Guidance on provisions[1] that include the term "to the satisfaction of the Administration" or equivalent in mandatory IMO instruments

International Convention for the Safety of Life at Sea (SOLAS)

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No.	**Chapter**	**Regulation**	**Title**	**Provision**	**Guidance**
1	I	4(b)	Exemptions	The Administration **may exempt** any ship which embodies features of a novel kind from any of the provisions of Chapters II-1, II-2, III and IV of these Regulations [……] in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship [……]	If an exemption is applied for, BG Verkehr/Dienststelle Schiffssicherheit[2] (the Administration) will decide on it on a case-by-case basis or in general.
2	I	5(a)	Equivalents	Where the present Regulations require that a [……] or that any particular provision shall be made, the Administration **may allow** any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship, **if it is satisfied** by trial thereof or otherwise [……]	If applicable, the Administration decides on a case-by-case basis or in general.
3	II-1	1.3	Application	[……] Repairs, alterations and modifications of a major character and outfitting related thereto shall meet the requirements for ships constructed on or after the date on which any relevant	If applicable, the Administration decides on a case-by-case basis or in general. Refer to:

[1]
- Provisions that require a definite action or determination by the Administration (where "shall" is used in the Convention)
- Provisions that require an approval or determination by the Administration (where "approved" is used in the Convention)
- Provisions that do not require a definite action by the Administration but may require an action or determination in specific circumstances (where "may" is used in the Convention)

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				amendments enter into force, in so far **as the Administration deems reasonable and practicable**.	➢ Unified Interpretation no. 2 for chapter II-1 to regulation 1.3 ➢ IACS Unified Interpretations (UI) SC226 Rev.1
4	II-1	1.4	Application	The **Administration of a State may,** if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this chapter unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships entitled to fly the flag of that State which, in the course of their voyage, do not proceed more than 20 miles from the nearest land.	If an exemption is applied for, the Administration will decide on it on a case-by-case basis or in general.
5	II-1	1.5	Application	In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, **the Administration** of the State whose flag such ships are entitled to fly, if satisfied that it is impracticable to enforce compliance with the requirements of this chapter, **may exempt** such ships from those requirements, provided that they comply fully with the provisions of: .1 the rules annexed to the Special Trade Passenger Ships Agreement, 1971; and .2 the rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973.	If an exemption is applied for, the Administration will decide on it on a case-by-case basis or in general.

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6	II-1	2.15	Definitions	[……] In the case of unusual arrangements, **the Administration may define** the limits of the machinery spaces.	If applicable, the Administration decides on a case-by-case basis or in general.
7	II-1	3-6.2.2	Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers	Where a permanent means of access may be susceptible to damage during normal cargo loading and unloading operations or where it is impracticable to fit permanent means of access, **the Administration may allow**, in lieu thereof, the provision of movable or portable means of access, as specified in the Technical provisions, provided that the means of attaching, rigging, suspending or supporting the portable means of access forms a permanent part of the ship's structure. [……]	If applicable, the Administration decides on a case-by-case basis or in general. Refer to: ➢ Unified Interpretation no. 12 for chapter II-1 to regulation 3-6.2.2 (MSC.1/Circ.1572/Rev.2)
8	II-1	3-6.2.3	Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers	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 requirements of a classification society authorized by the Administration (RO) must be complied with. The following ROs are authorized by the Administration: ➢ ABS ➢ BV ➢ CCS ➢ DNV ➢ LR ➢ Class NK ➢ KR ➢ RINA
9	II-1	3-6.5.3	Access to and within spaces in, and forward of, the cargo	For oil tankers of less than 5,000 tonnes deadweight, **the Administra-**	If applicable, the Administration decides on a case-by-case basis.

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			area of oil tankers and bulk carriers	**tion 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**.	The RO shall provide a substantiated proposal for the deviation to be approved.
10	II-1	3-8.5	Towing and mooring equipment	Arrangements, equipment and fittings provided in accordance with paragraph 4 above **shall meet the appropriate requirements of the Administration** or an organization recognized by the Administration under regulation I/6.	Refer to: ➢ MSC.1/Circ.1175 for ships constructed on or after 1 January 2007 but before 1 January 2024 ➢ MSC.1/Circ.1175/Rev.1 for ships constructed on or after 1 January 2024 but before 1 January 2028 ➢ MSC.1/Circ.1175/Rev.2 for ships constructed on or after 1 January 2028
11	II-1	3-8.8	Towing and mooring equipment	Ships of less than 3,000 gross tonnage should comply with the requirement in paragraph 7 above as far as reasonably practicable, or **with applicable national standards of the Administration**.	Refer to: ➢ Unified Interpretation no. 20 for chapter II-1 to regulation 3-8 (MSC.1/Circ.1362/Rev.2) ➢ MSC.1/Circ.1619 ➢ MSC.1/Circ.1175/Rev.2
12	II-1	3-9.1	Means of embarkation on and disembarkation from ships	Ships constructed on or after 1 January 2010 shall be provided with means of embarkation on and disembarkation from ships for use in port and in port related operations, such as gangways and accommodation ladders, in accordance with paragraph 2, **unless the Administration deems** that compliance with a particular **provision is unreasonable** or impractical.	If applicable, the Administration decides on a case-by-case basis. Circumstances where compliance may be deemed unreasonable or impractical may include where the ship: - has small freeboards and is provided with boarding ramps; or - is engaged in voyages between designated ports where appropriate shore accommodation/ embarkation ladders (platforms) are provided.

