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**SHIPPING NOTICE 02/2020**

# INTERNATIONAL MARITIME ORGANIZATION (IMO) CONVENTIONS: GUIDANCE AND INSTRUCTION ON ARRANGEMENTS "*TO THE SATISFACTION OF THE ADMINISTRATION*"

**To:** OWNERS, MANAGERS and RECOGNIZED ORGANIZATIONS of CAYMAN ISLANDS SHIPS

## 1. BACKGROUND

1.1 International Maritime Organization (IMO) conventions (i.e. SOLAS, MARPOL, Load Line, and COLEGs) have a number of rules and regulations which do not prescribe arrangements but there remains a specific requirement for that the arrangement be '*to the satisfaction of the Administration'*.

## 2. PURPOSE

2.1 The purpose of this shipping notice is to provide guidance or instruction on arrangements that are to be '*to the satisfaction of the Administration'*.

## 3. CAYMAN ISLANDS SHIPPING REGISTRY (CISR) REQUIREMENTS

3.1 CISR requirements are provided in **Annex A**

3.2 Through the 'Red Ensign Group (REG) Technical Forum; CISR collaborates with the other members in order to provide unified guidance and instructions when possible.

## 4. ACCEPTANCE ON A ‘CASE BY CASE’ BASIS

4.1 Whilst the purpose of this shipping notice is to provide guidance or instruction on arrangements that are to be ‘*to the satisfaction of the Administration’* it is recognized that this is not appropriate to provide prescriptive guidance or instruction for all requirements due to the number of factors that have to be taken into consideration. In such cases the technical justification for acceptance will be considered by CISR on a ‘case by case’ basis’; for delegated items these should be supported by the Recognized Organization in the first instance.

## Annex A

| SOLAS | | | | |
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| **Chapter** | **Reg.** | **Reg Title** | **Paragraph Text** | **CISR Requirements** |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 3-6 | Access to and within Spaces in, and forward of, the Cargo Area of Oil Tankers and Bulk Carriers | 2.3 The construction and materials of all means of access and their attachment to the ship's structure shall be to the satisfaction of the Administration. The means of access shall be subject to survey prior to, or in conjunction with, its use in carrying out surveys in accordance with regulation I/10. | Compliance with Class Rules of CISR recognized IACS member.<br><br>IACS UI 190 recognized. |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 3-6 | Access to and within Spaces in, and forward of, the Cargo Area of Oil Tankers and Bulk Carriers | 5.3 For oil tankers of less than 5,000 tonnes deadweight, the Administration may approve, in special circumstances, smaller dimensions for the openings referred to in paragraphs 5.1 and 5.2, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration. | CISR will determine if this is acceptable on a case by case basis and will need to be verified by a practicable demonstration. |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 5 | Intact Stability | 2 The Administration may allow the inclining test of an individual cargo ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data, as required by regulation 5-1. A | CISR will consider dispensing with this on a case by case basis under the circumstances stated.<br><br>Sister ship shall be built by the same yard from the same plans (MSC/Circ.1158). |

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| | | | weight survey shall be carried out upon completion and the ship shall be inclined whenever in comparison with the data derived from the sister ship, a deviation from the lightship displacement exceeding 1% for ships of 160 m or more in length and 2% for ships of 50 m or less in length and as determined by linear interpolation for intermediate lengths or a deviation from the lightship longitudinal centre of gravity exceeding 0.5% of Ls is found. | |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 15 | Openings in the Shell Plating below the Bulkhead Deck of Passenger Ships and the Freeboard Deck of Cargo Ships | 2 The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and generally to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 15 | Openings in the Shell Plating below the Bulkhead Deck of Passenger Ships and the Freeboard Deck of Cargo Ships | 8.5 All shell fittings and valves required by this regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |

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| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 16 | Construction and Initial Tests of Watertight Doors, Sidescuttles, etc. | 1.1 the design, materials and construction of all watertight doors, sidescuttles, gangway and cargo ports, valves, pipes, ash-chutes and rubbish-chutes referred to in these regulations shall be to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 16-1 | Construction and Initial Tests of Watertight Decks, Trunks, etc. | 1 Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck in passenger ships and up to the freeboard deck in cargo ships. | Compliance with Class Rules of CISR recognized IACS member |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 20 | Loading of Passenger Ships | 2 Water ballast should not in general be carried in tanks intended for oil fuel. In ships in which it is not practicable to avoid putting water in oil fuel tanks, oily-water separating equipment to the satisfaction of the Administration shall be fitted, or other alternative means, such as discharge to shore facilities, acceptable to the Administration shall be provided for disposing of the oily-water ballast. | The carriage of water ballast in fuel tanks is not permitted on CISR ships |

