /		Regulation 4: **Particular fishing methods** Vessels engaged in particular fishing methods where additional external forces are imposed on the vessel during fishing	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of

Chapter III / Reg. 4		operations, shall meet the stability criteria of Regulation 2(1) increased, if necessary, to the satisfaction of the Administration.	Seagoing Fishing Vessels", Chapter 3.4 / Reg. 125.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 5		Regulation 5: **Severe wind and rolling** Vessels shall be able to withstand, to the satisfaction of the Administration, 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 / Reg. 130.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 6		Regulation 6: **Water on deck** Vessels shall be able to withstand, to the satisfaction of the Administration, 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 / Reg. 131.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 7(1)		Regulation 7: **Operating conditions** (1) The number and type of operating conditions to be considered shall be to the satisfaction of the Administration and shall include the following, as appropriate: ...	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.7 / Reg. 132.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 9(3)		Regulation 9: **Inclining test** (3) The Administration 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 Administration, 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 / Reg. 139.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 11		Regulation 11: **Portable fish-hold divisions** The catch shall be properly secured against shifting which could cause dangerous trim or heel of the vessel. The scantlings of portable fish-hold divisions, if fitted, shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.11 / Reg. 143.
Directive 1997/70/EC Consolidated / Chapter III / Reg. 12		Regulation 12: **Bow height** For vessels operating in restricted areas not more than 10 miles from the coast, the minimum bow height shall be to the satisfaction of the Administration and be determined taking into account the seasonal weather conditions, the sea states in which the vessel will operate, the type of the 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 / Reg. 145.

Directive 1997/70/EC Consolidated / Chapter III / Reg. 14		Regulation 14: **Subdivision and damage stability** Vessels of 100 m in length and over, where the total number of persons carried is 100 or more, shall be capable, to the satisfaction of the Administration, 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 / Reg. 148.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 3(1)		Regulation 3: **General** (1) Main propulsion, control, steam pipe, fuel oil, compressed air, electrical and refrigeration systems; auxiliary machinery; boilers and other pressure vessels; piping and pumping arrangements; steering equipment and gears, shafts and couplings for power transmission shall be designed, constructed, tested, installed and serviced to the satisfaction of the Administration. This machinery and equipment, as well as lifting gear, winches, fish handling and fish processing equipment shall be protected so as to reduce to a minimum any danger to persons on board. Special attention shall 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 / Reg. 150.1.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 3(9)		Regulation 3: **General** (9) Measures shall be taken to the satisfaction of the Administration to ensure that all equipment is functioning in a reliable manner in all operating conditions, including maneuvering, and that arrangements to the satisfaction of the Administration are made for regular inspections and routine tests to ensure continuous reliable operation.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.1 / Reg. 150.25.
Directive 1997/70/EC Consolidated / Annex I / Part B / Chapter IV / Reg. 3 / Paragraph (9)		Regulation 3: **General** (9) Measures shall be taken to the satisfaction of the Administration to ensure that all equipment is functioning in a reliable manner in all operating conditions, including manoeuvring, and that arrangements in accordance with the rules of a recognised organisation are made for regular inspections and routine tests to ensure continuous reliable operation.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 3.12 / Reg. 150.25.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 3(10)		Regulation 3: **General** (10) Vessels shall be provided with documentary evidence to the satisfaction of the Administration 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", Chapter 4.1 / Reg. 151.
Directive 1997/70/EC Consolidated /		Regulation 8: **Wheelhouse control of propulsion machinery** (1) Where remote control of propulsion machinery is provided from the wheelhouse, the following shall apply:	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006