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No.	**Chapter**	**Regulation**	**Title**	**Provision**	**Guidance**
13	II-1	3-11.4	Corrosion protection of cargo oil tanks of crude oil tankers	The Administration **may exempt** a crude oil tanker from the requirements of paragraph 3 to allow the use of novel prototype alternatives to the coating system specified in paragraph 3.1, for testing, provided they are subject to suitable controls, regular assessment and acknowledgement of the need for immediate remedial action if the system fails or is shown to be failing. [……]	If an exemption is applied for, the Administration will decide on it on a case-by-case basis or in general.
14	II-1	3-11.5	Corrosion protection of cargo oil tanks of crude oil tankers	The Administration **may exempt** a crude oil tanker from the requirements of paragraph 3 if the ship is built to be engaged solely in the carriage of cargoes and cargo handling operations not causing corrosion. [……]	If an exemption is applied for, the Administration will decide on it on a case-by-case basis or in general. Refer to: ➢ MSC.1/Circ.1421
15	II-1	3-12.1	Protection against noise	This regulation shall apply to ships of 1,600 gross tonnage and above: [……] unless **the Administration deems** that compliance with a particular **provision is unreasonable** or impractical.	If applicable, the Administration decides on a case-by-case basis or in general.
16	II-1	3-12.2	Protection against noise	On ships delivered before 1 July 2018 and: [……] measures* shall be taken to reduce machinery noise in machinery spaces to **acceptable levels as determined by the Administration**. [……]	The Code on Noise levels on board ships (Resolution A.468(XII)) should be considered.
17	II-1	3-13.1.2.2	Lifting appliances and anchor handling winches	[……] lifting appliances used on offshore construction ships, such as pipe/cable laying/repair or offshore installation vessels, including ships for	The requirements of a RO must be complied with.

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				decommissioning work, which comply with standards **acceptable to the Administration**; [……]	
18	II-1	3-13.1.3	Lifting appliances and anchor handling winches	**The Administration shall determine** to what extent the provisions of paragraphs 2.1 and 2.4 do not apply to lifting appliances which have a safe working load below 1,000 kg.	Refer to: ➢ Circular 02/2025 (ISM) " Lifting Appliances – New SOLAS requirements 1 January 2026"
19	II-1	3-13.2.1.1	Lifting appliances and anchor handling winches	[……] designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1 or **standards acceptable to the Administration** which provide an equivalent level of safety; [……]	Refer to: ➢ Circular 02/2025 (ISM) " Lifting Appliances – New SOLAS requirements 1 January 2026"
20	II-1	3-13.2.2	Lifting appliances and anchor handling winches	Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested **to the satisfaction of the Administration**, based on the Guidelines developed by the Organization.	The requirements of a RO must be complied with. Refer to: ➢ Guidelines for anchor handling winches (MSC.1/Circ.1662)
21	II-1	4.3	General	**The Administration may**, for a particular ship or group of ships, accept alternative methodologies if it is satisfied that at least the same degree of safety as represented by these regulations is achieved. [……]	If applicable, the Administration decides on a case-by-case basis or in general.
22	II-1	4.5	General	Where it is proposed to fit decks, inner skins or longitudinal bulkheads of sufficient tightness to seriously restrict the flow of water, **the Administration shall be satisfied** that proper consid-	If applicable, the decision will be made by the Administration on a case-by-case basis.

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				eration is given to beneficial or adverse effects of such structures in the calculations.	
23	II-1	5.2	Intact stability	**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. [……]	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be allowed.
24	II-1	5.3	Intact stability	**The Administration may also allow** the inclining test of an individual ship or class of ships especially designed for the carriage of liquids or ore in bulk to be dispensed with when reference to existing data for similar ships clearly indicates that due to the ship's proportions and arrangements more than sufficient metacentric height will be available in all probable loading conditions.	If applicable the Administration decides on a case-by-case basis or in general. The RO shall provide a substantiated proposal for the deviation to be allowed.
25	II-1	5-1.1	Stability information to be supplied to the master	The master shall be supplied with such information **to the satisfaction of the Administration** as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service. A copy of the stability information shall be furnished to the Administration.	To be included in the stability booklet. Refer to: ➢ Relevant provisions of the Intact Stability (IS) Code 2008)for ships built on or after 1 July 2010) ➢ Relevant provisions provided in IMO Resolution A.749 (18) (for ships built before 1 July 2010) ➢ MSC/Circ.456 ➢ MSC.1/Circ.1228

