

Isle of Man Ship Registry

Technical instructions to Recognised Organisations and their surveyors

Survey procedures and issue of certificates for ships registered in the Isle of Man



DEPARTMENT FOR
ENTERPRISE 
Rheynn Gastid Dellal



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Isle of Man Ship Registry – Contact details

Postal Address: Isle of Man Ship Registry
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Upper Church Street
Douglas
Isle of Man
IM1 1EX, British Isles

Telephone: +44 1624 688500

Normal office hours: 08:30hrs to 17:00hrs

World time zone as for UK

Website: www.iomshipregistry.com

Principal Surveyors

Technical day-to-day correspondence should be directed to the Duty Principal Surveyor by phone +44 1624 688500 or email marine.survey@gov.im. The Principal Surveyors provide 24 hour emergency cover on a rotational basis. The emergency out of hours number is +44 762 4493467. Alternatively phone +44 1624 688500 and follow the instructions.

Registrar of ships

The Ship Registry has a dedicated team of registrars. The contact details are registry.marine@gov.im or telephone +44 1624 688500. An out of office hours service is available, (e.g. ships registering in the evening or at weekends) however this must be arranged in advance.



Section 1

Statutory surveys, verifications and issue of certification

1. Conventions that have been extended to the Isle of Man (IoM)

The Conventions that have been extended to the IoM can be found on the Ship Registry's website [HERE](#)

In the case of a Convention that has not been extended to the IoM (e.g. the Ballast Water Management Convention) authorisation to carry out a survey is not required. Following a successful survey a Statement of Compliance may be issued at the request of the owner.

2. RO Authorisation

The degree of authorisation for the ship's RO for statutory surveys and verifications carried out on behalf of the IoM is stated in Appendix 1.

3. Harmonised surveys and certification

The Ship Registry encourages ship operators to follow the harmonised survey and certification scheme, however it is not mandatory.

4. Exemptions, equivalences, alternative designs and waivers

All exemptions, equivalences, alternative designs and arrangements and waivers must be issued by the Ship Registry. Once issued they will be available in the Isle of Man's (United Kingdom) section of GISIS.

5. Approval of manuals

ROs are authorised to approve all shipboard manuals required by international Conventions.

The only exceptions to this are Ship Security plans and the DMLC Part II which must be approved by the Ship Registry.

6. Note to be added to all Convention certificates

The following text is to be included on all certificates:

"This certificate is issued by or on behalf of the Isle of Man under the responsibility of the United Kingdom as flag State under the Convention."

This requirement is not applicable to any Statement/Document/Certificate issued to indicate compliance with a Convention that has not been extended to the Isle of Man by the United Kingdom.

7. Certification updating

RO's are authorised to update all statutory certification with minor amendments such as change of name, tonnage, details of new and/or replaced equipment, etc. These updates are to be made by hand, signed and stamped by the attending RO's surveyor.

Advice of any updates to Ship Registry issued certification must be forwarded to the Ship Registry for information.

8. Remote Inspection Techniques

The Ship Registry position on Remote Inspection Techniques (RIT) / Remote Surveys is outlined below:

- Initial/Annual/Intermediate/Periodical/Renewal Surveys will not be considered;



- Remote Surveys for the reporting of defects whilst the vessel is at sea will be considered on a case-by-case basis;
- Remote Surveys for the reporting of defects whilst the vessel is in port will be considered on a case-by-case basis, provided that there are extenuating circumstances preventing physical attendance;
- Remote surveys for the closure of findings will be considered, on a case-by-case basis, provided there are extenuating circumstances that prevent physical attendance;
- Remote surveys where a ship changes owner or technical manager will be considered on a case-by-case basis subject to the specific circumstances.

Prior to commencement of any RIT or RS, a case-by-case application alongside a documented procedure to be followed must be submitted by the RO to the Ship Registry for agreement and possible instructions. In all cases, the Ship Registry may require follow-up physical attendance.

9. Surveys outside of survey window

A certificate ceases to be valid if the periodical, intermediate or annual survey (as appropriate) or the inspection of the outside of the ship's bottom is not completed within the relevant time window.

The validity of the certificate should be restored by carrying out the appropriate survey.

On completion of the survey, the RO is to request the Ship Registry for authorisation to revalidate or re-issue the certificate.

The certificate is to be endorsed with the following text next to the endorsement:

"The validity of the certificate has been restored on this date as agreed by the Flag Administration."

Where this is not possible due to a certificate being digital, the same wording should be inserted into the narrative section of the certificate (if applicable).

10. Conditions of Class and the recording of deficiencies

Conditions of Class (CoCs) can be used to manage the rectification of minor deficiencies relating to classification items. It is not necessary for short term statutory certificates to also be issued.

CoCs cannot be used to manage the rectification of statutory, e.g. safety equipment, safety radio, etc., unless in the opinion of the RO's surveyor they affect the validity of the relevant certificate.

Such deficiencies (or multiple deficiencies) are to be reported to the Ship Registry and we will advise how the deficiencies are to be dealt with, for example:

- the issue of a short-term conditional certificate by the RO; or
- the issue of a temporary dispensation letter by the Ship Registry.

11. Passenger ship & high-speed craft surveys

All surveys of passenger ships and high-speed craft will be carried out by surveyors from the Ship Registry in conjunction with surveyors from the RO.

The Ship Registry's lead surveyor, RO's surveyor(s), the master and the operator of the vessel will have an opening meeting to discuss the delegation of survey items. This



will include the procedure and schedule of surveys to be conducted in the three month window prior to the expiry date of the Passenger Ship Safety Certificate or the High-speed Craft Safety Certificate.

For Passenger Ships (not HSC), the Ship Registry will issue a document '*Declaration of Surveys required for issue of a Passenger Ship Safety Certificate*' which is to remain on board until surveys are completed.

On completion of all surveys, the Ship Registry will issue the relevant Passenger Ship Safety Certificate or High-speed Craft Safety Certificate.

12. Special Purpose Ships

The Isle of Man accepts the Code of Safety for Special Purpose Ships, 2008 (SPS Code) to new vessels constructed to the Code from 01 July 2014.

Ships which do not meet the requirements of this Code can be constructed to an equivalent standard, as follows:

1. Ships that operate within the UK Continental shelf must comply with the requirements stated in MGN 674(M).
2. All other ships must comply with the requirements of the coastal State where the ship operates.

13. Carriage of industrial personnel

Industrial personnel must be carried in accordance with SOLAS Chapter XV and the Industrial Personnel (IP) Code. Cargo ships and High Speed Craft holding an authorisation issued under MSC.418(97) that were constructed prior to the entry into force of the IP Code may comply with a reduced version of the IP Code (Regulations III/1, III/2 (except for paragraph 2.1.7), IV/7 and IV/8).

See [TAN 003-23](#) for further information.

It should be noted that since SOLAS Chapter XV aggregates the number of Special Personnel, passengers and Industrial Personnel, the Industrial Personnel Code may apply to vessels carrying as few as one Industrial Personnel.

14. Services to Ships Classed with Another RO

The Ship Registry will permit an RO to undertake certain services on ships that are classed with another RO. The following services can be undertaken without prior consultation with the Ship Registry:

- IMO Data Collection System (Fuel Oil Consumption Reports)
- ISM Survey/Certification
- SEEMP Part III Company Verification/Audit (where this is the same as ISM RO)
- ISPS Survey/Certification
- MLC Survey/Certification
- Hong Convention/EU Ship Recycling Survey/Certification

Information concerning MARPOL Annex VI delegations to ships classed with another RO can be found within [TAN 007-22](#). This includes CII, SEEMP Part III and EEXI verification.

Prior approval from the Ship Registry must be obtained before providing any services other than those mentioned above on ships classed with another RO.



15. Electronic Record Books

The Ship Registry permits the record books outlined in the table below to be maintained in an electronic format subject to the conditions detailed in the associated notice:

Record Book	Notice
MARPOL Record Books	TAN 008-20
Official Log Book	TAN 002-25
GMDSS Log Book	TAN 011-23
Navigation Log Book	TAN 011-23
Ballast Water Record Book	TAN 001-25

Section 2 Registration

The following are the general procedures an RO's surveyor is required to follow for any new registration with the Isle of Man.

1. Registration – Ship Registry surveyor in attendance

When an Isle of Man surveyor is in attendance at the time of registration, he/she will complete the process.

2. Registration – RO's surveyor in attendance

The RO's surveyor will be informed directly by the Ship Registry of the process to be completed. To aid communication, full details of the attending RO's surveyor (name, mobile telephone number and email address) should be forwarded to the Ship Registry well in advance.

The following items will be required to be completed by the attending RO's surveyor:

a. Marking of Official/IMO Number - carving and marking

The carving and marking of the ship shall be carried out in accordance with the Ship Registry's Carving & Marking Note. Markings shall be verified by the RO's surveyor. Once this has been completed, the RO's surveyor shall sign the Note and email a copy to the Registrar. The original Note shall then be forwarded by courier to the Ship Registry.

b. Builder's Certificate and Bill of Sale

The attending RO's surveyor may be requested by the Registrar to accept the Builder's Certificate and Bill of Sale on behalf of the Ship Registry prior to registration and to email both documents to the Registrar. The original Builder's certificate and Bill of Sale shall then be forwarded, by courier to the Ship Registry.

Once permission to proceed with the registration has been given the attending RO's surveyor will be contacted by the Registrar.



c. International Tonnage Certificate

The original certificate is to be placed on board the vessel and a copy forwarded to the Ship Registry.

d. Certificate of Survey

A Certificate of Survey (Form SUR59E), the particulars of which form the data used to generate the Certificate of British Registry, issued to the ship at registration, is to be completed by the RO prior to registration and emailed to the Registrar. The original Certificate of Survey shall then be forwarded to the Ship Registry.