Chapter IV / Reg. 8(1)(b)		... (b) the remote control referred to in sub-paragraph (a) shall be performed by means of a control device to the satisfaction of the Administration with, where necessary, means of preventing overload of the propulsion machinery;	"Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.5 / Reg. 172.2.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 10(4)		Regulation 10: **Arrangements for fuel oil, lubricating oil and other flammable oils** (4) Subject to the satisfaction of the Administration, fuel oil pipes which, if damaged, would allow oil to escape from a storage, settling or daily service tank situated above the double bottom, shall 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. In the special case of deep tanks situated in any shaft or pipe tunnel or similar space, valves on the tank shall be fitted but control in the event of fire may be effected by means of an additional valve on the pipe or pipes outside the tunnel or similar space. If such additional valve is fitted in the machinery space, it shall be capable of being operated outside this space.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.7 / Reg. 187.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 10(7)(a)		Regulation 10: **Arrangements for fuel oil, lubricating oil and other flammable oils** (7)(a) Fuel oil pipes and their valves and fittings shall be steel or other equivalent material, provided that restricted use of flexible pipes may be permitted in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be of adequate strength and shall, to the satisfaction of the Administration, be constructed of approved fire-resistant materials or have fire-resistant coatings.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.7 / Reg. 190.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 10(10)		Regulation 10: **Arrangements for fuel oil, lubricating oil and other flammable oils** (10) The arrangements for the storage, distribution and use of oil employed in pressure lubrication systems shall be to the satisfaction of the Administration. Such arrangements in machinery spaces of category A and, wherever practicable, in other machinery spaces shall at least comply with the provisions of paragraphs (1), (3), (6) and (7) and, in so far as the Administration may consider necessary, with paragraphs (2) and (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 / Reg. 194.
Directive 1997/70/EC		Regulation 10: **Arrangements for fuel oil, lubricating oil and other flammable oils**	**Specific**

Consolidated / Chapter IV / Reg. 10(11)		(11) The arrangements for the storage, distribution and use of flammable oils employed under pressure in power transmission systems other than oils referred to in paragraph (10) in control and activating systems and heating systems shall be to the satisfaction of the Administration. In locations where means of ignition are present, such arrangements shall at least comply with the provisions of paragraphs (2) and (6) and with the provisions of paragraphs (3) and (7) in respect of strength and construction.	Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.7 / Reg. 195.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 11(3)		Regulation 11: **Bilge pumping arrangements** (3) 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 paragraph (2)(a), provided this arrangement is to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.8 / Reg. 203.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 13		Regulation 13: **Steering gear** (1) Vessels shall be provided with a main steering gear and an auxiliary means of actuating the rudder to the satisfaction of the Administration. The main steering gear and the auxiliary means of actuating the rudder shall 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 / Reg. 209.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 15(1)		Regulation 15: **Refrigeration systems for the preservation of the catch** (1) Refrigeration systems shall be so designed, constructed, tested and installed as to take account of the safety of the system and also the emission of chlorofluorocarbons (CFCs) or any other ozone-depleting substances from the refrigerant held in quantities or concentrations which are hazardous to human health or to the environment, and shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.11 / Reg. 221.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 15(2)		Regulation 15: **Refrigeration systems for the preservation of the catch** (2) Refrigerants to be used in refrigeration systems shall be to the satisfaction of the Administration. However, methylchloride or CFCs whose ozone-depleting potential is higher than 5% of CFC-11 shall not be used as refrigerants.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.1.11 / Reg. 222.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 17(1)		Regulation 17: **Emergency source of electrical power** (1) A self-contained emergency source of electrical power located, to the satisfaction of the Administration, outside the machinery spaces shall be provided and so arranged as to ensure its functioning in the event of fire or other causes of failure of the main electrical installations.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.2 / Reg. 237.

Directive 1997/70/EC Consolidated / Chapter IV / Reg. 17(4)(a)		Regulation 17: **Emergency source of electrical power** (4)(a) Where the emergency source of electrical power is a generator, it shall be provided both with an independent fuel supply and with efficient starting arrangements to the satisfaction of the Administration. Unless a second independent means of starting the emergency generator is provided the single source of stored energy shall be protected to preclude its complete depletion by the automatic starting system.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.2 / Reg. 241.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 18(2)		Regulation 18: **Precautions against shock, fire and other hazards of electrical origin** (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 attendants. The sides and backs and, where necessary, the fronts 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 on the front of such switchboards. There shall be non-conducting mats or gratings at the front and rear, where necessary.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.3 / Reg. 248.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 18(3)(c)		Regulation 18: **Precautions against shock, fire and other hazards of electrical origin** (3)(c) Where the hull return system is used, all final subcircuits (all circuits fitted after the last protective device) shall be two-wire and special precautions shall be taken to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.3 / Reg. 254.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 18(4)(c)		Regulation 18: **Precautions against shock, fire and other hazards of electrical origin** (4)(c) Distribution systems which are supplied at a voltage not exceeding 250 V direct current or 250 V root mean square, between conductors and which are limited in extent, may comply with subparagraph (a), subject to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.3 / Reg. 257.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 18(5)(d)		Regulation 18: **Precautions against shock, fire and other hazards of electrical origin** (5)(d) Where cables which are installed in spaces where the risk of fire or explosion exists in the event of an electrical fault, special precautions against such risks shall be taken to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.2.2.3 / Reg. 261.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 18(9)(a)		Regulation 18: **Precautions against shock, fire and other hazards of electrical origin** (5)(a) The housing of an accumulator battery shall be constructed and ventilated to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of