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26	II-1	7.7	Attained subdivision index A	If pipes, ducts or tunnels are situated within the assumed extent of damage, arrangements are to be made to ensure that progressive flooding cannot thereby extend to compartments other than those assumed flooded. However, **the Administration may permit** minor progressive flooding if it is demonstrated that its effects can be easily controlled and the safety of the ship is not impaired.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted.
27	II-1	9.3.2	Double bottoms in passenger ships and cargo ships other than tankers	Other wells (e.g. for lubricating oil under main engines) **may be permitted by the Administration** if satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with this regulation.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted.
28	II-1	9.3.2.2	Double bottoms in passenger ships and cargo ships other than tankers	For cargo ships of less than 80 m in length the arrangements shall provide a level of safety **to the satisfaction of the Administration**.	The guidance provided in Part B of Resolution MSC.429(98)/Rev.2 regarding cargo ships of less than 80 m in length should be considered.
29	II-1	9.5	Double bottoms in passenger ships and cargo ships other than tankers	In the case of passenger ships to which the provisions of regulation 1.5 apply and which are engaged on regular service within the limits of a short international voyage as defined in regulation III/3.22, **the Administration may permit** a double bottom to be dispensed with if satisfied that the fitting of a double bottom in that part would not be compatible with the design and proper working of the ship.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted.
30	II-1	9.6	Double bottoms in passenger ships and	Any part of a cargo ship of 80 m in length and upwards or of a passenger	The guidance provided in Part B of Resolution MSC.429(98)/Rev.2 regarding cargo ships of less than 80 m in length should be considered.

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			cargo ships other than tankers	ship that is not fitted with a double bottom in accordance with paragraphs 1, 4 or 5, as specified in paragraph 2, shall be capable of withstanding bottom damages, as specified in paragraph 8, in that part of the ship. For cargo ships of less than 80 m in length the alternative arrangements shall provide a level of safety **to the satisfaction of the Administration**.	
31	II-1	9.7	Double bottoms in passenger ships and cargo ships other than tankers	In the case of unusual bottom arrangements in a cargo ship of 80 m in length and upwards or a passenger ship, it shall be demonstrated that the ship is capable of withstanding bottom damages as specified in paragraph 8. For cargo ships of less than 80 m in length the alternative arrangements shall provide a level of safety **to the satisfaction of the Administration**.	The guidance provided in Part B of Resolution MSC.429(98)/Rev.2 regarding cargo ships of less than 80 m in length should be considered.
32	II-1	9.9	Double bottoms in passenger ships and cargo ships other than tankers	In case of large lower holds in passenger ships, **the Administration may require** an increased double bottom height of not more than B/10 or 3 m, whichever is less, measured from the keel line. Alternatively, bottom damages may be calculated for these areas, in accordance with paragraph 8, but assuming an increased vertical extent.	If applicable, the Administration decides on a case-by-case basis. The guidance provided in Part B of Resolution MSC.429(98)/Rev.2 regarding cargo ships of less than 80 m in length should be considered.
33	II-1	12.1	Peak and machinery space bulkheads, shaft tunnels, etc.	A collision bulkhead shall be fitted which shall be watertight up to the bulkhead deck of passenger ships and the freeboard deck of cargo ships.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted.

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				This bulkhead shall be located at a distance from the forward perpendicular of not less than 0.05L or 10 m, whichever is the less, and, except as **may be permitted by the Administration**, not more than 0.08L or 0.05L + 3 m, whichever is the greater.	
34	II-1	12.6.1	Peak and machinery space bulkheads, shaft tunnels, etc.	[……] **The Administration may, however, authorize** the fitting of this valve on the after side of the collision bulkhead provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space. [……]	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be authorized. The guidance provided in Part B of Resolution MSC.429(98)/Rev.2 regarding Regulation 12.6.1 should be considered.
35	II-1	12.6.3	Peak and machinery space bulkheads, shaft tunnels, etc.	If the forepeak is divided to hold two different kinds of liquids **the Administration may allow** the collision bulkhead to be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by two pipes, each of which is fitted as required by paragraph 6.1, provided the Administration is satisfied that there is no practical alternative to the fitting of such a second pipe and that, having regard to the additional subdivision provided in the forepeak, the safety of the ship is maintained	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be allowed.
36	II-1	12.11	Peak and machinery space bulkheads, shaft tunnels, etc.	[……] In cargo ships other measures to minimize the danger of water penetrating into the ship in case of damage to stern tube arrangements **may be**	Refer to: ➢ The guidance provided in Part B of Resolution MSC.429(98)/Rev.2 regarding Regulation 12.11

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				taken at the discretion of the Administration.	➢ IACS Unified Interpretations (UI) SC93 Rev.2
37	II-1	13.6.1.2	Openings in watertight boundaries below the bulkhead deck in passenger ships	[……] **The Administration may permit** larger doors only to the extent considered necessary for the effective operation of the ship provided that other safety measures, including the following, are taken into consideration: [……]	If applicable the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted. Special consideration shall be given to the strength of the door and its closing appliances to prevent leakages, and the door shall be located inboard the damage zone B/5.
38	II-1	13.6.6	Openings in watertight boundaries below the bulkhead deck in passenger ships	[……] Other arrangements for the enclosures of electrical components may be fitted **provided the Administration is satisfied** that an equivalent protection is achieved. [……]	If applicable, the Administration decides on a case-by-case basis provided that an equivalent protection is achieved.
39	II-1	13.8.1	Openings in watertight boundaries below the bulkhead deck in passenger ships	If the **Administration is satisfied** that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo spaces on 'tween decks. [……]	If applicable, the Administration decides on a case-by-case basis.
40	II-1	13.9	Openings in watertight boundaries below the bulkhead deck in passenger ships	Portable plates on bulkheads shall not be permitted except in machinery spaces. **The Administration may permit** not more than one power-operated sliding watertight door larger than those specified in paragraph 6.1.2 to be substituted for these portable plates in each watertight bulkhead, provided these doors are intended to remain closed during navigation except in case of urgent necessity at the discretion of the master. [……]	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted.

