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中 国 船 级 社

CHINA CLASSIFICATION SOCIETY

法定检验实施指南

GUIDELINES FOR IMPLEMENTATION OF STATUTORY SURVEYS

（国际航行船舶　第 4 部分）

(SHIPS ENGAGED ON INTERNATIONAL VOYAGES PART 4)

2025.12

CHINA CLASSIFICAITON SOCIETY

2025.12

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NOTES TO MODIFICATION

The contents contained in the modified version of the Guidelines in December 2025 are as follows:

CHAPTER 2 MSC CIRCULARS

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Implementation requirements
286.	MSC 110	MSC.1/Circ.1086/ Rev.1	REVISED CODE OF PRACTICE FOR ATMOSPHERIC OIL MIST DETECTORS	2025.7.8	
287.	MSC.110	MSC.1/Circ.1175/ Rev.2	REVISED GUIDANCE ON SHIPBOARD TOWING AND MOORING EQUIPMENT	2028.1.1	
288.	MSC.110	MSC.1/Circ.1255/ Rev.1	REVISED GUIDELINES FOR OWNER/OPERATORS ON PREPARING EMERGENCY TOWING PROCEDURES	To be implemented after release	
289.	MSC.110	MSC.1/Circ.1264/ Rev.1	REVISED UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2	Date of issue 17 Sep. 2025	The present circular supersedes MSC.1/Circ.1264 and MSC.1/Circ.1396.
290.	MSC.110	MSC.1/Circ.1266/ Rev.1	CARRIAGE OF DANGEROUS GOODS	Date of issue 17 Sep. 2025	This circular supersedes MSC.1/Circ.1266 .
291.	MSC110	MSC.1/Circ.1331/ Rev.1	Revised Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation	2025.08.28	
292.	MSC.110	MSC.1/Circ.1358/ Rev.1	RECOMMENDATIONS ON THE SAFE USE OF PESTICIDES IN SHIPS	Date of issue 17 Sep. 2025	The present circular supersedes MSC.1/Circ.1358 .
293.	MSC.110	MSC.1/Circ.1395/ Rev.7	LISTS OF SOLID BULK CARGOES FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM MAY BE EXEMPTED OR FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM IS INEFFECTIVE	Date of issue 17 Sep. 2025	The present circular supersedes MSC.1/Circ.1395 /Rev.6.
294.	MSC110	MSC.1/Circ.1428/	REQUIRED PILOT TRANSFER	2025.9.5/	

		Rev.1	ARRANGEMENTS FOR PILOTS AND OTHER PERSONNEL	2028.1.1	
295.	MSC110	MSC.1-Circ.1502-Rev.1	Revised Guidance on pressure testing of boundaries of cargo oil tanks under direction of the master	Revised Guidance on pressure testing of boundaries of cargo oil tanks under direction of the master	
296.	MSC110	MSC.1/Circ.1628/ Rev.4	Revised Standardized Life-Saving Appliance Evaluation and Test Report Forms (Personal Life-Saving Appliances)	2025.08.05	
297.	MSC.110	MSC.1/Circ.1691	INTERIM GUIDELINES FOR EMERGENCY TOWING ARRANGEMENTS ON SHIPS OTHER THAN TANKERS	2028.1.1	
298.	MSC.110	MSC.1/Circ.1692	UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/12.6.2	To be implemented after release	
299.	MSC110	MSC.1/Circ.1693	Unified Interpretations of Paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code	2025.07.04	
300.	MSC110	MSC.1/Circ.1694	UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2, AND THE 1994 AND 2000 HSC CODES	Approved on 2025.7.4 To be implemented from 2026.1.1	
301.	MSC.110	MSC.1/Circ.1695	UNIFIED INTERPRETATION OF THE FSS CODE	2025.7.4/2026.1.1	
302.	MSC.110	MSC.1/Circ.1696	UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/3-13.2.4	2026.01.01	

CHAPTER 3 MSC RESOLUTIONS

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Implementation requirements
53.	MSC110	MSC.576(110)	PERFORMANCE STANDARDS FOR PILOT TRANSFER ARRANGEMENTS	2025.6.26/ 2028.1.1	
54.	MSC110	MSC.580(110)	Amendments to The Revised Recommendation on Testing Of Life-Saving Appliances (Resolution MSC.81(70))	2025.06.07	
55.	MSC110	MSC.581(110)	Revised recommendations for entering enclosed spaces aboard ships	adopted on 27 Jun.,2025/	

PART 4 NON-MANDATORY DOCUMENTS OF IMO

CHAPTER 1 IMO NON-MANDATORY DOCUMENTS-- ISSUANCE/IMPLEMENTATION BY 2011

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
1.	A5	A.115(V)	Recommendation on the Treatment of Spaces on board Ships for the Separation, Clarification or Purification, and the Carriage of Slop Oil	-----	Aiming at implementation of 1954 International Convention for the Prevention of Oil Pollution at Sea, the Recommendation on the treatment of spaces on board ships for the separation, clarification or purification, and the carriage of slop oil was proprosed, which includes provision of dedicated slop oil tank and when to wash tanks, etc.	Outdated, substituted by new requirements of MARPOL Annex I, and the original document is missing
2.	A9	A.328(IX)	Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code), as amended by MSC38, MSC40, MSC42, MSC/Circ.356, MSC.25(60), MSC.34(63), MSC.60(67), MSC.107(73) and MSC.182(79)	12 November 1975	Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code) is applicable to gas carriers constructed between 31 October 1976 and 1 July 1986. The Code provides requirements for survival capability and hold position, ship arrangement, cargo containment system, construction material, cargo transfer system, temperature control, fire protection and fire extinction as well as ventilation of gas carrier	Revised by Res.MSC.25(60)、Res.MSC.34(63)、Res.MSC.60(67)、Res.MSC.107(73)、Res.MSC.182(79)、Res.MSC.225(82)、Res.MSC.377(93)
3.	A9	A.329(IX)	Recommendations Concerning Ships not Covered by the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (existing GC Code), as amended by MSC38, MSC40, MSC42 and MSC 63/23/Add.1, Annex 6	12 November 1975	Existing Code for Ships Carrying Liquefied Gases in Bulk (EGC Code) is applicable to gas carriers constructed before 31 October 1976. The Code provides requirements for survival capability and hold position, ship arrangement, cargo containment system, construction material, cargo transfer system, temperature control, venting system, fire protection and fire extinction as well as ventilation of gas carrier	Revised by (MSC.63/23/Add.1/ Annex 6)
4.	A16	A.673 (16)	Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk in Offshore Support Vessels, as asmended by	19 October 1989	The Guidelines provide construction and equipment of offshore support vessels transporting and handling limited amounts of hazardous and noxious liquid substances, including survival capability and hold position, ship arrangement, construction material, cargo transfer system, temperature control, venting system, fire protection and fire extinction, ventilation and pollution prevention	Revised by Res.MSC.184(79)、Res.MSC.236(82)、MEPC.158(55)

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
			MSC.184(79) and MSC.236(82)			
5.	A18	A.743 (18)	Oil Tanker Safety and Marine Environmental Protection	4 November 1993	Due to continuous oil tanker accidents causing pollution to marine environment, urging Contracting States to approve 1990 OPRC Convention, and effectively implementing double hull requirements in Regulations 13F and 13G in Annex I as soon as possible.	Outdated
6.	A19	A.829 (19)	Guidelines for the Evaluation of the Adequacy of Type C Tank Vent Systems	23 November 1995	Applicable to evaluation of the adequacy of vent system of type C tank of liquefied gas carrier constructed after 1 July 1986. The Guidelines provide evaluation procedure and give evaluation example	
7.	A20	A.868(20)	Guidelines for the Control and Management of Ships Ballast Water to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens	27 November 1997	The contents of the Guidelines mainly include ballast water record and report procedure, ship ballast water operation procedure, guidelines for ballast water replacement and port state inspection	
8.	MSC48	MSC.7(48)	Recommendations on Chemical Tankers and Gas Carriers Constructed before 1 July 1986	17 June 1983	Chemical tankers and ships carrying liquefied gases constructed before 1 July 1986 are intended to meet BCH Code and GC Code. IMO recommends that individual Administrations may allow application of IBC Code and IGC Code to chemical tankers and ships carrying liquefied gases constructed before 1 July 1986, and if these two codes are complied with, Certificates of Fitness for BCH Code and GC Code respectively can be issued and endorsed with the follow texts “Allowed by MSC.7(48) and in compliance with relevant requirements after surveys in accordance with IBC Code and IGC Code ”	
9.	MSC82	MSC.225(82)	Adoption of Amendments to the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, as amended	8 December 2006/1 July 2008	The Amendments to GC Code are applicable to gas carriers constructed between 31 October 1976 and 1 July 1986. Chapter XI - Fire Protection and Fire Extinguishing has been harmonized with SOLAS Chapter II-2, and dimethyl ether and carbon dioxide have been added to the table of summary of minimum requirements	
10.	MSC77	MSC.150 (77)	Recommendation for Material Safety Data Sheets for MARPOL	2 June 2003	Providing recommendations for preparation and completion of material safety data sheets for MARPOL Annex I cargoes and marine fuel oils	Outdated and superseded by MSC.286(86)

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
			Annex I Cargoes and Marine Fuel Oils			
11.	MSC86	MSC.285(86)	Interim Guidelines on Safety for Natural Gas-fuelled Engine Installations in Ships	1 June 2009	SOLAS Convention has not provide relevant safety regulations for gas-fuelled ships yet, so it is an urgent need to establish interim guidelines for gas-fuelled ships during the transition period to provide a common international standard for design, manufacture, arrangement and installation, and test of gas-fuelled ships so as to ensure that they are in the same safety and reliability level as conventional fuel ships. The Interim Guidelines are supplementary to SOLAS Convention and mainly include ship arrangement, gas fuel filling, gas fuel storage, gas fuel supplying piping, machinery space of gas fuel engine, gas fuel engine, fire protection, electrical installations, control, monitor and alarm, manufacture, workmanship and test, operation and training	Outdated and superseded by MSC.391(95)
12.	MSC86	MSC.286(86)	Recommendations for Material Safety Data Sheets (MSDS) for MARPOL Annex I Oil Cargo and Oil Fuel	5 June 2009	As the amendments to SOLAS Reg.VI/5-1 adopted by MSC.239(83) have made MSDS for MARPOL Annex I oil cargo and oil fuel mandatory, the Recommendations are hereby established to implement SOLAS Reg.VI/5-1 uniformly	
13.	MSC42	MSC/Circ.285	Inert Gas Systems for Chemical Tankers	23 May 1980	Chemical tankers carrying petroleum products (MARPOL Annex I) are to install applicable inert gas system according to the requirements of SOLAS Reg.II-2/60. Subsequent consideration will be given to the development of requirements for inert gas systems applicable to all flammable products, and future work objective and plan have been listed	The circular is IMO work plan relating to requirements for inert gas system and is outdated. IMO has issued Code for Inert Gas System of Chemical Tanker as adopted by resolution A.567(14)
14.	MSC44	MSC/Circ.314	Calculation of the Capacity of Foam Systems for Chemical Tankers (Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk)	1 April 1981	Example of calculation of the capacity of foam systems for chemical tankers	

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15.	MSC46	MSC/Circ.328/Rev.1	Carriage of Ethylene Oxide and Endorsement of Certificate of Fitness, GC Code	2 April 1982/2 June 1982	Special requirements for carriage of ethylene oxide by ships carrying liquefied gases. It shall be stated in the certificate if such requirements are complied with	Outdated. Contents relating to carriage of ethylene oxide have been superseded by paragraph 17.12.1 of GC Code
16.	MSC50	MSC/Circ.394	Procedures for the Inspection, Cleaning, Passivation and Loading of Tanks for the Carriage of Certain Cargoes (BCH Code and IBC Code)	31 January 1985	The circular is procedures for the inspection, cleaning, passivation and loading of tanks for the carriage of 8-60% hydrogen peroxide solution before or after carrying other cargoes	Outdated. Relevant requirements have been superseded by paragraph 4.20 of BCH and paragraph 15.5 of IBC. It has been included in paragraph 15.5 of CCS BC Rules
17.	MSC55	MSC/Circ.495	Filter-type Respiratory and Eye Protection Equipment (Amendments to the BCH and GC Codes)	9 May 1988	To provide a requirement in BCH and GC Codes that filter-type respiratory and eye protection equipment can not be used during escape	
18.	MSC59	MSC/Circ.551	Cargo Tank Gauging Interpretation of the Term “closed device” as Referred to in Paragraph 3.9 in the BCH Code	19 June 1991	Interpretation of closed device. conditions satisfying requirements for closed device are clarified	
19.	MSC60	MSC/Circ.585	Standards for Vapor Emission Control Systems	29 April 1992	The circular provides standards for vapor emission control systems, mainly including requirements for vapor control systems on board ships and requirements for vapor control ssystem at shore terminals	
20.	MSC61	MSC/Circ.604	Interim Arrangements for the Assignment of the Amended Filling Limit Requirements under Chapters 8 and 15 of the Gas Carrier Code	11 December 1992	Supplementary amendments to tank filling limit	Outdated, and contents have been superseded by Chapter 15 of GC Code
21.	MSC69	MSC/Circ.879	Equivalency Arrangements for the Carriage of Styrene Monomer	24 June 1998	Applicable to BCH ships and IBC ships. According to paragraph 15.13.5 of BCH Code, when only styrene monomer is being carried, tank is not to be more than 3000 m^3 in volume and styrene monomer is not to be carried in inerted tank. The circular allows styrene monomer to be carried in inerted tank more than 3000 m^3 in volume, but oxygen content in tank must be kept between 2%-8%, and	

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					the operation requirements in the circular are to be met during transportation	
22.	MSC70	MSC/Circ.929	Application of Cargo-tank Venting Requirements to Combined Chemical Tankers	26 July 1999	For combined chemical tankers, requirements in SOLAS Chapter II-2 may be superseded by cargo-tank venting and degassing requirements in BCH Code	
23.	MSC61	MSC/Circ.1095	Revised Minimum Safety Standards for Ships Carrying Liquids in Bulk Containing Benzene	18 June 2003	In order to protect cargo handling personnel on board ships or at dock from substance containing benzene, the circular proposes minimum safety standards for ships carrying liquids in bulk containing benzene, including requirements for provision of cargo information, cargo operation and training	
24.	MSC78	MSC/Circ.1116	Unified Interpretations of the IBC and IGC Codes	2 June 2004/1 July 2004	Applicable to IBC ships and IGC ships, giving clarification of by-pass of pressure/vacuum valve in paragraph 8.3.2 of IBC Code as well as division of hazardous area around venting outlet and selection of electrical equipment	
25.	MSC82	MSC.1/Circ.1213	Interpretation and Application of the IGC Code for Ships Carrying Liquefied Carbon Dioxide in Bulk	15 November 2006	After carbon dioxide was included into Chapter 19 of GC Rules by MSC.220(82), this Circular lists paragraphs applicable to ships carrying such cargo and describes applicability of the requirements for fire division, electrical connection and provision of safe type electrical equipment	
26.	MSC82	MSC.1/Circ.1220	Voluntary Structural Guidelines for New Ships Carrying Liquids in Bulk Containing Benzene	12 December 2006	Special requirements for new ships carrying liquids in bulk containing benzene, including ventilation arrangement of accommodation spaces, ventilation of engine room, cargo gauging system and degasing procedure	
27.	MSC83	MSC.1/Circ.1303	Guidance on the Provision for Material Safety Data Sheets when Carrying Oil or Oil Fuel, in accordance with SOLAS Regulation VI/5-1	10 June 2009	Since 1 July 2009, all SOLAS Convention ships need provide material safety data sheets (MSDS) when carrying oil or oil fuel in accordance with the newly added SOLAS Regulation VI/5-1. To facilitate implementation of this requirement by the industry, the Circular recommends the provision of MSDS in accordance with the requirements recommended by IMO (MSC.286(86))	
28.	MSC86	MSC.1/Circ.1323	Unified Interpretation of the IBC Code	10 June 2009	It is recommended to apply to chemical tankers constructed on or after 1 June 2009. The Unified Interpretation gives clarification of MSC.219(82) and MEPC.166(56) taking effect on 1 January 2009 on paragraphs 11.1.1.3 and	

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					11.1.1.4 of Chapter 11 of IBC Code. 1 SOLAS Regulations II-2/10.2 and 10.4 are applicable to cargo ships of 500 gross tonnage and upwards under SOLAS Convention and chemical tankers under IBC Code (irrespective of tonnage). 2 SOLAS Regulation II-2/10.5 (except for 10.5.6) is applicable to chemical tankers constructed on or after 1 July 1986, irrespective of tonnage. 3 SOLAS Regulation II-2/10.5.6 is applicable to chemical tankers of 2000 gross tonnage and upwards constructed on or after 1 July 2002.	
29.	MSC86	MSC.1/Circ.1325	Missing Information on Apparatus Groups in Column i of Chapter 17 of the IBC Code	10 June 2009	MSC.1/Circ.1324 "Amendments to MSC/Circ.677 on equipment preventing flame into cargo hold" adds requirements for medium and MESG for Apparatus Groups IIB and IIC for chemical tankers carrying cargo with Maximum Experimental Safe Gap (MESG) less than 0.9mm. However, at present, information on apparatus groups in column i is missing in relation to a large number of products listed in chapter 17 of the IBC Code, therefore IMO invites member Governments to provide relevant information needed to determine the electrical apparatus groups of these products	
30.	MSC87	MSC.1/Circ.1363	Interim Guidelines for the Construction and Equipment of Ships Carrying Natural Gas Hydrate Pellets (NGHP) in Bulk	10 June 2010	The Interim Guidelines are applicable to ships carrying natural gas hydrate pellets (NGHP). The Guidelines are mainly based on IGC Code and emphasize on risk analysis during the design process. Considering particularity of NGHP, the requirements of the IGC Code for the application to NGHP carriers are modified (e.g. added or reduced) in the Interim Guidelines. Noting that the IGC code is under review, the Interim Guidelines are to be reviewed after the finalization of the revision of the code	
31.	MSC89	MSC.1/Circ.1401	Guidelines on Tank Entry for Tankers Using Nitrogen as an Inerting Medium	9 June 2011	The Guidelines are operational requirements for tankers using nitrogen as an inerting medium. To reduce risks arsing from entry into a tank, recommendations are given regarding procedures to be followed when personnel intend to enter a tank, as well as on warning signs and criteria for safe tank entry	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
32.	MSC42	MSC/Circ.286	Guidelines for Uniform Application of Survival Requirements of Bulk Chemical Code and Gas Carrier Code	23 May 1980	-------	The document is too old and missing. Currently MSC/Circ.406/Rev.1 is in force
33.	YMSC58	MSC/Circ.406/Rev.1	Guidelines on Interpretation of International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC) Code and International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC) Code and Guidelines for the Uniform Application of the Survival Requirements of the IBC and IGC Codes	14 June 1986	Explanation of terms in IBC and IGC Codes	
34.	A13	A.525(13)	Performance Standards for Narrow-band Direct Printing Telegraph Equipment for the Reception of Navigational and Meteorological Warnings and Urgent Information to Ships	17 November 1983	Providing performance standards for narrow-band direct printing telegraph equipment	
35.	A13	A.530(13)	Use of Radar Transponders for Search and Rescue Purposes	17 November 1983	Providing recommendations on signal characteristics of radar transponders for search and rescue purposes, i.e. they should be capable of transmitting signals which will appear on a radar display as a series of equally spaced dots	This resolution was superseded by SC.510(105)

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
36.	A14	A.570(14)	Type Approval of Ship-earth Stations	20 November 1985	Without substantial contents. It recommends Member Governments to accept type approval of ship earth stations by INMARSAT, and encourages manufacturers to include tests covering additional national requirements of interested Administrations in the INMARSAT type approval testing	
37.	A15	A.606(15)	Review and Evaluation of the Global Maritime Distress and Safety System (GMDSS)	19 November 1987	Examining effectiveness of DSC and NBDP in GMDSS system, especially on ships below 1600 gross tonnage, and evaluating the experience gained with the global maritime distress and safety system (GMDSS) to determine whether, in the future, there is a need to adjust the requirements of the system	
38.	A15	A.609(15)	Performance Standards for Shipborne VHF Radio Installations Capable of Voice Communication and Digital Selective Calling	19 November 1987	Providing performance standards for VHF installations	
39.	A15	A.610(15)	Performance Standards for Shipborne MF Radio Installations Capapable of Voice Communication and Digital Selective Calling	19 November 1987	Providing performance standards for MF installations	
40.	A15	A.612(15)	Performance Standards for Float-free VHF Emergency Position-indicating Radio Beacons	17 November 1987	Providing performance standards for float-free VHF emergency position-indicating radio beacons	
41.	A15	A.613(15)	Performance Standards for Shipborne MF/HF Radio Installations Capable of Voice Communication, Narrow-band Direct-printing and Digital Selective Calling	19 November 1987	Providing performance standards for MF/HF installations	

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42.	A16	A.662(16)	Performance Standards for Float-free Release and Activation Arrangements for Emergency Radio Equipment	19 October 1989	Providing performance standards for float-free release and activation arrangements for emergency radio equipment	
43.	A16	A.663(16)	Performance Standards for INMARSAT-C Ship Earth Stations Capable of Transmitting and Receiving Direct-printing Communications	19 October 1989	Providing performance standards for INMARSAT-C ship earth stations capable of transmitting and receiving direct-printing communications	
44.	A16	A.664(16)	Performance Standards for Enhanced Group Call Equipment	19 October 1989	Providing performance standards for enhanced group call equipment	
45.	A17	A.696(17)	Type Approval of Satellite Emergency Poition-indicating Radio Beacons (EPIRBs) Operating in the COSPAS-SARSAT System	6 November 1991	Type approval of 406MHz EPIRB may be performed under national procedures or through the COSPAS-SARSAT type approval procedure (C/ST.007)	
46.	A17	A.698(17)	Performance Standards for Ship Earth Stations Capable of Two-way Communications	6 November 1991	Providing performance standards for ship earth stations capable of two-way communications	
47.	A17	A.700(17)	Performance Standards for Narrow-band Direct-printing Telegraph Equipment for the Reception of Navigational and Metrorological Warnings and Urgent Information to Ships (MS)	6 November 1991	Providing performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and metrorological warnings and urgent information to ships (MS) by HF	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
			by HF			
48.	A17	A.702(17)	Radio Maintenance Guidelines for the Global Maritime Distress and Safety Sysem (GMDSS) related to Sea Areas A3 and A4	6 November 1991	Requirements for maintenance of GMDSS equipment in sea areas A3 and A4	
49.	A17	A.705(17)	Recommendation on the Promulgation of Maritime Safety Informtation, as amended by MSC.1/Circ.1287	6 November 1991	Provisions on promulgation of MSI	
50.	A17	A.706(17)	World-wide Navigation Warning Service, as amended by MSC.1/Circ.1288	6 November 1991	world-wide navigational warning service Guidance Document	Revoking A.419(XI)
51.	A17	A.707(17)	Charges for Distress, Urgency and Safety Messages through the INMARSAT system	6 November 1991	Transmissions for distress, urgency and medical assistance messages through the INMARSAT system shall be free of charge	Revoking resolution A.523(13)
52.	A18	A.762(18)	Performance Standards for Survival Craft Two-way VHF Radiotelephone Apparatus	4 November 1993	Providing performance standards for survival craft two-way VHF radiotelephone apparatus	Revoking resolution A.605(15)