			Seagoing Fishing Vessels", Chapter 4.2.2.3 / Reg. 269.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 19(8)		Regulation 19: **Fire safety** (8) A fixed fire-extinguishing system shall be provided to the satisfaction of the Administration, which shall be in compliance with the requirements of regulations V/22 and V/40.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.4.1 / Reg. 297.
Directive 1997/70/EC Consolidated / Chapter IV / Reg. 23(1)(a)		Regulation 23: **Special requirements for machinery, boiler and electrical installations** (1) In vessels of 75 m in length and over, the main source of electrical power shall be supplied as follows: (a) where the electrical power can normally be supplied by one generator, there shall be provided suitable load shedding arrangements to ensure the integrity of supplies to services required for propulsion and steering. To cover the case of loss of the generator in operation, there shall be adequate provisions for automatic starting and connecting to the main switchboard of a stand-by generator of sufficient capacity to permit propulsion and steering and with automatic restarting of the essential auxiliaries including, where necessary, sequential operations. Means may be provided to the satisfaction of the Administration for remote (manual) starting and connection of the stand-by generator to the main switchboard as well as means of repeated remote starting of essential auxiliaries; and	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 4.4.5 / Reg. 312.1.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 2(1)		Regulation 2: **Definitions** (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.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 1 / Reg. 2.51.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 2(9)		Regulation 2: **Definitions** (9) 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.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 1 / Reg. 2.60.
Directive 1997/70/EC Consolidated /		Regulation 3: **Structure** (2) The insulation of aluminium alloy components of "A" or "B" class divisions, except structures which, in the opinion of the	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006

Chapter V / Reg. 3(2)		Administration, are 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.	"Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.1 / Reg. 321.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 7(2) / Note f to table 1 & 2		Regulation 7: **Fire integrity of bulkheads and decks** [f] Fire insulation need not be fitted if the machinery space in category (7), in the opinion of the Administration, has little or no fire risk.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Annex 12 / Note f to table 1 and 2
Directive 1997/70/EC Consolidated / Chapter V / Reg. 7(5)		Regulation 7: **Fire integrity of bulkheads and decks** (5) External boundaries which are required by regulation 3(1) to be of steel or equivalent material may 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 Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.5 / Reg. 336.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 8(3)(a)		Regulation 8: **Details of construction** (3)(a) 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 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 vapour.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.6 / Reg. 337.3.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 9(1)(a)(i)		Regulation 9: **Ventilation systems** (1) (a) Ventilation ducts shall 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: (i) these ducts shall be of a material which, to the satisfaction of the Administration, 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 / Reg. 338.1.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 9(1)(b)(i)		Regulation 9: **Ventilation systems** (1) (b) Where the ventilation ducts with a free cross-sectional area exceeding 0.02 m2 pass through "A" class bulkheads or decks, the openings shall be lined with a steel sheet sleeve unless the ducts passing through the bulkheads or decks are of steel in the vicinity	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of

		of passage through the deck or bulkhead and comply in that portion of the duct with the following: (i) for ducts with a free cross-sectional area exceeding 0.02 m^2, the sleeves shall have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length shall preferably be divided evenly on each side of the bulkhead. Ducts with a free cross-sectional area exceeding 0.02 m^2 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;	Seagoing Fishing Vessels", Chapter 5.2.7 / Reg. 339.1.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 9(1)(f)		Regulation 9: **Ventilation systems** (f) 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 openings on to, an open deck, or where local closing arrangements are equally effective.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.7 / Reg. 343.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 10(4)		Regulation 10: **Heating installations** (4) Where gaseous fuel is used for domestic purposes, the arrangements, storage, distribution and use of the fuel shall be to the satisfaction of the Administration and in accordance with regulation 12.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.8 / Reg. 352.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 12(4)		Regulation 12: **Storage of gas cylinders and dangerous materials** (4) Except as necessary for service within the space, electrical wiring and fittings shall not be permitted within compartments used for the storage of highly flammable liquids or liquefied gases. Where such electrical fittings are installed, they shall be to the satisfaction of the Administration for use in a flammable atmosphere. Sources of heat shall be kept clear of such spaces and "No smoking" and "No naked light" notices shall 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 / Reg. 369.
Directive 1997/70/EC Consolidated /		Regulation 13: **Means of escape** (1) Stairways and ladders leading to and from all accommodation spaces and in spaces in which the crew is normally employed, other	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006