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41	II-1	13.10.2	Openings in watertight boundaries below the bulkhead deck in passenger ships	Where it is proposed to fit tunnels piercing watertight bulkheads, these shall receive **the special consideration of the Administration.**	If applicable, the Administration considers this on a case-by-case basis.
42	II-1	13-1.1	Openings in watertight bulkheads and internal decks in cargo ships	[……] **The Administration may permit relaxation** in the watertightness of openings above the freeboard deck, provided that it is demonstrated that any progressive flooding can be easily controlled and that the safety of the ship is not impaired.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the relaxation to be permitted. Refer to: ➢ Unified Interpretation no. 26 for chapter II-1 to regulation 13-1 (MSC.1/Circ.1572/Rev.2)
43	II-1	13-1.4	Openings in watertight bulkheads and internal decks in cargo ships	Watertight doors or ramps of satisfactory construction may be fitted to internally subdivide large cargo spaces, provided that **the Administration is satisfied** that such doors or ramps are essential. [……]	If applicable, the Administration decides on a case-by-case basis. Refer to: ➢ Unified Interpretation no. 26 for chapter II-1 to regulation 13-1 (MSC.1/Circ.1572/Rev.2)
44	II-1	15.2	Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships	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.**	Refer to: - IACS Unified Requirements (UR) S8 Rev.4 - IACS UR S9 Rev.6
45	II-1	15.6	Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships	Automatic ventilating side scuttles shall not be fitted in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships without the **special sanction of the Administration**.	If applicable, the Administration decides on a case-by-case basis.

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46	II-1	15.8.4	Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships	Moving parts penetrating the shell plating below the deepest subdivision draught shall be fitted with a watertight sealing arrangement **acceptable to the Administration**. [……] **The Administration may require** that if such compartment is flooded, essential or emergency power and lighting, internal communication, signals or other emergency devices must remain available in other parts of the ship.	If applicable, the Administration decides on a case-by-case basis.
47	II-1	15.8.5	Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships	[……] All pipes to which this regulation refers shall be of steel or other equivalent material to the **satisfaction of the Administration.**	Refer to: - IACS UR P2
48	II-1	16.1.1	Construction and initial tests of watertight closures	The design, materials and construction of all watertight closures such as doors, hatches, sidescuttles, gangway and cargo ports, valves and pipes referred to in these regulations shall be **to the satisfaction of the Administration.**	The requirements of a RO must be complied with.
49	II-1	16-1.1	Construction and initial tests of watertight decks, trunks, etc.	[……] The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be **to the satisfaction of the Administration.** [……]	The requirements of a RO must be complied with.
50	II-1	17.1	Internal watertight integrity of passenger ships above the bulkhead deck	For passenger ships subject to the provisions of regulation 1.1.1.1 and constructed before 1 January 2024, **the Administration may require** that all reasonable and practicable measures shall be taken to limit the	If applicable, the Administration decides on a case-by-case basis. Refer to: ➢ Unified Interpretation no. 26 for chapter II-1 to regulation 17 (MSC.1/Circ.1572/Rev.2)

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				entry and spread of water above the bulkhead deck. [……]	
51	II-1	17-1.1.3	Integrity of the hull and superstructure, damage prevention and control on ro-ro passenger ships	Subject to regulations 23.3 and 23.6, **the Administration may permit** the fitting of particular accesses to spaces below the bulkhead deck provided they are necessary for the essential working of the ship, e.g. the movement of machinery and stores, and subject to such accesses being made watertight, fitted with alarms and open/close indicators on the navigation bridge.	If applicable the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted. Refer to: ➢ Unified Interpretation no. 26 for chapter II-1 to regulation 17-1 (MSC.1/Circ.1572/Rev.2)
52	II-1	17-1.2	Integrity of the hull and superstructure, damage prevention and control on ro-ro passenger ships	Indicators shall be provided on the navigation bridge for all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could, **in the opinion of the Administration**, lead to flooding of a special category space or ro-ro space. [……]	Refer to: ➢ Unified Interpretation no. 26 for chapter II-1 to regulation 17-1 (MSC.1/Circ.1572/Rev.2)
53	II-1	18.1	Assigning, marking and recording of subdivision load lines for passenger ships	[……] A ship intended for alternating modes of operation may, if the owners desire, have one or more additional load lines assigned and marked to correspond with the subdivision draughts **which the Administration may approve** for the alternative service configurations. [……]	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the configurations to be approved.
54	II-1	19.2	Damage control information	General precautions to be included shall consist of a listing of equipment, conditions, and operational procedures, **considered by the Administration to be necessary** to maintain	Refer to: ➢ Guidelines for damage control plans and information to the master contained in MSC/Circ.1245, as amended by MSC.1/Circ.1570