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
53.	A18	A.763(18)	Performance Standards for Float-free Satellite Emergency Position-indicating Radio Beacons (EPIRBs) Operating on 406 MHz	4 November 1993	Providing performance standards for EPIRBS operating on 406 MHz	Revoking resolution A.695(17)
54.	A19	A.801 (19)	Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS), as amended by MSC.199(80)	23 November 1995	Five documents are adopted, i.e. the Recommendation on Provision of Radio Services for the GMDSS, the Criteria for Use when Providing Shore-Based Digital Selective Calling (DSC) Facilities for Use in the GMDSS, the Criteria for Establishing GMDSS Sea Areas, the Criteria for Use when Providing a NAVTEX Service and the Criteria for Use when Providing Inmarsat Shore-Based Facilities for Use in the GMDSS	Revoking resolution A.704 (17)
55.	A19	A.802 (19)	Performance Standards for Survival Craft Radar Transponders for Use in Search and Rescue Operations, as amended by MSC.247(83)	23 November 1995	Providing performance standards for survival craft radar transponders for use in search and rescue operations	1.Revoking resolution A.695(17) 2.This resolution was superseded by SC.510(105)
56.	A19	A.803 (19)	Performance standards for Shipborne VHF Radio Installations Capable of Voice Communication and Digital Selective Calling, as amended by MSC.68(68)	23 November 1995	Amendments to performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling	
57.	A19	A.804 (19)	Performance Standards for Shipborne MF Radio Installations Capable of Voice Communication and Digital Selective Calling, as amended by MSC.68(68)	23 November 1995	Amendments to performance standards for MF radio installations	

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58.	A19	A.805 (19)	Performance Standards for Float-free VHF Emergency Position-indicating Radio Beacons	23 November 1995	Amendments to performance standards for float-free EPIRB	
59.	A19	A.806 (19)	Performance Standards for Shipborne MF/HF Radio Installations Capable of Voice Communication, Narrow-band Direct-printing and Digital Selective Calling, as amended by MSC.68(68)	23 November 1995	Amendments to performance standards for MF/HF radio installations	
60.	A19	A.807(19)	Performance Standards for INMARSAT-C Ship Earth Stations Capable of Transmitting and Receiving Direct-printing Communications, as amended by MSC.68(68)	23 November 1995	Amendments to performance standards for INMARSAT-C ship earth stations	
61.	A19	A.808 (19)	Performance Standards for Ship Earth Stations Capable of Two-way Communications	23 November 1995	Amendments to performance standards for ship earth stations capable of two-way communications	
62.	A19	A.809 (19)	Performance Standards for Survival Craft Two-way VHF Radiotelephone Apparatus	23 November 1995	Amendments to performance standards for survival craft two-way VHF radiotelephone apparatus	
63.	A19	A.810 (19)	Performance Standards for Float-free Satellite Emergency Position-indicating Radio Beacons (EPIRBs) Operating on 406 MHz, as amended by MSC.56(66)	23 November 1995	Amendments to performance standards for EPIRBS operating on 406 MHz	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
			and MSC.120(74)			
64.	A19	A.811 (19)	Performance Standards for Shipborne Integrated Radiocommunication System (IRCS) when Used in GMDSS	23 November 1995	Performance standards for shipborne integrated radiocommunication system (IRCS) when used in GMDSS	
65.	A19	A.814 (19)	Guidelines for the Avoidance of False Distress Alerts	23 November 1995	Guidelines for the avoidance of false distress alerts	
66.	A21	A.887 (21)	Establishment, Updating and Retrieval of the Information Contained in the Registration Databases for the Global Maritime Distress and Safety System (GMDSS)	25 November 1999	Adopting Recommendations on establishment, updating and retrieval of the information contained in the registration databases for the global maritime distress and safety system (GMDSS), and recommending Governments to ensure that the information contained in the registration databases for the GMDSS and their continuous updating and availability to rescue co-ordination centers is in accordance with the Recommendation	Revoking resolution A.764(18)
67.	A21	A.894(21)	International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual	25 November 1999	Procedure for revising and updating IAMSAR manual	Revoking resolutions A.229(VII), A.387(X) and A.439(XI)
68.	A25	A.1001(25)	Criteria for the Provision of Mobile Satellite Communication Systems in the Global Maritime Distress and Safety System (GMDSS)	29 November 2007	Criteria for the provision of mobile satellite communication systems in the global maritime distress and safety system (GMDSS), providing document submission requirements for Administration when satellite system is included in GMDSS	Revoking resolution A.888(21) and MSC/Circ.1077
69.		COMSAR/Circ.105 and Corr.1	Clarification of Certain Provisions of the 1988 SOLAS Amendments for the GMDSS	------	-------	The document is missing

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70.		COMSAR/Circ.108	GMDSS Operating Guidance for Masters of Ships in Distress Situation	-------	-------	The document is missing
71.		COMSAR/Circ.110 and Corr.1	Clarification of SOLAS Regulations IV/6.1, IV/6.2.2 and IV/10.1.1.3	-------	-------	The document is missing
72.		COMSAR/Circ.117	Clarification of the Application of Certain Provisions of Chapter IV of the SOLAS Convention	-------	-------	The document is missing
73.		COMSAR/Circ.13	Shore-to-ship Communication during a Distress	-------	-------	The document is missing
74.	COMSAR 3	COMSAR/Circ.17	Recommendation on Use of GMDSS Equipment for Non-safety Communications	9 March 1998	Regular use of GMDSS equipment for transmission of general radiocommunications helps to ensure equipment availability. If it is used for other business communications, a regular programme of sending selected traffic or test messages via GMDSS equipment is to be adopted to ensure equipment availability	
75.	COMSAR 5	COMSAR/Circ.25	Procedure for Responding to DSC Distress Alerts by Ships	15 March 2001	Adopting guidance for responding to DSC distress alerts	Revoking COMSAR/Circ.2 and COMSAR/Circ.21
76.	COMSAR 6	COMSAR/Circ.29	Guidance for the Voluntary Use of the Standardized Questionnaires and Formats for Reporting False Alerts in Collecting Data on False Alerts	27 May 2002	Guidance for the voluntary use of the standardized questionnaires and formats for reporting false alerts in collecting data on false alerts	
77.	COMSAR 7	COMSAR/Circ.31	Guidance for Mass Rescue Operations	2 February 2003	Guidance to be followed for mass rescue operations	
78.	COMSAR 7	COMSAR/Circ.32	Harmonization of GMDSS Requirements for Radio Installations on board	16 August 2004	The guidance is to be followed for new installation of GMDSS equipment	

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			SOLAS Ships			
79.	COMSAR 8	COMSAR/Circ.35	Recommendations on Medium Frequency/High Frequency (MF/HF) Digital Selective Calling (DSC) Test Calls to Coast Stations	21 May 2004	A background on the need for DSC test calls to coast station is described in COM/Circ.10. Live testing on DSC distress and safety frequencies with coast stations should be limited to once a week	
80.	COMSAR 9	COMSAR/Circ.36	Broadcast of Warnings for Tsunamis and Other Natural Disasters	18 February 2005	The steps to be taken for the promulgation of warnings for tsunamis and other natural disasters using the existing International SafetyNET system	
81.	COMSAR 9	COMSAR/Circ.37	Guidance on Minimum Communication Needs of Maritime Rescue Coordination Centers (MRCCs)	28 February 2005	Proposing minimum communication needs of MRCC	Revoking COMSAR/Circ.18
82.	COMSAR 11	COMSAR/Circ.41	Analysis of Maritime Safety Information Promulgated via the EGC Safetynet System and Recommendations on Improving its Quality	16 October 2007	Proposing recommendations on maritime safety information promulgated via the EGC safetynet	
83.	COMSAR 13	COMSAR/Circ.45	Guidance on Distress Alerts	4 February 2009	Operational procedure for distress alerts	
84.	COMSAR 13	COMSAR/Circ.46	AIS Safety-related Messaging	4 February 2009	Safety-related messages (e.g. distress or other messages) should be transmitted through the GMDSS system. AIS devices should be designed such that they cannot broadcast a pre-configured safety-related message	
85.	COMSAR 14	COMSAR.1/Circ.49	List of Land Earth Station (LES) Operation Coordinators in the INMARSAT System	25 January 2010	List of land earth station (LES) operation coordinators in the INMARSAT system	Superseding COMSAR.1/Circ.48
86.	COMSAR 16	COMSAR.1/Circ.50/rev.3	Distress Priority Communications for RCCs from Shore-to-ship via INMARSAT	13 January 2012	RCCs may established arrangements whereby they are able to use the distress priority when sending certain messages from shore-to-ship	Superseding COMSAR.1/Circ.47

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<tr><td>87.</td><td>COMSAR 16</td><td>COMSAR.1/Circ.51/rev.3</td><td>List of NAVAREA Coordinators</td><td>18 January 2012</td><td>List of NAVAREA coordinators</td><td></td></tr>
<tr><td>88.</td><td>COMSAR 14</td><td>COMSAR.1/Circ.52</td><td>Questionnaire on the Availability of Search and Rescue (SAR) Services</td><td>17 March 2010</td><td>This Circular supersedes MSC/Circ.27 and revises MSC/Circ.27 on questionnaire on the availability of search and rescue (SAR) services</td><td>Revoking COMSAR/Circ.27</td></tr>
<tr><td>89.</td><td>MSC 70</td><td>MSC.80(70)</td><td>Adoption of New Performance Standards for Radiocommnunication Equipment</td><td>8 December 1998</td><td>Adopting the Recommendation on Performance Standards for On-Scene (Aeronautical) Portable Two-Way VHF Radiotelephone Apparatus and the Recommendation on Performance Standards for On-Scene (Aeronautical) Two-Way VHF Radiotelephone Apparatus for Fixed Installations, which are applicable to equipment installed on board ships on or after 1 July 2001</td><td></td></tr>
<tr><td>90.</td><td>MSC 75</td><td>MSC.130(75)</td><td>Performance Standards for INMARSAT Ship-earth Stations Capable of Two-way Communication</td><td>21 May 2002</td><td>Performance standards for INMARSAT ship-earth stations are to comply with following requirements:<table><tr><td>Resolution</td><td>Date of installation</td></tr><tr><td>This resolution</td><td>After 1 February 1999</td></tr><tr><td>A.808(19)</td><td>On or after 23 November 1996</td></tr><tr><td>A.698(17)</td><td>Before 23 November 1996</td></tr></table></td><td></td></tr>
<tr><td>91.</td><td>MSC 75</td><td>MSC.131(75)</td><td>Maintenance of a Continuous Listening Watch on the Channel 16 by SOLAS Ships Whilst at Sea and Installation of VHF DSC Facilities on Non-SOLAS Ships</td><td>21 May 2002</td><td>Recommending maintenance of a continuous listening watch on the Channel 16 by SOLAS ships whilst at sea and installation of VHF digital selective calling facilities on non-SOLAS ships before 1 February 2005, and after 1 February 2005, universal installation of digital selective calling facilities on VHF Channel 70</td><td>Superseding MSC.77(69)</td></tr>
<tr><td>92.</td><td>MSC 77</td><td>MSC.148(77)</td><td>Adoption of the Revised Performance Standars for Narrow-band Direct Printing Telegraph Equipment for the Reception of Navigational and Meteorological</td><td>3 June 2003</td><td>For narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX), it is recommended to apply the revised performance standards. If installed on or after 1 July 2005, NAVTEX receiver equipment shall conforms to the performance standards in the present resolution; if installed before 1 July 2005, it shall conforms</td><td></td></tr>
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			Warnings and Urgent Information to Ships (NAVTEX)		to performance standards not inferior to those specified in the Annex to resolution A.525(13)	
93.	MSC 77	MSC.149(77)	Adoption of the Revised Performance Standards for Survival Craft Portable Two-way Radiotelephone Apparatus	3 June 2003	The survival craft portable two-way VHF radiotelephone, in addition to meeting the requirements of the Radio Regulations, the relevant ITU-R Recommendations and the general requirements set out in resolution A.694(17), should comply with the following performance standards. If installed on or after 1 July 2005, such apparatus shall conform to performance standards in the present resolution. If installed before 1 July 2005, such apparatus shall conform to performance standards not inferior to those specified in annex 1 to resolution A.809(19)	
94.	MSC 83	MSC.246(83)	Performance Standards for Survival Craft AIS Search and Rescue Transmitters (AIS-SART) for Use in Search and Rescue Operations	8 October 2007	The performance standards are newly developed for AIS-SART. AIS-SART installed on board ships on or after 1 January 2010 is to meet the requirements of the performance standards in the present resolution. AIS-SART may be interchangeable with RADAR-SART	
95.	MSC 87	MSC.306(87)	Revised Performance Standards for Enhanced Group Call (EGC) Equipment	17 May 2010	Performance standards for EGC equipment are revised as follows: (1) It is clearly specified that in addition to IMO resolution A.694(17), EGC equipment is still to meet relevant IEC standards (IEC 61097-4 and IEC 60945); (2)“area code” in the standards is revised as “current and planned NAVAREA/METAREA codes”; (3) The following contents are added: ① The equipment is to provide a visual indication that the ship’s position has not been updated during the last 12 hours. It should only be possible to reset this indication by revalidating the ship’s position. ② Means should be provided to enter current and planned coastal warning service coverage areas and different classes of messages.	

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					③ It should only be possible to reset a distress or urgency priority EGC message manully and only from the position where the message is displayed or printed. ④ A local audible alarm should be sounded to give advanced warning of the printing device “paper low” condition. It should not be possible to confuse the sound of the “paper low” alarm with that of the distress or urgency alarm caused by the reception of a distress or urgency priority message	
96.	MSC 64	MSC/Circ.660	Proper Use of Lanyards Attached to Satellite EPIRBs	25 May 1994	There have been cases of improper use of lanyards attached to satellite EPIRBs by securing them to the ship. The buoyant lanyard is only to be used by survivors for securing the EPIRB to a liferaft, lifeboat or person in the water. The Maritime safety committee recommended that appropriate attention should be given by the parties involved to prevent improper use of lanyards attached to satellite EPIRBS	
97.	MSC 68	MSC/Circ.803	Participation of Non-SOLAS Ships in the GMDSS	6 June 1997	Guidelines for the participation of non-SOLAS ships in the GMDSS; and a Guidance on the development of training materials for GMDSS operators on non-SOLAS ships are approved, as supplements to MSC/Circ.682	
98.	MSC 68	MSC/Circ.805	Guidance for the Use of Radio Signals by Ships under Attack or Threat of Attack from Pirates or Armed Robbers	6 June 1997	Member Governments are invited to bring this circular to the attention of their shipowners, ship operators and ship managers and to urge that for ships under piracy/armed robbery attacks or threat of attacks, a “piracy/armed robbery attack message” may be sent through Inmarsat or on an available DSC or other distress and safety frequency where a ship has not been ordered by pirates or armed robbers on board to maintain radio silence	
99.	MSC 69	MSC/Circ.862	Clarification of Certain Requirements in IMO Performance Standards for GMDSS Equipment	22 May 1998	Clarifications of certain requirements in IMO performance standards for GMDSS equipment, developed by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), are approved, with a view to reducing the number of false distress alerts. The Maritime Safety Committee was of the opinion that such clarifications would assist Member Governments in deciding whether equipment	

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					installed on or after 1 February 1999 meets these requirements	
100.	MSC 70	MSC/Circ.883	Maritime Safety and INMARSAT Ship-earth Station Barring Procedures	14 December 1998	The Maritime Safety Committee expressed serious concern for the safety of such a ship if it is to sail whilst the Inmarsat SES is barred, and invited Member Governments to encourage national authorities to confirm the operational status of Inmarsat terminals appearing on a relevant safety certificate when undertaking inspections, as appropriate. Member Governments are also invited to take all necessary actions to ensure that any such ship will be prevented from sailing if its seaworthiness is affected, particularly with regard to non-compliance with SOLAS chapter IV, by the non-availability of the satellite terminal(s) necessary for it to perform the required communication services	
101.	MSC 72	MSC/Circ.960	Medical Assistance at Sea	20 June 2000	There is now a general tendency to regard medical assistance at sea as an integral part of rescue. This approach is consistent with the SAR Convention.The Committee approved the attached guidance on Medical Assistance at Sea and Importance of the Role of Telemedical Assistance Services and Medical Assistance at Sea and Maritime Radiocommunications	
102.	MSC 75	MSC/Circ.1038	Guidelines for General Radiocommunications	28 May 2002	Guidelines for the alternative communication system or systems used for general radio communications in A1/A2 sea areas where no maritime VHF/MF public correspondence services are available, and requirements for the appropriate personnel	
103.	MSC 75	MSC/Circ.1039	Guidelines for Shore-based Maintenance of Satellite EPIRBS	28 May 2002	Establishing standardized procedures and minimum levels of service for the testing and maintenance of 406 MHz satellite EPIRBs to ensure maximum reliability whilst minimizing the risk of false distress alerts	
104.	MSC 77	MSC/Circ.1079	Guidelines for Preparing Plans for Cooperation between Search and Rescue Services and Passenger Ships (in accordance with SOLAS regulation V/7.3)	6 June 2003	This Circular incorporates and revokes MSC/Circ.1000 and MSC/Circ.1041 and approves the Guidelines, which provides for the content, frameworks and updating of the coopeation plan and ships concerned	

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105.	MSC 77	MSC/Circ.1105	Guidance on Responsibility and Liability Issues related to the Use of the Emergency Medical Kit/Bag and Evaluation of Its Use in Emergency Incidents	25 February 2004	This Circular clarifies that the master of the ship is responsible for the use of the emergency medical kit/bag and requires the evaluation of the use of the EMK in emergency incidents	
106.	MSC 78	MSC/Circ.1110	Matters related to SOLAS Regulations XI/2-6 and XI/2-7	7 June 2004	Guidance on the action to be taken by MRCCs upon receiving a security alert is detailed in MSC/Circ.1073.When distress/security double alerts are received at the same time, response to distress alert should take priority	
107.	MSC 78	MSC/Circ.1122	Adoption of the Revised NAVTEX Manual	24 May 2004	Adopting revised NAVTEX manual and decided that it should enter into force on 1 January 2006. The manual describes planning of a NAVTEX service, principal features of NAVTEX services, the transmitter identification character and allocation of transmission times, message format, message numbering, message content, information control, message priorities and broadcast procedures	
108.	MSC 79	MSC/Circ.1129	Guidance on the Establishment of Medical and Sanitation-related Programmes for Passenger Ships	15 December 2004	Establishing guidance on the establishment of medical and sanitation-related programmes for passenger ships, acceptable to the Administration or an internationally recognized organization.Member Governments are invited to bring the above view to the attention of shipowners, SAR service providers and others concerned	
109.	MSC 80	MSC/Circ.1172	Identification of Passenger Ships, other than Ro-ro Passenger Ships, Which Should Benefit from Being Equipped with the Emergency Medical Kit/Bag (EMK)	23 May 2005	This Circular invites Member Governments to pay attention to the following decision that passenger ships, other than ro-ro passenger ships, not carrying a medical doctor on board but carrying more than 100 passengers on a route which would make the response time for a medical intervention from ashore longer than 30 minutes, should benefit from being equipped with the emergency medical kit/bag (EMK)	
110.	MSC 81	MSC/Circ.1182	Guide to Recovery Techniques	31 May 2006	Providing guide to recovery techiniques	

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111.	MSC 81	MSC/Circ.1183	Guidelines on the Provision of External Support as an Aid to Incident Containment for SAR Authorities and Others Concerned	31 May 2006	Approving guidelines on the provision of external support as an aid to incident containment for SAR authorities and others concerned, prepared by COMSAR. The guidelines speficify the type of external support, identifying sources of external support, co-ordination of support arrangements with the company, and Maritime Assistance Services	
112.	MSC 81	MSC/Circ.1184	Enhanced Contingency Planning Guidance for Passenger Ships Operating in Areas Remote from SAR Facilities	31 May 1006	Approving the enhanced contingency planning guidance for passenger ships operating in areas remote from SAR facilities, prepared by COMSAR. The guidance provides for contents of contingency plan of similar passenger ships, contents of enhanced SAR arrangements and evaluation of enhanced risk of passenger ships	
113.	MSC 81	MSC/Circ.1186	Guidelines on the Training of SAR Service Personnel Working in Major Incidents	1 June 2006	Approving the Guidelines on training of SAR service personnel working in major incidents, prepared by submitted by COMSAR. The Guidelines provide for SAR "team", communications, incident training, survival time, SAR facility availability, cooperation with personnel to be rescued, rescue in different situations (e.g. encountering language difficulties, dealing with the dead)	
114.	MSC 81	MSC/Circ.1210	COSPAS-SARSAT International 406 MHz Beacon Registration Database	11 July 2006	The Maritime Safety Committee, recognizing the importance of 406 MHz EPIRB registration databases to be available to SAR Authorities at all times, approved the guidance on COSPAS-SARSAT International 406 MHz Beacon Registration Database (IBRD) prepared by COMSAR. The Guidance describes database background, contents, necessity, establishment of contacting points, registration means and data provision	
115.	MSC 82	MSC/Circ.1218	Guidance on Exchange of Medical Information Between Telemedical Assistance Services (TMAS) Involved in International SAR Operations	15 December 2006	This Circular provides for the form required by exchange of medical information between telemedical assistance services involved in international SAR operations	

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116.	MSC 83	MSC/Circ.1248	Minimizing Delays in Search and Rescue Response to Distress Alerts	16 October 2007	Encouraging member states to fulfil their obligations under the SAR Convention and other international instruments, especially COSPAS-SARSAT Programme Management Policy	
117.	MSC 83	MSC/Circ.1249	Adoption of Amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual	16 October 2007	Amendments to IAMSAR manual, which took effect on 1 June 2008	
118.	MSC 83	MSC/Circ.1251	Guidelines on the Control of Ships in an Emergency	19 October 2007	Providing Member Governments, shipmasters, companies, salvors and others engaged in a maritime emergency with a framework of authority within which they would be expected to operate	
119.	MSC 86	MSC/Circ.1310	Revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI)	8 June 2009	Amendments to joint IMO/IHO/WMO manual on maritime safety information (MSI), which are encouraged to be used by Member Governments. It took effect on 1 January 2011	Superseding COMSAR/Circ.15
120.	MSC 86	MSC/Circ.1311	Adoption of Amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual	8 June 2009	Amendments to IAMSAR manual, which took effect on 1 June 2010	
121.	MSC 87	MSC/Circ.1364	Revised International Safetynet Manual	24 May 2010	Amendments to international safetynet manual, which took effect on 1 January 2012	Superseding MSC/Circ.1064
122.	MSC 87	MSC/Circ.1365	Commercially Available Locating, Tracking and Emergency Notification Devices	24 May 2010	Recognizing the recent proliferation of non-406 MHz locating, tracking and emergency notification devices, MSC approves use of such devices and service and provides relevant guidance	
123.	MSC 87	MSC/Circ.1367	Amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual	24 May 2010	Amendments to IAMSAR manual, which took effect on 1 June 2011	
124.	MSC 90	MSC.1/Circ.1382/Rev.1	Questionnaire on Shore-based Facilities for the Global Maritime Distress and Safety System	25 May 2012	This Circular supersedes MSC.1/Circ.1382 and revises questionnaire on COSPAS-SARSAT service in Appendixes 8, 10 and 11 of MSC.1/Circ.1382	