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| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 29 | Steering Gear | 1 Unless expressly provided otherwise, every ship shall be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the Administration. The main steering gear and the auxiliary steering gear shall be so arranged that the failure of one of them will not render the other one inoperative. | Apply MSC.1/Circ.1398 - Unified Interpretation of SOLAS Regulation II-1/29 concerning mechanical, hydraulic and electrical independency and failure detection and response of steering control systems. |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 29 | Steering Gear | 2.1 All the steering gear components and the rudder stock shall be of sound and reliable construction to the satisfaction of the Administration. Special consideration shall be given to the suitability of any essential component which is not duplicated. Any such essential component shall, where appropriate, utilize antifriction bearings such as ball-bearings, roller-bearings or sleeve-bearings which shall be permanently lubricated or provided with lubrication fittings. | Compliance with Class Rules of CISR recognized IACS member |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 29 | Steering Gear | 6.3 Steering gears, other than of the hydraulic type, shall achieve standards equivalent to the requirements of this paragraph to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |

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| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 41 | Main Source of Electrical Power and Lighting Systems | 4 Where the total installed electrical power of the main generating sets is in excess of 3 MW, the main busbars shall be subdivided into at least two parts which shall normally be connected by removable links or other approved means; so far as is practicable, the connection of generating sets and any other duplicated equipment shall be equally divided between the parts. Equivalent arrangements may be permitted to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 42 | Emergency Source of Electrical Power in Passenger Ships | 1.3 The location of the emergency source of electrical power and associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency electric lighting switchboards in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery | Class to verify during plan appraisal that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. To be verified by |

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| | | | space of category A will not interfere with the supply, control and distribution of emergency electrical power. As far as practicable, the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, or the main switchboard. | simulation during vessel commissioning. |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 43 | Emergency Source of Electrical Power in Cargo Ships | 1.3 The location of the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency lighting switchboard in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty in the space containing the main source of electrical power, associated | Class to verify during plan appraisal that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. To be verified by |

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| | | | transforming equipment, if any, and the main switchboard, or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. As far as practicable the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard. | simulation during vessel commissioning. |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 45 | Precautions against Shock, Fire and Other Hazards of Electrical Origin | 3.3 Where the hull return system is used, all final subcircuits, i.e. all circuits fitted after the last protective device, shall be two-wire and special precautions shall be taken to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member and any relevant IEC standards<br><br>IACS UI SC8 is recognized |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 45 | Precautions against Shock, Fire and Other Hazards of Electrical Origin | 5.4 Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such | Compliance with Class Rules of CISR recognized IACS member and any relevant IEC standards<br><br>IACS UI SC12 is recognized |

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| | | | risks shall be taken to the satisfaction of the Administration. | |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 45 | Precautions against Shock, Fire and Other Hazards of Electrical Origin | 9.3 Accumulator batteries shall not be located in sleeping quarters except where hermetically sealed to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member and any relevant IEC standards |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 45 | Precautions against Shock, Fire and Other Hazards of Electrical Origin | 11 In tankers, electrical equipment, cables and wiring shall not be installed in hazardous locations unless it conforms with standards not inferior to those acceptable to the Organization.** However, for locations not covered by such standards, electrical equipment, cables and wiring which do not conform to the standards may be installed in hazardous locations based on a risk assessment to the satisfaction of the Administration, to ensure that an equivalent level of safety is assured. | Compliance with Class Rules of CISR recognized IACS member and any relevant IEC standards (i.e. IEC 60092-502:1999: Electrical installations in ships – Tankers) |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 46 | General | 2 Measures shall be taken to the satisfaction of the Administration to ensure that the equipment is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections | Maintenance of Class 'UMS' notation fulfils this requirement. If manning has been reduced due to the provision of 'UMS' then this is to be considered 'critical equipment' in the SMS and Planned Maintenance System |