Chapter V / Reg. 13(1)(e)		than machinery spaces, shall 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: (e) the width and continuity of the means of escape shall be to the satisfaction of the Administration.	"Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.11 / Reg. 371.4.
Directive 1997/70/EC Consolidated / (I(B)) / Chapter V / Reg. 13(1)(e)		Regulation 13: **Means of escape** (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, shall 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: (e) the continuity of the means of escape shall be to the satisfaction of the Administration. Stairways and corridors used as means for escape shall be not less than 700 mm in clear width and shall have a handrail on at least one side. Doorways which give access to a stairway shall be not less than 700 mm in clear width.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.11 / Reg. 371.4.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 13(2)(a)		Regulation 13: **Means of escape** (2) Two means of escape shall be provided from every machinery space of category A by one of the following means: (a) 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. However, the Administration may not require such shelter if, due to special arrangements or dimensions of the machinery space, a safe escape route from the lower part of this space is 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; or	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.11 / Reg. 372.1.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 13(3)		Regulation 13: **Means of escape** (3) 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.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.11 / Reg. 373.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 14(2)(a)		Regulation 14: **Automatic sprinkler and fire alarm and fire detection systems (Method IIF)** (2)(a) The 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	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of

		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 kept charged at the necessary pressure and shall have provision for a continuous supply of water as required in paragraph (6)(b).	Seagoing Fishing Vessels", Chapter 5.2.12 / Reg. 378.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 14(4)		Regulation 14: **Automatic sprinkler and fire alarm and fire detection systems (Method IIF)** (4) Sprinklers shall be placed in an overhead position and spaced in a suitable pattern to maintain an average application rate of not less than 5 l/m2/min over the nominal area covered by the sprinklers. Alternatively, the Administration may permit the use of sprinklers providing such quantity of water suitably distributed as has been shown to the satisfaction of the Administration 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 / Reg. 385.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 14(11)		Regulation 14: **Automatic sprinkler and fire alarm and fire detection systems (Method IIF)** (11) Spare sprinkler heads shall be provided for each section of sprinklers to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.12 / Reg. 399.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 15(4)		Regulation 15: **Automatic sprinkler and fire alarm and fire detection systems (Method IIIF)** (4) The system shall be operated by an abnormal air temperature, by an abnormal concentration of smoke or by other factors indicative of incipient fire in any one of the spaces to be protected. Systems which are sensitive to air temperature shall not operate at less than 54°C and shall operate at a temperature not greater than 78°C when the temperature increase to those levels is not more than 1°C per minute. At the discretion of the Administration, the permissible temperature of operation may be increased to 30°C above the maximum deckhead temperature in drying rooms and similar places of normally high ambient temperature. Systems which are sensitive to smoke concentration shall operate on the reduction of the intensity of a transmitted light beam by an amount to be determined by the Administration. Other equally effective methods of operation may be accepted at the discretion of the Administration. The detection system shall not be used for any purpose other than fire detection.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.13 / Reg. 404.
Directive 1997/70/EC		Regulation 15: **Automatic sprinkler and fire alarm and fire detection systems (Method IIIF)**	**Specific**

Consolidated / I(B) / Chapter V / Reg. 15(4)		(4) The system shall be operated by an abnormal air temperature, by an abnormal concentration of smoke or other factors indicative of incipient fire in any one of the spaces to be protected. Systems which are sensitive to air temperature shall not operate at less than 54 °C and shall operate at a temperature not greater than 78 °C when the temperature increase to those levels is not more than 1 °C per minute. At the discretion of the Administration the permissible temperature of operation may be increased to 30 °C above the maximum deckhead temperature in drying rooms and similar places of normally high ambient temperature. Systems which are sensitive to smoke concentration shall operate on the reduction of the intensity of a transmitted light beam. 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. Other equally effective methods of operation may be accepted at the discretion of the Administration. The detection system shall not be used for any purpose other than fire detection.	Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.13 / Reg. 404.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 15(9)		Regulation 15: **Automatic sprinkler and fire alarm and fire detection systems (Method IIIF)** (9) Spare detector heads shall be provided for each section of detectors, to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.13 / Reg. 410.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 16		Regulation 16: **Fixed fire-extinguishing arrangements in cargo spaces of high fire risk** Cargo spaces of high fire risk shall be protected by a fixed gas fire-extinguishing system or by a fire-extinguishing system which gives equivalent protection, to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.9 / Reg. 365.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 17(2)		Regulation 17: **Fire pumps** (2) If a fire in any one compartment could put all the fire pumps out of action, there shall be an alternative means of providing water for fire-fighting. In vessels of 75 m in length and over, this alternative means shall be a fixed emergency fire pump independently driven. This emergency fire pump shall be capable of supplying two jets of water, to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.14 / Reg. 413.
Directive 1997/70/EC Consolidated /		Regulation 17: **Fire pumps** (3)(b) Each of the required fire pumps other than any emergency pump shall have a capacity of not less than 40% of the total	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006