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			(GMDSS)			
125.	MSC 88	MSC.1/Circ.1383	Unified Interpretation of the International Code of Safety for High Speed Craft, 1994 (1994 HSC Code)	3 December 2010	The current text of Chapter 14 of 1994 HSC Code, which provides that "Craft should be provided with radiocommunications facilities as specified in chapter 14 of the 2000 HSC Code as amended up to andincluding resolution MSC.222(82), that are fitted and operated in accordance with the provisions of that chapter", should be interpreted as not requiring carriage of the equipment prescribed in paragraphs 14.6.4 (distress panel) and 14.6.6 (distress alert panel) of the 2000 HSC Code	
126.	A17	A.694(17)	General Requirements for Shipborne Radio Equipment Forming Part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids	6 November 1991	Recommendations on general requirements for radio equipment forming part of GMDSS and for electronic navigational aids. This resolution revokes resolutions A.569(14) and A.574(14)	Revoking resolutions A.569(14) and A.574(14)
127.	COMSAR 8	COMSAR/Circ.33	GMDSS Coast Station Operator's Certificate (CSOC) Model Course	26 February 2004	GMDSS coast station operator's certificate (CSOC) model course	
128.	MSC 76	MSC.136(76)	Performance Standards for a Ship Security Alert System	11 December 2002	Performance standards for security alert system, including provisions for a unique code/identifier alert of redundant source of power, activiation point and GMDSS signal.	
129.	MSC 77	MSC.147(77)	Adoption of the Revised Performance Standards for a Ship Security Alert System	29 May 2003	Recommendation on performance standards, recommending that in addition to main source of electrical power, an alernatie source of power is to be provided to the ship security alert system. It should not be necessary for the user to remove seals or to break any lid or cover in order to operate any control. The operation of the ship security alert system should not impair the functionality of the GMDSS installation, nor require any adjustment of the radio system	

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130.	MSC 81	MSC.211(81)	Arrangements for the Timely Establishment of the Long-range Identification and Tracking System	19 May 2006	Inviting ships of Contracting Governments to participate in LRIT test. LRIT international data exchange center was put into service since 1 July 2006, and national and regional data center was put into service since 1 July 2008 but not later than 1 October 2008. Urging Contracting Governments to implement regulations of SOLAS regulation V/19-1 within specified time	
131.	MSC 77	MSC/Circ.1072	Guidance on Provision of Ship Security Alert Systems	26 June 2003	SOLAS regulation XI-2/6 requires that all ships are to be provided with ship security alert system. The Guidance provides requirements on the design of ship security alert systems to comply with SOLAS requirements	
132.	MSC 77	MSC/Circ.1073	Measures to Enhance Maritime Security — Directives for Maritime Rescue Co-ordination Centers (MRCCS) on Acts of Violence Against Ships	10 June 2003	Superseding MSC/Circ.967 and modifying the text of the exiting Directives to include provisions for the handling by MRCCs of alerts received from ships in response to terrorist acts and other security incidents. The revised Directives described measures to be taken in various situations	
133.	MSC 79	MSC/Circ.1109/Rev.1	False Security Alerts and Distress/Security Double Alerts	14 December 2004	This Circular requires collection of experience from 1 July 2004 to 15 October 2004. Due to limited information collected, MSC agrees that no action is taken at present and it is left for discussion in future sessions. MSC continues to invite member states and organizations to submit relevant experience and information	
134.	MSC 80	MSC/Circ.1155	Guidance on the Message Priority and the Testing of Ship Security Alert Systems	23 May 2005	COMSAR recommendations are considered and the guidance is approved. The Guidance describes message priority and the testing of ship security alert systems	
135.	MSC 81	MSC/Circ.1185	Guide for Cold Water Survival	31 May 2006	A lot of marine casualties prove that many lives are frozen to death in cold water. The guide provides requirements with regard to body reaction to cold exposures, , heat loss, hypothermia, ship abandonment and treatment of the immersion survivor, and provides Checklist for cold water survival and Checklist for rescuers	

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136.	MSC81	MSC/Circ.1190	Guidance on the Provision of Information for Identifying Ships when Transmitting Ship Security Alerts	30 May 2006	As information provided to the competent authorities for identifying the ships transmitting the alert were not adequate and they could not easily identify the ships concerned, MSC approved the Guidance on the provision of information for identifying ships when transmitting ship security alerts. The Guidance provides for SSA contents and testing as well as requirements for ships transmitting SSA messages	
137.	A8	A.272(VIII)	Recommendation on Safe Access to and Working in Large Tanks, and Recommendation on Safe Access to and Working in Large Cargo Holds of Bulk Carriers, as amended by A.330(IX)	20 November 1973	1. Recognizing that with the increasing size of tankers and bulk carriers and the associated increase in the dimensions of tanks and cargo holds of such vessels, there is a need for improving safe access to and working in those spaces. The Recommendation is hence established, which has two annexes: annex 1 — Recommendation on safe access to and working in large tanks and annex 2 — Recommendation on safe access to and working in large cargo holds of bulk carriers. 2. It is provided in A.330(IX) that the Recommendation on Safe Access to and Working in Large Tanks (resolution A.272(VIII), Annex I) should, in respect of requirements for the size of accessopenings, also apply to large water ballast tanks.All governments concerned are invited to take steps to give effect to the Recommendations as soon as possible	
138.	A10	A.373(X)	Code of Safety for Dynamically Supported Craft (DSC Code), as amended by MSC.37(63), MSC.186(79) and MSC.224(82)	14 November 1977/ 1 January 1980	This Code provides for surveys, certification and relevant technical requirements for dynamically supported types of craft, such as hydrofoil boats and air-cushion vehicles. This Code does not apply to craft which carry more than 450 passengers, or proceed in the course of their voyage more than 100 nautical miles from the place of refuge	Superseding Res.A.126(5)、Res.A.170(ES.4)、Res.A.183(6)、 Res.A.218(7) and revised by Res.MSC.37(63)、Res.MSC.186(79)、Res.MSC.224(82)
139.	A11	A.415(XI)	Improved Steering Gear Standards for Passenger and Cargo Ships	15 November 1979	Process of establishing SOLAS Reg.II-1/29 and Reg.II-1/30 is as follows: Bearing in mind resolution 12 of the International Conference on Tanker Safety and Pollution Prevention, 1978, by which it requested the Organization as a matter of urgency to redraft the steering gear standards for passenger and cargo ships as contained in resolution A.325(IX)—the	outdated

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					Recommendation concerning Regulations for Machinery and Electrical installations in Passenger and Cargo Ships, having noted that the Maritime Safety Committee has arrived at a substantial agreement on improved steering gear requirements, the Assembly requests the Maritime Safety Committee to take action to incorporate those requirements as amendments to the 1974 SOLAS convention, and, as necessary, the Protocol of 1978 relating thereto, and urges Member Governments and Contracting Governments to the 1974 SOLAS Convention to apply those requirements for new ships without awaiting the entry into force of the amendments to the instruments	
140.	A11	A.416(XI)	Examination of Steering Gears on Existing Tankers	15 November 1979/ not later than 15 November 1980	Recommending that all Governments concerned take action to specially examine the steering gears in all tankers of 10,000 tons gross tonnage and upwards according to A.415(XI) — the Improved steering gear standards for passenger and cargo ships; these examinations should be arranged at the first opportunity, but preferably not later than one year after the adoption of this resolution by the Assembly; the survey should comprise at least a detailed external examination of the pipes, valves, flanges and other pipe connections of the hydraulic system with a view to establishing as far as practicable that they are in good condition and suitable for their intended service	outdated
141.	A12	A.467(XII)	Guidelines for Acceptance of Non-duplicated Rudder Actuators for Tankers, Chemical Tankers and Gas Carriers of 10,000 Tons Gross Tonnage and Above but less than 100,000 Tons Deadweight	19 November 1981/ 1 September 1984	These Guidelines are, including requirements for materials, designs, construction details, non-destructive examinations, testing, etc., the criteria for acceptance of non-duplicated rudder actuators for tankers, chemical tankers and gas carriers of 10,000 tons gross tonnage and above but less than 100,000 tons deadweight, and are to be applied when considering equivalent safety standards to SOLAS Regulation II-1/29.16	Referred to in SOLAS Reg.II-1/29.17.2

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
142.	A12	A.468(XII)	Code on Noise Levels on board Ships	19 November 1981	Applicable to new passenger or cargo ships of 1600 gross tonnage and upwards, but not applicable to dynamically supported craft, high-speed craft, fishingvessels, pipelaying barges, crane barges, mobile offshore drilling units, pleasure yachts not engaged in trade, ships of war and troopships, ships not propelled by mechanical means, pile driving ship and dredgers. The code gives requirements for limiting noise on board ships and relevant requirements for noise measurement, instrumentation and technical competence of measuring personnel. It also provides guidance to sound insulation in the accommodation space and hearing protection	
143.	A12	A.469(XII)	Guidelines for the Design and Construction of Offshore Supply Vessels	19 November 1981	Providing Guidelines for the design and construction of offshore supply vessels, which superseded MSC.1/Circ.223.	Already superseded by MSC.235(82).
144.	MSC 82	MSC.235(82)	Adoption of the Guidelines for the Design and Construction of Offshore Supply Vessels, 2006	1 December 2006	1. Relevant provisions contained in SOLAS for machinery and electrical installations, fire protection, communication, life-saving appliances, maintaining watertight division integrity, and collision bulkhead are to be complied with; 2. Original intact stability regulations are deleted. Relevant provisions in IMO Intact Stability Code for intact stability are to be complied with, which means meteorological criteria are added; 3. Damage stability criteria are not changed, but requirements for the extent of damage are enhanced; 4. Relevant provisions in resolution A.673(16) for transport of limited amount harmful and noxious liquid substance are to be complied with; 5. The concept of near-coastal voyage which may involve the possibility of relaxations is specially introduced; 6. It is specified when personnel on board ships will be treated as special personnel	Superseding A.469(XII)

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145.	A13	A.520(13)	Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-saving Appliances and Arrangements	17 November 1983	Providing requirements for performance standards for novel life-saving appliances and related prototype tests	Referred to in SOLAS Reg.III/4.3.1
146.	A13	A.534(13)	Code of Safety for Special Purpose Ships (SPS Code), as amended by MSC/Circ.446, MSC/Circ.478, MSC/Circ.739 and MSC.183(79)	17 November 1983	1983 SPS Code has been superseded by MSC.266(84) (entering into force on 13 May 2008), but is still applicable to ships certified before 13 May 2008.	
147.	A16	A.649(16)	Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code), 1989	19 October 1989/ 1 May 1991	The Code provides for the construction, strength and material, stability, machinery installations, electrical installations, fire safety and life-saving appliances for drilling units. Applicable to mobile offshore drilling units the keels of which are laid or which are at a similar stage of construction on or after 1 May 1991, but before 1 January 2012. It has been superseded by the Code for the construction and equipment of mobile offshore drilling units, 2009	Revised by MSC.38(63)、Res.MSC.187(79)
148.	A16	A.656(16)	Fast Rescue Boats	10 October 1989	The construction, speed, manoeuvring and equipment of fast rescue boats are specified	Superseded by the relevant provisions of LSA Code
149.	A16	A.657(16)	Instructions for Action in Survival Craft	19 October 1989	The Instructions concerning immediate action upon entering the liferaft are specified , which should be displayed so as to be easily seen by a person entering the liferaft. Instructions on how to survive a liferaft is also provided	Referred to in paragraph 4.1.5.1 of LSA Code

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150.	A18	A.759(18)	Marking of Inflatable Liferafts	4 November 1993	Inflatable life rafts should carry a means of identification showing the name and port of registry of the ship to which the inflatable liferaft belongs; the identification can be easily updated, without opening the inflatable liferaft container; and to the extent practicable, existing inflatable liferafts are also to be marked in the same manner	Already superseded by the provisions of LSA Code.
151.	A18	A.760(18)	Symbols related to Life-saving Appliances and Arrangements	4 November 1993	Illustrating the symbols for use in accordance with SOLAS regulation III/9.2.3; providing also the recommended symbols indicating escape routes, the location of emergency equipment and muster and embarkation stations	Revoking resolution A.603(15) and has been revised by resolution MSC.82(70). It is referred to in SOLAS Reg.III/9.2.3 and Reg.III/11.5
152.	A18	A.761(18)	Recommendation on Conditions for the Approval of Servicing Stations for Inflatable Liferafts, as amended by MSC.55(66)	4 November 1993	It provides for the capability and competence to be demonstrated by servicing stations for inflatable liferafts, tests and procedures to be carried out at servicing of inflatable liferafts as well as responsibilities of manufacturers, Administrations and shipowners	Revoking resolution A.693(17) and has been revised by resolution MSC.55(66). It is referred to in SOLAS Reg.III/20.8.1.2 and Reg.III/20.8.3.3
153.	A18	A.765(18)	Guidelines on the Safety of Towed Ships and Other Floating Objects, Including Installations, Structures and Platforms at Sea	4 November 1993	The Guidelines provide recommendations and requirements on ships and other floating objects regarding the planning and preparation for towage of installations, structures and platforms, towing arrangements and towage and operation manual.	
154.	A19	A.793(19)	Strength and Securing and Locking Arrangements of Shell Doors on Ro-ro Passenger Ships	23 November 1995	Applicable to all ro-ro passenger ships. This resolution urges Governments to ensure that all ro-ro passenger ships, whether or not they are classed with classification societies being members of IACS, comply with IACS Unified Requirement S8 for bow doors (as amended in 1995) and Unified Requirements applicable to all other shell doors, as they may be accepted by the Maritime Safety Committee	
155.	A19	A.798(19)	Guidelines for the Selection, Application and Maintenance of Corrosion Prevention Systems of Dedicated Seawater Ballast Tanks	23 November 1995	Applicable to oil tankers and bulk carriers constructed on or after 1 July 1998. The Guidelines provide general standards for the selection, application and maintenance of corrosion prevention systems of dedicated seawater ballast tanks	

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156.	A19	A.831(19)	Code of Safety for Diving Systems, 1995, as amended by MSC.185(79)	23 November 1995	1. This resolution is a revision to A.536(13) (mainly paragraph 3 of preamble, paragraph 1.3 of Chapter 1 and paragraphs 2.1.1 and 2.3.1 of Chapter 2); 2. This resolution revoked A.536(13) andA.583(14); 3. This resolution has been revised by MSC.185(79) (mainly the revision of Model Form of Diving System Safety Certificate)	Superseding Res.A.536(13)、Res.A.583(14) and revised by Res.MSC.185(79)
157.	A20	A.852(20)	Guidelines for a Structure of an Integrated System of Contingency Planning for Shipboard Emergencies	27 November 1997	These Guidelines, prepared by the Maritime Safety Committee (MSC), contain guidance to assist in the preparation of an integrated system of contingency planning for shipboard emergencies. It is intended to be used for the preparation and use of a module structure of an integrated system of shipboard emergency plans. These guidelines are composed of the following: the Preface, 1 General remarks, 2 Integrated system of contingency planning for shipboard emergencies, 3 System modules, 4 Example format for a procedure of a selected emergency situation, Appendix 1 Incorporation of an integrated system of shipboard emergency plans in the company' s individual safety management system as required by the ISM Code, Appendix 2 The module structure of an integrated system for shipboard emergency plans, Appendix 3 Module IV-Respondse actions (1) and Appendix 4 Module IV-Response actions (2). Relevant Governments are required to accept the guidelines	
158.	A20	A.855(20)	Standards for Qnboard Helicopter Faciliteis	27 November 1997	Relevant requirements are provided on helideck, fire-fighting appliances, helicopter refuelling and hangar facilities and storage of fuel tanks	
159.	A26	A.1021(26)	Code on Alerts and Indicators, 2009	18 January 2010	Revoking resolution A.830(19). Compared with resolution A.830(19), there are following changes: 1. Alerts are divided into four priorities: emergency alarms, alarms, warnings and cautions; 2. Water ingress detection alarm is added in the category of emergency alarms;	

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					3. Water ingress detection pre-alarm, BNWAS, fixed local application fire-extinguishing systm activation alarm and navigation-related alarms as specified in the Revised Perfomance Standards for Integrated Navigation System (INS) (resolution MSC.252(83)) are added in the category of alarms; 4. It is explicitly provided that where audible alerts are interrupted by public announcements, the visual alert is not to be affected; 5. It is explicitly provided that alarms, warnings and cautions are to comply with the requirements of module C of resolution MSC.252(83); 6. For audible presentation of alerts on the navigation bridge, the requirements of resolution MSC.191(79), MSC/Circ.982, resolution A.694(17) and module C of resolution MSC.252(83) should be observed. For the visual presentation of alerts on the navigation bridge, the requirements of resolution MSC.191(79) and module C of resolution MSC.252(83) should be observed; 7. The requirements for BNWAS are added, which should comply with the requirements of resolution MSC.128(75)	
160.	A26	A.1023(26)	Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009	2 December 2009/ 1 January 2012	For mobile offshore drilling units the keels of which are laid or which are at a similar stage of construction on or after 1 January 2012, this Code supersedes the existing 1989 MODU Code adopted by resolution A.649(16). Unit construction, strength and material, stability, machinery installations, electrical installations, fire safety and life-saving appliances are specified in the Code	
161.	A26	A.1024(26)	Guidelines for Ships Operating in Polar Waters	2 December 2009/ 1 January 2011	The Guidelines are intended to address those additional provisions deemed necessary for consideration beyond existing requirements of the SOLAS and MARPOL Conventions, in order to take into account the climatic conditions of polar waters and to meet appropriate standards of maritime safety and pollution prevention. These additional provisions include: structures, subdivision and stability, accommodation and escape measures, directional control systems, anchoring and towing arrangements, main	Superseded by the mandatory polar code which has been adopted by MSC.385(94) and MEPC.264(68)

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					and auxiliary machinery systems, electrical installations, fire safety, life-saving appliances and survival arrangements, navigational equipment, operational arrangements, crewing, emergency equipment, environmental protection and damage control. This Circular is applicable to all ships operating in polar waters and provides reference for ship owners, ship operators, ship designers, shipbuilders, ship repairers, equipment manufacturers and installers and all other parties concerned with the operation of ships in polar waters. All Governments concerned are invited to take appropriate steps to give effect to the Guidelines for ships constructed on or after 1 January 2011, and are encouraged to take appropriate steps to give effect to the Guidelines for ships constructed before 1 January 2011 as far as is reasonable and practicable	
162.	A27	A.1049(27)	International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)	30 November 2011	1. The 2011 ESP Code will become effective upon entry into force of the associated amendments to chapter XI-1 of the Convention; 2. The Code supersedes resolution A.744(18); 3. The Code is composed of Annex A: Code on the enhanced programme of inspections during surveys of bulk carriers (including Part A: Code on the enhanced programme of inspections during surveys of bulk carriers having single-side skin construction, and Part B: Code on the enhanced programme of inspections during surveys of bulk carriers having double-side skin construction) and Annex B:Code on the enhanced programme of inspections during surveys of oil tankers (including Part A:Code on the enhanced programme of inspections during surveys of double hull oil tankers, and Part B: Code on the enhanced programme of inspections during surveys of oil tankers other than double hull oil tankers)	Superseding A.744（18）

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163.	MSC63	MSC.35(63)	Guidelines for Emergency Towing Arrangements on Tankers	20 May 1994	Applicable to tankers of 20,000 DWT and upwards. The present Guidelines are intended to provide requirements for the emergency towing arrangements and components, length of towing pennant, fairleads and towing connection, etc., which Administrations are recommended to implement. The resolution supersedes resolution A.535(13)	Superseding A.535(13) and revised by MSC.132(75)
164.	MSC67	MSC.62(67)	Guidelines for Safe Access to Tanker Bows	5 December 1996	The present Guidelines provide that tankers, including oil tankers as defined in SOLAS regulation II-1/2.12, chemical tankers as defined in regulation VII/8.2 and gas carriers as defined in regulationVII/11.2, should be provided with means to enable the crew to gain safe access to the bow even in severe weather conditions.. For tankers constructed on or after 1 July 1998, the access should be by means of either a walkway on the deck or a permanently constructed gangway of substantial strength at or above the level of the superstructure deck or the first tier of a deckhouse. The Guidelines also provide the requirements for the width, material, guard rails and footsteps of the gangway	
165.	MSC70	MSC.81(70)	Revised Recommendation on Testing of Life-saving Appliances (as amended by MSC.200(80), MSC.226(82), MSC.274(85), MSC.295(87), MSC.321(89) and SC.323(89))	11 December 1998	Providing requirements for prototype tests and production and installation tests of various types of life-saving appliances. Applicable to life-saving appliances installed on board ships on or after 1 July 1999	Superseding resolution A.689(17) and revised by resolutions MSC.200(80), MSC.226(82), MSC.274(85), MSC.295(87), MSC.321(89) and SC.323(89). Referred to in SOLAS Reg.III/4.2.1 and Reg.III/20.11.2.3, and in several places in Chapters II and IV of the LSA Code
166.	MSC76	MSC.137(76)	Standards for Ship Manoeuvrability	4 December 2002/ 1 January 2004	The Standards of this resolution are referred to in SOLAS Convention with respect to means of going astern. The standards give criteria for ship manoeuvrability, including turning ability, intial turning ability, yaw-checking and course-keeping abilities and stopping ability. The Standards are applicable to ships with traditional propulsion and steering systems, of 100 m in length and over, and chemical tankers and gas carriers regardless of the length,	

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					but not applicable to high-speed craft. The Standards should be used to evaluate the manoeuvring performance of ships and to assist those responsible for the design, construction, repair and operation of ships	
167.	MSC 77	MSC.145(77)	Performance Standards for Water Level Detectors on Bulk Carriers	5 June 2003	Recommending that the water level detector and arlarm system should be capable of being supplied with electrical power from two independent electrical supplies.The detector indicating the water level should be capable of activating to an accuracy of ±100 mm.and can identify area measured. Where an override capability is provided, cancellation of the override condition and reactivation of the alarm should automatically occur.For type test purposes an agitated suspension of representative fine materials in seawater, with a concentration of 50% by weight, should be used.For detectors to be fitted in holds intended for the carriage of water ballast or ballast tanks the application head should be the hold or tank depth and the hold period should be 20 days. For detectors to be fitted in spaces intended to be dry the application head should be the depth of the space and the hold period should be 24 h. The functioning of the detection assembly with any filtration arrangements should be verified in the cargo/water mixture with immersion repeated ten times without cleaning any filtration arrangements	
168.	MSC 77	MSC.146(77)	Application of IACS Unified Requirements S26, S27, S30 and S31 to Bulk Carriers	5 June 2003	Mainly urging Governments to ensure that IACS Unified Requirements S26, S27, S30 and S31are applied to bulk carriers flying their flags, as appropriate, whether or not they are classed with a classification society being a member of IACS	
169.	MSC 79	MSC.188(79)	Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships Other than Bulk Carriers	3 December 2004	Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers	
170.	MSC83	MSC.244(83)	Adoption of Performance Standard for Protective	5 October 2007	Applicable to oil tankers and bulk carriers.The standard involves requirements for selection of the coating system,	

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			Coatings for Void Spaces on Bulk Carriers and Oil Tankers		surface preparation of steel plate, coating, inspection, qualification of inspectors and coating technical file when applying protective coatings to void spaces on bulk carriers and oil tankers.	
171.	MSC84	MSC.266(84)	Code of Safety for Special Purpose Ships, 2008, (SPS Code), as amended by MSC.299(87)	13 May 2008	An extensive revision of the Code of Safetyfor Special Purpose Ships (SPS Code) adopted by resolution A.534(13). The terms “special purpose ships” and “special personnel” are redefined. The number of special personnel(50, 200) is changed into the number of personnel carried on board (60, 240), and “explosive storage”is changed into “dangerous goods”	Superseding resolution A.534(13)
172.	MSC85	MSC.277(85)	Clarification of the Term “Bulk Carrier” and Guidance for Application of Regulations in SOLAS to Ships which Occasionally Carry Dry Cargoes in Bulk and Are Not Determined as Bulk Carriers in Accordance with Regulation XII/1.1 and Chapter II-1	28 November 2008	1. Interpreting the term “bulk carrier” and its definition; 2. Noting with respect to the above definitions that bulk carriers may carry cargoes which are not loaded or discharged in bulk, and remain bulk carriers while so doing; 3. Avoiding the inappropriate application of provisions of SOLAS chapters II-1, III, IX, XI-1 and XII to certain dedicated ship types by excluding from the scope of cargoes deemed, for the purpose of determining ship type, to be dry cargoes carried in bulk; 4. Permitting certain ships to occasionally carry dry cargoes in bulk, provided that relevant requirements are fulfilled; 5. Issuing ships falling under the relevant provisions and ships occasionally carrying dry cargoes in bulk with a statement attesting to the application of the relevant provisions of this resolution. Urging governments concerned to: .1 apply the provisions of this resolution to bulk carriers as defined in SOLAS and to ships as described in paragraph 1.5 of this resolution the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009; .2 apply the provisions of this resolution to bulk carriers as defined in SOLAS and to ships which occasionally carry dry cargoes in bulk as described in paragraphs 1.3.2, 1.6 and 1.7 of this resolution the keels of which are laid or which are at a similar stage of construction on or after 1 July 2010	Not applicable to Vietnamese-Flagged ships

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173.	MSC56	MSC/Circ.326	Drainage of Enclosed Cargo Spaces Situated on the Bulkhead Deck	2 April 1982	Requirements for bilge system arrangement in enclosed cargo hold area on bulkhead deck. Bearing in mind the casualty experience, the Administrations are invited to pay attention during implementation of relevant provisions	
174.	MSC53	MSC/Circ.444	Clarification of Certain Provisions of Chapter III of the 1983 SOLAS Amendments and resolution A.521(13)	13 October 1986	Clarification of certain ambiguous regulations of Chapter III of the 1983 SOLAS Amendments and resolution A.521(13); Explanations are given on stowage of survival craft, abandon ship drills, test for immersion suit, as well as strength, stability and freeboard of lifeboats	Outdated and superseded by Chapter III of SOLAS (2001 consolidated text) and LSA Code
175.	MSC53	MSC/Circ.447	Control under Regulation I/19 of the SOLAS Convention – Recommendation on Radar Reflectors for Liferafts and on Training Manuals	29 August 1986	Chapter III of the 1983 SOLAS Amendments, which entered into force on 1 July 1986, requires an efficient radar reflector for liferafts and a training manual. The Committee is aware of the concern expressed by many Member Governments relating to the present non-availability of an efficient radar reflector for liferafts and require that Contracting Governments to the SOLAS Convention should show flexibility in applying these requirements, until the appropriate equipment becomes available	Outdated
176.	MSC54	MSC/Circ.474	Guidelines for Bow and Stern Loading and Unloading Arrangements in Oil Tankers	19 June 1987	For bow and stern loading and unloading arrangements in oil tankers, the following requirements are to be fulfilled: 1. Portable piping should not be permitted. Bow and stern loading and unloading lines should be led outside accommodation spaces, service and machinery spaces. 2. Cargo lines outside of the cargo area, should have welded connections, except for expansion joints and flanges. Such lines should be clearly identified and segregated from lines in the cargo area. 3. The shore connection should be fitted with a shutoff valve and a blank flange. Spray shields should be provided at the shore connection station.Collecting trays should be provided under inboard manifolds. Arrangements should be provided for draining of cargo piping. Arrangements should be provided for cargo piping located outside the cargo area to be cleared of oil and inerted.	