Blank versions of this form may be downloaded from our website at: [Isle of Man Ship Registry - Library of Forms](#)

3. Alternative/Equivalent arrangements

Prior to registration, a vessel's Recognised Organisation shall advise the Ship Registry of any applicable alternative or equivalent arrangements (potentially accepted by another flag Administration). This information is to be accompanied by reference to applicable IMO Circular and any supporting documentation (risk assessments, safety cases, plans etc.)

Section 3

New construction, major modifications or conversions & type approval

1. New construction

A survey appointment (Form C 33) will be sent to the relevant RO's office co-ordinating the project and copied to the RO's flag State co-ordinator.

Statutory certificates listed in the appointment will be issued to the shipyard by the RO. Copies of all certificates issued must be made available to the Ship Registry.

When the RO has been advised that the Ship Registry will **not** be attending, or the delivery takes place after the Ship Registry surveyor's visit, the registry process will be coordinated directly with the attending RO's surveyor.

The attending RO's surveyor(s) should maintain contact with the Ship Registry co-ordinating surveyor as necessary.

2. Major modifications or conversions

For ships undergoing major modifications or conversions, full details are to be advised to the Ship Registry who will then appoint the RO to act on our behalf in the same way as outlined above.

An Isle of Man Ship Registry surveyor may attend on completion.

3. Statutory equipment requiring type-approval

Statutory equipment requiring type-approval must be accompanied by a type-approval certificate issued by:

- a Recognised Organisation listed in MSN 020; or
- the Isle of Man Ship Registry; or
- a Recognised Organisation* on behalf of a national Administration;

*-ordinarily this shall be a Recognised Organisation listed in MSN 020. Where a ship is transferring class/flag and has onboard existing equipment approved on behalf of a National Administration or by a Recognised



Organisation other than those listed in MSN 020, the RO is requested to contact marine.survey@gov.im for advice on how to proceed.

In addition to the above, equipment certified under the EU Marine Equipment Directive (MED) by an RO or a notified body **or** the UK conformity assessment procedures by a RO or a Conformity Assessment centre is acceptable for use on Isle of Man registered vessels. However, it is **not mandatory** for equipment to be certified under either of these schemes.

If the equipment has been issued with a type-approval certificate by another organisation it may only be used or fitted with the consent of the Ship Registry. Except where it is a Convention requirement, individual test certificates are not required in addition to the type-approval certificate.



Section 4 SOLAS

SOLAS Chapter 1 General provisions

Intervals between ship's bottom inspections (Reg 10(a)(v))

- For cargo ships, SOLAS requires that a minimum of two inspections of the outside of the ship's bottom during any 5 year period, except when a certificate has been extended under SOLAS Ch.I, Reg.14(e) or (f). In all cases, the maximum time permitted between external bottom inspections is not to exceed 36 months. One inspection should be completed on or after the fourth annual survey in conjunction with the renewal of the Cargo Ship Safety Construction Certificate.

The policy of the Ship Registry with regard to the intervals between ship's bottom inspections is as follows:

- i. Unless applicable statutory requirements forbid, an in-water survey may be completed in lieu of dry-docking subject to the satisfaction of the RO without consultation with the Ship Registry.
- ii. Ships' bottom inspections postponement shall only be agreed in consultation with the Ship Registry.

SOLAS Chapter II-1 Construction – Structure, subdivision and stability, machinery and electrical installations

Refer to [MSN 059](#) for Isle of Man interpretations and guidance on SOLAS II-1 requirements. The following are additional specific requirements for ROs:

1. Delay in delivery of ships due to unforeseen circumstances (Reg 1)

The Ship Registry will consider ships under the provisions of MSC.1/Circ.1247, Unified interpretation of 'Unforeseen delay in delivery of ships', on a case-by-case basis.

Full details and particulars of the unforeseen circumstances under which the ship is to be accepted must be submitted to the Ship Registry along with a statement from the owners and builders that these circumstances were beyond their control. Further evidence may be required from the authorities of the country where the ship was built confirming the unforeseen circumstances were beyond the control of the owner/builder.

If it appears to the Ship Registry that the delay results from the market conditions for the ship, the owner/builder must provide evidence to the satisfaction of the Ship Registry that the decision to delay the delivery of the ship was made at a stage of build when it would not have been reasonable to make modifications to comply with the new standards, for example after a substantial piece of the ship has been constructed, but not if it only relates to a drawing.

A footnote will be added to the relevant certification (Passenger Ship Safety Certificate or Cargo Ship Safety Construction Certificate) with delivery date annotated, to indicate that the ship is accepted by the Administration under the unforeseen delay in delivery provisions of this interpretation.

The Ship Registry will inform the IMO of the identity of the ship and the grounds on



which the ship has been accepted under the unforeseen delay in delivery provisions of this interpretation (MSC.1/Circ.1247 Annex Para 2.3).

2. Designation of control stations under SOLAS II-1 and II-2 (Reg 3)

If an area is designated as a 'control station' under the requirements of either Chapter II-1 or Chapter II-2, the Administration considers this to be a control station under both Chapters, not only the Chapter which designated it a control station.

3. Stability information - Ships changing flag to Isle of Man (Reg 5)

Ships shall have their stability information approved by one of the Isle of Man's Recognised Organisations (see [MSN 20](#)). The attending surveyor shall verify this and confirm that approval information remains compliant with applicable international regulations. Stability booklets shall be endorsed stating the content is accepted by the vessel's RO on behalf of the Isle of Man.

If stability information is approved by an organisation other than one recognised by the Ship Registry, the attending RO's surveyor shall contact the Ship Registry for instructions regarding re-approval.

4. Initial testing of watertight boundaries IACS UR S14 Rev 7 (Reg 11)

IACS UR S14 Rev 7 is acceptable as an equivalent provision for the initial testing of watertight bulkheads under SOLAS Chapter Ch. II-1, Reg.11. This is subject to the conditions stipulated in the equivalent provision notified to IMO (Ref No. XQ186565 in the IoM's area of GISIS).

5. Pipes penetrating collision bulkheads (Reg 12)

The acceptance by the United Kingdom of equivalent arrangements with respect to SOLAS Ch.II-1, Reg.12.5.1, communicated to the IMO by MS 067-011-0006 has been extended to the Isle of Man (Ref No. XQ52728 in IoM's area of GISIS).

6. Means of going astern (Reg 28)

The means of going astern (crash stop) is to be tested on every newbuild ship and not just the first in series.

7. Safe Return to Port (this is a requirement of both SOLAS Chapter II-1 & II-2)

Instructions for the guidance of surveyors on the implementation of SOLAS regulations II-1/8-1, II-2/21 and II-2/22 can be found in the Red Ensign Group's Safe return to port publication available following this link:

https://www.redensigngroup.org/media/1282/safe-return-to-port_oct-2019.pdf

8. IGF Code

Although the Isle of Man's current regulations applying SOLAS II-1 pre-date the IGF Code, Recognised Organisations are duly authorised to undertake all necessary services on ships to which the IGF Code applies.

9. Asbestos Containing Materials

Where an Inventory of Hazardous Materials reveals the presence of Asbestos Containing Materials in contravention of SOLAS II-1/3-5, please see section 11.

10. Lifting Appliances

Lifting Appliances with a Safe Working Load below 1000kg do not need to comply with the new requirements implemented by MSC.523(107), such appliances should



comply with the [1989 Merchant Shipping \(Hatches, Hold Access and Lifting Plant\) Regulations](#). Please refer to [TAN 009-23](#) for further information.

Competent person means a person possessing the knowledge and experience required for the performance of duties specified in these guidelines MSC.1/Circ.1662 and MSC.1/Circ.1663, The competent person carrying out a proof load test should be sufficiently independent and impartial to ensure that objective decisions can be made. The competent person can be:

- A surveyor appointed by the Ship Registry; or
- A surveyor appointed by the ship's Classification Society; or
- A specialist shore-based organisation

11. RO Surveyor attendance during Manoeuvring Tests

The provision for ships to hold manoeuvring information onboard stems from SOLAS II-1/28 through IMO Assembly Resolution A.601, which specifies display of Pilot Card and Wheelhouse poster; in addition, Manoeuvring booklet containing comprehensive details of ships manoeuvring characteristics and other relevant data should also be provided onboard.

IMO Resolution MSC137(76) sets the standard for ship manoeuvrability and the criteria for acceptance of Turning circle, Zig-zag and Crash stop tests. Circular MSC.1 Circ. 1053 provides guidance on conducting the manoeuvring tests and MCA MGN 301 (M+F) provides further guidance on manoeuvring information required to be placed onboard.

RO Surveyors should attend manoeuvring tests where required and attest that the tests had been conducted in accordance with relevant IMO standards and criteria.

SOLAS Chapter II-2 Construction – Fire protection, fire detection and fire extinction

Refer to [MSN 058](#) for Isle of Man interpretations and guidance on SOLAS II-2 requirements. The following are additional specific requirements for ROs:

1. Manually-operated call points (Reg 7.7)
 - a) The phrase 'Manually operated call points complying with the Fire Safety Systems Code shall be installed throughout the accommodation spaces, service spaces and control stations' does not require the fitting of a manually operated call point in an individual space within the accommodation spaces, service spaces and control stations. However, a manually operated call point shall be located at each exit (inside or outside) to the open deck from the corridor such that no part of the corridor is more than 20 m from a manually operated call point.
 - b) Service spaces and control stations which have only one access, leading directly to the open deck, shall have a manually operated call point located at the same deck not more than 20 m (measured along the access route using the deck and/or corridors) from the exit. A manually operated call point is not required to be installed for spaces having little or no fire risk, such as voids and carbon dioxide rooms. In cases where a ship is fitted with a fixed fire detection system with MOCs, the MOCs shall be capable of immediate operation at all times in accordance with the FSS code. In particular, when a fire detection zone has been isolated or disabled and the MOCs in this zone must continue to operate.