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				watertight integrity under normal ship operations.	
55	II-1	19.3	Damage control information	Specific precautions to be included shall consist of a listing of elements (i.e. closures, security of cargo, sounding of alarms, etc.) **considered by the Administration to be vital** to the survival of the ship, passengers and crew.	Refer to: ➢ Guidelines for damage control plans and information to the master contained in MSC/Circ.1245, as amended by MSC.1/Circ.1570
56	II-1	20.2	Loading of ships	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 provisions of MARPOL Annex I shall apply.
57	II-1	22.2	Prevention and control of water ingress, etc.	Watertight doors located below the bulkhead deck of passenger ships and the freeboard deck of cargo ships having a maximum clear opening width of more than 1.2 m shall be kept closed during navigation, except for limited periods when absolutely necessary **as determined by the Administration**.	Refer to: ➢ Unified Interpretation no. 26 for chapter II-1 to regulation 22 (MSC.1/Circ.1572/Rev.2) ➢ MSC.1/Circ.1564
58	II-1	22.3	Prevention and control of water ingress, etc.	[……]The door must be immediately closed when transit through the door is complete or when the task which necessitated it being open is finished. **The Administration shall authorize** that such a watertight door may be opened during navigation only after careful consideration of the impact on	Refer to: ➢ Unified Interpretation no. 26 for chapter II-1 to regulation 22 (MSC.1/Circ.1572/Rev.2) ➢ MSC.1/Circ.1564

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				ship operations and survivability taking into account guidance issued by the Organization*. [……]	
59	II-1	22.5	Prevention and control of water ingress, etc.	[……] The time at which such doors are opened or closed shall be recorded in such logbook **as may be prescribed by the Administration**.	Refer to: ➢ SchSV Annex 1 Part B.II. ➢ List of matters that have to be entered into the record book (www.deutsche-flagge.de)
60	II-1	22.13	Prevention and control of water ingress, etc.	[……] The time at which such doors are opened and closed (if permissible under these regulations) shall be recorded in such log-book **as may be prescribed by the Administration**.	Refer to: ➢ SchSV Annex 1 Part B.II. ➢ List of matters that have to be entered into the record book (www.deutsche-flagge.de)
61	II-1	22.16	Prevention and control of water ingress, etc.	If cargo is carried in spaces referred to in regulation 15.5.2, the sidescuttles and their deadlights shall be closed watertight and locked before the cargo is shipped and the time at which such scuttles and deadlights are closed and locked shall be recorded in such log-book **as may be prescribed by the Administration.**	Refer to: ➢ SchSV Annex 1 Part B.II. ➢ List of matters that have to be entered into the record book (www.deutsche-flagge.de)
62	II-1	23.6	Special requirements for ro-ro passenger ships	Notwithstanding the requirements of paragraph 3, **the Administration may permit** some accesses to be opened during the voyage, but only for a period sufficient to permit through passage and, if required, for the essential working of the ship.	If applicable, the Administration decides on a case-by-case basis. The company shall provide a substantiated application for the permission.
63	II-1	23.6	Special requirements for ro-ro passenger ships	Notwithstanding the requirements of paragraph 7, **the Administration may permit** some accesses within such bulkheads to be opened during the voyage but only for sufficient time to	If applicable, the Administration decides on a case-by-case basis. The company shall provide a substantiated application for the permission.

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				permit through passage and, if required, for the essential working of the ship.	
64	II-1	24.2	Additional requirements for prevention and control of water ingress, etc. in cargo ships	Notwithstanding the requirements of paragraph 3, **the Administration may authorize** that particular doors may be opened at the discretion of the master, if necessary for the operation of the ship and provided that the safety of the ship is not impaired.	If applicable, the Administration decides on a case-by-case basis. The company shall provide a substantiated application for the authorization.
65	II-1	24.3	Additional requirements for prevention and control of water ingress, etc. in cargo ships	Watertight doors or ramps fitted to internally subdivide large cargo spaces shall be closed before the voyage commences and shall be kept closed during navigation. The time at which such doors are opened or closed shall be recorded in such log-book **as may be prescribed by the Administration**.	Refer to: ➢ SchSV Annex 1 Part B.II. ➢ List of matters that have to be entered into the record book (www.deutsche-flagge.de)
66	II-1	25.3.2	Water level detectors on single hold cargo ships other than bulk carriers	[……] Where webs or partial watertight bulkheads are fitted above the inner bottom, Administrations may require the fitting of additional detectors.	If applicable, the Administration decides on a case-by-case basis.
67	II-1	26.2	General	**The Administration shall give special consideration** to the reliability of single essential propulsion components and may require a separate source of propulsion power sufficient to give the ship a navigable speed, especially in the case of unconventional arrangements.	Refer to: ➢ IACS UI SC305
68	II-1	29.1	Steering gear	Unless expressly provided otherwise, every ship shall be provided with a main steering gear and an auxiliary steering gear **to the satisfaction of**	The main steering gear and the auxiliary steering gear have to comply with the provisions of SOLAS Regulations II-1/29.3 and 29.4.

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				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.	Refer to: ➢ Unified Interpretation no. 34 and 35 for chapter II-1 to regulation 29 and 29.1 (MSC.1/Circ.1398 + MSC.1/Circ.1416/Rev.1) ➢ IACS UI SC242 Rev.2
69	II-1	29.2.1	Steering gear	All the steering gear components and the rudder stock shall be of sound and reliable construction **to the satisfaction of the Administration.** [……]	Refer to: ➢ Unified Interpretation no. 36 for chapter II-1 to regulation 29.2.1 (MSC.1/Circ.1416/Rev.1) ➢ IACS UI SC242 Rev.2
70	II-1	29.6.3	Steering gear	Steering gears, other than of the hydraulic type, shall achieve standards equivalent to the requirements of this paragraph **to the satisfaction of the Administration**.	The requirements of a RO must be complied with.
71	II-1	41.4	Main source of electrical power and lighting systems	[……] Equivalent arrangements **may be permitted to the satisfaction of the Administration.**	The requirements of a RO must be complied with.
72	II-1	42.1.3	Emergency source of electrical power in passenger ships	[……] 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 [……]	RO shall verify during plan approval 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.
73	II-1	43.1.3	Emergency source of electrical power in cargo ships	[……] 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, [……]	RO shall verify during plan approval that a fire or other casualty in the space containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard, or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power.