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					4. When stern loading and unloading arrangements are in use, openings and air inlets to enclosed spaces within a distance of 10 metres from the cargo shore connection should be kept closed. Means of communication should be provided on board between the cargo control station and where the cargo shore connection is located. 5. The provisions of SOLAS regulation II-2/4.5.2 should apply to the exterior boundaries of superstructures and deckhouses enclosing accommodation spaces which face the cargo shore connection, the overhanging decks which support such accommodation, and the outboard sides of the superstructures. 6. A fixed foam fire-extinguishing system covering the loading and unloading areas should be provided. Electrical equipment within a distance of 3 metres beyond the cargo shore connection should be of a certified safe type. Bow and stern loading and unloading arrangements should not interfere with the safe launching of survival craft, and provisions should be made to protect launching stations from sprays in case of hose and pipe bursting	
177.	MSC57	MSC/Circ.504	Guidance on Design and Construction of Sea Inlets under Slush Ice Conditions	28 April 1989	When a ship is operating in a sea area with slush ice, seawater intakes are prone to blockage by ice. For this purpose, special design considerations which can avoid such risk are recommended, i.e. in addition to sea boxes, a sea bay for buffering is to be provided. Cooling seawater is supplied to this sea bay from sea boxes with deicing and anti-icing facilities, while cooling piping systems suck sea water from the sea bay	
178.	MSC57	MSC/Circ.508	Clarification of Certain Provisions of Chapter III of 1983 SOLAS Amendments	14 April 1989	Clarification of certain ambiguous regulations of Chapter III of 1983 SOLAS Amendments.It is explicitly provided that embarkation ladders are not required for free-fall lifeboats, embarkation equipment can be exempted under certain conditions, launching drills for free-fall lifeboats is carried out once every 6 months, lifeboats satisfying requirements for rescue boats can be treated as rescue boats. Requirements for arrangement and test of automatic release hook for lifeboats are also provided	Outdated and superseded by Chapter III of 2001 SOLAS Convention and LSA Code

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
179.	MSC57	MSC/Circ.509	Clarification of SOLAS Chapter III Provisions related to Protection of Occupants against Impact Forces on Lifeboats when Lowered down the Ship's Side (refer to A.689(17))	26 April 1989	Provisions are given related to protection against impact forces on partially enclosed or totally enclosed lifeboats when lowered down the ship's side as well as their protype tests	Outdated and superseded by MSC.81(70) Pt.1/6.17
180.	MSC57	MSC/Circ.510	Clarification of SOLAS Chapter III Provisions related to Protection of Occupants of Free-fall Lifeboats against Harmful Accelerations during Launching	26 April 1989	Provisions are given related to protection against harmful accelerations on free-fall lifeboats and their launching and embarkation appliances during launching of free-fall lifeboats, as well as testing of free-fall lifeboats during launching and their launching and embarkation requirements	Outdated and superseded by MSC.81(70) Pt.1/6.17
181.	MSC58	MSC/Circ.534	Clarification of Certain Provisions of Chapter III of the 1983 SOLAS Amendments	7 June 1990	"Capable of being launched on either side of the ship" and "can be readily transferred" should be interpreted as "stowed in a position providing for easy side-to-side transfer at a single open deck level". The adequate protection against accidental or premature use are clarified	Outdated and superseded by Chapter III of 2001 SOLAS Convention and LSA Code
182.	MSC59	MSC/Circ.569	Clarifications of Certain Provisions of Chapter III of the 1983 SOLAS Amendments	2 July 1991	Clarifications of certain provisions of Chapter III of the 1983 SOLAS Amendments: 1. Required means of installaltion of The public address system are specified; 2. For life-saving appliances, permanent marking with a date of expiry is the preferred method of establishing the period of acceptability; 3. Criteria and identification of lifejackets for children are specified; 4. Lifeboats shall have a boarding ladder that can be used at any boarding entrance of the lifeboat; 5. Adequate means should be provided to reduce the engine noise so that a shouted order can be heard; 6. The adequate protection against accidental or premature use in case of on-load release are specified	Outdated and superseded by Chapter III of 2001 SOLAS Convention and LSA Code

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183.	MSC59	MSC/Circ.570	Recommendation on Maximum Stowage Height of Survival Craft on Passenger Ships	2 July 1991	It is recommended that the stowage height of a davit-launched survival craft on a passenger ship is, as far as practicable, not to exceed 15m (from the davit head to the waterline when the ship is in the lightest seagoing condition)	Superseded by Reg.III/24 of SOLAS 2001 consolidated text
184.	MSC60	MSC/Circ.587	Fumes in Totally Enclosed Lifeboats	11 May 1992	Inviting shipowners, officers and lifeboat builders to note that the fumes given off from around the engine in a totally enclosed lifeboat during evacuation were sufficiently noxious. Personnel on board lifeboats should be alerted to these dangers. Lifeboats are to be subject to periodic inspection to ensure that there are no exhaust system leaks and bilges are kept dry and clear of oil,etc. It is recommended that lifeboat engines be subject to in-water operation drill once a year to see whether engine fumes develop. It is also recommended that the lifeboat builder run the engine for at least two hours to establish that noxious or nauseous fumes are not generated within the lifeboat before it is delivered to the ship. Lifeboat builders should ensure that the positioning of the exhaust system is such as to lead it clear of the bilge water area	No such requirements in either Chapter III of SOLAS Convention or LSA Code
185.	MSC62	MSC/Circ.616	Evaluation of Free-fall Lifeboat Launch Performance	22 June 1993	Issuance of free-fall lifeboat cerficates, including Demonstration of Reserve Strength, Free-Fall Launch Performance, Occupant Safety During Launch, Human Factors Engineering Considerations,ect. Requirements with regard to launch behaviours, model lifeboats, acceleration measurement and allowable tolerance are provided	Superseded by LSA Code
186.	MSC 63	MSC/Circ.645	Guidelines for Vessels with Dynamic Positioning Systems	25 May 1994	Guidelines for Vessels with Dynamic Positioning Systems submitted by Sub-Committee on Ship Design and Equipment were approved. Member Governments were invited to apply the guidelines to vessels with dynamic positioning systems constructed on or after 1 June 1994 and use the proposed model form of flag State verification and acceptance document set out in the appendix to the Guidelines. The guidelines describe in detail class notations, functional requirements for each sub-system of a DP system and operational requirements of dynamic positioning	

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					systems, as well as survey and test procedures and model form of FSVAD	
187.	MSC 63	MSC/Circ.646	Recommendations for the Fitting of Hull Stress Monitoring Systems	25 May 1994	In order to improve safe operation of dry bulk carrier, it is recommended that hull stress monitoring systems should be provided	
188.	MSC61	MSC/Circ.648	Guidelines for the Operation, Inspection and Maintenance of Ship Sweage Systems	25 May 1994	In order to prevent toxic and flammable gas caused by ship sewage entering work spaces or accommodation areas, the Guidelines for the operation, inspection and maintenance of ship sewage systems are provided for shipowners, masters and crew	
189.	MSC65	MSC/Circ.681	Guidelines for Passenger Safety Instructions on Ro-ro Passenger Ships	17 May 1995	Providing principle requirements on the design related to passenger safety on ro-ro passenger ships (e.g. evacuation, embarkation station, signs and lighting).	
190.	MSC65	MSC/Circ.686	Guidelines on the Means of Access to Structures for Inspection and Maintenance of Oil Tankers and Bulk Carriers	2 June 1995	1. These Guidelines provide recommendations on the access to tanks, cargo holds and ballast spaces of oil tankers and bulk carriers, to enable the hull structure to be examined in a safe and practical way, when performing the overall and close-up surveys; 2. These Guidelines include two part: i.e. (1) access to and within tanks and double hull spaces of oil tankers; (2) access to and within cargo holds of bulk carriers. Member Governments are invited to apply these Guidelines to new ships, and in so far as the Administration deems reasonable and practicable, to existing ships	
191.	MSC 65	MSC/Circ.687	Emergency Source of Power for Category A High-speed Craft	17 May 1994	In addition to the requirements for emergency electrical power in paragraph 12.7.3 of HSC Code, provisions of paragraphs 3.12 and 3.13 of resolution MSC.44(65) are also applicable to the emergency source of power for fixed sprinkler systems for high speed craft	
192.	MSC 65	MSC/Circ.692	Clarification of SOLAS Regulation III/6.4.2 Regarding General Emergency Alarm Systems	26 May 1994	The requirement in SOLAS regulation III/50 (now Reg.III/6.4.2), as amended by MSC.27(61), for sound pressure levels complying with the standard developed by the Organization, and for the alarm to continue functioning after it has been triggered until it is manually turned off or is temporarily interrupted by a message on the public address	

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					system, should be interpreted as to only apply to ships built after 1 October 1994. The requirement that the general emergency alarm system be audible on all open decks should be interpreted so as to only apply to passenger ships built after 1 October 1994	
193.	MSC65	MSC/Circ.695	Falls at Corrugated Bulkheads in General Cargo Ships	1 June 1995	This Circular is intended to draw the attention of Member Governments to the risks of falls of cargo handlers whilst working on cargo adjacent to corrugated bulkheads in the holds of general cargo ships. Such cargo handlers may fall 15 m or mare down gaps between the rear of a corrugation in a bulkhead and the stowed cargo. Such falls should be prevented by the rigging of suitable rails, grids or nets whilst cargo is being worked adjacent to such bulkheads. Member Governments are invited to bring this circular to the attention of all parties concerned	
194.	MSC65	MSC/Circ.699	Revised Guidelines for Passenger Safety Instructions	17 July 1995	These Guidelines are intended to make specific recommendations on the provision of safety information in the form of broadcasts, notices, and signs for passengers in an emergency, according to the relevant SOLAS requirements of passenger safety	Superseding MSC/Circ.617/Rev.1
195.	MSC66	MSC/Circ.735	Recommendation on the Design and Operation of Passenger Ships to Respond to Elderly and Disabled Persons' Needs	6 June 1996	The Circular is applicable to passenger ships (including ro-ro passenger ships). It provides guidance on the design and operation of new passenger ships to respond to elderly and disabled persons' needs. The emphasis is on ro-ro passenger ferries which are part of the public transport system.The Circular may be treated as supplement to the requirements of Chapters II-2 and III of SOLAS Convention on passenger ships and ro-ro passenger ships (Reg.II-2/2.1.1.5)	
196.	MSC66	MSC/Circ.736	Interpretations of Vague Expressions in SOLAS Chapter II-1	6 June 1996	A list of relevant IACS Unified Requirements (UR), Unified Interpretations (UI) and Recommendations is given. Governments are invited to take account of the annexed interpretations when applying relevant requirements of chapter II-1 of the 1974 SOLAS Convention	

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197.	MSC66	MSC/Circ.737	Guidelines on Anchoring Systems for MODUs	28 June 1996	These guidelines supplement Section 4.11 of the 1989 MODU Code on anchoring system. The Guidelines provide requirements for anchoring systems, anchoring failure and risk evaluation principle, inspection and operating procedures	
198.	MSC66	MSC/Circ.760	Guidelines for a Structure of an Integrated System of Contingency Planning for Shipboard Emergencies	11 July 1996	The document is consistent with resolution A.852(20)	
199.	MSC68	MSC/Circ.810	Recommendation on Means of Rescue on Ro-ro Passenger Ships	6 June 1997	This Circular provides means of rescue on ro-ro passenger ships and is to be deemed as part of SOLAS Reg.III/26.4	
200.	MSC68	MSC/Circ.811	Identification of Float-free Arrangements for Liferafts	6 June 1997	Provisions on identification of float-free arrangements for liferafts are established	This Circular is to be deemed as part of SOLAS Reg.III/26.2.2 and paragraph 4.1.6 of LSA Code
201.	MSC68	MSC/Circ.834	Guidelines for Engine-room Layout, Design and Arrangement	9 January 1998	These guidelines are applicable to all convention ships, and are intended to enhance engine room safety and efficiency and overall vessel safety by facilitating good decision-making with regard to engine room layout, design and arrangement. These guidelines are focused on the human-machine environment of the engine-room. The purpose of these guidelines is to provide ship designers, ship owners, ship operators, shipping companies, shipmasters and engine-room staff with information aiming at enhancing engine-room safety and efficiency through design, layout and arrangement.The relevant factors used to describe the human-machine environment are: - Familiarity; - Occupational health; - Ergonomics; - minimizing risk through layout and design; and	

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					- Survivability	
202.	MSC69	MSC/Circ.846	Guidelines on the Human Element Considerations for the Design and Management of Emergency Escape Arrangements on Passenger Ships	8 June 1998	These guidelines address the human element considerations for the design and management of emergency escape arrangements on passenger ships (e.g. assembly stations, embarkation stations, arrangement of escape routes, lifejackets, emergency station assignments, lifts)	
203.	MSC69	MSC/Circ.851	Guidelines on Engine-room Oil Fuel Systems	1 June 1998	Since dissemination of MSC/Circ.647 there has been a continuing incidence of machinery space fires due to the leakage of oil fuel. Investigation of fire casualties, analysis of casualty statistics and technical research has revealed that leakages from the fuel system are due to the failure of worn, incorrectly fitted, slack, over-tightened or unsuitable components. These Guidelines are intended to supplement the Guidance contained in MSC/Circ.647, by focussing on the importance of an accurate description of the interface between the various parties concerned and of adequate maintenance in reducing fuel system failures. These Guidelines provide guidance for shipowners, ship designers, shipbuilders, ship repairers, installers and all other parties concerned on the design, installation, application and maintenance of engine-room oil fuel systems. The Circular is applicable to all convention ships, mainly including: - The causes of high pressure pulses in the fuel supply and spill system, and design considerations; - System installation; - Maintenance and inspection procedure; - Human element	

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204.	MSC69	MSC/Circ.857	Revised Medical First Aid Guide (MFAG)	20 May 1998	A revised text of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods is developed, and Member Governments are invited to pay attention and apply the revised text	
205.	MSC69	MSC/Circ.866	Guidelines for the Application of Safety Standards to Pusher Tug-barge Combinations	1 June 1998	1. These Guidelines include two parts: categorization of pusher tug-barge combinations and application of safety standards to pusher tug-barge combinations. 2. These Guidelines are applicable to all pusher tug-barge combinations	
206.	MSC70	MSC/Circ.884	Guidelines for Safe Ocean Towing	21 December 1998	Recommendatory Guidelines prepared by the Sub-Committee on Ship Design and Equipment (DE) in order to enhance safety of navigation and environmental protection, and are for commercial towing operations which, by their nature, are not salvage or rescue towing services	
207.	MSC69	MSC/Circ.885	Testing and Approval of Position-indicating Lights for Life-saving Appliances under the International Life-saving Appliance (LSA) Code	21 December 1998	The provisions on position-indicating lights for life-saving appliances have been specified in the LSA code, which are required for application on new lights installed after 1 July 1998. However test procedures for position-indicating lights for life-saving appliances are applicable to new lights installed after 1 July 1999, as specified in MSC.81(70). This Circular therefore invites Member Governments to apply, as soon as possible, the test procedures according to the date specified in the LSA Code	Outdated. Design and test requirements of position-indicating lights for life-saving appliances have been provided in both LSA Code and MSC.81(70)
208.	MSC69	MSC/Circ.887	Interpretation of the Term “Other Strategic Points” in SOLAS Regulation III/50 and LSA Code Section VII/7.2	21 December 1998	The expression “other strategic points” appears in both SOLAS Regulation III/50 and LSA Code Section VII/7.2.1.1, without having a clear indication on which places are regarded as such other strategic points. Therefore, this Circular provides interpretation of the term “other strategic points” as follows: 1. the minimum number of the required places from where a general emergency alarm system should be capable of being operated is at least two; 2. other strategic points are taken to mean those locations, other than the navigation bridge, from where emergency situations are intended to be controlled and the general	

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					alarm system can be activated; and 3. a fire control station or a cargo control station should normally be regarded as strategic points	
209.	MSC70	MSC/Circ.888	Preventing Falls at Corrugated Bulkheads in General Cargo Ships	21 December 1998	1. The Maritime Safety Committee, at its sixty-fifth session, approved MSC/Circ.695 drawing the attention of Member Governments to the risk of falls of cargo handlers whilst working on cargo adjacent to corrugated bulkheads in the holds of general cargo ships. 2. The Committee, at its seventieth session (7 to 11 December 1998), being further aware of these dangers, agreed that further measures should be taken into consideration for general cargo ships for the protection of cargo handlers and other persons working in holds adjacent to corrugated bulkheads. A number of possible methods are set out in the annex. The list is not exhaustive and is not intended to preclude the development of other methods in new or existing ships. 3. As a further reminder, attention is drawn to the risks of injury to cargo handlers and to all personnel whilst working adjacent to corrugated bulkheads where those persons may fall (up to 15 metres or more), through openings produced between stowed cargo used as a working or access platform and the rear of the corrugations. 4. The provision of appropriate facilities to protect those who have to work adjacent to corrugated bulkheads in the holds of such ships should be considered during the design, construction, repair or operation of general cargo ships	Refer to MSC/Circ.695
210.	MSC70	MSC/Circ.895	Recommendation on Helicopter Landing Areas on Ro-Ro Passenger Ships	4 February 1999	This recommendation on helicopter landing areas on ro-ro passenger ships provide detailed requirements in relation to application, definitions, positioning of landing areas and details such as dimension of landing areas, arrangement of means of access and height of obstructions, lighting for night operations, fire-fighting appliances and rescue equipment	

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211.	MSC71	MSC/Circ.922	Recommendations on Performance Standards and Tests for Thermal Protective Lifejackets (TP-lifejackets)	4 June 1999	Providing additional requirements for performance standards and tests for thermal protective lifejackets	
212.	MSC72	MSC/Circ.966	IACS Unified Interpretations of "Prototype Test"	30 May 2000	The unified interpretation are regarding the prototype test for emergency towing arrangements on tankers as specified in IACS UI SC113	
213.	MSC72	MSC/Circ.981	Guidelines for the Design, Construction and Operation of Passenger Submersible Craft, as amended by MSC/Circ.1125	26 June 2000	Providing requirements on surveys and certification, design and construction, and operation of passenger submersible craft	
214.	MSC74	MSC/Circ.1016	Application of SOLAS Regulation III/26 concerning Fast Rescue Boats and Means of Rescue Systems on Ro-ro Passenger Ships	26 June 2001	SOLAS Reg.III/26 requires that all ro-ro passenger ships are to be provided with a fast rescue boat, but due to many accidents as a result of trials and drills involving the launching and recovery of fast rescue boats, this Circular was developed to instruct related sub-committes to undertake a review of the arrangement, specification, testing and operation of fast rescue boats and means of rescue. Until relevant Recommendations are agreed on, member Governments are urged to take note of the foregoing information and bring to the attention of their port State control Officers that they should not require the carrying out of drills on this equipment if the master of the ship, considering the safety of the crew, does not agree	Outdated. Drills are to be carried out according to the provisions of new SOLAS Reg.III/19.3.3.6
215.	MSC75	MSC/Circ.1029	Interim Guidelines for the Conduct of High-speed Craft Model Tests	20 June 2002	Paragraph 2.2.3.2.2 of 2000 HSC Code states that if it can be demonstrated that a craft complies with certain residual stability criteria, the fitting of an inner bow door may be exempted. Model testing is to be carried out for determining the quantity of water that accumulates on the deck as a result of failure of the bow shell door. The Guidelines provide requirements for model design and construction, environmental conditions, instrumentation and test procedure	Outdated and superseded by MSC/Circ.1195

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216.	MSC75	MSC/Circ.1046	Guidelines for the Assessment of Thermal Protection	28 May 2002	These Guidelines are developed for the thermal protection by crews and passengers according to environment factors, providing performance standards for thermal protective lifejackets, anti-exposure suits and immersion suits	Referred to in SOLAS Reg.III/22.4.1.2
217.	MSC75	MSC/Circ.1047	Guidelines for Monthly Shipboard Inspection of Immersion Suits and Anti-exposure Suits by Ships' Crews	28 May 2002	The procedure for inspection of immersion suits and anti-exposure suits, inspection contents and relevant requirements are provided in the Guidelines	
218.	MSC75	MSC/Circ.1048	Performance Standards and Performance Tests for Manually Powered Reverse Osmosis Desalinators	28 May 2002	The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), noted that the relevant requirements of the International Life-Saving Appliance (LSA) Code specify the provision of desalinators in liferafts and lifeboats. The Performance standards and performance tests for manually powered reverse osmosis desalinators are specified in the Circular. Performance standards and performance tests for manually powered reverse osmosis desalinators mainly include three parts, i.e. general, performance standards and performance tests. Performance tests are composed of 13 parts, including temperature cycling test, humidity test, vibration test, corrosion resistance test, pressure test and drop test, etc. These performance standards and performance tests apply to manually powered reverse osmosis desalinators referred to in paragraphs 4.1.5.1.19, 4.4.7.5 and 4.4.8.9 of the LSA Code	
219.	MSC76	MSC/Circ.1054	Interim Guidelines for Wing-in-ground (WIG) Craft, as amended by MSC/Circ.1126	16 December 2002	Based on 2000 HSC Code and according to the characteristics of WIG craft, the guidelines provide requirements for survey and certification of such craft, including stability, fire safety, life-saving equipment and arrangement, machinery and electrical installations, radiocommunication and navigational equipment, as well as safety assessment	
220.	MSC77	MSC/Circ.1069	Interpretation of SOLAS Regulation XII/13	12 June 2003	The unified interpretations are as follows: 1. The spaces where availability of pumping systems is required in accordance with paragraph 1 of SOLAS	