2. Firefighting outfits (Reg 10)

The Ship Registry strongly recommends that "fire-fighting suits" used in any area comply, as a minimum, with the standards specified in [TAN 004-24](#) (or with equivalent national or international standards) as these provide the designed protection in both open and enclosed spaces and that equipment not meeting these standards be replaced as soon as possible.

Existing close proximity clothing stating, "not suitable for fire entry" (or similar) may be used for protection when boundary cooling fires or for search and rescue in an enclosed space without a fire. It should not be used for search and rescue purposes or fire-fighting within an enclosed space containing a fire.

3. Fire main (Reg 10.2.1)

New constructions: The fire main must not have any additional permanent connections for services other than firefighting; however connections to anchor washers, windlass cooling systems and forepeak bilge eductors are permitted provided that lockable valves or removable spool pieces are fitted.

4. Emergency fire pump (Reg 10.2.2)

The interpretation for emergency fire pumps in cargo ships, as stated in IACS UI SC178 Rev.1 is considered to be acceptable

5. Fixed Foam Fire Extinguishing Systems (Reg 10.4.1)

The interpretations for fixed foam fire extinguishing systems as stated in IACS UI SC262 Rev.1 is considered to be acceptable.

6. Emergency Escape Breathing Devices (EEBDs) (Reg 13)

The Ship Registry's interpretation on the number of EEBDs required to be carried onboard a ship is provided in [MSN 058](#). Also please be aware the guidelines for the performance, location, use and care of EEBDs stated in MSC/Circ.849 are considered to be mandatory.

For the Ship Registry's interpretation on the maintenance and number of spare EEBDs required, refer to [MSN 057](#).

7. Maintenance and inspection of fire protection systems and appliances (Reg 14.2.2)

The minimum level of maintenance and inspection for fire protection systems and appliances onboard Isle of Man registered ships is stated in [MSN 057](#).

8. Spare breathing apparatus cylinders (Reg 15.2.2.6)

In addition to the fully charged spare cylinders required to be carried for each Self Contained Breathing Apparatus (SCBA), where no means for recharging such cylinders is provided on board, sufficient additional spare cylinders must be provided for training purposes. Factors to be considered by the shipowner when deciding upon the number of training cylinders to be provided include the requirements in the Safety Management System for the number/frequency of drills on board where SCBA cylinders may be used, and the nature of the vessels trading pattern with respect to shore based charging facilities. Cylinders intended for training purposes should be prominently marked to indicate their intended use.

The Safety Management System must take account that at least one fully charged spare cylinder for training purposes must be provided for each SCBA set required by



regulation to be on board.

9. Drainage of special category, Ro-Ro and vehicle spaces (Reg 20)

Guidance notes in MSC/Circ.1320 relate to the protection and drainage of closed vehicle/ro-ro spaces and special category spaces where fixed pressure water-spraying systems are fitted. The Ship Registry also applies these guidelines to open ro-ro/vehicles spaces where such systems are fitted.

SOLAS Chapter III

Life-saving appliances and arrangements

Refer to [MSN 062](#) for Isle of Man requirements and interpretations for Life-saving appliances and arrangements.

1. Immersion suits (Reg 7.3)

The requirements for the carriage of immersion suits are stated in [MSN 062](#).

2. Authorised service providers for survival craft launching appliances and on-load release gear (Reg 11 & IMO Resolution MSC.402(96))

The Authorisation of Authorised Service Providers (ASPs) has been delegated to ROs. Further information is stated in [TAN 006-19](#).

3. Wire rope terminations for life-saving appliances (Reg 16)

Bulldog grips or cable grips are not to be used on primary load bearing terminations of wire ropes used for life boat falls, recovery strops or hanging off pennants. Where found these should be replaced with acceptable terminations as described in [MSN 011](#).

4. Manual slewing of rescue boats (Reg 17)

The LSA Code requires that a rescue boat launching appliance shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the rescue boat.

The Ship Registry accepts rescue boats installed prior to 01.01.24 with manual slewing as an equivalent arrangement to SOLAS Regulations III/16 & III/17. The equivalence is available in the IoM's area of GISIS Ref. No. XQ52942.

Where a rescue boat launching appliance with manual slewing arrangements is provided, the following note is to be added to the Cargo Ship Safety Equipment Certificate in the free text box to the left of the signature block:

"Manual slewing of the rescue boat has been accepted by the Ship Registry in accordance with IMO SLS.14/Circ.448 as an equivalent arrangement to SOLAS Reg.III/17 regarding the stored mechanical power requirement."

Rescue Boats installed from 1.1.24 shall comply with paragraph 6.1.1.3 of the LSA Code as amended by MSC.459(101) since this amendment takes account of this issue. Therefore vessels to which the 2024 amendments to the LSA code apply should comply with the Code as written.

5. Launch testing of lifeboats and rescue boats (Res. MSC.81(70) as amended) (Reg 17.3)

The Ship Registry requires the launching test at 5 knots for lifeboats on cargo ships of 20,000 GT and above and rescue boats to be carried out on every ship, not just



the first in series.

6. Replacement of lifeboat release and retrieval systems (Reg 20.11)

(Please be aware the requirements stated below is for information only as the guidelines for evaluation and replacement of lifeboat release and retrieval systems (MSC.1/1392) should have been completed before July 2019)

Recognised Organisations are fully authorised to conduct the following work on behalf of the Ship Registry.

Replacement of Lifeboat Release and Retrieval Systems (RRS), not meeting SOLAS III/1.5, in accordance with MSC.1/1392 Paragraphs 18-26 including:

- i. Review and approval of replacement Lifeboat RRS (MSC.1Circ.1392 Paragraph 20)
- ii. Discretion to decide if the hook fixed structural connections need not be replaced (MSC.1Circ.1392 Paragraph 21)
- iii. Witnessing the installation (MSC.1Circ.1392 Paragraph 23)
- iv. Witnessing the post installation testing (MSC.1Circ.1392 Paragraph 25) - For compliance with MSC.1/Circ.1392. The Ship Registry accepts simulation of the 5 knot test by means of lowering into an approximate 5 knot tidal stream or lowering into the wake of a tug. This test is designed to assess the whole launching system for the boat and shall be carried out on each davit on the ship.
- v. Issuing the Statement of Acceptance as per MSC.1/Circ.1392 Appendix 4 (MSC.1/Circ. 1392 Paragraph 26)

It is the Ship Registry's interpretation of the LSA Code that this is also applicable to rescue boats and as such if a hook on a rescue boat is of a similar type to that on a lifeboat the same procedures should be followed as for lifeboats, including replacement.

MSC.1/Circ.1392 Requires Administrations to send IMO reports on evaluation of hooks. The Ship Registry requests that these reports should be sent to: marine.survey@gov.im

The Ship Registry strongly recommends the use of fall preventer devices in accordance with MSC.1/Circ.1392 but their use is not mandatory.

7. Lifeboats (Reg 31.2)

Lifeboats designated as rescue boats, all vessels constructed after 1 July 1986 that have lifeboats designated as rescue boats must have recovery strops fitted. Further information is stated in [MSN 062](#).

8. Remotely located survival craft (Reg 31.1.4)

Refer to the UI stated in MSC.1/Circ.1490/Rev.1. This UI states the requirements for the number of lifejackets, adequate means of illumination and means of embarkation.

An embarkation ladder complying with the requirements of paragraph 6.1.6 of the LSA Code is not mandatory for remotely located survival craft. An acceptable alternative could be a Jacob's ladder with efficient non-slip surface, which can be secured in a safe and efficient manner and is properly maintained. The use of knotted rope is not acceptable



9. Equivalent arrangements for the servicing of an inflatable liferaft (Reg 20.8)

A list of the SLS Circular letters for the equivalent arrangements for the servicing of inflatable liferafts which have been accepted under Regulation I/5 of the SOLAS Convention is stated in [MSN 062](#).

**SOLAS Chapter IV
Radiocommunications**

- EPIRBs must be registered with the relevant UK authorities. Guidance on the registration process is provided in [MSN 1861 \(M+F\)](#), published by the UK MCA.
- EPIRBs installed on or after 1 July 2022 shall conform to the performance standards stated in MSC.471(101). The Isle of Man Ship Registry adopts IACS UI 295 interpretation of 'installed on or after 1 July 2022'.
- The 2020 edition of the ITU Radio Regulations (RR) established revised frequencies and channelling arrangements for the maritime VHF bands contained in appendix 18 of the RR. The Ship Registry does not consider these recommendations mandatory at this time, however, prior to any voyage, it is the responsibility of the radio operator or owner to review channel frequencies for the vessels area of operation and ensure that the radio communications equipment is suitable; this may require a software update or replacement of the equipment.

**SOLAS Chapter V
Safety of Navigation**

Refer to [MSN 063](#) for Isle of Man interpretations and guidance on SOLAS Chapter V requirements.

The following is general information for ROs:

1. Safe manning and certification and training requirements for seafarers (Reg 14)

The requirements relating to minimum safe manning and seafarer's certification and training requirements are stated in [MSN 050](#) and [MSN 052](#).