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74	II-1	44.1	Starting arrangements for emergency generating sets	[……] If this is impracticable, or if lower temperatures are likely to be encountered, **provision acceptable to the Administration** shall be made for the maintenance of heating arrangements, to ensure ready starting of the generating sets.	Refer to: ➢ Unified Interpretation no. 51 for chapter II-1 to regulation 44.1 (MSC.1/Circ.1572/Rev.2)
75	II-1	45.3.3	Precautions against shock, fire and other hazards of electrical origin	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**.	Refer to: ➢ IACS UI SC8
76	II-1	45.5.4	Precautions against shock, fire and other hazards of electrical origin	Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken **to the satisfaction of the Administration**.	Refer to: ➢ IACS UI SC12
77	II-1	45.9.3	Precautions against shock, fire and other hazards of electrical origin	Accumulator batteries shall not be located in sleeping quarters except where hermetically sealed **to the satisfaction of the Administration**.	The requirements of a RO must be complied with.
78	II-1	45.11	Precautions against shock, fire and other hazards of electrical origin	[……] 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.	Refer to: ➢ Unified Interpretation no. 53 for chapter II-1 to regulation 45.11 (MSC.1/Circ.1557/Rev.1) ➢ IACS UI SC274 Rev.1

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79	II-1	46.2	General	Measures shall be taken **to the satisfaction of the Administration** to ensure that the equipment is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections and routine tests to ensure continuous reliable operation.	The following measures shall be applied: ➢ Inspections and routine tests are held at appropriate intervals ➢ The intervals shall be integrated into the ship's operational maintenance routine ➢ The maintenance routine shall ensure that stand-by arrangements and equipment or technical systems that are not in continuous use are regularly tested ➢ Appropriate corrective actions are taken in case of any failure/non-conformity detected
80	II-1	46.3	General	Every ship shall be provided with documentary evidence, **to the satisfaction of the Administration**, of its fitness to operate with periodically unattended machinery spaces.	The classification certificate shall include the notation "UMS" to fulfil this requirement.
81	II-1	53.1	Special requirements for machinery, boiler and electrical installations	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.	The requirements of this regulation must be complied with as minimum and additionally compliance with the rules of a RO must be ensured. Refer to: ➢ IACS UI SC14
82	II-2	1.6.2.1	Application	A liquid cargo with a flashpoint of less than 60 degrees C for which a regular foam fire-fighting system complying with the Fire Safety Systems Code is not effective, is considered to be a cargo introducing additional fire hazards in this context. [……] the type of foam concentrates for use in chemical tankers shall be **to the satisfaction of**	Refer to: ➢ MSC.1/Circ.1312 and Corr.1 ➢ FSS Code International Code for Fire Safety Systems, Chapter 6

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				the Administration taking into account the guidelines developed by the Organization[……]	
83	II-2	1.6.6	Application	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 International Bulk Chemical Code and the International Gas Carrier Code, as appropriate.	Requirements regarding alternative and supplementary arrangements as specified in the IGC Code and IBC Code shall be applied for gas carriers and chemical tankers. The RO shall provide a substantiated proposal for any other alternative and supplementary arrangement to be approved.
84	II-2	4.2.2.5.1	Arrangements for oil fuel, lubrication oil and other flammable oils	[……] 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 which are under static pressure, steel or spheroidal-graphite cast iron may be accepted. [……]	Refer to: ➢ IACS UI SC282 ➢ MSC.1/Circ.1321 ➢ ISO 15540:1999 ➢ ISO 15541:1999
85	II-2	4.5.1.4.4	Separation of cargo oil tanks	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 there are capable of being adequately cleaned and ventilated **to the satisfaction of the Administration**. Where cargo wing tanks	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted.

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				are not provided, cargo oil lines below deck shall be placed in special ducts.	
86	II-2	4.5.6.3	Inerting, purging and gas freeing	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: [……]	Refer to: ➢ IACS UI SC58 ➢ MSC/Circ.677 ➢ MSC/Circ.450/Rev.1
87	II-2	5.2.2.5	Control of air supply and flammable liquid to the space	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.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for consideration.
88	II-2	7.3.2	Initial and periodical tests	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.	Refer to: ➢ Revised guidelines for the maintenance and inspection of fire protection systems and appliances (MSC/Circ.1432, as amended by MSC.1/Circ.1516) Test equipment shall be provided in accordance with manufacturer's instructions.
89	II-2	7.6	Protection of cargo spaces in passenger ships	A fixed fire detection and fire alarm system or a sample extraction smoke detection system shall be provided in	If applicable, the Administration decides on a case-by-case basis.