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					regulation XII/13 should be the same watertight spaces where water level detectors are required in accordance with paragraph 1.3 of SOLAS regulation XII/12. 2. This means that paragraph 1 of regulation XII/13 does not apply to the enclosed spaces the volume of which does not exceed 0.1% of the ships' maximum displacement volume and to the chain cable locker	
221.	MSC77	MSC/Circ.1070	Ship Design, Construction, Repair and Maintenance	12 June 2003	1. The Circular provides the Guidelines for the survey of repairs, as set out in the annex; 2. Main contents of the above Guidelines are as follows: (1)Where repairs of hull, machinery or equipment are to be carried out, which may affect the validity of statutory certificates, such repairs should be authorized by the Administration or a classification society acting on its behalf; (2) Prior to commencement of hull repairs, a meeting between the shipowner's representative, the class surveyor and other relevant parties, as applicable, should be held to discuss and confirm repair related issues, and all details and results of the above meetings should be documented; (3) Any contemplated repairs to primary hull structures should be submitted to the Administration or the classification society acting on its behalf, for review prior to commencing the repairs; (4) Any repairs to primary hull structures should require attendance by a surveyor. Riding repairs to primary hull structures should not be permitted except in extreme circumstances; (5) Non-destructive testing of completed repairs to primary structure should be carried out to the attending surveyor.s satisfaction; (6) Riding repairs to other hull structural parts may be accepted based on examination upon completion of repairs; (7) No hull repairs should be accepted unless the initial meeting has been carried out and conditions found satisfactory; and a final satisfactory examination upon completion is carried out.	Superseding MSC/Circ.807

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					Member Governments are invited to bring the provisions of the annexed Guidelines to the attention of shipowners, ship operators, masters and other interested parties of the shipping industry and ensure that the Guidelines are adhered to when repairs are carried out	
222.	MSC77	MSC/Circ.1071	Guidelines for Bulk Carrier Hatch Cover Surveys and Owner's Inspections and Maintenance	13 June 2003	1. The Guidelines for bulk carrier hatch cover surveys and owner's inspections and maintenance are provided, as set out in the annex. 2. Main contents of the Guidelines are as follows: (1) Applications; (2) Design considerations; (3) Maintenance of hatch covers and hatch opening, closing, securing and sealing systems; (4) Survey of hatch covers and hatch opening, closing, securing and sealing systems	
223.	MSC77	MSC/Circ.1094	Application of SOLAS Regulation III/26 concerning Fast Rescue Boat Systems on Ro-ro Passenger Ships	17 June 2003	This Circular complements MSC/Circ.1016. Requirements for installation, operation and drills of fast rescue boats are further provided in this Circular subsequent to MSC/Circ.1016, according to the preliminary experience. Member Governments are invited to take this into consideration. Sub-commettiees involved are required to carry out studies on the design, installation, testing, approval, survey and operation of fast rescue boat system, and member Governments are requesed to give assistance in this regard	Outdated. Drills to be carried out according to the provisions of new SOLAS Reg.III/19.3.3.6
224.	MSC77	MSC/Circ.1102	Interpretations of the 2000 HSC Code and SOLAS Chapter X	15 September 2003	Providing interpretations to certain provisions in 2000 HSC Code, mainly involving terms and definitions, certificate issuance, shape of damage, seat design, fire protection and marine evacuation system, etc.	Outdated. Already included in the Amendments to 2000 HSC Code (MSC.222(82))
225.	MSC78	MSC/Circ.1114	Guidelines for Periodic Testing of Immersion Suit and Anti-exposure Suit Seams and Closures	25 May 2004	Recognizing that shipboard inspections of immersion suits and anti-exposure suits carried out in accordance with SOLAS regulation III/20.7 and MSC/Circ.1047 may not be adequate to detect deterioration of seams and closures of the suits due to adhesive ageing, these Guidelines are developed, which mainly include the following contents:	

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					The seams and closures of immersion suits and anti-exposure suits experience deterioration over time. The rate and severity of deterioration may vary widely, depending upon the specific components and procedures employed in the manufacture of the suit and the conditions under which the suit is stored. Such deterioration can be detected by pressurization of the suit with air, and testing of the seams and closures for leaks with a soapy water solution. Requirements in relation to test steps, surveys and repairs are provided in the Guidelines	
226.	MSC78	MSC/Circ.1117	Guidance for Checking the Structure of Bulk Carriers	24 June 2004	1. Guidance for checking the structure of bulk carriers is provided this Circular, as set out in the annex. 2. Main contents of the guidance are as follows: (1) providing assisstance for PSC officers in checking the structure of bulk carriers; (2) requirements for documents checking onboard ships; (3) requirements for site examination including key points to be checked in holds and on decks	
227.	MSC79	MSC/Circ.1135	As-built Construction Drawings to be Maintained on board the Ship and Ashore	15 December 2004	1. This Circular provides the list of as-built construction drawings to be maintained on board the ship and ashore, as set out in the annex. 2. The abovementioned list includes: (1) General arrangement plan; (2) Capacity plan; (3) Hydrostatic curves plan; (4) Loading manual, where required. Steel plans 1. Midship section; 2. Scantling plan, including longitudinal section, decks, inner bottom structure, superstructure and deckhouse structure; 3. Shell expansion; 4. Transverse bulkheads; 5. Rudder and rudder stock; 6. Cargo hold hatch covers, where applicable; 7. Bilge ballast and cargo piping diagrams	

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228.	MSC79	MSC/Circ.1138	Interpretations to the Guidelines for Design, Construction and Operation of Passenger Submersible Craft	16 December 2004	To clarify that acrylic viewports should be designed, fabricated and maintained in accordance with the requirements of the latest edition of the American Society of Mechanical Engineers Safety Standard for Pressure Vessels for Human Occupancy (ASME PVHO)	Consistent with IACS UI ASSUBI
229.	MSC79	MSC/Circ.1139	Conditions Applicable to Propulsion Control Automation Systems of Ships Built after 1 July 1986, but before 1 July 2004 (SOLAS Regulation II-1/31)	15 December 2004	SOLAS Reg.II-1/31 was originally applicable to ships the keels of which are laid after 1 July 1986, while MSC.134(76) adopted on 12 December 2002 required to add a new paragaph 31.2.10 after 31.2.9. This Circular hereby clarifies that regulation 31.2.10 is only applicable to ships constructed after 1 July 2004 when MSC.134(76) took effect, and should not apply to existing ships	
230.	MSC79	MSC/Circ.1152	Helicopter Facilities on board Ships - Amendments to Annex 14 (Aerodromes) Volume II (Heliports), to the Convention on International Civil Aviation	15 December 2004	The Maritime Safety Committee, at its seventy-ninth session (1 to 10 December 2004), noted that the Council of the International Civil Aviation Organization (ICAO), on 27 February 2004, had adopted amendment no.3 to Annex 14 - Aerodromes, Volume II - Heliports, to the Convention on International Civil Aviation. The Amendments are applicable to mobile offshore drilling units, and became effective on 25 November 2004 and are applicable to existing installations no later than 1 January 2009. The Committee agreed that necessary amendments to Chapter 13 of the MODU Code should be prepared. Member Governments are invited to bring the above information to the attention of shipping companies, shipowners, ship operators, drilling contractors and all parties concerned	
231.	MSC80	MSC/Circ.1175	Guidance on Shipboard Towing and Mooring Equipment	24 May 2005	The Guidance has been developed by the Sub-Committee on Ship Design and Equipment, with a view to meet the requirements of 1974 SOLAS Reg.II-1/3-8. New displacement type ships, except high-speed craft and offshore units, shall be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operations of the ship	

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232.	MSC80	MSC/Circ.1176	Unified Interpretations to SOLAS Chapters II-1 and XII and to the Technical Provisions for Means of Access for Inspections	25 May 2005	Providing interpretations and technical backgrounds for certain paragraphs of SOLAS Chapter II-1 (including regulations 3-6, 26, 40, 41, 42, 43 and 44 as well as parts B and B-1), Chapter XII (including regulations 9, 12 and 13) and Technical Provisions for Means of Access for Inspections (resolution MSC.158(78))	
233.	MSC80	MSC/Circ.1177	Unified Interpretation of the 2000 HSC Code	25 May 2005	Providing a unified interpretation to a “dead craft” condition described in paragraph 9.1.5, Chapter 9 of 2000 HSC Code	Consistent with IACS UI HSC7
234.	MSC81	MSC/Circ.1195	Guidelines for the Conduct of High-speed Craft Model Tests	2 June 2006	The aim of the model tests is to determine the answers to two questions: .1 whether waves reach the bow loading door; and, if so, .2 what volume of water would accumulate. The Guidelines provide requirements for model design and construction, environmental conditions, instrumentation and data recording, and test procedure, etc.	Superseding MSC/Circ.1029. Referred to in paragraph 2.2.3.2.2, Chapter 2 of 2000 HSC Code
235.	MSC 77	MSC/Circ.1196	Means of Embarkation on and Disembarkation from Ships	6 June 2006	Member Goverments are invited to pay attention to safety of means of embarkation on and disembarkation from ships (including gangways and accommodation ladders and pilot ladders), particularly to the repair of these ladders and relevant standards	
236.	MSC81	MSC/Circ.1198	Application of SOLAS Regulation XII/6.3 on Corrosion Prevention of Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers and Application of the Performance Standard for Protective Coatings for	2 June 2006	Applicable to dedicated seawater ballast tanks in all types of ships of 500 gross tonnage and upwards as well as double-side skin spaces of bulk carriers of 150 m in length and upwards. This standard is abbreviated as PSPC standard, released by MSC81 in advance and is recommended for implementation. The standard provides requirements for protective coatings for ballast tanks with regard to selection of the coating system, steel plate surface preparation, coating, coating inspection, qualification of coating inspectors and coating technical file, etc.	Superseded by resolution MSC.215(82)

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			Dedicated Seawater Ballst Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers			
237.	MSC85	MSC/Circ.1199	Interim Guidance on Compliance of Ships Carrying Dry Cargoes in Bulk with Requirements of SOLAS Chapter II-1, III, IX, XI-1 and XII	31 May 2006	1. The Circular indicates that the definitions of bulk carrier contained, or referred to in SOLAS chapters II-1, III, IX, XI-1 and XII are different. 2. In view of the aforementioned potential problems, the Committee agreed that, in the interim, the interpretation and application of appropriate SOLAS requirements are the responsibility of flag Administrations. Member Governments are invited to bring this guidance to the attention of officials exercising port State control actions and other parties, as appropriate	Outdated. The definition of bulk carrier has been clarified in MSC.277(85)
238.	MSC81	MSC/Circ.1205	Guidelines for Developing Operation and Maintenance Manuals for Lifeboat Systems	26 May 2006	The Circular provides Guidelines for developing operation and maintenance manuals for lifeboat systems including lifeboat and launching appliances, thus giving guidance on manufacturers of lifeboats and launching/recovery appliances to make manuals user-friendly and easy to understand. A manual for a lifeboat system is specified in the Guidelines, including: items to be included, Organization, description and layout of manual, Use of standard wording, improvement of user-friendliness of a manual, and example of an operation and maintenance manual for a lifeboat system	
239.	MSC86	MSC.1/Circ.1206/Rev.1	Measures to Prevent Accidents with Lifeboats	11 June 2009	To prevent further accidents with lifeboats, the following documents for unified implementation are developed: Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear(specific procedures), which is included in the ISM Code; the Guidelines on safety during abandon ship drills using lifeboats; and the Guidelines for simulated launching of free-fall lifeboats	Superseding MSC/Circ.1049, MSC/Circ.1093, MSC/Circ.1136, MSC/Circ.1137 and MSC/Circ.1206. Referre to in SOLAS Reg.III/20

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240.	MSC81	MSC/Circ,1211	Unified Interpretations to SOLAS Regulation II-1/10 and Regulation 12 of the Revised SOLAS Chapter II-1 regarding Bow Doors and the Extension of the Collision Bulkhead	25 May 2006/ Date of implementation: 1 January 2009 for new ships / the first renewal survey after 1 October 2006 for existing ships	The pupose of this Circular is to to providing assistance in the implementation of the requirements of the 1974 SOLAS Convention, by taking into account of the following interpretations: 1. The words "all parts" in SOLAS Reg.II-1/10.4 should be interpreted to include any ramp which is attached to the extension. In ships constructed before 1 July 2006, this interpretation should apply no later than the date of the first renewal survey after 1 October 2006. 2. By resolution MSC.194(80), paragraphs 3 to 5 of the existing regulation II-1/10 have been transformed into paragraphs 6 and 7 of regulation 12 of the revised SOLAS chapter II-1. If ships are to comply with paragraphs 6 and 7 of regulation 12 after the entry-into-force date on 1 January 2009, the following interpretation to SOLAS regulation II-1/12.6 should apply to those ships: "Where a long forward superstructure is fitted, the collision bulkhead should be extended weathertight to the deck next above the bulkhead deck. The extension need not be fitted directly above the bulkhead below provided that all parts of the extension, including any part of the ramp attached to it are located within the limits prescribed in paragraph 1 or 2 of, with the exception permitted by paragraph 7 in, regulation II-1/12 and that the part of the deck which forms the step is made effectively weathertight. The extension should be so arranged as to preclude the possibility of the bow door or ramp, where fitted, causing damage to it in the case of damage to, or detachment of, a bow door or any part of the ramp"	
241.	MSC82	MSC.1/Circ.1212	Guidelines on Alternative Design and Arrangements for SOLAS Chapters II-1 and III	15 December 2006	1. This circular provides guidelines on alternative design and arrangements for SOLAS Chapters II-1 and III, as set out in the annex. 2. Main contents of above-mentioned guidelines are as follows: (1) Scope of application; (2) Relevant definitions; (3) Engineering analysis method;	Be revoked by MSC.1/Circ.1212/Rev.2

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					(4) Requirements for design team; (5) Preliminary analysis in qualitative terms; (6) Quantative analysis; (7) Documentation; (8)Appendix 1 Report on the approval of alternative design and arrangements for machinery and electrical installations; (9) Appendix 2 Report on the approval of alternative design and arrangements for life-saving appliances and arrangements; (10) Appendix 3 Document of approval of alternative design and arrangements for machinery and electrical installations; (11) Appendix 4 Document of approval of alternative design and arrangements for life-saving appliances and arrangements. Member Governments are invited to bring the annexed Guidelines to the attention of shipowners, ship builders and designers for the facilitation of design within the framework of SOLAS regulations II-1/55 and III/38	
242.	MSC82	MSC.1/Circ.1215	Early Implementation of Amendments to SOLAS Chapter III and the International Life-saving Appliances (LSA) Code	8 December 2006	The Maritime Safety Committee, at its eighty-first and eighty-second sessions, adopted amendments to SOLAS chapter III and the LSA Code.These amendments improve the repeatability of test procedures and reduce the effects of variability of human test subjects on test results for personal life-saving appliances, thus promoting consistent application of the desired level of performance to this equipment; resolve a number of long-standing inconsistencies in IMO instruments relating to life-saving appliances; and introduce other important safety improvements (particularly with regard to measures to prevent accidents with lifeboats). Parties involved are encouraged to accept such early implementation	Outdated
243.	MSC83	MSC.1/Circ.1243	Unified Interpretation of SOLAS Chapter III	29 October 2007	To clarify that liferafts, if located at the aft/forward end of the ship and at a distance of more than 100 m from the closest survival craft, as required by SOLAS regulation III/31.1.4, should be regarded as “remotely located survival	Consistent with IACS UI SC213

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					craft" with regard to SOLAS regulation III/7.2.1.2. The area where these remotely located survival craft are stowed should be provided with: .1 a minimum number of 2 lifejackets and 2 immersion suits; .2 adequate means of illumination complying with SOLAS regulation III/16.7, either fixed or portable, which should be capable of illuminating the liferaft stowage position as well as the area of water into which the liferaft should be launched. Portable lights, when used, should have brackets to permit their positioning on both sides of the ship; and .3 an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner in accordance with SOLAS regulation III/11.7	
244.	MSC83	MSC.1/Circ.1244	Symbol of Infant Lifejacket	29 October 2007	"Symbols relating to life-saving appliances and arrangements" in A.760(18) is revised to include a symbol for infant lifejacket	Referred to in SOLAS Reg.III/20.10
245.	MSC83	MSC.1/Circ.1247	Unified Interpretation of "Unforeseen Delay in Delivery of hips"	6 November 2007	1. The purpose of the Circular is to harmonize the interpretation of the provisions for the application scheme in SOLAS Reg.II-1/3-2, as amended by MSC.216(82), with the interpretation to regulation 1.28 of Annex I to the MARPOL Convention; 2. This Circular provides unified interpretation of unforeseen delay in delivery of ships in SOLAS Reg.II-1/3-2, as set out in the annex; 3. The main contents of above-mentioned unified interpretation are as follows: For the purpose of defining the category of a ship under SOLAS regulation II-1/3-2, a ship for which the building contract (or keel laying) occurred, and scheduled delivery date was, before the dates specified in this regulation, but where the delivery has been subject to delay beyond the specific date due to unforeseen circumstances beyond the control of the builder and the owner, may be accepted by the	

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					Administration as a ship delivered before the date of delivery specified in this regulation and to be indicated in the corresponding certificates. Member governments are invited to use the interpretation in this circular when applying the relevant provisions of SOLAS regulation II-1/3-2, and to bring it to the attention of all parties concerned	
246.	MSC84	MSC.1/Circ.1255	Guidelines for Owners/Operators on Preparaing Emergency Towing Procedures	1 January 2010	The requirements for preparing emergency towing booklet and emergency towing procedures are specified. The Guidelins include evaluation of towing capability and determination of safe working load of connection points. For existing equipment, if the safe working load has been identified, this identified value may be directly used, otherwise, the load should be determined by an engineering analysis reflecting the on-board conditions of the ship. For all passenger ships, no later than 1 January 2010; To be provided for new cargo ships constructed on or after 1 January 2010; For cargo ships constructed before 1 January 2010, no later than 1 January 2012	
247.	MSC84	MSC.1/Circ.1277	Interim Recommendation on Conditions for Authorization of Service Providers for Lifeboats, Launching Appliances and On-load Release Gear	13 May 2008	Conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear are sepecified and the Guidelines for Certification of Personnel for Servicing and Maintenance of Lifeboats, Launching Appliances and On-load Release Gear are prepared to ensure that satisfactory service is provided to each product and type of life-saving appliances described in SOLAS Reg.III/20	
248.	MSC84	MSC.1/Circ.1278	Guidance on Wearing Immersion Suits in Totally Enclosed Lifeboats	13 May 2008	Because of potential risk of overheating and dehydration due to wearing immersion suits inside totally enclosed lifeboats, during drill and training of crew, immersion suits should not be worn when boarding totally enclosed lifeboats. While abandon ship drills are a good opportunity to examine and demonstrate the use of immersion suits, crew training during these drills should emphasize that immersion suits are intended primarily to ensure thermal protection in cases where the totally enclosed lifeboat	

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					cannot be embarked on	
249.	MSC84	MSC.1/Circ.1279	Guidelines for Corrosion Protection of Permanent Means of Access Arrangements	23 May 2008	The Guidelines provide recommendations on corrosion protection of permanent means of access that are part of the structural strength elements, and of permanent means of access that are not part of the structural strength elements	
250.	MSC85	MSC.1/Circ.1285	Unified Interpretation of SOLAS Regulation III/16.1	11 December 2008	This Circular clarifies the requirements that ships with length less than 85m provided with liferafts instead of lifeboats S as per SOLAS regulation III/16.1 are to be provided with an embarkation ladder at each side of the ship according to SOLAS Reg.III/11.7	Consistent with IACS UISC215
251.	MSC85	MSC.1/Circ.1286	Unified Interpretation of SOLAS Regulation II-1/32.1	11 December 2008	This Circular clarifies that with respect to the application of SOLAS regulation II-1/32.1, for redundant requirement of safety valves for steam boilers and unfired steam generators, the satisfaction of the Administration that adequate protection against overpressure is provided should be confirmed by carrying out a satisfactory technical risk assessment	
252.	MSC86	MSC.1/Circ.1304	Guidance for Application of SOLAS Regulation III/7, as amended by resolution MSC.201(81)	10 June 2009	To clarify that the requirements of SOLAS Reg.III/7, as amended by MSC.201(81), on provision of infant lifejackets, apply to all passenger ships (including existing passenger ships) since 1 July 2010	
253.	MSC86	MSC.1/Circ.1326 and Corr.1	Clarification of SOLAS Regulation III/19	11 June 2009	SOLAS regulation III/19.3.3.3 requires each lifeboat to be launched, and manoeuvred in the water by its assigned operating crew, at least once every three months during an abandon ship drill.However, the regulation, whilst requiring each lifeboat to be manoeuvred in the water by its assigned operating crew, does not require the assigned operating crew to be on board when the lifeboat is launched. The Committee, therefore, agreed that the assigned operating crew should not be required to be on board lifeboats during	Outdated. Already included in the provisions of new SOLAS Reg.III/19 (MSC.350(92))

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					launching, unless the master, within the authority conferred to him by paragraph 5.5 of the ISM Code, considered, taking into account all safety aspects, that the lifeboat should be launched with the assigned operating crew on board	
254.	MSC86	MSC.1/Circ.1327	Guidelines for the Fitting and Use of Fall Preventer Devices (FPDs)	11 June 2009	To prevent casualties of personnel on board lifeboats, it is proposed that fall preventer devices should be installed on board existing boats (davit boats), which include two types: locking pins or strops or slings. For the former type, its design, provision and operation requirements are speicified; for the latter type, it is explicitly required that wires or chains can not be used as FPDs and a functional test is to be carried out. It is also required that strops or slings are to be issued with an appropriate certificate documenting a tensile strength which provides for a factor of safety of at least six. The material of the strop or sling should be rot-proof, corrosion-resistant, and UV resistant. The strops or slings should be permanently marked with the date of entry into service. In addition, the Guidelines have specified responsibilities of the ship master and lifeboat operators, and require to include FPD operation procedures in ISM document and shipboard training manual	
255.	MSC86	MSC.1/Circ.1328	Guidelines for the Approval of Inflatable Liferafts subject to Extended Service Intervals not Exceeding 30 Months	11 June 2009	SOLAS regulation III/20.8.3 permits Administrations that approve new and novel inflatable liferaft arrangements to allow for extended service intervals. This Guidelines specify that extended service intervals are not to exceed 30 months and should be applied for the first 10 years of their service lives, and thereafter liferafts should be serviced at the frequency of normally once a year.It is also required that rafts extending service intervals are to be subject to tests of vibration, drop, pressure, damp cycle, cold inflation, item replacement and floor seam. At the same time, servicing procedures (including cylinder servicing) are provided	