2. Electronic chart display and information system (ECDIS) (Reg 19)

[MSN 026](#) clarifies the carriage requirement and seafarers' training requirements for ECDIS on IoM-registered ships.

3. BNWAS (Reg 19)

[MSN 061](#) prescribes the standards for BNWAS units installed on IoM registered ships.

4. RADAR Performance (Reg 19)

In order to ensure compliance with the requirements of SOLAS Chapter V Regulation 19, in regard to the performance of the X-Band (9 GHz) and S-Band (3 GHz) the performance standards contained within MSC.192(79) and the guidelines of SN.1/Circ.271 should be applied to all vessels.

5. Long-range identification and tracking of ships (LRIT) (Reg 19-1)

All IoM registered ships to which this regulation applies are fitted with a system automatically to transmit the ship's identity, position, date and time of the position of the ship to the IoM's National Data Centre. Further information is in [MSN 032](#)



6. Equivalent arrangement to the carriage requirements for standard and spare magnetic compasses (Reg 19)

A General Equivalence has been submitted to IMO stipulating that the carriage requirements for standard and spare magnetic compasses and a gyro compass may be satisfied by the fitting of three gyro compasses, under certain conditions – refer to Ref. No. XQ172561 in the IoM's area of GISIS for the General Equivalence:

" Carriage requirements for Standard and Spare Magnetic Compasses under Regulations V/19.2.1.1 and V/19.2.2.1, and a gyro compass under Regulation V/19.2.5.1 may be satisfied by the following methods: -

- 1. Fitting of three gyro compasses*
- 2. Fitting of two gyro compasses and one GNSS compass."*

7. Voyage Data Recorders (Reg 20)

[MSN 022](#) states the requirements for voyage date recorders and simplified voyage data recorders as follows:

- if installed on or after 1 July 2022, MSC.333(90), as amended by MSC.494(104);
- if installed on or after 1 July 2014 and before 1 July 2022, conform to resolution MSC.333(90);
- if installed on or after 1 June 2008, but before 1 July 2014, conform to A.861(20), as amended by resolution MSC.214(81)
- if installed before 1 June 2008, conform to performance standards not inferior to those specified in the annex to resolution A.861(20).

For the application of resolution MSC.333(90) as amended by MSC.494(104) the phrase 'installed on or after 1 July 2022' shall be interpreted in accordance with IACS UI SC 261.

VDRs approved to MSC.333(90) or MSC.333(90) as amended are expected to be connected to the BNWAS system, if applicable on board the vessel.

SOLAS Chapter VI
Carriage of cargoes and oil fuels

1. Securing manual (Reg 5)

The Cargo Securing Manual is to include clear guidance on effective securing methods along with warnings of the dangers of a failure to secure the cargo properly.

The Ship Registry strongly recommends that the following circulars which provide amendments to cargo securing codes and procedures be followed:

- MSC.1/Circ.1623 Amendments to the CSS Code
- MSC.1/Circ.1353/Rev.2 Revised guidelines for the preparation of the Cargo Securing Manual
- MSC.1/Circ.1354 Amendments to the elements to be taken into account when considering the safe stowage and securing of cargo units and vehicles in ships(Res. A.533(13))
- MSC.1/Circ.1355 Amendments to the guidelines for securing arrangements for the transport of road vehicles on Ro-ro ships (Res.A.581(14))



2. Flammable Gas Detectors

- Flammable gas detectors, as referred to in SOLAS Chapter VI Regulation 3.1 and IMSBC Code Paragraph 3.4.2, should be interpreted as being of a type still capable of working in an oxygen deficient atmosphere, as flammable gas sensor range readings may be affected by the lack of O₂
- 'Detailed instructions for its use', also in reference to the requirement in SOLAS Chapter VI Regulation 3.1, should cover at least the following:
 - Correct operation of the specified equipment
 - Correct calibration
 - Span gas compositions to be used for calibration
 - Specific reagent tubes to be used for toxic gases; and
 - Maintenance instructions

The above bullet points should be comprehensively covered by the company SMS. Additionally, vessel planned maintenance systems should have calibration/testing schedules included to ensure regular inspection of condition and correct operation of the equipment provided.

- 'Vessels provided equipment/arrangement' should, as a minimum, take into account the cargo list and those risks arising from the specific cargoes on that list. For example, in the case of organic cargoes; if a vessel's arrangement of gas detection equipment provides only the basic four gas combined detector (H₂S, LFL, O₂ and CO) prescribed by MSC.1/Circ.1477, then it should be considered insufficiently equipped to carry organic cargoes (as it is unable to mitigate the CO₂ hazards without a means of detecting it).
- Lists of Cargoes, such as those appended to the 'Statement of Compliance for the Carriage of Solid Bulk Cargoes', should be filtered by gas detection equipment arranged on board to safely handle them, taking account of the above bullet points – for example, organic and other CO₂ emitting cargoes would need CO₂ detection equipment to be provided on board the vessel to be included on the List of Cargoes (without it the cargo should not be listed).

Please refer to [TAN 005-24](#) for further information.

SOLAS Chapter VII Carriage of dangerous goods

- [MSN 056](#) states additional IoM requirements for cargo securing manual, reporting of incidents involving dangerous goods in packaged form and solid bulk form, IBC & IGC Codes – special circumstances.
- The provisions of SOLAS VII Part D have not been included in the IoM Regulations because Manx-registered ships are not permitted to carry packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes.

SOLAS Chapter VIII Nuclear ships

- See comment in SOLAS Chapter VII above.



SOLAS Chapter IX Management for the safe operations of ships
Refer to Section 8
SOLAS Chapter X Safety measures for high-speed craft
The Ship Registry issues the High-Speed Craft Safety Certificate. The delegation list of statutory certification carried out by ROs on behalf of the Ship Registry is available in Appendix 1.
SOLAS Chapter XI-1 Special measures to enhance maritime safety
- General information on the Company and Registered Owner Identification number and Continuous Synopsis Records are stated in MSN 029. - CSR Form 1 is now issued by the Ship Registry in a digital format and accordingly there is no requirement for the Master to countersign the digital Form 1. See TAN 003-20 for full information.
SOLAS Chapter XI-2 Special measures to enhance maritime security
Refer to Section 9
SOLAS Chapter XII Additional safety measures for bulk carriers
<u>Resolution MSC.277(85) Clarification of the Term “Bulk Carrier”</u> The Isle of Man’s application of MSC.277(85) is as follows: <u>Vessels currently registered</u> Existing vessels constructed prior to 1st January 2009 may remain as currently defined. Vessels with a keel lay date between 1st January 2009 and 1st November 2014 may remain as currently defined, but will be required to apply for a letter of acceptance from the Ship Registry as to the application of the definition. <u>Vessels not yet registered</u> Existing vessels constructed prior to 1st January 2009 may remain as currently defined. Vessels with a keel lay date between 1st January 2009 and 1st November 2014 may be accepted onto the register with their existing definition with the prior agreement of the Ship Registry if it is not practicable to meet the requirements of a ‘bulk carrier’, however will require to be issued with a letter of acceptance by the Ship Registry. All vessels with a keel lay date or in a position of build that it is practicable to meet the requirements of a ‘bulk carrier’ after 1st November 2014 are to meet the requirements of MSC 277(85) in its entirety. In terms of the SOLAS definition for bulk carriers ‘primarily to carry dry cargo in bulk’ means that the vessel has been primarily designed to carry dry cargoes in bulk and to transport those cargoes which are carried, and loaded or discharged,



in bulk, and which occupy the ship's cargo spaces exclusively or predominantly. In addition "includes such types as ore carriers and combination carriers" and "constructed generally with single deck, top-side tanks and hopper side tanks in cargo spaces" means that ships are not considered outside the definition of bulk carriers on the grounds that they are not ore or combination carriers or that they lack some or all of the specified constructional features as was previously indicated.

Therefore any vessel that is constructed and designed to primarily carry dry cargoes in bulk, no matter how constructed will be deemed to be a 'bulk carrier' (MSC 277(85) 1.5).

It should be noted that this does not preclude the carriage of cargoes other than bulk dry cargo, in which case the vessel will remain a 'bulk carrier', other ship types may occasionally carry dry cargoes in bulk, provided that they comply with the requirements of MSC 277(85) 1.6 or 1.7 and in which case the vessels will not be deemed to be 'bulk carriers'.

All vessels to which this circular applies should be issued with a letter from their ROs identifying that they are either:

A 'bulk carrier' meeting the definition of 1.5 of the Resolution; or

ii) A vessel which may occasionally carry dry cargo in bulk meeting the definition of 1.6 or 1.7 of the Resolution.

SOLAS Chapter XV Safety Measures for Ships Carrying Industrial Personnel

1. Carriage of Industrial Personnel

Industrial personnel must be carried in accordance with SOLAS Chapter XV and the Industrial Personnel Code. Cargo ships and High Speed Craft holding an authorisation issued under MSC.418(97) that were constructed prior to the entry into force of the IP Code may comply with a reduced version of the Code (Regulations III/1, III/2 (except for paragraph 2.1.7), IV/7 and IV/8).

See [TAN 003-23](#) for further information.

It should be noted that since SOLAS Chapter XV aggregates the number of Special Personnel, passengers and Industrial Personnel, the Industrial Personnel Code may apply to vessels carrying as few as one Industrial Personnel.

2. Safe Transfer Arrangements

With regards to safe transfer arrangements, the latest revision of IMCA M202 - 'Guidance on the transfer of personnel to/from offshore vessels and structures' should be followed. This includes the requirement to check man riding appliances are correctly certified as such. Where a method of transfer is not covered by M202 the RO should contact the Ship Registry.