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				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.	The RO shall provide a substantiated proposal for the deviation to be approved.
90	II-2	8.3.4	Release of smoke from machinery spaces	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.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for consideration.
91	II-2	9.2.2.3.1	Thermal and structural boundaries	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**.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for consideration. Refer to: ➢ Reg. II-2/17
92	II-2	9.2.2.4.4	Thermal and structural boundaries	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	Doors in boundaries, which are not required to have "A" class integrity, shall be made of steel or any other equivalent material. Any other equivalent material means any non-combustible material which has the structural and fire integrity properties equivalent to steel.

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				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**.	Refer to: ➢ Test procedure laid down in FTP Code (MSC.307(88))
93	II-2	9.2.3.3.4	Thermal and structural boundaries	External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries of cargo 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**.	Doors in boundaries, which are not required to have "A" class integrity, shall be made of steel or any other equivalent material. Any other equivalent material means any non-combustible material which has the structural and fire integrity properties equivalent to steel. Refer to: ➢ Test procedure laid down in FTP Code (MSC.307(88))
94	II-2	9.2.4.2.4	Thermal and structural boundaries	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.**	Doors in boundaries, which are not required to have "A" class integrity, shall be made of steel or any other equivalent material. Any other equivalent material means any non-combustible material which has the structural and fire integrity properties equivalent to steel. Refer to: ➢ Test procedure laid down in FTP Code (MSC.307(88))
95	II-2	9.5.2.4	Protection of openings in machinery space boundaries	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 possi-	If applicable the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for consideration.

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				ble **to the satisfaction of the Administration**. Such positions shall have safe access from the open deck.	
96	II-2	10.2.1.2	Fire mains and hydrants	The arrangements for the ready availability of water supply shall be: [……] in cargo ships: **to the satisfaction of the Administration**	At least one fire pump must be readily available and able to be started automatically or by remote control. Refer to: ➢ MSC.1/Circ.1387
97	II-2	10.2.3.2.1	Fire hoses and nozzles	Ships shall be provided with fire hoses the number and diameter of which shall be **to the satisfaction of the Administration**.	The minimum number of hoses shall comply with regulation II-2/10.2.3.2.2 for passenger ships and regulation II-2/10.2.3.2.3 for cargo ships. The minimum diameter of a fire hose shall be 25 mm and the maximum 52 mm.
98	II-2	10.3.2.1	Portable fire extinguishers	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.	Refer to: ➢ MSC.1/Circ.1275 and Corr.1 ➢ Resolution A.951(23)
99	II-2	10.7.1.2	Fire -extinguishing arrangements in cargo spaces	Where it is shown **to the satisfaction of the Administration** that a passenger ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirements of paragraph 7.1.1 and also in ships of less than 1,000 gross tonnage, the arrangements in cargo spaces shall be **to the satisfaction of the Administration**, provided that the ship is fitted with steel hatch covers and effective means of closing all ventilators	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for consideration.

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				and other openings leading to the cargo spaces.	
100	II-2	10.7.3.2.4	Fire -extinguishing arrangements in cargo spaces	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: [……]	Refer to: ➢ MSC.1/Circ.1472
101	II-2	13.3.1.4	Means of escape from control stations, accommodation and service spaces	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**.	The clear opening size of a porthole or window shall be 600mm x 600mm as a minimum.
102	II-2	13.3.2.6.2	Means of escape from control stations, accommodation and service spaces	Escape doors from public spaces that are normally latched shall be fitted with a means of quick release. Such means shall consist of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the direction of escape flow. Quick release mechanisms shall be designed and installed **to the satisfaction of the Administration** [……]	The requirements of a RO must be complied with considering the requirements of regulation II-2/13.3.2.6.2.1 – 3.
103	II-2	13.5.1	Means of escape on passenger ships from special category and open ro-ro spaces to which any passengers carried can have access	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, [……]	If applicable, the Administration decides on a case-by-case basis considering the provisions of paragraphs 3.2.1.1, 3.2.2, 3.2.4.1 and 3.2.4.2.
104	II-2	19.3.1.2	Carriage of dangerous goods	The quantity of water delivered shall be capable of supplying four nozzles	Refer to: ➢ IACS UI SC168 Rev.1

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				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**.	
105	II-2	20.4.1.1.1	Detection and alarm	The fixed fire detection and fire alarm system shall provide smoke and heat detection throughout vehicle, special category and ro-ro spaces. The **Administration may accept** linear heat detectors as the required system for heat detection. The system shall be capable of rapidly detecting the onset of fire. The location of detectors 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**.	Refer to: ➢ Chapter 9 FSS Code ➢ MSC.1/Circ.1615
106	II-2	20.4.1.4	Detection and alarm	[……]The fixed fire detection system shall be capable of rapidly detecting the onset of the fire anywhere on the area. The type of detectors and their spacing and location shall be **to the satisfaction of the Administration**, taking into account the effects of weather conditions, cargo obstruction and other relevant factors. [……]	Refer to: ➢ Chapter 9 FSS Code ➢ MSC.1/Circ.1615
107	II-2	20.4.1.5	Detection and alarm	[……]The type of detectors and their spacing and location shall be **to the**	Refer to: ➢ Chapter 9 FSS Code