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256.	MSC86	MSC.1/Circ.1329	Guidelines for Uniform Operating Limitations of High-speed Craft	5 June 2009	The Guidelines provide guidance for the uniform implementation of regulation 1.9.7 and Appendix 12 of 2000 HSC Code, as revised by 2007 Amendments, and provide reasonable information on service restriction	
257.	MSC 86	MSC.1/Circ.1331	Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation	11 June 2009	Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation	
258.	MSC87	MSC.1/Circ.1345	Unified Interpretation of SOLAS Regulation II-1/27.5	2 June 2010	SOLAS Reg.II-1/27.5 requires that main internal combustion propulsion machinery and auxiliary machinery are to be provided with automatic shutoff arrangements in the case of failures, e.g. lubricating oil supply failure, which lead to immediate breakdown, serious damage or explosion of machines. IACS provides interpretation accordingly on how medium-speed, low-speed and high-speed diesel engines fitted with oil mist detectors can comply with these requirements	
259.	MSC87	MSC.1/Circ.1346	Interpretation of the 2000 HSC Code	2 June 2010	The Circular clarifies that the amendments to 2000 HSC as set out in MSC.222(82) apply to high speed craft constructed on or after 1 July 2008, however, the amendments concerning some contents also apply to existing high speed craft constructed on or after 1 July 2002, e.g. asbestos limitations, transit voyages without Permit to Operate, measurement of lightship where inclining experiment is impractical, testing and maintenance of satellite EPIRBs	
260.	MSC87	MSC.1/Circ.1347	Determination of the Required Safe Working Load of Liferaft Launching Appliances on Passenger Ships	2 June 2010	1. The Circular clarifies that a passenger ship is to continue to be based on an assumed occupant weight of 75 kg. 2. Manufacture and installation test of davit launched liferafts required by the revised Recommendation on testing of life-saving appliances (resolution MSC.81(70)), as amended by resolution MSC.295(87), is to continue to be based on an assumed occupant weight of 75 kg	

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261.	MSC87	MSC.1/Circ.1348	Guidelines for the Assessment of Technical Provisions for the Performance of an In-water Survey in lieu of Bottom Inspection in Dry-dock to Permit One Dry-dock Examination in any Five-year Period for Passenger Ships other than Ro-ro Passenger Ships	2 June 2010	1. This Circular mainly provides the Guidelines for the assessment of technical provisions for the performance of an in-water survey in lieu of bottom inspection in dry dock to permit one dry-dock examination in any five-year period for passenger ships other than ro-ro passenger ships, as set out in the annex; 2. The Guidelines comprise five parts: (1) Introduction, stating that the Guidelines are applicable to passenger ships of 15 years of age or less (except for ro-ro passenger ships); (2) Areas for technical consideration by the Administration; (3) Conditions for in-water survey; (4) Survey findings; (5) Maintenance considerations. Member state governments are invited to apply the attached Guidelines when accepting an in-water survey in lieu of a bottom inspection in dry-dock, and to bring them to the attention of all parties concerned	
262.	MSC 87	MSC.1/Circ.1372	Guidance for Application of SOLAS Regulation II-1/41.6	24 May 2010	SOLAS Reg. II-1/41.6 is applicable to passenger ships constructed on or after 1 July 2010	
263.	MSC88	MSC.1/Circ.1378	Unified Interpretations of the Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers (Resolution MSC.215(82))	8 December 2010	The Circularis applicable to dedicated seawater ballast tanks in all types of ships of 500 gross tonnage and upwards and double-side skin spaces of bulk carriers of 150 m in length and upwards. (B≥1 July 2008 or K≥1 January 2009 or D≥1 July 2012). This Circular povides unified interpretations of the Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers (resolution MSC.215(82)), with respect to coating technical file, coating approval, automatic shop primer, secondary surface preparation, equivalent inspector and PSPC verification	Superseded by MSC.1/Circ.1465

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264.	MSC88	MSC.1/Circ.1379	Unified Interpretation of SOLAS Regulation II-1/3-5	8 December 2010	"New installation of materials containing asbestos" mentioned in SOLAS Reg.II-1/3-5 means any new physical installation on board. Any material purchased prior to 1 January 2011 being kept in the ship's store or in the shipyard for a ship under construction, is not permitted to be installed on or after 1 January 2011 as a working part.	
265.	MSC88	MSC.1/Circ.1381	Modifications to Footnotes in the Coating Performance Standards Adopted by resolution MSC.215(82) and MSC.288(87)	10 December 2010	The two resoultions are respectively applicable to dedicated seawater ballast tanks in all types of ships of 500 gross tonnage and upwards, double-side skin spaces of bulk carriers of 150m in length and upwards and cargo oil tanks of crude oil tankers of 5,000 tonnes deadweight. Modifications are made to the footnotes in PSPC standards on measurement of the content of soluble salts	Already included in MSC.1/circ.1465
266.	MSC89	MSC.1/Circ.1392	Guidelines for Evaluation and Replacement of Lifeboat Release and Retrieval Systems	27 May 2011	According to the provisions of the new SOLAS Reg.III/1.5, existing hooks that do not comply with the new requirements are to be replaced or modified not later than the date of the first scheduled docking after 1 July 2014. for this purpose, existing hooks are to be evaluated and unsatisfactory hooks are to be replaced. This Circular provides the requirements on how to evaluate and replace such hooks, including evaluation process and evaluation test requirements. It is required that: (1) Evaluation results of existing hooks, no matter satisfactory or unsatisfactory or showing that modification has been made, are to be reported to IMO prior to 1 July 2013; (2) Before confirming that relevant retroactive requirements are complied with by existing hooks, each existing hook is to be provided with fall preventer devices (FPD) to avoid further occurrence of accidents	
267.	MSC89	MSC.1/Circ.1393	Early Application of New SOLAS Regulation III/1.5	27 May 2011	The new SOLAS Reg.III/1.5 provides that lifeboat release and retrieval systems fitted to ships constructed on or after 1 July 2014 are to comply with the provisions of the Amendments to LSA Code (MSC.320(89)). Member States are encouraged to implement the above provisions to lifeboat release and retrieval systems fitted to	Temporarily effective document. Outdated. To be carried out according to the provisions of new SOLAS Reg.III/1.5

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					ships constructed before 1 July 2014 and on or after 20 May 2011	
268.	MSC89	MSC.1/Circ.1397	Unified Interpretation of SOLAS Regulation III/15.1	10 June 2011	SOLAS Regulation III/15.1 is interpreted as follows: SOLAS regulation III/15.1 requires that the ship's side shall not have any openings between the embarkation station of the marine evacuation station and the sea level in the lightest seagoing condition. This means no openings, be they permanent openings, recessed promenades or temporary openings such as shell doors, windows or ports, are to be allowed in this particular area. On passenger ships, windows and side scuttles of the non-opening type are to be allowed in this area if complying with SOLAS regulation II-2/9.4.1.3.3. On cargo ships, the windows and side scuttles in the area in way of a marine evacuation system, if installed, are only to be of the non-opening type. Member Governments are invited to use the above interpretation from 20 May 2011 when applying the relevant provisions of SOLAS regulation III/15.1	This interpretation is consistent with IACS UI SC143 Rev.1 (IACS UI SC143 is applicable to ships for which the building contract is placed on or after 1 July 2010)
269.	MSC89	MSC.1/Circ.1398	Unified Interpretation of SOLAS Regulation II-1/29	10 June 2011	The Circular provides further interpretation to SOLAS regulations II-1/29.6.1, 29.7.2, 29.7.3, 29.15 and 29.16 concerning mechanical, hydraulic and electrical independency of steering control system as well as failure detection and response, and is applicable to two independent steering gear control systems complying with the provisions of the above SOLAS regulations	
270.	MSC89	MSC.1/Circ.1399	Guidelines on Procedures for In-service Maintenance and Repair of Coating Systems for Cargo Oil Tanks of Crude Oil Tankers	10 June 2011	Providing performance standards to be followed during in-service maintenance and repair of coating systems for cargo oil tanks of crude oil tankers	Be revoked by MSC.1/Circ.1399/Rev.1
271.		SLS.14/Circ.1	Record of Cargo Ship Safety Equipment	-------	-------	The document is missing

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272.		SN/Circ.52	Warning of Bulbous Bows, Bow Propulsion and Exhibition of All-round Red Light	-------	--------	The document is missing
273.	MSC89/ MEPC62	MSC-MEPC.2/Circ.10	Unified Interpretations on the Application of SOLAS, MARPOL and Load Lines Requirements to Conversions of Single-hull Oil Tankers to Double-hull Oil Tankers or Bulk Carriers	1 December 2011	The Unified Interpretations on the Application of SOLAS, MARPOL and Load Lines Requirements to Conversions of Single-hull Oil Tankers to Double-hull Oil Tankers or Bulk Carriers were developed from a holistic point of view, in order to assist Member Governments and all parties concerned when applying regulations regarding major conversions. Member Governments are invited to apply the unified interpretations to ships undergone major conversions on or after 1 December 2011. The unified interpretations of SOLAS, MARPOL and Load Lines requirements are contained in Appendices 1 to 3 of this circular, respectively, which specify the scope of application, and provides interpretation of the application with regard to protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, means of access for inspections, towing and mooring equipment, subdivision and stability, fire protection and life-saving appliances, safe navigation, MARPOL Annex I and International Convention on Load Lines	
274.	A19	A.792(19)	Safety Culture in and around Passenger Ships	23 November 1995	Comments on safety culture of current passenger ships, without substantial requirements	
275.	A14	A.582(14)	Guidelines for the Construction and Equipment of Ships Carrying Hazardous Liquid Wastes in Bulk for the Purpose of Dumping at Sea	20 November 1985	The Guidelines are applicable to ships carrying hazardous liquid wastes in bulk for the purpose of dumping at sea, constructed on or after May 1986 (no specified date), regardless of tonnage. The Guidelines provide requirements for stability, ship arrangement, cargo containment system, barging, venting system and personnel protection	

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276.	A16	A.658(16)	Use and Fitting of Retro-reflective Materials on Life-saving Appliances	19 October 1989	The position, width and area of retro-reflective materials on life-saving appliances are specified and technical requirements for retro-reflective materials are provided	Revoking A.274(8) . Referred to in paragraph 1.2.2.7, Chapter I of LSA Code
277.	A17	A.692(17)	Guidelines and Specifications for Hyperbaric Evaculation Systems	6 November 1991	Applicable to diving equipment. Providing for the equipment and requirements for hyperbaric evaculation of divers	
278.	MSC 68	MSC/Circ.808	Recommendation on Performance Standards for Public Address Systems on Passenger Ships, including Cabling	6 June 1997	Providing performance standards for public address systems on passenger ships, including cabling	
279.	MSC 76	MSC/Circ.1053	Explanatory Notes to the Standards for Ship Manoeuvrability	16 December 2002	Providing explanation to the standards for ship manoeuvrability	Superseding MSC/Circ.644
280.	MSC 76	MSC/Circ.1143	Guidelines on Early Assessment of Hull Damage and Possible Need for Abandonment of Bulk Carriers	13 December 2004	Providing guidance for shipmasters on investigation and assessment of safety-related risks from operation of bulk carriers (e.g. cargo hold flooding, structural corrosion, component failure and effect of heavy cargo,etc.), and on safe evacuation and abandon ship drills	
281.	MSC78	MSC/Circ.1108	Guidelines for Assessing the Longitudinal Strength of Bulk Carriers during Loading, Unloading and Ballst Water Exchange	6 June 2004	The Guidelines are developed for assessing the longitudinal strength of bulk carriers during loading, unloading and ballst water exchange, including specifying provisions for loading manual and loading computer	
282.	MSC79	FAO/ILO/IMO Code	FAO/ILO/IMO Code of Safety for Fishermen and Fishing Vessels, 2005 (MSC 79/23, Annex 38)	2 February 2005	Mainly divided into four parts, providing requirements on safety of fishing vessels and personnel on board fishing vessels	

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283.	MSC79	FAO/ILO/IMO Guidelines	FAO/ILO/IMO Voluntary Guidelines for the Design, Construction and Equipment of Small Fishing Vessles (MSC 79/23, Annex 39)	2 February 2005	Providing recommendatory guidelines for the design, construction and equipment of small fishing vessles	
284.	MSC62	MSC/Circ.608/Rev.1	Interim Guidelines for Open-top Containerships	5 May 1994	The Circular giving provisions concerning freeboard, stability, model test procedure, strength, drainage system, fire protection, carriage and segregation of hazardous cargo, initial surveys and intermediate surveys	
285.	MSC80	MSC/Circ.1161	Guidance on Training for Fast Rescue Boats Launch and Recovery Teams and Boat Crews	20 May 2005	The Circular provides requirements for the initial onboard training of seafarers involved with the launching and recovery of fast rescue boats, and ongoing training for fast rescue boat launch and recovery teams and boat crews, with regard to their tasks, responsibilities and other details to be considered	
286.	MSC80	MSC/Circ.1162	General Principles and Recommendations for Knowledge, Skills and Training for Officers on Wing-in-ground (WIG) Craft Operating in Both Displacement and Ground Effect Modes	20 May 2005	Considering that WIG craft is a carrier between ships and aircrafts, its navigational performance is substantially different from that of ships. Therefore officers on a WIG craft need to have many special knowledges and skills. This Circular is intended to assist Member governments in training of officers on WIG craft. The requirements are in general equivalent to that of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention)	
287.	A12	A.489(XII)	Guidelines on the Safe Stowage and Securing of Cargo Units and Other Entities in Ships other than Cellular Containerships	19 November 1981	This Circular provides Guidelines on the safe stowage and securing of cargo units and other entities in ships other than cellular containerships and specifies that application of the Guidelines may be determined by shipmasters according to practical situations. It is to be confirmed by the Administration that the Cargo Securing Manual on board ships matches the intended purpose of this ship.The contents to be included in the cargo securing manual are also specified in the Guidelines	

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288.	A13	A.533(13)	Elements to be Taken Into Account when Considering the Safe Stowage and Securing of Cargo Units and Vehicles in Ships, as amended by MSC.1/Circ.1354	17 November 1983 (revised on 30 June 2010)	In order to ensure safety of cargo transport units and vehicles in ships, IMO released this Circular, to bring these elements to the attention of relevant parties involving in sea transport of cargo transport units and vehicles, e.g. shipowners, shipyards, ship masters, shippers, personnel engaged in cargo handling, and port authorities (without detailed standards or requirements)	
289.	A14	A.581(14)	Guidelines for Securing Arrangements for the Transport of Road Vehicles on Ro-ro Ships, as amended by MSC/Circ.812 and MSC.1/Circ.1355	20 November 1985 (revised on 30 June 2010)	These Guidelines apply to securing and lashing road vehicles on board ro-ro ships which regularly carry road vehicles on either long or short international voyages in unsheltered waters. They concern: road vehicles with an authorized maximum total mass of vehicles and cargo of between 3.5 and 40 tonnes; and articulated road trains with a maximum total mass of not more than 45 tonnes. The Guidelines also provide requirements on securing points on ship's decks and road vehicle's and means of lashing	Has been superseded by MSC.479(102)
290.	A17	A.713(17)	Safety of Ships Carrying Solid Bulk Cargoes	6 November 1991	Due to occurence of accidents to ships carrying solid bulk cargo, IMO released Interim Measures to be Taken to Improve the Safety of Ships Carrying Solid Bulk Cargoes, providing safety recommendations for relevant parties. Shipowners and loading terminal operators should take all necessary measures to ensure that cargo operations are conducted in a manner such as not to overstress or damage the structure of the ship, and shipowners are recommended to install hull structure local stress alarms	
291.	A17	A.714(17)	Code of Safe Practice for Cargo Stowage and Securing (CSS Code)	6 November 1991	This Code applies to stowage and securing of cargoes carried on board ships other than solid and liquid bulk cargoes and timber stowed on deck, providing principles of safe stowage and securing of cargoes, relevant requirements for standardized, semi-standardized and non-standardized stowage and securing system as well as recommendations on actions to be taken in heavy weather or once cargo has shifted	

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292.	A19	A.797(19)	Safety of Ships Carrying Solid Bulk Cargoes	23 November 1995	In order to further ensure safety of ships carrying solid bulk cargoes, IMO released Measures to Improve the Safety of Ships Carrying Solid Bulk Cargoes, further recommending terminal operators to take relevant measures, including using the Ship/Shore Safety Checklist (MSC/Circ.690) and avoiding damage to hull structural members during cargo operations. It is recommended that shipowners ensure the safety by carrying out associated operation, maintenance and reasonable manning and IACS carry out studies on this issue and prepare corresponding requirements	
293.	A20	A.854(20)	Guidelines for Developing Shipboard Emergency Plans for Ships Carrying Materials Subject to the INF Code	17 November 1997	Applicable to ships carrying materials subject to the INF Code. The Guidelines provide the principles for developing shipboard emergency plans, necessary contents to be included in the plan, and procedure for developing emergency plans as well as additional references for the development of emergency plans	
294.	A20	A.862(20)	Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)	27 November 1997	The Code is mainly applicable to loading and unloading of solid bulk cargo other than grain. It provides guidance on safe operation as well as loading and loading of solid bulk cargo for shipowners, shipmasters, shippers, port authorities and terminal operators. It also provides example loading or unloading plan, ship/shore safety checklist, Guidelines for completing the ship/shore safety checklist and form for cargo information. It is recommended that each bulk carrier be provided with BLU Code	Superseding MSC/Circ.690 and DSC/Circ.3
295.	A24	A.984(24)	Facilitation of the Carriage of IMDG Code Class 7 Radioactive Materials including Those in Packaged Form Used in Medical or Public Health Applications	1 December 2005	Being aware of difficulties encountered in the carriage of the IMDG Code class 7 radioactive materials including those in packaged form used in medical or public health applications, which are refused by many ports, IMO recommends the Facilitation Committee to consider this matter and requires continued co-operation between the Organization and the IAEA and with any bodies the latter may set up to deal with the issue	

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296.	A27	A.1048(27)	Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)	30 November 2011/ 30 November 2011	Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 is a comprehensive revision to the original Code (resolution A.715 (17)), adding revision of securing arrangement design for small craftsengaged in short-distance voyages (short-distance coast trade). At the same time, the structure of the code is fully adjusted, forming code of safe practice for ships of 24 m or more in length, carrying timber deck cargoes. 2011 TDC Code separates operational requirements from design requirements for cargo securing arrangement, forming part A and part B respectively. Part A mainly includes recommendatory requirements for lashing and securing and visibility requirements for navigation bridge, and characterisitics of timber deck cargoes are provided for reference. Part B keeps the original design requirements for lashing and securing of large ships, and adds design requirements for lashing and securing of small craft engaged in short-distance voyages. 2011 TDC Code is applicable to all ships of 24m or more in length, carrying timber deck cargoes and since 30 November 2011	Superseding Res.A.715(17)
297.	A27	A.1050(27)	Revised Recommendations for Entering Enclosed Spaces aboard Ships	20 November 2011	In order to prevent the continued loss of life resulting from personnel entering shipboard spaces in which the atmosphere is oxygen-depleted, oxygen-enriched, toxic or flammable, the revised Recommendations are released by IMO to substitute A.864(20). The revised Recommendations provide safety management measures for entry into enclosed spaces, recommend assessment of risks to identify all enclosed spaces on board ships, and provide general precautions and additional precautions for entry into enclosed spaces on ships carrying dangerous goods, ships carrying dangerous liquid in bulk and ships using nitrogen as inert gas	

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298.	N/A	CSC/Circ.131	International Convention for Safe Containers (CSC), 1972/Implementation, Testing, Inspection and Approval	19 January 2005	Addresses and contacts of organizations carrying out container surveys for member States are listed in the Circular for reference by relevant parties	Superseding CSC/Circ.129
299.	DSC15	DSC.1/Circ.63	Carriage of Iron Ore Fines That May Liquefy	12 October 2010	Iron ore fines are not listed in the appendix to the IMSBC Code, however, IMO recommends that for iron ore fines that may liquefy, the relevant requirements of Chapter 7 of the IMSBC Code may be referred to. In addition, water content of cargoes is recommended to be controlled during transportation and cargo information of relevant iron ore fines be submitted, so as to prepare subsequent cargo inventory of iron ore fines	
300.	MSC87	CSC.1/Circ.138	Revised recommendations on Harmonized Interpretation and Implementation of the International Convention for Safe Containers, 1972, as Amended	30 June 2010	Providing recommendations on interpretation and implementation of 1972 CSC Convention, with regard to the aspects including relevant definitions, entry-into-force and implementation, test, inspection and approval, structural maintenance and change, withdrawal of permit, structural sensitive parts and major structural defects	Superseding CSC/Circ.100, CSC/Circ.123, CSC/Circ.124, CSC/Circ.134 and CSC/Circ.137
301.	N/A	CSC.1/Circ.139	International Convention for Safe Containers (CSC), 1972/ Implementation, Testing, Inspection and Approval/ List of Organizations Entrusted	4 June 2010	Addresses and contacts of organizations carrying out container surveys for member States are listed in the Circular for reference by relevant parties	Superseding CSC/Circ.136
302.	DSC17	DSC/Circ.11	Ships Carrying Fumigated Bulk Cargoes	30 April 2003	Fumigated bulk cargoes may bring certain risks to safety and personnel health, therefore, this Circular recommends that the Recommendations on the use of pesticide on board ships be referred to, according to Chapter VI of SOLAS Convention, and corresponding safe management procedures be established	
303.	N/A	IMO/IAEA	IMO/IAEA Safety Recommendations on the Use of Ports by Nuclear Merchant Ships	----------	----------	The document is missing

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304.	MSC85	MSC.268(85)	Adoption of the International Maritime Solid Bulk Cargoes (IMSBC) Code	4 December 2008/1 January 2011	Applicable to ships carrying solid cargoes.(For ships carrying dangerous goods in solid form in bulk, the Code is applicable to any tonnage; for ships carrying other solid bulk cargoes, The Code is applicable to such ships not less than 500 gross tonnage.) The IMSBC code provides mandatory provisions for safe carriage of solid bulk cargoes and dangerous goods in solid form in bulk, by further harmonizing with the IMDG code regarding the carriage of dangerous goods. The Code also contains the requirements for fitness of ships for the carriage of solid bulk cargoes and harmonizes with Chapter II-2 of 1974 SOLAS Convention on the detailed requirements for fire protection arrangement. The Code replaced 2004 BC Code(MSC.193(79)), and took effect on 1 January 2011 upon entry into force of amendments to chapters VI and VII of 1974 SOLAS	Superseding MSC.193(79)
305.	MSC54	MSC/Circ.488	Containers and Cargoes. Carriage of Grain: Guidance on Interpretation and Equivalences	6 June 1988	Giving detailed provisions on carriage of grain	Superseded and covered by MSC.23(59)
306.	MSC58	MSC/Circ.548	Guidance note on Precautions to be Taken by Masters of Ships Engaged in the Carriage of Timber Cargoes (supplement to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes)	6 June 1991	Applicable to ships carrying timber deck cargoes and providing precautions to be taken by masters of ships engaged in the carriage of timber deck cargoes	Superseded and covered by IMO resolutions A.749 and MSC.75(69), and subsequently covered by 2011 TDC Code
307.	MSC60	MSC/Circ.592	Carriage of Dangerous Goods: Acceptance of the Document of Compliance	21 April 1992	Some Member Governments reported that documents of compliance for ships carrying dangerous goods issued by flag Administrations had been rejected by the port State control officers of other Governments. The Committee, therefore, urges Governments to ensure that port State control inspectors should accept such documents of compliance unless there are clear grounds for not doing so	