Section 5 MARPOL

MARPOL Annex I

Refer to [MSN 066](#) for the Ship Registry's interpretations and guidance on the MARPOL Annex I requirements.

The following is general information for ROs:

1. Approved stability instrument waivers (Note – this also relates to the IBC Code and the IGC Code).

IMO Resolutions MEPC.248(66) (as amended by MEPC.66/21/Corr.1), MSC.369(93) and MSC.370(93) (as amended by MSC.93/22/Add.1/Corr.3 and MSC/93/22/Add.1/Corr.5) allow waiving of the requirement of the stability instrument capable of verifying compliance with intact and damage stability requirements which is required to be fitted on board oil tankers, chemical carriers and gas carriers.

The Ship Registry's policy is that a waiver should only ever be issued as a last resort where fitting a loading instrument is impractical or the costs of providing one would be prohibitive. A waiver will only be granted by the Ship Registry based upon evidence provided by the Recognised Organisation.

The waiver would need to be accompanied by comprehensive approved stability information available on-board to support this.

2. COW requirements

For double-hull oil tanker where the bottom of the cargo tanks are smooth and free from structure, the Administration will accept one hand dipping position in the aft part of the tank and as near to the cargo pipe suction as possible.

3. Ship-to-Ship transfer operational plans

Further information is stated in [MSN 066](#).

RO's are authorised to approve STS Operational Plans in accordance with MARPOL Annex I Regulations 40 & 41.

The Ship Registry recommends that at the next opportunity, existing STS Plans are revised and re-approved by an RO on behalf of this Administration in accordance with:

"Refer to Manual on Oil Pollution, Section 1, Prevention, 2011, Edition, and the OCIMF Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases (2013)"

4. Type approval standards

The type approval standards for oil filtering equipment, oil discharge monitoring and control systems and crude oil washing equipment are stated in MSN 066.

5. ESP Code

Evaluation of Survey Report – RO's are authorised to endorse the analysis of data as required by Part A and Part B section 8.1.2 of the Code.

Reporting – RO's are authorised to endorse the condition evaluation report on behalf of the Ship Registry.



6. SOPEP/SMPEP/ P&A manuals

The SOPEP/SMPEP/Procedures and Arrangements Manuals may be approved in electronic format, as long as it is presented in the required format and contains the required information. Owners are to be advised that a paper copy should be available onboard.

7. Electronic oil record books

The IoM accepts electronic oil record books under the criteria stated in [TAN 006-18](#)

MARPOL ANNEX II

[MSN 067](#) summarises the MARPOL Annex II requirements for ships carrying noxious liquid substances (NLS) in bulk.

The following is general information for ROs:

Vegetable oils that are identified as being 2(k) cargoes in column E of Chapter 17 of the IBC Code may be carried by Type 3 chemical tankers under the exemption in MARPOL Annex II Regulation 4.1.3 (subject to the conditions stated therein) – See MSN 067 for full summary.

From 1 January 2022, vessels that operate under LHNS Guidelines will be restricted to a reduced range of cargoes. The permitted cargoes are listed in Annex I of [MGN 649 Amendment 1](#). For ships that wish to transition to compliance with the OSV Chemical Code ROs are fully authorised to provide survey and certification services.

MARPOL ANNEX III

[MSN 068](#) summarises the MARPOL Annex III requirements for dangerous goods and harmful substances.

MARPOL ANNEX IV

Refer to [MSN 069](#) for further details regarding special circumstances, the approval standards for sewage treatment plants and comminuting and disinfecting systems with holding tanks, and holding tanks and recommendations on standards for the rate of discharge of untreated sewage from ships.

When approving the maximum permissible rate of discharge of untreated sewage (as per Reg 11.1.1) the RO is requested to ensure this is both vessel specific and achievable, taking fully into account the capacity of the pump(s) provided for different combinations of draught and speed.

In addition to the above, and pending further review at IMO, the Isle of Man Ship Registry is content that ROs may accept existing variable rate discharge pumps providing that the variable rate of the pump can be fixed to a discharge rate which renders the most effective discharge rates compliant with the Regulation. The pump discharge rates should be detailed on the sewage discharge rate table approved by the RO. Also, suitable instructions should be included within the ship's SMS/Sewage discharge procedures to ensure that the approved pump discharge rate is not exceeded in service during sewage discharge operations.

MARPOL ANNEX V

Refer to [MSN 070](#) for general guidance on the MARPOL Annex V requirements.



MARPOL ANNEX VI

Refer to [MSN 071](#) for further details regarding special circumstances, emission control areas, log books and recording, ozone depleting substances and exemptions equivalence or waivers.

1. IMO Data Collection System

ROs are authorised to carry out the collection and reporting of ship fuel oil consumption as required by MARPOL Annex VI Reg 22, including:

- a) Approving the SEEMP Part II for compliance with Regulation 22.2 and issuing a Confirmation of Compliance; and
- b) Issuing a Statement of Compliance – Fuel Oil Consumption Reporting

2. SEEMP/EEDI

ROs are authorised to conduct all work relating to SEEMP, EEDI, EEXI and CII under the existing MARPOL Annex VI authorisation.

With respect to SEEMP Company verifications/audits:

- SEEMP verifications/audits should be undertaken where possible coincidental with ISM DOC verifications. This may be additionally applicable in the case of ISO 14001 (or similar) audits. A combination of related audits serves to reduce the overall impact/burden on companies.
- Where a SEEMP company verification/audit is to be undertaken on a stand-alone basis, this will be considered on a case-by-case basis by the Ship Registry
- In respect of RO's authorised for SEEMP audits, that entity should be the same RO responsible for the International Air Pollution Prevention Certificate (IAPPC) and International Energy Efficiency Certificate (IEEC), especially considering shipboard verifications.

If shipboard ISM audits have been delegated, and a SEEMP shipboard audit is required, the ISM RO should carry out this audit.

Where the ISM Company audit has not been delegated: If the entire fleet of a company is classed by the same RO, the same RO responsible for IAPPC/IEEC should perform the SEEMP Company audit. However, if the fleet is classed by different ROs, to reduce overall audit burden then it should be considered whether it is more appropriate for the audit to be completed by the DCS verifier.

- In respect of frequency of audits, the company should be audited every three years after the first issuance of the Confirmation of Compliance, and/or after any amendment/revision of the SEEMP.
- Documentation required to facilitate the verification/audit should as a minimum consist of:
 - Approved SEEMP and Confirmation of Compliance certificate;
 - Statement of Compliance certificates for last three years;
 - Records related to the elements of IACS Rec. 175, section 7.1;
 - Documentation in support of analysis of the cause for the inferior CII rating (as applicable);



- Documentation in support of analysis of the performance of measures in the previous implementation plan (as applicable);
 - Documentation in support of additional and revised measures added to the implementation plan (as applicable); and
 - Potential identified impediments to the effectiveness of the additional measures and relevant mitigation measures put in place to overcome such impediments.
- Additional company audits should be undertaken for managers/operators of ships rated as D for three consecutive years, or, E for one year, to verify the progress related to additional/revised measures added to the three-year implementation plan.
 - Shipboard verifications/audits would not normally be considered as part of the company verification process unless additional/revised measures added to the three-year implementation plan, or, amendments to SEEMP have a direct impact on shipboard operations.
 - Based on the outcome of the additional SEEMP company audit in the case of a ship rated as D for three consecutive years, or a ship rated as E, the need for an additional shipboard verification/audit should be considered
 - Shipboard verifications where suitable may be undertaken coincidental with ISM SMC verifications, or, next upcoming IAPP/IEEC survey window.
 - Remote verifications/audits are generally not supported but may be authorised by the Ship Registry on a case-by-case basis, subject to review of the individual circumstances.
3. Exhaust Gas Cleaning Systems (EGCS)
- Information on the approval process and malfunction procedures of EGCS is stated in [TAN 010-19](#).
- Any new EGCS must be approved in accordance with MEPC.340(77). The only additional requirement is as follows:
- The Ship Registry does not accept averaging SOx emissions from 'over-performing' equipment against untreated equipment as the means to comply to the SOx emission limits requirements. To further clarify, the Ship Registry does not interpret this arrangement to cover engine streams where the stack is not common e.g. a ship with multiple stacks where one stack is treated while another emits higher sulphur.
4. Boil off gas-co-firing equivalence
- The Ship Registry accepts the boil off gas co-firing equivalence permitted by EC Decision 2010/769/EC in the North Sea and Baltic Sea ECAs. When completing the IAPP supplement, the equivalence reference in 2.6 is 'EC Decision 2010/769/EC'. The Ship Registry is not submitting an equivalence under MARPOL Annex VI, Regulation 4 to the IMO.
5. 2014 Guidelines on the Approved Method Process for marine diesel engines installed on a ship constructed prior to 1 January 2000
- To comply with MARPOL VI/13.7.1 requirement for the use of an approved method the Ship Registry has adopted the Guidelines in Resolution MEPC.243(66) - 2014 Guidelines on the Approved Method Process.



6. NOx Code

For requirements relating to the NOx Record book of engine parameters see [MSN 071](#).

7. Engine/Shaft Power Limitations for EEXI Compliance

Vessels that are using Engine or Shaft Power Limitation systems installed after 27 June 2023 should comply with the standards in TAN 001-23 Rev 1. Systems installed before this date should comply with TAN 001-23 Rev 0.