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| | | | and routine tests to ensure continuous reliable operation. | |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 46 | General | 3 Every ship shall be provided with documentary evidence, to the satisfaction of the Administration, of its fitness to operate with periodically unattended machinery spaces. | Maintenance of Class 'UMS' notation fulfils this requirement.<br><br>Furthermore, a 'dead man's alarm' is to be provided which must comply with the requirements of the IMO International Code on Alerts and indicators section 8.1 'Personnel Alarm' |
| II-1 Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations | 53 | Special Requirements for Machinery, Boiler and Electrical Installations | 1 The special requirements for the machinery, boiler and electrical installations shall be to the satisfaction of the Administration and shall include at least the requirements of this regulation. | Compliance with Class Rules of CISR recognized IACS member |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 1 | Application | 6.2.1.2 the type of foam concentrates for use in chemical tankers shall be to the satisfaction of the Administration, taking into account the guidelines developed by the Organization; | Apply IMO MSC.1/Circ.1312 and Corr.1 |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 1 | Application | 6.6 Chemical tankers and gas carriers shall comply with the requirements for tankers, except where alternative and supplementary arrangements are provided to the satisfaction of the Administration, having due regard to the provisions of the | Any proposals for the alternative and supplementary arrangements must be sent to CISR by the RO for approval. |

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| | | | International Bulk Chemical Code and the International Gas Carrier Code, as appropriate. | |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 4 | Probability of Ignition | 2.2.5.1 Oil fuel pipes and their valves and fittings shall be of steel or other approved material, except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary.*** Such flexible pipes and end attachments shall be of approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration. For valves fitted to oil fuel tanks and under static pressure, steel or spheroidal-graphite cast iron may be accepted. However, ordinary cast iron valves may be used in piping systems where the design pressure is lower than 7 bar and the design temperature is below 60°C. | If flexible oil fuel pipes are to be considered permission must be requested from CISR and will only be granted if they are strictly necessary and the following criteria have been met:<br>Flexible pipes and end attachments must be of approved fire-resisting materials in accordance with ISO15540:1999, Fire resistance of hose assemblies - test methods and ISO15541:1999, Fire resistance of hose assemblies - requirements for the test bench.<br>Flexible hoses:<br>a) must not be used in high pressure fuel injection systems;<br>b) must be installed and replaced in accordance with the manufacturer's instructions;<br>c) must allow sufficient free movement to be provided to accommodate vibration and avoid contact with any structure; and<br>d) are not permitted to have hose clamps and similar types of attachments. |

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| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 4 | Probability of Ignition | 5.1.4.4 Where cargo wing tanks are provided, cargo oil lines below deck shall be installed inside these tanks. However, the Administration may permit cargo oil lines to be placed in special ducts provided these are capable of being adequately cleaned and ventilated to the satisfaction of the Administration. Where cargo wing tanks are not provided, cargo oil lines below deck shall be placed in special ducts. | CISR will determine if this is acceptable on a case by case basis. |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 4 | Probability of Ignition | 5.6.3 The arrangements for inerting, purging or gas-freeing of empty tanks as required in paragraph 5.5.3.1 shall be to the satisfaction of the Administration and shall be such that the accumulation of hydrocarbon vapours in pockets formed by the internal structural members in a tank is minimized and that: | IACS UI SC58 Rev.2 is recognized |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 5 | Fire Growth Potential | 2.2.5 In passenger ships, the controls required in paragraphs 2.2.1 to 2.2.4 and in regulations 8.3.3 and 9.5.2.3 and the controls for any required fire-extinguishing system shall be situated at one control position or grouped in as few positions as possible to the satisfaction of the Administration. Such positions shall have a safe access from the open deck. | CISR will determine if this is acceptable on a case by case basis. |

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| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 7 | Detection and Alarm | 3.2 The function of fixed fire detection and fire alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment 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. | Testing equipment to be in accordance with the manufacturer's recommendations/instructions. |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 7 | Detection and Alarm | 6 A fixed fire detection and fire alarm system or a sample extraction smoke detection system shall be provided in any cargo space which, in the opinion of the Administration, is not accessible, except where it is shown to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement. | CISR will determine this on a case by case basis. |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 8 | Control of Smoke Spread | 3.4 In passenger ships, the controls required by paragraph 3.3 shall be situated at one control position or grouped in as few positions as possible to the satisfaction of the Administration. Such positions shall have a safe access from the open deck. | CISR will determine if this is acceptable on a case by case basis |