Chapter V / Reg. 17(3)(b)		capacity of fire pumps required by subparagraph (a) and shall, in any event, be capable of delivering at least the jets of water required by regulation 19(2)(a). These fire pumps shall be capable of supplying the fire main systems under the required conditions. Where more than two pumps are installed, the capacity of such additional pumps shall be to the satisfaction of the Administration.	"Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.14 / Reg. 415.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 19(5)(a)		Regulation 19: **Fire hydrants, fire hoses and nozzles** (5(a) Standard nozzle sizes shall 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.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.16 / Reg. 431.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 20(2)		Regulation 20: **Fire extinguishers** (2) Spare charges shall be provided to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.17 / Reg. 435.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 20(3)		Regulation 20: **Fire extinguishers** (3) Fire extinguishers containing an extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use, gives off toxic gases in such quantities as to endanger persons shall not be permitted.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.17 / Reg. 436.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 21(1)		Regulation 21: **Portable fire extinguishers in control stations and accommodation and service spaces** (1) At least five approved portable fire extinguishers shall be provided in control stations and accommodation and service spaces, to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.18 / Reg. 439.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 21(2)		Regulation 21: **Portable fire extinguishers in control stations and accommodation and service spaces** (2) Spare charges shall be provided to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.18 / Reg. 440.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 22(1)(a)		Regulation 22: **Fire-extinguishing appliances in machinery spaces** (1)(a) Spaces containing oil-fired boilers or fuel oil units shall be provided with one of the following fixed fire-extinguishing systems, to the satisfaction of the Administration:	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of

		(i) a pressure water-spraying installation; (ii) a fire-smothering gas installation; (iii) a fire-extinguishing installation using vapours from low toxicity vapourizing liquids; or (iv) a fire-extinguishing installation using high expansion foam. Where the engine and boiler rooms are not entirely separate, or if fuel oil can drain from the boiler room into the engine-room, the combined engine and boiler rooms shall be considered as one compartment.	Seagoing Fishing Vessels", Chapter 5.2.19 / Reg. 442.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 22(1)(c)		Regulation 22: **Fire-extinguishing appliances in machinery spaces** (1)(c) Every boiler room shall be provided with at least one set of portable air-foam equipment to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.19 / Reg. 444.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 22(2)(b)		Regulation 22: **Fire-extinguishing appliances in machinery spaces** (2) 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, shall be provided with the following arrangements: ... (b) at least one set of portable air-foam equipment to the satisfaction of the Administration; and	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.19 / Reg. 447.2.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 22(4)		Regulation 22: **Fire-extinguishing appliances in machinery spaces** (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 (1), (2) and (3), there shall 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.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.19 / Reg. 449.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 22(5)		Regulation 22: **Fire-extinguishing appliances in machinery spaces** (5) Where fixed fire-extinguishing systems not required by this part are installed, such systems shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.19 / Reg. 450.
Directive 1997/70/EC Consolidated /		Regulation 24: **Fireman's outfits** (1) At least two fireman's outfits shall be carried to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006