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308.	MSC63	MSC/Circ.656	Safety of Ships Carrying Solid Bulk Cargoes	25 May 1994	Member States are urged to implement the provisions of Chapter VI of SOLAS Convention, and shipowners are required to pay attention to the need for increased safety in bulk carrier operations	Outdated
309.	MSC64	MSC/Circ.663	Containers and Cargoes: Form for Cargo Information	9 December 1994	Shipowners and personnel concerned are required to pay attention to the use of cargo information	
310.	MSC64	MSC/Circ.667	Safe Practices on board Bulk Carriers	9 December 1994	The Circular provides operational recommendations, in principle, on cargo hold corrosion prevention, ballast water operation and avoidance of excessive flexing	
311.	MSC66	MSC/Circ.743	Communications between Maritime Administrations and Port Authorities	13 June 1996	In order to ensure safe safe loading and unloading of bulk carriers, member Governments are invited to require, in addition to the measures stipulated in points 1.1 to 1.8 of the Annex to resolution A.797(19), the introduction of the requirements of paragraphs 5.1 to 5.5 of this Circular into port procedure	
312.	MSC67	MSC/Circ.787	IMO/ILO/UN ECE Guidelines for Packing of Cargo Transport Units (CTUs) (revoking MSC/Circ.383, as amended by MSC/Circ.557 and Rev.1)	6 December 1998	The Guidelines are jointly developed by IMO, ILO and UN ECE, providing guidelines on packed dangerous goods, concerning packing type of cargo transport units and packing requirements, etc.	
313.	MSC69	MSC/Circ.859	Inspection Programmes for Cargo Transport Units (CTUs) Carrying Dangerous Goods	20 May 1998	The items to be covered by the inspection programme carried out by Administrations on cargo transport units are specified, including placarding and marking, labeling, documentation, packaging,etc.	
314.	MSC69	MSC/Circ.860	Guidelines for the Approval of Offshore Containers Handled in Open Seas	22 May 1998	This Circular invites member Goverments to pay attention to the approval, manufacturer, survey and operation of offshore containers. Offshore containers are often constructed for special purposes without applying ISO standards, therefore effects of dynamic loads due to sea conditions in areas where offshore containers are used are to be specially considered	

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315.	MSC71	MSC/Circ.908	Uniform Method of Measurement of the Density of Bulk Cargoes	17 June 1999	The Circular is used for the determination of density measurement of bulk cargoes prior to loading on board bulk carriers	
316.	MSC72	MSC/Circ.947	Safe Loading and Unloding of Bulk Carriers: Ship/Terminal Interface (Requirements for terminal operators)	1 June 2000	Requirements for safe operation at “ship/terminal interface” during safe loading/unloading of bulk carriers	
317.	MSC73	MSC/Circ.963	Transport of Calcium Hypochlorite	1 June 2000	The Circular is applicable to ships carrying calcium hypochlorite, providing recommendatory requirements for packing, stowage and segregation of such cargo on board. These operational requirements are recommendatory only, without specific technical requirements for carriage on board ships	
318.	MSC75	MSC/Circ.1025	Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide)	17 July 2002	Emergency response procedures for ships carrying dangerous goods are revised, and member Governments are invited to bring the revised EmS Guide to the attention of all concerned	
319.	MSC76	MSC/Circ.1119	Ship/Terminal Interface Improvement for Bulk Carriers	6 June 2004	It is agreed that the application of the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code) and that the risk control options in the under development Manual on loading and unloading of solid bulk cargoes for terminal representatives will address the issue of the risk control options on ship/terminal interface improvement for bulk carriers and harmonize training programmes for terminal operators worldwide. Member Governments are invited to apply the Code of Practice for the Safe Loading and Unloading of Bulk Carriers and, in particular, guidance on risk control options contained in the Code	
320.	MSC79	MSC/Circ.1147	Questionnaire on Inspections of Containers/Vehicles Carrying Packaged Dangerous Goods	15 November 2004	Providing questionnaire on inspections of containers/vehicles carrying packaged dangerous goods	

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321.	MSC79	MSC/Circ.1149	Accidents involving Bulk Cargoes not Specifically Listed in the Code of Safe Practice for Solid Bulk Cargoes (BC Code)	15 November 2004	This circular is a report on accidents involving transportation of solid bulk cargoes	
322.	MSC80	MSC/Circ.1160	Manual on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives, as amended by MSC/Circ.1230 and MSC.1/Circ.1356	16 May 2005	Providing manual on loading and unloading of solid bulk cargoes for terminal representatives	
323.	MSC82	MSC/Circ.1216	Revised recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas	26 February 2007	Providing relevant recommendations on the safe transport of dangerous cargoes and related activities in port areas. No need for implementation by RO. MSC/Circ.675 is revoked	Revoking MSC/Circ.675
324.	MSC84	MSC/Circ.1263	Revised Recommendation on Safety of Personnel during Container Securing Operations	9 June 2008	The Maritime Safety Committee expressed serious concern at the dangers to personnel working at the top of containers during container securing operations, which result from container securing arrangements being located in difficult and dangerous locations, and approved the Recommendation on safety of personnel during container securing operations. Member Governments are invited to bring this Revised Recommendation to the attention of port authorities, containership owners, designers and all other parties concerned and to consider other positive measures to address this problem in port and when approving cargo securing arrangements, as appropriate. This Circular supersedes MSC/Circ.886	Superseding MSC/Circ.886
325.	MSC84	MSC.1/Circ.1264	Recommendation the Safe Use of Pesticides in Ships Applicable to Fumigation of Cargo Holds, as amended by MSC.1/Circ.1396	27 May 2008	The Circular provides relevant safety precautions and operational recommendations on the use of pesticides in ships applicable to fumigation of cargo transport units	

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326.	MSC84	MSC.1/Circ.1266	Carriage of Dangerous Goods: Document of Compliance with the Special Requirements for Ships Carrying Dangerous Goods under the Provisions of Regulation II-2/19 of the 1974 SOLAS Convention, as amended, and of Paragraph 7.17 of the 2000 HSC Code, as amended	18 December 2008	This Circular provides standard format of the document of compliance required by SOLAS Reg.II-2/19 and paragraph 7.17 of 2000 HSC Code. It supersedes MSC/Circ.1027 and MSC/Circ.1148	Superseding MSC/Circ.1027 和 MSC/Circ.1148
327.	MSC87	MSC.1/Circ.1351	Interpretation of Stowage and Segregation Requirements for Brown Coal Briquettes and Coal related to “Hot Areas” in the IMSBC Code	15 June 2010	The Circular is applicable to ships carrying brown coal briquettes and coal in bulk. When carrying coal and brown coal briquettes, “adjacent to hot areas” is interpreted as “boundary areas of the cargo hold in contact with the cargo, having a temperature consistently greater than 55°C during carriage of the cargo, such as can sometimes be experienced when heated fuel oil service tanks and fuel oil settling tanks have a common boundary with the cargo hold”. Heated fuel oil tanks adjacent to cargo spaces carrying these cargoes are not normally to be considered as “hot areas” when the fuel oil temperature is controlled at less than 55°C; this temperature is not exceeded for periods greater than 12 hours in any 24-hour period; and the maximum temperature of the fuel oil reached does not exceed 65°C	
328.	MSC87	MSC.1/Circ.1353	Revised Guidelines for the Preparation of the Cargo Securing Manual	30 June 2010	The Guidelines are applicable to preparation of the cargo securing manual for non-bulk solid and liquid cargoes. It is recommended that the Guidelines apply to container ships constructed on or after 1 January 2015, and for container ships constructed before 1 January 2015, Chapters 1 to 4 are applicable. The guidelines provide recommendatory requirements for contents to be inlucded in the manual, including general information, securing devices and arrangements, stowage and securing of non-standardized and semi-standardized cargo, stowage and securing of	Superseding MSC/Circ.745

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					containers and other standardized cargo, cargo safe access plan. This circular supersedes MSC/Circ.745	
329.	MSC87	MSC.1/Circ.1357	Additional Considerations for the Safe Loading of Bulk Carriers	19 June 2010	The circular upgrades relevant requirements to be considered during loading of bulk carrier, including time taken for loading, arrival condition and recommended loading sequences	
330.	MSC87	MSC.1/Circ.1358	Recommendations on the Safe Use of Pesticides in Ships	30 June 2010	The Circular provides recommendations on the safe use of pesticides in ships, with respect to control of insect infestation, control of rodent pests and safety precautions on pesticides usage	
331.	MSC87	MSC.1/Circ.1359	Information on Local Regulations	17 June 2010	IMO has developed a module in GISIS for the dissemination of information on local regulations, as provided by Member Governments, and hereby informs Administrations of the above information	
332.	MSC87	MSC.1/Circ.1361	Revised Recommendation on the Safe Use of Pesticides in Ships applicable to the Fumigation of Cargo Transport Units	27 May 2010	The revised Recommendations provide relevant safety precautions and operational recommendations on the use of pesticides in ships applicable to the fumigation of cargo transport units, recommending Administrations to implement from 1 January 2011. This Circular supersedes MSC.1/Circ.1265	1.Superseding MSC/Circ.1265 2.This circular was superseded by MSC.1/Circ.1361/Rev.1
333.	MSC89	MSC.1/Circ.1395	Lists of Solid Bulk Cargoes for which a Fixed Gas Fire-extinguishing System May be Exempted or for which a Fixed Gas Fire-extinguishing System Is Ineffective	15 June 2011	The Circular is applicable to ships carrying solid bulk cargoes. In accordance with SOLAS regulation II-2/10.7.1.4, cargo spaces in a ship may be exempted from the requirements for a fixed gas fire-extinguishing system. This circular provides a list of solid bulk cargoes, for which a fixed gas fire-extinguishing system may be exempted and a list of solid bulk cargoes for which a fixed gas fire-extinguishing system is ineffective. This Circular supersedes MSC/Circ.1146	Superseding MSC/Circ.1146

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334.	MSC81	MSC-MEPC.2/Circ.1	Disposal of Fumigant Material	18 July 2006	Fumigation on board should be undertaken by a suitably qualified person or fumigation company, who should be able to provide documentation to the master confirming his competence and authorization. It is recommended that Member Governments issue regulations to ensure that all waste and residues are disposed of in appropriate manner, either by incineration or by disposal on shore, as recommended by the manufacturer.	
335.	A20	A.863(20)	Code of Safe Practice for the Carriage of Cargoes and Persons by Offshore Supply Vessels (OSV Code), as amended by MSC.237(82)	27 November 1997 (A.863(20)) 1 December 2006 (MSC.237(82))	The Code provides recommendations on the carriage of cargoes and persons by offshore supply vessels, concerning communications with shore, cargo operations and other safety measures	Revised by MSC.237(82)
336.	MSC59	MSC/Circ.559/ Corr.1	Development of Guidelines to Ensure the Reporting to the Organization of Incidents Involving Dangerous Goods and Marine Pollutants in Packaged Form on board Ships in Port Areas	20 June 1991	This Circluar is developed with a view to ensure the reporting to IMO of incidents involving dangerous goods and marine pollutants in packaged form on board ships in port areas. The guidelinesare a supplement to the “General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and /or marine pollutants”	
337.	MSC78	MSC/Circ.1100	Recommendation for the Use of a Standard Format for the Cargo Information Required by Chapter 16 of the IBC Code	27 August 2003	In order to facilitate personnel on board ship to know information of cargoes carried, Chapter 16 of IBC Code requires to provide cargo information, therefore this Circular recommends to provide health and safety information on cargoes based on the format contained in chapter 1.5 of the Globally Harmonized System for Hazard Classification and Communication	
338.	A5	A.123(V)	Recommendation on Fixed Fire-extinguishing Systems for Special Cargo Spaces	25 October 1967	The Circular provides technical requirements for fixed pressure water-spraying fire-extinguishing systems, including their primary components, serving special category spaces of passenger ships, such as pumps providing water supply, valves and nozzles	

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339.	A6	A.164(ES.IV)	Recommendation concerning Checking the Constancy of the Properties of Materials	28 November 1968	The Circular recommends the investigation to the ageing of the constituent materials approved for the structural fire protection in ships	
340.	A12	A.470(XII)	International Shore Connection (Shoreside)	19 November 1981	The Circular requires the provision of international shore connections	
341.	A12	A.471(XII)	Recommendation on Test Mmethod for Determining the Resistance to Flame of Vertically Supported Textiles and Films, as amended by A.563(14)	19 November 1981	Applicable to passenger ships. Test and evaluation methods for determining the resistance to flame of vertically supported textiles and films are provided	
342.	A13	A.519(13)	Standards for Devices to Prevent the Passage of Flame into Cargo Tanks	17 November 1983	The resolution is applicable to tankers, providing requirements for the design, installation and test of devices to prevent the passage of flame into cargo tanks, which should be fitted in tanker venting systems, as required by SOLAS Reg.II-2/59.1.5	
343.	A14	A.565(14)	Recommended Procedures to Prevent the Illegal or Accidental Use of Low Flashpoint Cargo Oil as Fuel	20 November 1985	The inspection requirements for prevention of using cargo oil having a flashpoint lower than 60°C as fuel oil and accidental use of cargo oil having a flashpoint lower than 60°C as fuel oil	
344.	A14	A.567(14)	Regulation for Inert Gas Systems on Chemical Tankers	20 November 1985	Technical requirements to be met by inert gas systems on chemical tankers are specified, in conjunction with Reg.II-2/55.5	Superseding A.473 (XII)
345.	A16	A.652(16)	Recommendation on Fire Test Procedures for Uphoistered Furniture	19 October 1989	The Recommendation is applicable to passenger ships, providing fire test methods and evaluation criteria for covers and cushions of sofas and seats	

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346.	A16	A.653(16)	Recommendation on Improved Fire Test Procedures for Surface Flammability of Bulkhead, Ceiling and Deck Finish Materials	19 October 1989	Test methods and evaluation criteria for surface flammability of finish materials of bulkheads, ceiling and decks as boundaries on board	
347.	A16	A.654(16)	Graphical Symbols for Fire Control Plans	19 October 1989	Graphical symbols incicating fire divisions and doors, fire-fighting systems and main components, fire-fighting appliances and protection suits as well as means of escape in fire control plans posted and kept on board ships are specified in the resolution. This resolution has been superseded by A.952(23), but still effective for ships constructed before 1 January 2004.	Superseded by A.952(23)
348.	A16	A.655(16)	Use of Halons as Fire-extinguishing Media on board Ships	19 October 1989	Halons are recommended to use as fire-extinguishing media on board ships	Outdated.
349.	A17	A.687(17)	Fire Test Procedures for Ignitability of Primary Deck Coverings	6 November 1991	Fire test procedures and evaluation criteria for ignitability of primary deck coverings on board ships are specified	
350.	A17	A.688(17)	Fire Test Procedures for Ignitability of Bedding Components	6 November 1991	Fire test procedures and evaluation criteria for ignitability of bedding components on board ships are specified	
351.	A18	A.752(18)	Guidelines for the Evaluation, Testing and Application of Low-location Lighting on Passenger Ships	4 November 1993	The Guidelines are applicable to passenger ships, which provide requirements for the performance, arrangement and test of photoluminescent and low-location lighting systems in corridors and means of escape	

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352.	A18	A.753(18)	Guidelines for the Application of Plastic Pipes on Ships, as amended by MSC.313(88)	4 November 1993	The Guidelines are applicable to all convention ships, which provide for the spaces and positions of plastic pipes (including synthetical rubber pipes) on ships, their manufacture, installation and usage requirements as well as applicable fire test methods and evaluation criteria	
353.	A18	A.754(18)	Recommendation on Fire Resistance Tests for “A”, “B” and “F” Class Divisions	4 November 1993	This Circular provides for the test methods and evaluation criteria for “A”, “B” and “F” class fire divisions on board convention ships as well as for pipes, fire dampers, cables and windows that penetrate these fire divisions	
354.	A18	A.756(18)	Guidelines on the Information to be Provided with Fire Control Plans and Booklets Required by SOLAS Regulations II-2/20 and 41-2	4 November 1993	The information as prescribed below should be provided from 1 October 1994 on board all ships carrying more than 36 passengers and be available at all times: ship’s keel-laying date and lists of application of conventions and amendments, additional fire safety measures, dates and description of any modifications to the ship which in any way alter its fire safety, etc. In ships carrying more than 36 passengers constructed on or after 1 October 1994, the symbols in the fire control plans are recommended to be in accordance with IMO resolution A.654(16) “Graphical symbols for fire control plans”	
355.	A19	A.799(19)	Revised Recommendation on Test Methods for Qualifying Marine Construction Materials as Non-combustible	23 November 1995	Amendments to Recommendation on Test Methods for Marine Non-combustible Construction Materials (A.472(XII))	
356.	A19	A.800(19)	Revised Guidelines for Approval of Sprinkler Systems Equivalent to that Referred to in SOLAS Regulation II-2/12, as amended by MSC.265(84) and MSC.284(86)	23 November 1995	Performance requirements and fire test methods for automatic sprinkler alarm system in accommodation spaces, service spaces and control stations. The Guidelines are applicable to passenger ships carrying more than 36 passengers, passenger ships carrying less than 36 passengers (if selected), and cargo ships whose accommodation space, service space and control station are protected by means of II C	

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357.	A23	A.951(23)	Improved Guidelines for Marine Portable Fire Extinguishers	5 December 2003	The Guidelines are applicable to all convention ships. The Guidelines supersede A.602(15) and provide requirements related to the type, application, construction, marking and inspection, maintenance and test of marine portable fire-extinguishers and fire-extinguishing medium	
358.	A23	A.952(23)	Graphical Symbols for Shipboard Fire Control Plans	5 December 2003	As the amendment to A.654(16), this resolution is applicable to all convention ships	
359.	MSC48	MSC.8(48)	Recommendations Concerning Fire Safety Requirements Additional to Those Contained in Chapter II-2 of the 1981 SOLAS Amendments	17 June 1983	Recommending to apply Chapter II-2 of the 1983 Amendments in place of the text of Chapter II-2 of the 1981 Amendments as soon as possible from the date of issuance of this document rather than from the date on which 83 amendments take effect (1 July 1986)	Outdated.
360.	MSC64	MSC.40(64)	Standard for Qualifying Marine Materials for High-speed Craft as Fire-restricting Materials	5 December 1994	This resolution is applicable to high-speed craft, in which the test methods and evaluation criteria for fire-restricting matierals used in fire divisions on board high-speed craft are specified	
361.	MSC64	MSC.41(64)	Interim Standard for Measuring Smoke and Toxic Products of Combustion	5 December 1994	This resolution is applicable to high-speed craft, providing test methods and evaluation criteria for measuring smoke and toxic products of fire-restricting materials of high-speed craft	
362.	MSC65	MSC.44(65)	Standards for Fixed Sprinkler Systems for High-speed Craft	11 May 1995	This resolution is applicable to high-speed craft, providing technical requirements and test standards for fixed automatic sprinkler systems for high-speed craft	
363.	MSC65	MSC.45(65)	Test Procedures for Fire-resisting Divisions of High-speed Craft	11 May 1995	This resolution is applicable to high-speed craft, providing fire test methods and evaluation criteria for fire-resisting divisions of high-speed craft	

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364.	MSC46	MSC/Circ.329	Application of Requirements for Inert Gas Systems for Oil Tankers	14 April 1982	This Circular reminds port state Administration and oil tanker shore reception terminal of compliance with relevant IMO provisions when dealing with inert gas system, especially those provisions related to oxygen content in inerted oil tanks, and measurement, detection and sampling of inerted oil tanks	
365.	MSC48	MSC/Circ.347	Danger of the Use of Low Flashpoint Cargo as Fuel	22 June 1983	This Circular reminds shipowners, crew and surveyors of the danger of the use of low flashpoint cargo as fuel, and cargo oil tank and fuel oil tank are to be inspected with particular attention	
366.	MSC48	MSC/Circ.353 MSC/Circ.387	Revised Guidelines for Inert Gas Systems, as amended by MSC/Circ.387	4 July 1983	The Guidelines provide inert gas systems performance requirements, design principles (for system and individual part), system diagram and operation, application to crude oil tankers and combination carriers, emergency operation, maintenance and test as well as guidance manual, etc. The Circular has been revised by MSC/Circ.387	
367.	MSC53	MSC/Circ.451	Guidance Concerning the Location of Fire Control Plans for the Assistance of Shoreside Fire-fighting Personnel	24 September 1986	This Circular provides requirements for the position and marking of fire control plans, in order to be easily identified by shore based firemen	
368.	MSC55	MSC/Circ.485	Clarification of Inert Gas System Requirements under SOLAS 1974, as amended	9 May 1988	This Circular provides clarification of inert gas systems installed in tankers constructed before 1 September 1998	
369.	MSC58	MSC/Circ.526	Special Fire Protection Requirements for Large Open Multi-deck Spaces (Atrium)	29 June 1990	This Circular provides special fire protection requirements for atrium of passenger ships (such as a smoke extract system and arrangement of means of escape, etc.)	
370.	MSC59	MSC/Circ.549	Guidelines for Uniform Interpretation of Results of Fire Test Procedure Carried Out in Accordance with	25 November 1991	Uniform interpretation of Internatinal Code for Application of Fire Test Procedures (FTP Code), mainly involving A.653(16) and A.687(17)	

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			resolution A.653(16) "Recommendation on Improved Fire Test Procedures for Surface Flammability of Bulkhead, Ceiling and Deck Finish Materials" and resolution A.687(17) "Fire Test Procedures for Ignitability of Primary Deck Coverings"			
371.	MSC60	MSC/Circ.550/Rev.1	Recommendation on the Release Mechanism of Carbon Dioxide Fire-extinguishing Systems	16 April 1992	This Circular provides requirements for the two controls for releasing carbon dioxide fire-extinguishing systems	
372.	MSC59	MSC/Circ.553	Information on Flashpoint and Recommended Fire-fighting Media for Chemicals to which Neither the IBC nor the BCH Code Apply	19 June 1991	This Circular provides information on flashpoint and recommended fire-fighting media for chemicals to which neither the IBC nor the BCH Code apply. Applicable to all tankers having a flashpoint below 60°C and liquid cargoes to which normal foam fire-fighting system are not effective	
373.	MSC60	MSC/Circ.581	Guidance for Fire Test Procedures on Smoke and Toxic Products Generated by Combustible Material in Fires	16 April 1992	This Circular provides fire test procedures on smoke and toxic products and standards adopted by different countries	
374.	MSC62	MSC/Circ.599	New Halon Installations as Being of Essential Use	2 April 1993	The definition of Essential Use and and the conditions for using halon installations are specified in this Circular	Outdated.
375.	MSC62	MSC/Circ.600	Annual Leakage Check of Halon Fire-extinguishing Systems	25 January 1993	This circular provides annual survey requirements for existing ships provided with halon fire-extinguishing systems	