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| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 9 | Containment of Fire | 2.2.3.1 In addition to complying with the specific provisions for fire integrity of bulkheads and decks of passenger ships, the minimum fire integrity of all bulkheads and decks shall be as prescribed in tables 9.1 and 9.2. Where, due to any particular structural arrangements in the ship, difficulty is experienced in determining from the tables the minimum fire integrity value of any divisions, such values shall be determined to the satisfaction of the Administration. | CISR will determine this on a case by case basis. |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 9 | Containment of Fire | 2.2.4.4 External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries of passenger ships to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration. | Substantially constructed, non-combustible or hardwood doors. This does not obviate the need to comply with any Load Line requirements for doors. |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 9 | Containment of Fire | 2.3.3.4 External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no | Substantially constructed, non-combustible or hardwood doors. This |

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| | | | requirement for such boundaries of cargo ships to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration. | does not obviate the need to comply with any Load Line requirements for doors. |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 9 | Containment of Fire | 2.4.2.4 External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries of tankers to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration. | Substantially constructed, non-combustible or hardwood doors. This does not obviate the need to comply with any Load Line requirements for doors. |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 9 | Containment of Fire | 5.2.4 In passenger ships, the means of control required in paragraph 5.2.3 shall be situated at one control position or grouped in as few positions as possible, to the satisfaction of the Administration. Such positions shall have safe access from the open deck. | CISR will determine this on a case by case basis. |
| II-2 Construction: Fire Protection, Fire | 10 | Fire Fighting | 2.1.2 The arrangements for the ready availability of water supply shall be: .2 in cargo ships: .2.1 to | Automatic start of at least one fire pump or by remote starting from a continually manned control station. |

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| Detection and Fire Extinction | | | the satisfaction of the Administration. | |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 10 | Fire Fighting | 2.3.2.1 Ships shall be provided with fire hoses, the number and diameter of which shall be to the satisfaction of the Administration. | The number of hoses to be as per II-2/10.2.3.2.3<br><br>Fire hoses to have diameter not be less than 38mmm and must be sized to deliver the required capacity and pressure |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 10 | Fire Fighting | 3.2.1 Accommodation spaces, service spaces and control stations shall be provided with portable fire extinguishers of appropriate types and in sufficient number to the satisfaction of the Administration. Ships of 1,000 gross tonnage and upwards shall carry at least five portable fire extinguishers. | Apply IMO MSC.1/Circ. 1275 rev.1 |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 10 | Fire Fighting | 7.1.2 Where it is shown to the satisfaction of the Administration that a passenger ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirements of paragraph 7.1.1 and also in ships of less than 1,000 gross tonnage, the arrangements in cargo spaces shall be to the satisfaction of the Administration, provided that the ship is fitted with steel hatch covers and effective means of | CISR will not waive this requirement |

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| | | | closing all ventilators and other openings leading to the cargo spaces. | |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 10 | Fire Fighting | 7.3.2.4 The operational performance of each mobile water monitor shall be tested during initial survey on board the ship to the satisfaction of the Administration. | The test shall verify that:<br>.1 the mobile water monitor can be securely fixed to the ship structure ensuring safe and effective operation; and<br>.2 the mobile water monitor jet reaches the top tier of containers with all required monitors and water jets from fire hoses operated simultaneously |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 13 | Means of Escape | 3.1.4 If a radiotelegraph station has no direct access to the open deck, two means of escape from, or access to, the station shall be provided, one of which may be a porthole or window of sufficient size or other means to the satisfaction of the Administration. | Clear opening to be no less than 600x600mm |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 13 | Means of Escape | 3.2.6.2 Escape doors from public spaces that are normally latched shall be fitted with a means of quick release. Such means shall consist of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the direction of escape flow. Quick release mechanisms shall be | Requirements stated in Reg. 13.3.2.6.2.1 to.3 to be met as well as single action release. |