Chapter V / Reg. 24(1)			"Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.21 / Reg. 457.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 25		Regulation 25: **Fire control plan** There shall be a permanently exhibited fire control plan to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.2.21 / Reg. 459.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 28(2)(a)		Regulation 28: **Structural fire protection** (2)(a) 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 shall 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 shall be constructed to "A-0" class standard. Decks and bulkheads separating control stations from accommodation and service spaces shall be constructed to "A" class standard, insulated to the satisfaction of the Administration, except that an Administration 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 / Reg. 463.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 28(7)(b)		Regulation 28: **Structural fire protection** (7)(b) In vessels, the hull of which is constructed of non-combustible materials, the decks and bulkheads referred to in subparagraph (a) shall be "A" class divisions insulated to the satisfaction of the Administration, having in mind the risk of fire, except that the Administration may accept "B-15'" class divisions between a 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 / Reg. 472.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 32(4)		Regulation 32: **Storage of gas cylinders and dangerous materials** (4) Except as necessary for service within the space, electrical wiring and fittings shall not be permitted within compartments used for the storage of highly flammable liquids or liquefied gases. Where such electrical fittings are installed, they shall be to the satisfaction	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.5 / Reg. 505.

		of the Administration for use in a flammable atmosphere. Sources of heat shall be kept clear of such spaces and "No smoking" and "No naked light" notices shall be displayed in a prominent position.	
Directive 1997/70/EC Consolidated / Chapter V / Reg. 33(1)(e)		Regulation 33: **Means of escape** (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, shall 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: (e) the width and continuity of the means of escape shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.6 / Reg. 507.6.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 35(4)		Regulation 35: **Fire pumps** (4) Vessels not fitted with a power-operated emergency fire pump and without a fixed fire-extinguishing system in the machinery spaces shall be provided with additional fire-extinguishing means to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.7 / Reg. 517.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 35(10)		Regulation 35: **Fire pumps** (10) Where power-operated emergency fire pumps are delivering the maximum quantity of water through the jet required by regulation 37(1), the pressure maintained at any hydrant shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.7 / Reg. 523.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 38(2)		Regulation 38: **Fire extinguishers** (2) Spare charges shall be provided to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.10 / Reg. 538.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 38(3)		Regulation 38: **Fire extinguishers** (3) Fire extinguishers containing an extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use, gives off toxic gases in such quantities as to endanger persons shall not be permitted.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.10 / Reg. 539.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 39(2)		Regulation 39: **Portable fire extinguishers in control stations and accommodation and service spaces** (2) Spare charges shall be provided to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.11 / Reg. 543.

Directive 1997/70/EC Consolidated / Chapter V / Reg. 40(1)(a)		Regulation 40: **Fire-extinguishing appliances in machinery spaces** (1)(a) Spaces containing oil-fired boilers, fuel oil units or internal combustion machinery having a total power output of not less than 750 kW shall be provided with one of the following fixed fire-extinguishing systems, to the satisfaction of the Administration: (i) a pressure water-spraying installation; (ii) a fire-smothering gas installation; (iii) a fire-extinguishing installation using vapours from low toxicity vapourizing liquids; or (iv) 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 / Reg. 545.
Directive 1997/70/EC Consolidated / (II,IV) / Chapter V / Reg. 40(1)(a)		Regulation 40: **Fire-extinguishing appliances in machinery spaces** (1)(a) Spaces containing oil-fired boilers, fuel oil units or internal combustion machinery having a total power output of not less than 375 kilowatts shall be provided with one of the following fixed fire-extinguishing systems, to the satisfaction of the Administration: (i) a pressure water-spraying installation; (ii) a fire-smothering gas installation; (iii) a fire-extinguishing installation using vapours from low toxicity vapourizing liquids; or (iv) 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 / Reg. 545.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 41		Regulation 41: **Fireman's outfits** The number of fireman's outfits and their location shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.13 / Reg. 552.
Directive 1997/70/EC Consolidated / Chapter V / Reg. 42		Regulation 42: **Fire control plan** There shall be a permanently exhibited fire control plan to the satisfaction of the Administration. In small vessels, the Administration may dispense with this requirement.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 5.3.13 / Reg. 553.
Directive 1997/70/EC Consolidated / Chapter VI / Reg. 3(2)		Regulation 3: **Bulwarks, rails and guards** (2) The minimum vertical distance from the deepest operating waterline to the lowest point of the top of the bulwark, or to the edge of the working deck if guard rails are fitted shall ensure adequate protection of the crew from water shipped on deck, taking into account the sea states and the weather conditions in which the vessel may operate, the areas of operation, type of vessel and its	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 6.3 / Reg. 641.