SECTION 6

Load Lines, Ballast Water, COLREGS & Non-Convention requirements

Load Lines Convention

The Load Lines Convention is applied by the Merchant Shipping (Load Lines) Regulations 2020. Isle of Man specific interpretations are stated within [MSN 073](#).

Multiple Load Line Certificates

1. No formal authorisation is required for the issue of multiple load line certificates. The requirements which should be applied to IoM registered vessels are as follows:
2. The ship fully complies with all the applicable safety and pollution convention requirements appropriate for a ship of the maximum deadweight for which the minimum freeboard could be assigned;
3. Only one set of Load Lines is displayed at one time -all others should be permanently marked but effectively painted over.
4. If there are International Load Line Certificates in force concurrently relating to each set of Load Line marks, the Master is to ensure that the certificate in use corresponds to the Load Line marks displayed.
5. The Master should make an entry in the vessel's Official Log Book on each occasion that the Load Line marks in use are changed. The attendance of a RO's surveyor on such occasions is not required;
6. All Load Line marks should be checked annually by the attending RO's surveyor conducting the Load Line Annual survey. The Ship Registry requires that all other statutory certificates shall show only the maximum deadweight of the ship. It is NOT intended to issue a full set of statutory certificates corresponding to each of the deadweights shown on the multiple Load Line Certificates

Requirement for fitting intermediate guard rails on external ladders around superstructure (ILO 92 and ICLL Regulation 25)

External ladders between superstructure decks require intermediate guard rails under the 'other locations' provision of the Load line Convention.

Ballast Water Management

1. The Ballast Water Management Convention has not been extended to the Isle of Man.
2. ROs cannot issue International Ballast Water Management Certificates on behalf of the Isle of Man. ROs should therefore only issue a 'Statement of Compliance' or equivalent.
3. The Ship Registry has published [TAN 005-17](#) on the BWM Convention Regulation D-2 implementation dates.
4. Approval of Ballast Water Management Systems

The convention requires the Administration to approve all BWM systems (Reg D-3) and issue a type approval certificate. There are two types of system Active and Passive.

ROs are authorised to complete the following:



- i. Issue type approval certificates for systems complying with Resolution MEPC.300(72) – code for approval of ballast water management systems (BWMS Code).

Conduct plan approval for a Ballast Water Management System undergoing type approval.

5. Declaration of Electronic Record Book

In accordance with [REG UI-007](#) regarding Electronic Record Books under the Ballast Water Management Convention, the IOM confirms authorisation for RO's to issue 'Declaration of Electronic Record Books' for the Ballast Water Management Convention on behalf of the Isle of Man, in accordance with MEPC.383(81) and MEPC.372(80) describing the accepted use of the BWM electronic record book as an alternative to the hard copy book.

Early implementation of the amendments ahead of the October 2025 entry into force date is permitted.

6. Non-Mandatory Contingency Measures

With regards to BWM.2/Circ.82 which allows the temporary storage of Treated Sewage/Grey Water in Ballast Water tanks, MEPC.387(81) to address operational challenges when operating in Challenging Water Quality conditions, or any other non-mandatory procedures, ship-specific procedures (where required) are to be incorporated in the ship's BWMP within a non-mandatory appendix. There is no requirement for the BWMP to be submitted for reapproval following a modification or addition to the non-mandatory section.

Convention on the International Regulations for Preventing Collisions at Sea, 1972

- For new constructions: Masthead lights, stern lights, side lights and NUC lights are required to be two tier, capable of being switched to maintain function in the event of a bulb failure or one power supply system failure. Other lights, e.g. Suez Canal etc. may be single tier.

International Tonnage Convention, 1969

- The Isle of Man would not normally consider small changes made solely for compliance with a new regulation to affect tonnage or application of regulations under other Conventions. However, for "new" ships under the Tonnage Convention, tonnage should always be re-measured following changes to enclosed spaces. If the change is $\leq 1\%$ then the RO shall either annotate the current certificate or issue a new certificate at the Owner's discretion; in either case retaining the existing tonnage. If the cumulative effects of more than one such change exceeds 1% of the original tonnage, then the recalculated figure should be used on the Tonnage Certificate and all other Convention certificates.

For "existing ships" the current 1% allowance under TM5./Circ.6 applies.



Lifting appliances and loose gear

- The IoM Merchant Shipping (Hatches, Hold Access and Lifting Plant) Regulations 1989 state the requirements for the safe condition of lifting appliances and loose gear. These Regulations are based on the provisions stated in ILO C152.
- The Ship Registry will accept the master, chief engineer, chief officer or second engineer as a competent person for the purpose of annual inspections of lifting appliances. A competent person is considered to be a person who is trained and has the necessary skills, practical experience and knowledge of the type of lifting appliances which they are required to inspect.

Additional Non-Convention requirements

DP Systems

Where vessels require Flag State Verification and Assessment Documents (FSVAD), The RO may issue these documents on the basis of compliance with MSC Circ. 645; it will be up to the RO to determine whether their rules are identical to or more onerous than the circular's requirements or whether any assessment in addition to survey against the RO's DP rules is required in order to issue the FSVAD.

For ships constructed on/after 9th June 2018 it is recommended that the guidelines for vessels and units with dynamic positioning (DP) Systems (MSC.1/Circ.1580) are followed.

Section 7

REG Yacht Code – General requirements

All commercial yachts of 24m Load Line length and above shall be built and maintained to the RO's rules and shall comply with the Red Ensign Group (REG) Yacht Code. Further information on the REG Yacht Code and the IoM's National Annex is available in

[MSN 054](#). The REG Yacht Code can be viewed [here](#).

A matrix detailing the division of responsibilities with respect to surveys and the issue of statutory certification to commercial yachts is provided in Schedule 2 of [MSN 054](#).

1. New build commercial yachts

Along with applicable statutory certificates, the attending RO's surveyor will be asked to issue a statement confirming the yacht meets relevant Yacht Code requirements.

A surveyor from the Ship Registry will attend the yard at intervals during the build process.

2. Large Commercial Yacht Code surveys of existing yachts

ROs are fully authorised to carry out annual Large Commercial Yacht Code surveys. The Ship Registry shall be informed within 5 working days of completing the survey, this is so the Ship Registry's database is updated and also to ensure the electronic version of the Red Ensign Group Yacht Code Certificate has been digitally endorsed.

In the event an RO does not maintain its own checklist with respect to Code compliance,



the attending surveyor may request the Ship Registry to forward its *aide mémoire*.

When completing a yacht Code compliance survey, the RO is to:

- a. verify that there has been no significant modification to the yacht since its last survey.
- b. confirm that the radio equipment on yachts <300GT has been subject to survey by an RO-approved radio technician.

Renewal Surveys will normally be carried out by a Ship Registry surveyor. Where circumstances do not permit this the RO may be appointed to act on our behalf. In such circumstances, a specific appointment will be forwarded by email and the attending surveyor/auditor should be guided by the instructions contained within the appointment.

3. Switching from Commercial Registry to Pleasure Registry

The Ship Registry permits yachts to switch between commercial registry and pleasure registry in accordance with the procedures stated in [MSN 075](#). As referenced in MSN 075, yachts that are on the 'Commercial Yacht' or 'Pleasure Yacht Charter Ready' survey schemes may switch from pleasure to commercial using an abbreviated process, on the basis that they maintain compliance with all relevant commercial regulations, irrespective of their mode of registration.

In order to do so, it may be necessary for the yacht's Recognised Organisation to undertake the surveys and inspections on a pleasure yacht as if the yacht was commercially registered. For example, it may be necessary to undertake an MLC inspection on a privately registered yacht so that it may revert to commercial operations without needing a further MLC inspection.

In addition to the above, some of the yacht's statutory certificates will be reissued as a Statement of Compliance for the duration of the pleasure registration as per the below table from MSN 075:

Certificate/Document	Commercial Registry	Pleasure Registry
Certificate of Registration	Certificate - Commercial	Reissued Pleasure
Maritime Labour Certificate	Certificate	Statement of Compliance
ISM Safety Management Certificate	Certificate	Statement of Compliance
International Ship Security Certificate	Certificate	Statement of Compliance
Yacht Code Compliance	Certificate	Statement of Compliance
Continuous Synopsis Record	Document	Document (not reissued)
Minimum Safe Manning Document	Document	Document (not reissued)

ROs are duly authorised to endorse Statements of Compliance in the same way that a Certificate would be endorsed.

Large Commercial Yacht Code – Additional requirements

1. Short Range Yacht definition

Please note that the definition of "short range yacht" in REG Yacht Code 2024, differs from that in LY3/Reg Yacht Code 2019 which also differs from that in LY2.

2. Lightweight survey

A lightweight survey is required to be carried out to the satisfaction of the attending RO's surveyor at intervals not exceeding five years. Refer to [MSN 037](#) for further



information.

3. Bow height – Application of the Load Line Convention

Increased bow height requirement introduced by IMO Resolution A.972(24) are not applied to yachts certified compliant with the Large Commercial Yacht Code (LY1, LY2, LY3 & REG Yacht Code). Such yachts may be constructed with bow height in accordance with the requirements of the 1966 Load Line Convention. An exemption is not required.

4. Code Section 19.6 - Ship Identification Number

Commercial yachts $\geq 300\text{GT}$ must have the Ship Identification Number marked in accordance with passenger ship requirements stated in SOLAS Ch.XI-1, Reg.3.4.1 – hence on a horizontal surface visible from the air.

5. Tenders to Commercial Yachts

Reference may be made to [MSN 025](#).