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| | | | designed and installed to the satisfaction of the Administration and, in particular: | |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 13 | Means of Escape | 5.1 In special category and open ro-ro spaces to which any passengers carried can have access, the number and locations of the means of escape both below and above the bulkhead deck shall be to the satisfaction of the Administration and, in general, the safety of access to the embarkation deck shall be at least equivalent to that provided for under paragraphs 3.2.1.1, 3.2.2, 3.2.4.1 and 3.2.4.2. Such spaces shall be provided with designated walkways to the means of escape with a breadth of at least 600 mm. The parking arrangements for the vehicles shall maintain the walkways clear at all times. | CISR will determine this on a case by case basis. |
| II-2 Construction: Fire Protection, Fire Detection and Fire Extinction | 19 | Carriage of Dangerous Goods | 3.1.2 The quantity of water delivered shall be capable of supplying four nozzles of a size and at pressures as specified in regulation 10.2, capable of being trained on any part of the cargo space when empty. This amount of water may be applied by equivalent means to the satisfaction of the Administration. | CISR will determine equivalent means on a case by case basis.<br><br>IACS UI SC168 Rev.1 relating to the hydrants is recognized |

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| II-2<br>Construction: Fire Protection, Fire Detection and Fire Extinction | 20 | Protection of Vehicle, Special Category and Ro-Ro Spaces | 4.1 Fixed fire detection and fire alarm systems<br>Except as provided in paragraph 4.3.1, there shall be provided a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be to the satisfaction of the Administration, taking into account the effects of 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. | CISR will determine this on a case by case basis. |
| III<br>Life-Saving Appliances | 4 | Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements | 2.2 have successfully undergone, to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations. | CISR will determine this on a case by case basis. CISR does not undertake type approvals. |
| III<br>Life-Saving Appliances | 4 | Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements | 6 Life-saving appliances required by this chapter for which detailed specifications are not included in the Code shall be to the satisfaction of the Administration. | CISR will determine this on a case by case basis. CISR does not undertake type approvals. |

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| III<br>Life-Saving Appliances | 7 | Personal Life-Saving Appliances | 2.2 Lifejackets shall be so placed as to be readily accessible and their position shall be plainly indicated. Where, due to the particular arrangements of the ship, the lifejackets provided in compliance with the requirements of paragraph 2.1 may become inaccessible, alternative provisions shall be made to the satisfaction of the Administration which may include an increase in the number of lifejackets to be carried. | CISR will determine this on a case by case basis. |
| IV<br>Radiocommunications | 16 | Radio Personnel | 1 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. | Refer to the CISR issued Minimum Safe Manning Document for the vessel. |
| IV<br>Radiocommunications | 17 | 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. | A CISR or UK MCA 'GMDSS Radio Logbook' to be carried, or any other Radio Logbook compliant with the International Telecommunication Union (ITU) specified format. |

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| V<br>Safety of Navigation | 23 | Pilot Transfer Arrangements | 3.3.1.3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely; | Any special arrangements should be subject to a 'mock-up' and final practical demonstration in the presence of Class before the vessel enters service |
| VI<br>Safety of Cargoes | 3 | Oxygen Analysis and Gas Detection Equipment | 1 When transporting a solid bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be to the satisfaction of the Administration. | Atmosphere testing instrument for enclosed spaces as per VI-1 Reg.7 subject to risk of harm from toxic gas being mitigated by another appropriate instrument. |
| VI<br>Safety of Cargoes | 6 | Acceptability for Shipment | 1 Prior to loading a solid bulk cargo, the master shall be in possession of comprehensive information on the ship's stability and on the distribution of cargo for the standard loading conditions. The method of providing such information shall be to the satisfaction of the Administration. | Refer to SOLASII-1/5–1 on Stability information to be supplied to the master. |
| VIII<br>Nuclear Ships | 4 | Approval of Reactor Installation | The design, construction and standards of inspection and assembly of the reactor installation shall be subject to the approval | |

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| | | | and satisfaction of the Administration and shall take account of the limitations which will be imposed on surveys by the presence of radiation. | CISR does not currently registered Nuclear Ships |