		method of fishing and shall be to the satisfaction of the Administration.	
Directive 1997/70/EC Consolidated / Chapter VI / Reg. 3(4)		Regulation 3: **Bulwarks, rails and guards** (4) Means to the satisfaction of the Administration, such as guard rails, lifelines, gangways or underdeck passages, shall be provided to protect the crew in moving between accommodation, machinery and other working spaces. Storm rails shall be fitted, as necessary to the outside of all deckhouses and casings to secure safety of passage or work for the crew.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 6.3 / Reg. 643.
Directive 1997/70/EC Consolidated / Chapter VI / Reg. 4		Regulation 4: **Stairways and ladders** For the safety of the crew, stairways and ladders of adequate size and strength with handrails and non-slip treads shall be provided to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 6.4 / Reg. 646.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 3(2)(b)		Regulation 3: **Evaluation, testing and approval of life-saving appliances and arrangements** (2) Before giving approval to life-saving appliances and arrangements, the Administration shall ensure that such life-saving appliances and arrangements: ... (b) have successfully undergone, to the satisfaction of the Administration, 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 / Reg. 728.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 3(3)(b)		Regulation 3: **Evaluation, testing and approval of life-saving appliances and arrangements** (3) Before giving approval to novel life-saving appliances or arrangements, the Administration shall ensure that such appliances or arrangements: ... (b) have successfully undergone, to the satisfaction of the Administration, 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 / Reg. 729.2.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 3(6)		Regulation 3: **Evaluation, testing and approval of life-saving appliances and arrangements** (6) Life-saving appliances required by this chapter, for which detailed specifications are not included in part C, shall be to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.1 / Reg. 726.
Directive 1997/70/EC		Regulation 3: **Evaluation, testing and approval of life-saving appliances and arrangements**	**Specific**

Consolidated / Chapter VII / Reg. 3(6)		(6) Life-saving appliances required by this chapter for which detailed specifications are not included in part C shall be to the satisfaction of the Administration, taking into consideration the detailed specifications as given for those appliances in Chapter III of SOLAS 1974, as amended, and in the IMO International Life-Saving Appliance Code.	Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.1 / Reg. 726.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 6(4)(a)		Regulation 6: **Availability and stowage of survival craft and rescue boats** (4)(a) Survival craft shall be stowed to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.2.2 / Reg. 746.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 9(4)		Regulation 9: **Immersion suits and thermal protective aids** (4) The requirements of paragraphs (2) and (3) do not apply to vessels constantly engaged in warm climates, where, in the opinion of the Administration, immersion suits and thermal protective aids are unnecessary.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.2.2 / Reg. 760.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 12(1)		Regulation 12: **Distress signals** (1) Every vessel shall be provided, to the satisfaction of the Administration, with means of making effective distress signals by day and by night, including at least 12 rocket parachute flares complying with the requirements of regulation 29.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.2.5 / Reg. 768.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 17(6)(b)		Regulation 17: **General requirements for lifeboats** (6) Lifeboat propulsion (b) The engine shall be provided with either a manual starting system, or a power starting system with two independent rechargeable energy sources. Any necessary starting aids shall also be provided. The engine starting systems and starting aids shall start the engine at an ambient temperature of -15°C within 2 min of commencing the start procedure unless, in the opinion of the Administration having regard to the particular voyages in which the vessel carrying the lifeboat is constantly engaged, a different temperature is appropriate. The starting systems shall not be impeded by the engine casing, thwarts or other obstructions.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.2.5 / Reg. 806.
Directive 1997/70/EC Consolidated / Chapter VII /		Regulation 17: **General requirements for lifeboats** (8) Lifeboat equipment ... (xxxii) in the case of vessels engaged on voyages of such a nature and duration that, in the opinion of the Administration, the items	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of