Large Commercial Yacht Code - Certification

Statutory certification should be annotated as follows:

- **LY1 vessels**

Cargo Ship Safety Construction, Safety Equipment, Safety Radio and International Load Line certificates:

"This yacht is in compliance with the equivalent arrangements of the Code of Practice for the Safety of Large Commercial Sailing and Motor Vessels extended to the Isle Of Man by IMO Circular Letter No. 2578 dated 8 August 2004".

- **LY2 vessels**

Cargo Ship Safety Construction, Safety Equipment, Safety Radio and International Load Line certificates:

"This yacht is in compliance with the equivalent arrangements of the Large Commercial Yacht Code (LY2) extended to the Isle Of Man by IMO Circular Letter No. 2937 dated 13 January 2009".

- **LY3 vessels**

Cargo Ship Safety Construction, Safety Equipment, Safety Radio and International Load Line certificates:

"This yacht is in compliance with the equivalent arrangements of the Large Commercial Yacht Code (LY3) extended to the Isle Of Man by IMO Circular Letter No. 523 dated 16 September 2013".

- **Red Ensign Group Yacht Code 2019**

Cargo Ship Safety Construction, Safety Equipment, Safety Radio and International Load Line certificates:

"This yacht is in compliance with the equivalent arrangements of the REGYC extended to the Isle of Man by IMO GISIS reference number XQ46476 dated 20th November 2018"



- **Red Ensign Group Yacht Code 2024**

Cargo Ship Safety Construction, Safety Equipment, Safety Radio and International Load Line certificates:

“This yacht is in compliance with the equivalent arrangements of the REGYC24 extended to the Isle of Man by IMO GISIS reference number XQ126736 dated 23rd February 2024”



Section 8

ISM Code

1. ISM procedures & certification

The procedures and criteria for the conduct of ISM audits and the issuance of DOC and SMC certification shall be carried out in accordance with the following:

- IACS procedure No.9; and
- IMO Resolution A.1118 (30) Revised guidelines on the implementation of the International Safety Management Code by Administrations.

2. ISM audit delegation

1. All audits

ROs are authorised to carry out ISM audits and issue ISM certification on all ships, except for the following:

- a) Commercial yachts;
- b) Passenger ships and; and
- c) High speed craft.

It is the Ship Registry's policy to use IoM surveyors to carry out ISM audits on the ship types listed above, however ROs may be authorised on a case-by-case basis.

On change of flag to Isle of Man, RO's are expected to conduct interim audits and issue interim ISM and ISPS certification to the ship. Initial audits shall be completed within six months. ROs are fully authorised to undertake the audits on behalf of IOMSR without specific authorisation.

If a ship's technical manager is not changing and safety management and security procedures are continuing as before, on a case-by-case basis this administration will agree to the RO issuing ISM and ISPS certification harmonised with existing certificates. In order to issue back-to-back certification RO's are required to carry out an additional audit at the time of registration

2. DOC audits

ROs are authorised to carry out DOC audits for all ISM Companies, except for companies where the Ship Registry carries out the shipboard ISM audits (see 2.1 above). For these companies the Ship Registry will carry out the initial and renewal DOC audits. ROs are authorised to carry out all of the annual audits.

For ISM DOC companies which are new to the Ship Registry, the Principal Surveyor will carry out an assessment of the company and instruct the RO with one of the following options:

- i. if the company does not have a valid DOC – attend for an interim audit and issue an interim DOC.
- ii. attend for additional audit and issue a full term DOC harmonised with the existing DOC (where the company has an existing DOC held by a class society recognised by the Ship Registry and holder of a QSCS certificate); or
- iii. attend for an initial DOC audit and on successful completion, issue a DOC harmonised with the currently held DOC (in the case where existing DOC is held



with a class society not recognised by Ship Registry and not holding a QSCS certificate);

3. Reporting requirements

The Ship Registry must be informed immediately on identification of a major non-conformity.

Within 30 days of the completion of the SMC or DOC audit the RO shall forward a copy of the audit report including any non-conformities and copies of certification to marine.survey@gov.im

Every major non-conformity which has been downgraded to a non-conformity may only be closed out at an additional audit which shall be conducted within 3 months of the audit. The additional audit may be carried out at the ISM company's office instead of the ship, if agreed with the Ship Registry.

At the surveyor's discretion an emergency drill may be carried out which may include simulated scenarios, including but not limited to abandon ship, fire, etc. If a drill is carried out details of the drill shall be recorded in the SMC report.

During the course of an SMC audit if deficiencies are identified with respect to other international conventions (SOLAS, LL, MARPOL, etc.), these shall be identified on the report or reported separately to marine.survey@gov.im.

4. Internal Audits

From 31 March 2023, Internal audits may only be undertaken remotely where approved on a case-by-case basis by the Ship Registry. Prior to this date, there was a blanket authorisation due to Covid-19.



Section 9

ISPS Code

Further information on the Ship Registry's ISPS requirements is stated in [MSN 064](#).

1. ISPS audit procedures and certification

ISPS audits and the issue or endorsement of ISPS certification must be completed as per the requirements of the ISPS Code and IACS PR24(Rev 2).

The attending RO's surveyor is authorised by the Ship Registry to view the entire Ship Security Plan, Ship Security Assessment and any records pertaining to ship security for the sole purpose of conducting ISPS verifications in accordance with IACS PR24(Rev 2).

Any personnel carrying out ISPS verifications or handling information related to maritime security must treat the information as strictly confidential and must not disclose any security information to a third party without written authorisation from the Ship Registry or the Company Security Officer.

2. ISPS audit delegation

ROs are authorised to carry out ISPS audits and issue ISPS certification on all ships, except for the following:

- d) Commercial yachts;
- e) Passenger ships and; and
- f) High speed craft.

It is the Ship Registry's policy to use IoM surveyors to carry out ISPS audits on the ship types listed above, however ROs may be authorised on a case-by-case basis.

3. Ship security plan approval

All Ship Security Plans must be approved by the Ship Registry. ROs are not authorised to approve Ship Security Plans on behalf of the Ship Registry.

ISPS Code Part B, Sections 8-13 are mandatory on Isle of Man registered ships rather than guidance.

4. Reporting requirements

In the event of a 'major failure' the Ship Registry is to be advised immediately.

Within 30 days of the completion of the ISPS audit the RO shall forward a copy of the audit report including any findings and copies of certification to marine.survey@gov.im

In the event of a 'failure' the attending surveyor shall follow the instructions contained within IACS PR24(Rev 2) section 7.

Isle of Man ISPS specific requirements

1. ISPS records

Confirm the records required to be kept by the Ship Security Plan are being maintained on board and in the English language.

Confirm ISPS records are kept for a minimum of 3 years (this may be 1 year on the ship and 2 years in the office – email evidence that the records have been sent to the office should be requested).



2. SOLAS XI-1 Reg.5 Continuous Synopsis Record (CSR)

Confirm the complete sequential CSR Form 1, 2 and 3 are on board.

The latest CSR Form 1 document number can be confirmed by contacting the Ship Registry.

A period of 3 months is permitted from a change to the ship's particulars and the new CSR being issued as per IMO Resolution A.959(23) as amended.

Some CSR Form 1 documents issued by the Ship Registry may not have a CSR Form 2 attached – this is indicated in CSR Form 1 Box 16.

3. Ship Security Alert System (SSAS)

Confirm that an SSAS function test has been carried out at intervals not exceeding 12 months.

Confirm that the SSAS is programmed to immediately alert the entities specified in MSN 064 Section 3.1.

4. Security Advisory Notices

Security Advisory Notices to communicate security levels and security-level information are emailed to Company Security Officers. This information is confidential and is not published online by the Ship Registry. If during a security inspection the RO's surveyor requires clarification, the Ship Registry's office can be contacted to confirm the current security levels applicable to that ship.

5. Private Contracted Armed Security Personnel (PCASP)

For information regarding PCASP on board refer to [MSN 045](#).

6. Locking of doors on escape routes

For guidance relating to the locking of doors on escape routes see [MSN 058](#)



Section 10

MLC inspections

1. MLC inspections

MLC inspections and the issue of the MLC Certificate shall be carried out in accordance with the following:

1. IACS No.40 Procedural requirements for MLC, 2006 Certification;
2. ILO's Guidelines for Flag State Inspections; and
3. Isle of Man specific requirements (stated below)

2. MLC delegation

ROs are authorised to carry out MLC inspections and issue the MLC certificate on all ships, except for the following:

- a) Commercial yachts;
- b) Passenger ships; and
- c) High speed craft.

It is the Ship Registry's policy to use IoM surveyors to carry out MLC inspections on the ship types listed above, however ROs may be authorised on a case-by-case basis.

Additional MLC verifications may be carried out by the Ship Registry at its discretion.

3. MLC certification & DMLC Part I & II

For ships where MLC inspections have been delegated to the RO, the RO is authorised to issue the MLC Certification. However, the Ship Registry issues the DMLC Part I & II. These documents will be issued in accordance with the following procedure:

The shipowner will submit their DMLC Part II to the Ship Registry to review and accept. Once accepted, the Ship Registry will email the shipowner the following documentation with the nominated RO's MLC contact in CC:

1. A DMLC Part I signed electronically on behalf of the Ship Registry
2. An unsigned and undated DMLC Part II for the shipowner to sign
3. A letter to evidence that the DMLC Part II has been accepted

The shipowner will sign the DMLC Part II and forward this, together with the Part I and acceptance letter to the ship in time for the initial MLC Inspection.

Following a successful initial inspection, the RO's surveyor will issue the MLC Certificate and sign/date the DMLC Part II. It is important to note that the MLC Certificate will reference the date and place of issue of the DMLC and this must correspond to the documentation presented on the ship.