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| **Chapter** | **Reg.** | **Reg Title** | **Paragraph Text** | **CISR Requirements** |
| I-3 Requirements for Machinery Spaces of All Ships (Part A: Construction) | 14.3 | Oil Filtering Equipment | Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water. All oily bilge water shall be retained on board for subsequent discharge to reception facilities. | CISR will determine this on a case by case basis. |
| I-3 Requirements for Machinery Spaces of All Ships (Part A: Construction) | 14.5.3.1 | Oil Filtering Equipment | 5 The Administration may waive the requirements of paragraphs 1 and 2 of this regulation for: .3.1 The ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water; | CISR will determine this on a case by case basis. |

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| I-4<br>Requirements for the Cargo Areas of Oil Tankers (Part A: Construction) | 18.5 | Segregated Ballast Tanks | Notwithstanding the provisions of paragraph 2 of this regulation, the segregated ballast conditions for oil tankers less than 150 metres in length shall be to the satisfaction of the Administration. | CISR will determine this on a case by case basis. |
| I-4<br>Requirements for the Cargo Areas of Oil Tankers (Part A: Construction) | 18.8.4 | Segregated Ballast Tanks | Every product carrier operating with dedicated clean ballast tanks shall be provided with a Dedicated Clean Ballast Tank Operation Manual† detailing the system and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the Specifications referred to in subparagraph 8.2 of this regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly. | No additional requirements that the information set out in the Specifications referred to in subparagraph 8.2 of this regulation |
| I-4<br>Requirements for the Cargo Areas of Oil Tankers (Part A: Construction) | 23.3.1 | Accidental Oil Outflow Performance | For oil tankers of 5,000 tonnes deadweight (DWT) and above, the mean oil outflow parameter shall be as follows: [outflow parameter calculations]<br>for combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted to the satisfaction of | CISR will determine this on a case by case basis. |

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| | | | the Administration, demonstrating that, after accounting for its increased structural strength, the combination carrier has at least equivalent oil outflow performance to a standard double hull tanker of the same size having a OM ≤ 0.015.<br>[further calculations] | |
| I-4<br>Requirements for the Cargo Areas of Oil Tankers (Part A: Construction) | 28.6.2 | Subdivision and Damage Stability | Notwithstanding the requirements of subparagraph .1 a stability instrument fitted on an oil tanker constructed before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration | CISR will determine this on a case by case basis. |
| I-4<br>Requirements for the Cargo Areas of Oil Tankers (Part A: Construction) | 30.7 | Pumping, Piping and Discharge Arrangement | Every oil tanker of 150 gross tonnage and above delivered on or after 1 January 2010, as defined in regulation 1.28.8, which has installed a sea chest that is permanently connected to the cargo pipeline system, shall be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means that is to the satisfaction of the | CISR will determine this on a case by case basis. |

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| | | | Administration. Such a positive means is a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo. | |
| I-4 C<br>Requirements for the Cargo Areas of Oil Tankers (Part C: Control of Operational Discharge of Oil) | 35.1 | Cruide Oil Washing Operations | Every oil tanker operating with crude oil washing systems shall be provided with an Operations and Equipment Manual* detailing the system and equipment and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the specifications referred to in paragraph 2 of regulation 33 of this Annex. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly. | No additional requirements that the information set out in the specifications referred to in paragraph 2 of regulation 33 |
| II-1<br>General | 5.3.4 | General: Equivalents | Be provided with pumping and piping arrangements which, to the satisfaction of the Administration, ensure that the quantity of cargo residue remaining in the tank and its associated piping after unloading does not exceed the applicable quantity of residue as | CISR will determine this on a case by case basis. |

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| | | | required by regulation 12.1, 12.2 or 12.3 | |
| IV-3 Surveys and Certification | 9.1.2 | Sewage Systems | A sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land | CISR will determine this on a case by case basis. |
| IV-3 Surveys and Certification | 9.1.3 | Sewage Systems | A holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents. | The holding tank capacity may be approved by Class provided following the submission of technical and operational data from the Owner.<br><br>The tank construction to be compliant with Class Rules of a CISR recognized IACS member |
| IV-3 Surveys and Certification | 9.2.2 | Sewage Systems | A holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration | The holding tank capacity may be approved by Class provided following the submission of technical and operational data from the Owner.<br><br>The tank construction to be compliant with Class Rules of a CISR recognized IACS member |