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				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**.	➢ MSC.1/Circ.1615
108	II-2	20.6.1.3	Fixed fire-extinguishing systems	**The Administration may permit** the use of any other fixed fire-extinguishing system that has been shown that it is not less effective by a full-scale test in conditions simulating a flowing petrol fire in a vehicle space or a ro-ro space in controlling fires likely to occur in such a space.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for consideration. Refer to: ➢ MSC.1/Circ.1272 ➢ MSC.1/Circ.1430/ Rev.3
109	II-2	20.6.2	Fixed water-based fire-extinguishing system on weather decks intended for carriage of vehicles	[……] Capacity of each monitor shall be at least 1,250 L/min. **The Administration may permit** lower flow rates when the required rate is not practical given the size and arrangement of the ship. **The Administration may also permit** alternative arrangements for ships that have already installed a fixed water-based fire-extinguishing system based on monitor(s) prior to 1 January 2026.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for alternatives to be permitted.
110	III	4.2.2	Evaluation, testing and approval of life-saving appliances and arrangements	Before giving approval to life-saving appliances and arrangements, the Administration shall ensure that such life-saving appliances and arrangements have successfully undergone,	Tests of life-saving appliances and arrangements shall fully satisfy provisions of IMO Resolution MSC.81(70) - Revised Recommendation on Testing of Life-Saving Appliances as amended (last amendment by Resolution MSC.488(103) – 13 May 2021)).

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				to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations.	
111	III	4.6	Evaluation, testing and approval of life-saving appliances and arrangements	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**.	If applicable, the Administration decides on a case-by-case basis or in general.
112	III	7.2.2	Personal life-saving appliances	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.	If applicable, the Administration decides on a case-by-case basis or in general.
113	III	7.3	Personal life-saving appliances	An immersion suit, complying with the requirements of section 2.3 of the Code or an anti-exposure suit complying with section 2.4 of the Code, of an appropriate size, shall be provided for every person assigned to crew the rescue boat or assigned to the marine evacuation system party. If the ship is constantly engaged in warm climates where**, in the opinion of the Administration** thermal protection is unnecessary, this protective clothing need not be carried.	Considering provisions of Circular MSC/Circ 1046 – "Guidelines for the Assessment of Thermal Protection" the Administration determined to issue no exemptions.

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114	III	32.3.2	Personal life-saving appliances (cargo ships)	An immersion suit complying with the requirements of section 2.3 of the Code shall be provided for every person on board the ship. However, for ships other than bulk carriers, as defined in regulation IX/1, these immersion suits need not be required if the ship is constantly engaged on voyages in warm climates where, **in the opinion of the Administration,** immersion suits are unnecessary.	Considering provisions of Circular MSC/Circ 1046 – "Guidelines for the Assessment of Thermal Protection" the Administration determined to issue no exemptions.
115	IV	16.1	Radio personnel	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 radio-communications during distress incidents	The Minimum Safe Manning Document issued for the ship should be considered. Refer to: ➢ STCW Code, chapter IV, section B-IV/2
116	IV	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	There is no special format required. Required entries can be made in the official ship's logbook.
117	V	1.4	application	**The Administration shall determine** to what extent the provisions of regulations 15 - 28 do not apply to the following categories of ships: .1. ships below 150 gross tonnage engaged on any voyage; .2. ships below 500	The regulations V/15, 17, 18, 20 – 26 are applicable, R.19 dependent on the ship's size as per regulation. (SchSV, Anlage 1. Abschnitt C) / (https://www.gesetze-im-internet.de/schsv_1998/index.html) For Fishing vessels with a length of more than 24m Cape Town Agreement generally applies.

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				gross tonnage not engaged on international voyages; and .3. fishing vessels	For fishing vessels with a gross tonnage of less than 150, the regulations V/15, 17, 20 and 26 of the Annex to the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention, "Bundesgesetzblatt" 1998 II p. 2579; 2001 II p.58) do not apply. Regulation 18 is not applicable for vessels with a length of less than 15 m.
118	V	19.2.2.4	Bridge navigational watch alarm system	[……] a bridge navigational watch alarm system (BNWAS) installed prior to 1 July 2011 may subsequently be exempted from full compliance with the standards adopted by the Organization, **at the discretion of the Administration**	Refer to: ➢ SLS.14/Circ.438
119	V	23.3.3.1.3	Pilot transfer arrangements	3.3 Safe and convenient access to, and egress from, the ship shall be provided by either: .1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that: .1 it is clear of any possible discharges from the ship; .2 it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship; .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 Admin-**	If applicable, the Administration decides on a case-by-case basis based on drawings provided by the owner.

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				istration, be made to ensure that persons are able to embark and disembark safely;	
120	VI	3.1	Oxygen analysis and gas detection equipment	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**.	Refer to: ➢ SOLAS Reg. XI-1/7 ➢ MSC.1/Circ.1477 ➢ Unified Interpretation no. 1 for chapter XI-1 to regulation 7 (MSC.1/Circ.1561) ➢ MED approval
121	VI	6.1	Acceptability for shipment	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: ➢ SOLAS Reg. II-1/5-1 ➢ IMSBC Code Part B regulation 7
122	VIII	4	Approval of Reactor Installation	The design, construction and standards of in inspection and assembly of the reactor installation shall be subject **to the approval and satisfaction of the Administration** and shall take account of the limitations which will be imposed on surveys by the presence of radiation.	Currently, no nuclear ships registered under the German flag.