4. Amendments to DMLC Part I & II

1. **DMLC Part I** – if the Ship Registry makes minor amendments we will issue a MLN detailing the amendments. If they are major we will re-issue the DMLC Part I for all ships.
2. **DMLC Part II** – if the shipowner makes minor amendments, they can use an amendment sheet to state these (this includes amending references to forms and/or the SMS). If the amendments are major, the Ship Registry will re-issue the DMLC



Part II signed by the Ship Registry. The only instance where the Part II will be issued unsigned for signature by an RO will be where the Part II is issued prior to the RO undertaking an initial MLC inspection.

The Shipowner will then need to request a new MLC Certificate from the RO to ensure that the correct DMLC is referenced; further information is stated in [MLN 6](#).

5. Reporting requirements

In the event of a serious deficiency, the Ship Registry is to be advised immediately.

Within 30 days of the completion of the MLC inspection the RO shall forward a copy of the audit report including any findings and copies of certification to marine.survey@gov.im

6. Recruitment and Placement Audits

Recruitment and Placement Audits made under Standard 1.4 for Companies based in the Isle of Man are undertaken by the Isle of Man Ship Registry and are not delegated to Recognised Organisations.

Isle of Man MLC specific requirements

The following requirements are specific to IoM flagged ships and need to be verified during MLC inspections:

- Public holiday leave is a minimum of 10 days per 12 months of service period, which is in addition to the minimum annual leave, as specified in [MLN 2.4](#).
- Seafarers Employment Agreement (SEA) must include place of repatriation, as specified in [MLN 2.1](#).
- Deductions from wages are only permitted where specified in [MLN 2.2](#).
- Potable water systems should be entirely segregated from non-potable systems, FW pumps should not be capable of being connected to any other service and suction lines should not be cross-connected with the piping or storage tank of any non-potable-water system. Potable water outlets should be labelled "POTABLE WATER". All non-potable outlets should be labelled "UNFIT FOR DRINKING". Refer to [MLN 3.2](#) for further information.
- The speed, quality and availability of internet connection, as detailed in [TAN 007-24](#), should be included within accommodation inspections which are to be conducted at intervals not exceeding 7 days (see [MLN 3.1](#) for more information)
- Medical stores onboard must comply with in [MLN 4.1](#).
- Safety Officer must be appointed as specified in [MLN 4.3\(A\)](#).
- The shipowner must carry out a risk assessment to assess the level of mechanical vibration to which a seafarer is likely to be exposed, as specified in [MLN 4.3\(B\)](#).
- The shipowner must carry out a risk assessment to assess the level of noise to which seafarers are exposed, as specified in [MLN 4.3\(C\)](#).
- If hazardous chemical agents are carried, the shipowner must risk assessment the health and safety implications to seafarers, as specified in [MLN 4.3\(D\)](#).
- All Isle of Man registered vessels are required to report casualties, accidents, incidents and occupational diseases to the IoM, as specified in [MLN 4.3\(E\)](#).



Seafarer complaints

MLC complaints are investigated by the Ship Registry. If the RO's surveyor receives any complaints, these shall be forwarded to MarineMLC.DfE@gov.im along with any comments from the attending surveyor. Alternatively, seafarers can submit a complaint to us directly via our [online form](#).

Section 11

Ship Recycling Regulations

1. Hong Kong Convention - The Hong Kong Convention has now entered into force. At the present time, this Convention has not been extended to the Isle of Man. However, the Ship Registry's Technical Instructions to ROs includes the Hong Kong Convention 2009 on the RO Authorisation Table, so ROs are permitted to carry out this work should it be requested; the certification issued must be a 'Statement of Compliance' on behalf of the Government of the Isle of Man. The Statement of Compliance should be in the format prescribed by Appendix 3 to the Hong Kong Convention.

2. EU Regulations on Ship Recycling – EU Regulation 1257/2013

The Isle of Man is not an EU Flag State therefore we do not have Regulations to implement the EU Regulations on Ship Recycling 1257/2013

However, we are aware that certain requirements apply to ships of a non-EU Flag State. In the Ship Registry's latest Technical Instructions to Recognised Organisations we have included EU Regulation No.1257/2013 on the RO Authorisation Table, so that ROs are permitted to carry out the work associated with these Regulations for Isle of Man registered ships, which includes:

1. Verification of the Inventory of Hazardous Materials in accordance with EU Regulation 1257/2013; and
2. Carrying out surveys; and
3. Issue of the Statement of Compliance. Please note EU 1257/2013 Article 12 para 6 states - the Statement of Compliance may be issued in the format prescribed in Appendix 3 to the Hong Kong Convention – Model Statement of Compliance; Therefore please issue the Statements as shown below
4. Exceptionally, these Statements of Compliance may be issued on behalf of the Isle of Man Government. This is to comply with the Model Statement of Compliance as per Annex 3 off the EMSA 'Guidance on inspections of ships by the port states in accordance with Regulation (EU) 1257/2013 on Ship Recycling.

Where an IHM reveals the presence of Asbestos Containing Materials in contravention of SOLAS II-1/3-5 then action should be taken to have it removed. The removal (assigned to professional asbestos removal companies) should take place within a time frame of 3 years from the date when the contravention is found. In such cases the Isle of Man Ship Registry should be notified when the contravention is found, together with an action plan for the management/removal of the ACM. If this is found to be satisfactory, an exemption will be issued.

An exception to the above exists for asbestos-containing gaskets in good condition, (as verified by class and/or a specialist company) and installed between 1 July 2002 and 1 January 2011 in contravention of SOLAS regulation II 1/3 5. For these, the Ship Registry may issue an equivalence in accordance with SOLAS regulation I/5, instead of removal



as per above paragraph, allowing for an onboard implemented risk-based maintenance and monitoring programme of onboard materials containing asbestos, in accordance with the Guidelines for maintenance and monitoring of on-board materials containing asbestos (MSC.1/Circ.1045). Such asbestos-containing gaskets should subsequently be removed when planned repairs or removal of the relevant system (containing these gaskets) is carried out.

See [TAN 005-20](#) for further information.



Isle of Man Technical Instructions to ROs APPENDIX 1 RO Authorisation Table		Authorised to Undertake Survey/ Verification?	Authorised to Issue Interim Certification?	Authorised to issue Term Certification?	Short Term Certification?	Authorised to issue Full Term Certification?	Authorised to Extend Certification?
Cargo Ship Safety Construction Certificate		Yes	N/A	P	Yes		P
Cargo Ship Safety Equipment Certificate		Yes	N/A	P	Yes		P
Cargo Ship Safety Radio Certificate		Yes	N/A	P	Yes		P
IGC Code (Certificate of Fitness for the Carriage of Liquefied Gases in Bulk)		Yes	N/A	P	Yes		P
IBC/BCH Code (Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk)		Yes	N/A	P	Yes		P
Document of Compliance - Special Requirements for Ships Carrying Dangerous Goods		Yes	N/A	P	Yes		N/A
IMSBC Code		Yes	N/A	P	Yes		N/A
Polar Code - SOLAS XIV		Yes	N/A	N/A	Yes		N/A
Passenger Ship Safety Certificate		Partial (see Section1.11)	N/A	P	Issued by IOMSR		N/A
Industrial Personnel Code		Yes	N/A	P	Yes		P
ISM Safety Management		Yes apart from companies managing commercial yachts / passenger ships (see Sections 8,9&10)	Yes apart from companies managing commercial yachts / passenger ships (see Sections 8,9&10)	N/A	Yes apart from companies managing commercial yachts / passenger ships (see Sections 8,9&10)		P
ISM Document of Compliance							
International Ship Security Certificate (IoM approves all ship security plans)							
Maritime Labour Certificate (IoM approves & issues DMLC Part II)							
MARPOL Annex I (IOPP)		Yes	N/A	P	Yes		P
MARPOL Annex II (INLS)		Yes	N/A	P	Yes		P
MARPOL Annex IV (ISPP)		Yes	N/A	P	Yes		P
MARPOL Annex VI (IAPP + Nox Code)		Yes	N/A	P	Yes		P
Engine International Air Pollution Prevention Certificate		Yes	N/A	N/A	Yes		N/A
International Energy Efficiency Certificate, Statement of Compliance Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating		Yes	N/A	N/A	Yes		N/A
International Load Line Certificate		Yes	N/A	P	Yes		P
International Tonnage Certificate		Yes	N/A	N/A	Yes		N/A
International Anti-Fouling System Certificate		Yes	N/A	N/A	Yes		N/A
Ballast Water Management Certificate*		Yes	N/A	P	Yes		N/A
Lifting Appliances (ILO 152)		Yes	N/A	N/A	Yes		N/A
Hong Kong Convention 2009/Regulation EU No. 1257/2013*		Yes	N/A	N/A	Yes		N/A
MODU Code Safety Certificate		All Except Renewal	N/A	P	Issued by IOMSR		N/A
Large Commercial Yacht Code		All Except Renewal	N/A	P	Issued by IOMSR		N/A
High-Speed Craft Safety Certificate		Partial (see Section1.11)	N/A	P	Issued by IOMSR		N/A
Special Purpose Ship Safety Certificate		Yes	N/A	P	Yes		P
Grain Loading Letter		Yes	N/A	N/A	Yes		N/A
Diving Systems Safety Certificate		Yes	N/A	N/A	Yes		N/A

P - Permission required

*** Statement or other document confirming compliance with the requirements of the applicable instruments where the relevant instrument is not yet in force for the IOM. Statement or other document to be issued on behalf of the IOM Government in accordance with the RO's normal procedures for confirming compliance with requirements on non-party ships where applicable.**