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| | | | and shall have a means to indicate visually the amount of its contents. | |
| VI-3 Requirements for Control of Emission from Ships | 13.7.2 | Nitrogen Oxides (NOx) | Subparagraph 7.1 shall apply no later than the first renewal survey that occurs 12 months or more after deposit of the notification in subparagraph 7.1. If a shipowner of a ship on which an Approved Method is to be installed can demonstrate to the satisfaction of the Administration that the Approved Method was not commercially available despite best efforts to obtain it, then that Approved Method shall be installed on the ship no later than the next annual survey of that ship which falls after the Approved Method is commercially available. | CISR will determine this on a case by case basis. |

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| **Regulation** | **Reg Title** | **Paragraph Text** | **CISR Requirements** |
| 8 | Details of marking | The ring, lines and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be permanently marked on the sides of the ships to the satisfaction of the Administration. The marks shall be plainly visible and, if necessary, | IACS UI LL4 Rev.1 is recognized |

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| | | special arrangements shall be made for this purpose. | |
| 11 | Superstructure End Bulkheads | Bulkheads at exposed ends of enclosed superstructures shall be of efficient construction and shall be to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |
| 15.8 | Pontoon Covers | The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |
| 16.3 | Weathertight Cover | The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration. | IACS UI LL6 Rev.3 is recognized |
| 16.4 | Means for Securing Weathertightness | The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions, and for this purpose tests for tightness shall be required at the initial survey, and may be required at periodical surveys and at annual inspections or at more frequent intervals. | Compliance with Class Rules of CISR recognized IACS member |
| 19.5 | Ventilators | In exposed positions, the height of coamings may be required to be increased to the satisfaction of the Administration. | CISR will determine this on a case by case basis. |

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| 22.5 | Scuppers, Inlets and Discharges | All valves and shell fittings required by this Regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this Regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |
| 24.4 | Freeing Ports | In ships having superstructures which are open at either or both ends, adequate provision for freeing the space within such superstructures shall be provided to the satisfaction of the Administration. | IACS UI LL60 Rev.1 is recognized |
| 25.1 | Protection of the Crew | The strength of the deckhouses used for the accommodation of the crew shall be to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |
| 25.1 | Protection of the Crew | Efficient guard rails or bulwarks shall be fitted on all exposed parts of the freeboard and superstructure decks. The height of the bulwarks or guard rails shall be at least 1 metre (39 1/2 inches) from the deck, provided that where this height would interfere with the normal operation of the ship, a lesser height may be approved if the Administration is satisfied that adequate protection is provided. | CISR will determine this on a case by case basis. |

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| 26.2 | Gangway and Access | An efficiently constructed fore and aft permanent gangway of sufficient strength shall be fitted on Type "A" ships at the level of the superstructure deck between the poop and the midship bridge or deckhouse where fitted, or equivalent means of access shall be provided to carry out the purpose of the gangway, such as passages below deck. Elsewhere, and on Type "A" ships without a midship bridge, arrangements to the satisfaction of the Administration shall be provided to safeguard the crew in reaching all parts used in the necessary work of the ship. | IACS UI LL50 Rev.5 is recognized |
| 39.2b | Minimum Bow Height | For ships over 100 metres (328 feet) in length it need not comply with Regulation3(10) but shall be fitted with closing appliances to the satisfaction of the Administration. | Compliance with Class Rules of CISR recognized IACS member |

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| **Annex** | **Reg** | **Reg Title** | **Paragraph Text** | **CISR Requirements** |
| I - Positioning and Technical Details of Lights and Shapes | 14 | Approvals | The construction of lanterns and shapes and the installation of lanterns on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly. | Only type approved lamps appropriate for the size of vessel may be fitted.<br><br>IMO MSC.253(83) 'Performance Standards for Navigation Lights, Navigation Light Controllers and associated equipment' to be adhered to. CISR will determine 'closest possible compliance' on a case by case basis whenever a vessel of special construction or purpose cannot comply fully with the provisions of any of these Rules.<br><br>IACS UIs COLREG1 Rev.1 Corr.1, COLREG3 Rev.1 Corr.1, COLREG4 Corr.1 and COLREG5 are recognized |
| III - Technical Details of Sound Signal Appliances | 3 | Approvals | The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly. | |