Reg. 17(8)(b)(xxxii)		specified in subparagraphs (xii) and (xxvi) are unnecessary, the Administration may allow these items to be dispensed with.	Seagoing Fishing Vessels", Chapter 7.2.5 / Reg. 831.32.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 23(1)(d)		Regulation 23: **Rescue boats** (1) General requirements ... (d) Rescue boats which are a combination of rigid and inflated construction shall comply with the appropriate requirements of this regulation to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.3.9 / Reg. 918.
Directive 1997/70/EC Consolidated / Chapter VII / Reg. 23(3)(h)		Regulation 23: **Rescue boats** (3) Additional requirements for inflated rescue boats ... (h) Underneath the bottom and on vulnerable places on the outside of the inflated rescue boat, rubbing strips shall be provided to the satisfaction of the Administration.	**Specific** Cabinet Regulation No. 248 adopted on 28 March 2006 "Regulations on the Safety of Seagoing Fishing Vessels", Chapter 7.3.10 / Reg. 936.
Directive 1997/70/EC Consolidated / Chapter IX / Reg. 13(2)		Regulation 13: **Performance standards** (2) Equipment installed prior to the dates of application prescribed by regulation 1 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.	**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 / Reg. 109.
Directive 1997/70/EC Consolidated / Chapter IX / Reg. 15		Regulation 15: **Radio personnel** Every vessel 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"
Directive 1997/70/EC Consolidated / Chapter IX / Reg. 16		Regulation 16: **Radio records** 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.
Directive 1997/70/EC Consolidated / Chapter X / Reg. 3(1)(iii)		Regulation 3: **Shipborne navigational equipment** (1)(a) Vessels of 24 m in length and over shall be fitted with: ... (iii) adequate means of communication between the standard compass position and the normal navigation control position to the satisfaction of the Administration; and	**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 / Reg. 91.3.
Directive 1997/70/EC Consolidated / Chapter X / Reg. 3(6)		Regulation 3: **Shipborne navigational equipment** (6) Vessels of 45 m in length and over constructed on or after 1 September 1984 and vessels of 75 m in length and over constructed before 1 September 1984 shall be fitted with a radar installation. From 1 February 1995, the radar installation shall be capable of operating in the 9 GHz frequency band. In addition, after 1 February 1995, vessels of 35 m in length and over shall be fitted with a radar installation capable of operating in the 9 GHz frequency band. Vessels of 35 m in length and over but less than 45 m may be exempted from compliance with the requirements of paragraph (16) at the discretion of the Administration, provided that the equipment is fully compatible with the radar transponder for search and rescue.	**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 / Reg. 99.
Directive 1997/70/EC Consolidated / Chapter X / Reg. 3(7)		Regulation 3: **Shipborne navigational equipment** (7) In vessels of less than 35 m in length where radar is fitted, the installation shall be to the satisfaction of the Administration.	**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 / Reg. 77.
Directive 1997/70/EC Consolidated / Chapter X / Reg. 3(10)		Regulation 3: **Shipborne navigational equipment** (10) Vessels of less than 45 m in length shall be provided with suitable means to the satisfaction of the Administration for determining the depth of water under the vessel.	**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 / Reg. 103.
Directive 1997/70/EC Consolidated /		Regulation 3: **Shipborne navigational equipment** (16) All equipment fitted in compliance with this regulation shall be of a type approved by the Administration. Equipment installed on board vessels on or after 1 September 1984 shall conform to	**Specific** Cabinet Regulation No. 30 adopted on 12 January 2016 "Regulations Regarding the Use and

Chapter X / Reg. 3(16)		appropriate performance standards not inferior to those adopted by the Organization.[62] Equipment fitted prior to the adoption of related performance standards may be exempted from full compliance with those standards at the discretion of the Administration, having due regard to the recommended criteria which the Organization might adopt in connection with the standards concerned.	Maintenance of Ship's Radio and Navigation Equipment", Chapter 6.3 / Reg. 109.
Directive 1997/70/EC Consolidated / Chapter X / Reg. 3 (III(Northern))		Regulation 3: **Shipborne navigational equipment** Notwithstanding the provisions of Regulation X/3(7), every vessel of 24 metres in length and over shall be fitted with a radar installation to the satisfaction of the Administration. This radar installation shall be capable of operating in the 9 GHz band.	**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 / Reg. 77.
Directive 1997/70/EC Consolidated / Chapter X / Reg. 4		Regulation 4: **Nautical instruments and publications** 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 Administration, shall 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 / Reg. 82.[1].
Directive 1997/70/EC Consolidated / Chapter X / Reg. 5(3)		Regulation 5: **Signalling equipment** (3) All vessels which, in accordance with the present Protocol, are required to carry radio installations shall carry the International Code of Signals. This publication shall also be carried by any other vessel which, in the opinion of the Administration, has a need to use it.	**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 / Reg. 73
Directive 1997/70/EC Consolidated / Chapter X / Reg. 6(3)		Regulation 6: **Navigation bridge visibility** (3) On vessels of unconventional design, which in the opinion of the Administration cannot comply with this regulation, arrangements shall be provided to achieve a level of visibility that is as near as practicable to that prescribed in this regulation.	**Specific** Cabinet Regulation No. 30 adopted on 12 January 2016 "Regulations Regarding the Use and Maintenance of Ship's Radio and Navigation Equipment", Chapter 6.3.2 / Reg. 115