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376.	MSC62	MSC/Circ.601	Fire Protection in Machinery Spaces	29 January 1993	This Circular provides requirements for fire protection in machinery spaces, including two annexes. Annex 1 contains the requirements of IACS UR F35, including requirements for tanks, pump control, distribution piping, oil collecting trays, valves, flashpoint of oil fuel, hot surfaces, thermal oil heaters and fire detection systems. Annex 2 contains IACS Rec. No.18 Fire Prevention in Machinery Spaces of Ships in Service - Guidance to Owners	
377.	MSC62	MSC/Circ.602	Materials Used for Bulkheads in Accommodation Spaces Defined in Regulation II-2/3.10 of the 1974 SOLAS Convention	30 July 1993	This Circular provides unified interpretation to materials used for bulkheads in accommodation spaces of passenger ships. The contents of this Circular have been covered in MSC/Circ.1120	Covered by MSC/Circ.1120
378.	MSC63	MSC/Circ.647	Guidelines to Minimize Leakage from Flammable Liquid Systems	6 June 1994	The Guidelines are applicable to all convention ships and provide designers, shipyards, shipowners amd crew with measures to minimize leakage from flammable liquid systems. The Guidelines include 9 appendixes. Appendix1 contains general piping system considerations; Appendix 2 contains the requirements for design, installation and survey of flexible hoses and flexible hose assemblies; Appendix 3 contains requirements for spray shields; Appendix 4 contains the requirements for jacketed high pressure fuel lines; Appendix 5 contains the requirements for bellows expansion joints; Appendix 6 contains requirements for filters and strainers; Appendix 7 contains requirements for insulation; Appendix 8 contains requirements for pressure, temperature and oil level gauages; Appendix 9 contains requirements for pipe connectors, joints, hangers and supports	
379.	MSC64	MSC/Circ.668	Alternative Arrangements for Halon Fire-extinguishing Systems in Machinery Spaces and Pump-rooms	30 December 1994	The Guidelines are applicable to all convention ships, providing basic approval and test requirements for equivalent water-based fire-extinguishing systems in machinery spaces and cargo pump-rooms. The Guidelines comprise two appendixes: Appendix A contains the component manufacturing standards of equivalent water-based fire-extinguishing systems and Appendix B	Revised by MSC/Circ.728 and superseded by MSC/Circ.1165

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					contains interim test method for fire testing equivalent water-based fire-extinguishing systems. The Circular has been revised by MSC/ Circ.728 and superseded by MSC/Circ.1165. Applicable to ships constructed before 4 June 1996	
380.	MSC64	MSC/Circ.669	Interpretations of SOLAS Chapter II-2 as Amended by resolution MSC.27(61)	22 December 1994	This Circular provides the unified interpretations to Chapter II-2 of SOLAS Convention, mainly involving main vertical zones and horizontal zones, means of escape, ventilation systems and protection of special category spaces,etc.	The entire Circular has been included in MSC/Circ.1120
381.	MSC65	MSC/Circ.670	Guidelines for the Performance and Testing Criteria and Surveys of High-expansion Foam Concentrates for Fixed Fire-extinguishing Systems	1 May 1995	This Circular provides Guidelines for the performance and testing criteria and surveys of high-expansion foam concentrates for fixed fire-extinguishing systems	
382.	MSC64	MSC/Circ.672	Measures to Prevent Explosions in Oil Tanker Pump-rooms on New and Existing Oil Tankers	22 December 1994	This Circular is applicable to all tankers having a flashpoint below 60oC and provides 4 measures to prevent explosions in pump-rooms, i.e. temperature sensing devices for bulkhead shaft glands, lighting interlocked with ventilation, fixed hydrocarbon gas concentration monitoring system and bilge water high-level alarm. This Circular has been superseded by MSC/Circ.774	Superseded by MSC/Circ.774
383.	MSC66	MSC/Circ.727	Recommendation on Thermal Radiation Test Supplement to Fire Resistance Tests for “A”, “B” and “F” Class Divisions	28 June 1996	The Guidelines provide procedures for measuring heat radiation through windows as a basis for characterizing their ability to maintain integrity of thermal and structural boundaries	
384.	MSC66	MSC/Circ.728	Revised Test Method for Equivalent Water-based Fire-extinguishing Systems for Machinery Spaces of Category A and Cargo Pump-rooms Contained in	4 June 1996	The Guidelines provide basic approval and test requirements for equivalent water-basd fire-extinguishing systems in machinery spaces and cargo pump-rooms. The Guidelines comprise two appendixes: Appendix A contains the component manufacturing standards of equivalent water-based fire-extinguishing systems and Appendix B	Superseded by MSC/Circ.1165

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			MSC/Circ.668		contains interim test method for fire testing equivalent water-based fire-extinguishing systems. The Guidelines have been superseded by MSC/Circ.1165, applicable to ships constructed before 10 June 2005	
385.	MSC66	MSC/Circ.729	Design Guidelines and Operational Recommendations for Ventilation Systems in Ro-ro Cargo Spaces	4 July 1996	The Guidelines are applicable to ro-ro passenger ships and ro-ro cargo ships and are divided into 2 parts. Part 1 provides guidelines for the design, test and operation of ventilation systems for vehicle decks on ro-ro ships, car carriers and car ferries and includes 2 appendixes (Ventilation of ro-ro cargo spaces - Requirements and basic calculations and Ventilation of ro-ro cargo spaces - Air flow testing procedures); Part 2 is operational recommendations for minimizing air pollution in ro-ro cargo spaces and provides design examples	
386.	MSC66	MSC/Circ.732	Interim Guidelines on the Test Procedure for Demonstrating the Equivalence of Composite Materials to Steel under the Provisions of the 1974 SOLAS Convention	28 June 1996	The Guidelines provide definitions of composite mateirals as well as test procedure and criteria required to be complied with	
387.	MSC67	MSC/Circ.774	Revised Measures to Prevent Explosions in Oil Tanker Cargo Pump-Rooms	6 December 1996	Applicable to all tankers having a flashpoint below 60°C. The guidelines provides 4 measures to prevent explosions in pump-rooms, i.e. temperature sensing devices for bulkhead shaft glands, lighting interlocked with ventilation, fixed hydrocarbon gas concentraton monitoring system and bilge water high-level alarm	Superseding MSC/Circ.672
388.	MSC67	MSC/Circ.775	Ships with Reduced Halon Quantities	12 December 1996	The Guidelines advise Administrations, shipyards, shipowners and port States to estbilish a procedures for reducing halon quantities and specifying relevant items	Outdated.
389.	MSC67	MSC/Circ.776	Guidelines for the Approval of Equivalent Fixed Gas Fire-extinguishing as Referred to in SOLAS 74,	12 December 1996	The Guidelines provide performance requirements for alternative fixed gas fire-extinguishing systems in machinery spaces and cargo pump-rooms (including concentration of fire-extinguishing agent, design of system and components, nozzle arrangement and operational	Superseded by MSC/Circ.848

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			for Machinery Spaces and Cargo Pump-rooms		control and arrangement) as well as requirements for approval of test procedure and method. It has been superseded by MSC/Circ.848 and applicable to ships constructed before 8 June 1998	
390.	MSC67	MSC/Circ.777	Indication of the "Assembly Stations" in Passenger Ships	12 December 1996	Applicable to passenger ships. The Guidelines clarify that "assembly station" has the same meaning as "muster station"	
391.	MSC68	MSC/Circ.798	Guidelines for Performance and Testing Criteria and Surveys of Medium Expansion from Concentrates for Fixed Fire-extinguishing Systems	9 June 1997	This Circular provides guidelines for performance and testing criteria and surveys of medium expansion from concentrates for fixed fire-extinguishing systems	
392.	MSC68	MSC/Circ.800	Safety Measures for Deep-fat Cooking Equipment	9 June 1997	The Guideline provides fire safety requirements for deep-fat cooking equipment (alarm and fire extinction, etc.)	
393.	MSC69	MSC/Circ.847	Interpretation of Vague Expressions and Other Vague Wording in SOLAS Chapter II-2	12 June 1998	The Cicrular provides unified interpretation of vague wording in SOLAS Chapter II-2, mainly involving Chapter II-2 before the 2000 Amendments to 1974 SOLAS Convention. Most parts of this Circular has been included in Chapter II-2 of the 2000 Amendments to SOLAS Convention, while the remaining contents are incorporated into MSC/Circ.1120	
394.	MSC69	MSC/Circ.848	Revised Guidelines for the Approval of Equivalent Fixed Gas Fire-extinguishing Systems, as referred to in SOLAS 74, for Machinery Spaces and Cargo Pump-rooms	8 June 1998	The Guidelines provide performance requirements for alternative fixed gas fire-extinguishing systems in machinery spaces and cargo pump-rooms (including concentration of fire-extinguishing agent, design of system and associated components, nozzle arrangement and operational control and arrangement) as well as requirements for approval of test procedure and method. This Circular supersedes MSC/Circ.776	Superseding MSC/Circ.776

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395.	MSC69	MSC/Circ.849	Guidelines for the Performance, Location, Use and Care of Emergency Breathing Escape Devices (EEBDs)	8 June 1998	The Guidelines provide requirements for the performance, location, use and care of emergency breathing escape devices (EEBDs)	
396.	MSC69	MSC/Circ.850	Guidelines for the Maintenance and Inspection of Fire Protection Systems and Appliances	8 June 1998	The Guidelines provide requirements for maintenance as well as requirements for periodical test and inspection (weekly, monthly, annual and every 5 years). of fire protection systems and appliances	Superseded by MSC/Circ.1432
397.	MSC69	MSC/Circ.858	Documents of Compliance with SOLAS Regulation II-2/54	22 May 1998	Applicable to ships carrying dangerous goods. The Guidelines provide a range of dangerous goods and ship types to which documents of compliance are to be issued. This circular has been superseded by MSC/Circ.1027	Superseded by MSC/Circ.1027
398.	MSC71	MSC/Circ.909	Interirm Guidelines for a Simplified Evacuation Analysis on Ro-ro Passenger Ships	4 June 1999	The Guidelines provide a simplified evacuation analysis on ro-ro passenger ships, including 3 annexes. Annex 1 is simplified evaluation analysis (including application examples), Annex 2 is advanced evaluation analysis and Annex 3 is interim guidelines for verifying evacuation simulation tools	
399.	MSC71	MSC/Circ.910	Strength of Ro-ro Passenger Ships “B” Class Bulkheads to Which Handrails are Attached	3 June 1999	SOLAS Reg.II-2/28-1.1.2 (now SOLAS Reg.II-2/13.7.3) provides detailed requirements for the strength of handrails fitted in means of escape on ro-ro passenger ships. In order to avoid insufficient strength of “B” class bulkheads to which handrails are attached, this Circular provides detailed methods for test of strength of “B” class bulkheads in means of escape on ro-ro passenger ships	
400.	MSC71	MSC/Circ.911& Add.1	Interpretation of Fire Protection-related Provisions of the HSC Code	4 June 1999	This Circular provides unified interpretation of fire protection-related provisions of the International Code of Safety for High-speed Craft, 2000 (2000 HSC Code)	

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401.	MSC71	MSC/Circ.912	Interpretations of Standards for Fixed Sprinkler Systems for High-speed Craft (resolution MSC.44(65))	4 June 1999	This Circular provides unified interpretation of relevant provisions on fixed automatic sprinkler systems applicable to high-speed craft as specified in resolution MSC.44(65)	
402.	MSC71	MSC/Circ.913	Guidelines for the Approval of Fixed Water-based Local Application Fire-fighting Systems for Use in Category A Machinery Spaces	4 June 1999	This Circular provides relevant requirements for the design, arrangement, construction and test of water-based local application fire-fighting systems in category A machinery spaces. It has been superseded by MSC.1/Circ.1387 and applicable to ships constructed before 10 December 2010	Superseded by MSC/Circ.1387
403.	MSC71	MSC/Circ.915	Unified Interpretations of Vague Expressions and Other Vague Wording of SOLAS Chapter II-2	4 June 1999	This Circular provides unified interpretation of SOLAS Chapter II-2, mainly involving heat insulation of aluminum decks and lift door indicators, etc.	
404.	MSC71	MSC/Circ.916	Interpretations of the International Code for the Application of Fire Test Procedures (FTP Code) and Fire Test Procedures Referred to in the Code	4 June 1999	This Cicular provides unified interpretation of the International Code for the Application of Fire Test Procedures (FTP Code), mainly involving smoke and toxicity, A/B/F class division test and appendix of A.754(18),etc.	Revised by MSC/Circ.1008
405.	MSC71	MSC/Circ.917	Guidelines on Fire Safety Construction in Accommodation Areas	4 June 1999	These Guidelines present the typical construction of accommodation spaces and their applicability to different types of ships in accordance with the requirements of chapter II-2 of the 1974 SOLAS Convention, which are shown by figures	
406.	MSC72	MSC/Circ.964	Interpretation of the International Code for the Application of Fire Test Procedures (FTP Code) and Fire Test Procedures Referred to in the Code	26 May 2000	This Cicular provides unified interpretation of the International Code for the Application of Fire Test Procedures (FTP Code), mainly involving fire test procedures and appendix of A.754(18),etc.	

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407.	MSC72	MSC/Circ.965	Unified Interpretation of Vague Expressions and Other Vague Wording of SOLAS Chapter II-2	2 June 2000	This Cicular provides unified interpretation of SOLAS Chapter II-2, mainly involving restricted use of combustibles	
408.	MSC74	MSC/Circ.1002	Guidelines on Alternative Design and Arrangements for Fire Safety	26 June 2001	The Guidelines serve to outline the methodology for the engineering analysis required by SOLAS regulation II-2/17 on Alternative design and arrangements, applying to a specific fire safety system, design or arrangements for which the approval of an alternative design deviating from the prescriptive requirements of SOLAS chapter II-2 is sought	
409.	MSC74	MSC/Circ.1003	Guidelines on a Simplified Calculation for the Total Amount of Combustible Materials per Unit Area in Accommodation and Service Spaces	8 June 2001	This Circular provides guidelines on a simplified calculation for the total amount of combustible materials per unit area in accommodation and service spaces	
410.	MSC74	MSC/Circ.1004	Unified Interpretations of the International Code for Application of Fire Test Procedure (FTP Code) and Fire Test Procedures Referred to in the Code	14 June 2001	This Circular provides unified interpretations of the the International Code for Application of Fire Test Procedure (FTP Code), mainly involving approval, fire test procedures, A.653(16) and A.754(18),etc.	
411.	MSC74	MSC/Circ.1005	Unified Interpretations of Vague Expressions and Other Vague Wording of SOLAS Chapter II-2	8 June 2001	This Circular provides unified interpretation of SOLAS Chapter II-2, mainly involving Application of “light-weight constructions”	
412.	MSC74	MSC/Circ.1008	Revisions to Interpretations of the International Code for Application of Fire Test Procedure (FTP Code) and Fire Test Procedures Referred to in the Code (MSC/ Circ.916)	8 June 2001	This Circular provides unified interpretations of the 1966 International Code for Application of Fire Test Procedure (FTP Code), mainly involving smoke toxicity test	
413.	MSC75	MSC/Circ.1034	Guidelines for Smoke Control and Ventilation Systems for Internal Assembly Stations and	28 May 2002	This Circular provides performance requirements and installation test requirements for smoke control and ventilation systems for internal assembly stations and atriums on new passenger ships	

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			Atriums on New Passenger Ships			
414.	MSC75	MSC/Circ.1035	Guidelines for the Use and Installation of Detectors Equivalent to Smoke Detectors	28 May 2002	This Circular provides requirements for performance design, installation and test of detectors fitted as equivalent to smoke detectors	
415.	MSC75	MSC/Circ.1036	Unified Interpretations of the International Code for Application of Fire Test Procedure (FTP Code) and Fire Test Procedures Referred to in the Code	28 May 2002	This Circular provides unified interpretations of the International Code for Application of Fire Test Procedure (FTP Code), mainly involving approval, appendix of A.754(18) and A.653(16),etc.	
416.	MSC75	MSC/Circ.1037	Unified Interpretations of the Revised SOLAS Chapter II-2	28 May 2002	This Circular provides unified interpretations of SOLAS Chapter II-2, mainly involving probability of ignition, arrangements for other flammable oils, separation of cargo oil tanks, emergency lighting, bilge level monitoring devices, fire testing of watertight doors, storage rooms for fire－extinguishing medium, direct access to stairway enclosures,etc.	Equivalent to IACS UI SC188
417.	MSC75	MSC/Circ.1045	Guidelines for Maintenance and Monitoring of Onboard Material Containing Asbestos	28 May 2002	Guidelines for maintenance and monitoring of onboard material containing asbestos	
418.	MSC77	MSC/Circ.1081	Unified Interpretation of the Revised SOLAS Chapter II-2	13 June 2003	Unified interpretations of SOLAS Chapter II-2, mainly involving the provision and arrangement of EEDBs on board ships	
419.	MSC77	MSC/Circ.1082	Unified Interpretation of the Guidelines for the Approval of Fixed Water-based Local Application Fire-fighting Systems (MSC/Circ.913)	13 June 2003	This Circular provides unified interpretation of MSC/Circ.913, mainly involving the requirements for protected spaces, protected areas, effect of fire-fighting system release and inclined installation of nozzles	

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420.	MSC77	MSC/Circ.1083	Unified Interpretation of SOLAS Regulation II-2/15.2.11, in Force before 1 July 2002	13 June 2003	Applicable to ships constructed before 1 July 2002, in particular those constructed before 1 July 1998. Spray shields should be fitted around flanged joints, flanged bonnets and any other flanged or threaded connections in fuel oil piping systems under pressure exceeding 0.18 N/mm^2 which are located above or near units of high temperature, including boilers, steam pipes, exhaust manifolds, silencers or other equipment required to be insulated by SOLAS regulation II-2/15.2.10	
421.	MSC77	MSC/Circ.1084	Principles for Hot Work on Board All Types of Ships	13 June 2003	Providing considerations to be taken when performing hot work on board ships	
422.	MSC77	MSC/Circ.1085	Use of Smoke Helmet-type Breathing Apparatus	6 June 2003	Considering that smoke helmet-type breathing apparatus will not be used according to the newly revised convention (since 1 July 2002) and has many drawbacks, it is recommended that existing ships be fitted with additional self-contained breathing apparatus to replace, or make redundant, existing smoke helmet type breathing apparatus	
423.	MSC77	MSC/Circ.1086	Code of Practice for Atmospheric Oil Mist Detectors	6 June 2003	The Code provides principle requirements with regard to generation of oil mist, diameter of oil mist particle, detection systems, location of detectors, sampling lines, setting alarm levels and test procedure. The Code is supplementary to main detection systems of engine rooms	
424.	MSC78	MSC/Circ.1120	Unified Interpretations of SOLAS Chapter II-2, the FSS Code, the FTP Code and Related Fire Test Procedures	2 June 2004	This Circular provides unified interpretations of vague expressions in SOLAS Chapter II-2, mainly involving SOLAS Chapter II-2, FSS Code and FTP Code	
425.	MSC79	MSC/Circ.1146	Lists of Solid Bulk Cargoes for which a Fixed Gas Fire-extinguishing System may be Exempted or for which a Fixed Gas Fire-extinguishing System is Ineffective	15 December 2004	Applicable to ships carrying solid bulk cargoes. According to the requirements of SOLAS Reg.II-2/10.7.1.4, ships can be exempted from provision of fixed fire-extinguishing systems in cargo spaces. This Circular provides lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective	Superseded by MSC.1/Circ.1395

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426.	MSC80	MSC/Circ.1165	Revised Guidelines for the Approval of Equivalent Water-based Fire-Extinguishing Systems for Machinery Spaces and Cargo Pump-rooms	1 June 2005	MSC/Circ.668, as amended by MSC/Circ.728, is revised and superseded by the Guidelines. The Guidelines provide basic approval and test requirements for equivalent water-based fire extinguishing systems for machinery spaces and cargo pump-rooms. The Guidelines comprise two appendixes: Appendix A contains component manufacturing standards for quivalent water-based fire extinguishing systems, and Appendix B contains test method for fire testing equivalent water-based fire extinguishing systems	
427.	MSC80	MSC/Circ.1167	Functional Requirements and Performance Standards for the Assessment of Evacuation Guidance Systems	1 June 2005	This Circular specifies functional requirements and performance standards applicable to all evacuation guidance systems	
428.	MSC80	MSC/Circ.1169	Unified Interpretations to SOLAS Chapter II-2	1 June 2005	This Circular provides unified interpretations to SOLAS Chapter II-2, mainly involving safety devices in venting systems, ventilation systems and heat insulation extending to the underside of the deck of the navigation bridge	
429.	MSC80	MSC/Circ.1170	Application of SOLAS Regulation II-2/15 for Lubricating Oil and Other Flammable Oil Arrangements for Ships Built before 1 July 1998	15 June 2005	This Circular clarifies that paragraphs 3 and 4 of SOLAS regulation II 2/15 (adopted by MSC.31(63)), in terms of compliance with the provisions of paragraphs 2.10 and 2.11 of SOLAS regulation II-2/15, should not be applied to existing ships constructed before July 1998. The Circular also clarifies that for lubricating oil systems and other oil systems (pressurized gearing system, control and driving system and heating system), SOLAS Reg.II-2/15.2.10 and 15.2.11 are only applicable to ships constructed on or after 1 July 1998	
430.	MSC81	MSC.1/Circ.1187	Interim Operational Recommendations for Passenger Ships with Cabin Balconies	23 May 2006	Recommendations on operation of cabin balconies are urgently developed regarding the hazards posed by cabin balconies where there may be a presence of combustible materials and an effective fire detection system is not installed	

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431.	MSC81	MSC.1/Circ.1203	Unified Interpretations to SOLAS Chapter II-2 and Fire Test Procedures Referred to in the FTP Code	19 May 2006	This Circular provides unified interpretations to SOLAS Chapter II-2 and the fire test procedures referred to in the FTP Code, mainly involving definition for oil fuel unit, protection from cargo areas, penetrations in fire-resisting divisions and prevention of heat transmission, fixed fire-extinguishing systems for general cargo, sources of ignition and fire-resisting performance of windows in tankers in the appendix of A.754(18)	
432.	MSC81	MSC.1/Circ.1204	Early Application of Amendments to SOLAS Chapter II-2	19 May 2006	Windows and sidescuttles facing the cargo area and on the sides of the superstructures and deckhouses of tankers (not including wheelhouse) as well as windows and sidescuttles on the bulkhead on the outward side of the superstructure or deckhouse at a distance of 3m from the transverse bulkhead facing the cargo area should be constructed to A-60 class standard, however, A-0 class standard is acceptable for windows and sidescuttles on the bulkhead on the outward side of the superstructure or deckhouse at a distance of 3m to 5m from the transverse bulkhead facing the cargo area	
433.	MSC83	MSC.1/Circ.1234	Drainage of Fire-fighting Water from Enclosed Vehicle and Ro-ro Spaces and Special Category Spaces for Passenger and Cargo ships	31 October 2007	This Circular provides draft amendments to SOLAS Reg.II-1/35-1 “bilge pumping arrangement” and Reg.II-2/20 “protection of vehicle, special category and ro-ro spaces”, involving measures to be taken against accumulation of water in closed vehicle, special category and ro-ro spaces (among which scupper anti-clogging nets are to meet relevant guidelines on drainage system which are to be developed), with following retroactive requirements: Existing ships constructed after 1 July 2002 but before the date of entry-into-force of the Amendments are to comply with the above provisions by the first survey after the date of entry-into-force of the Amendments. IMO invites Member Governments to pay attention to this Circular	

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434.	MSC83	MSC.1/Circ.1238	Guidelines for Evacualtion Analysis for New and Existing Passenger Ships	30 October 2007	This Circular mainly provides guidance for evacualtion analysis for new and existing passenger ships, including two methods, i.e. simplified evacuation analysis and advanced evacuation analysis (see annex 1), which are described examples. It supersedes MSC/Circ.1033	Superseding MSC/Circ.1033
435.	MSC83	MSC.1/Circ.1239	Unified Interpretations of SOLAS Chapter II-2	30 October 2007	This Circular mainly involves: (1) “Protection of oil fuel tank (SOLAS Reg.II-2/3.6 and 4.5.1.1)”: providing unified interpretation with regard to a cruciform contact with the cargo oil tank or slop tank, and to the void space protecting a fuel oil tank; (2) “ Location of paint lockers within the cargo block” (SOLAS Reg.II-2/4.5.1.2 and 4.5.1.3): Paint lockers, regardless of their use, should not be located above the tanks and spaces defined in SOLAS regulation II-2/4.5.1.2 for oil tankers nor above liquid cargo area of chemical tankers; (3) “Fire category of fan rooms serving engine-rooms (SOLAS Reg.II-2/9.7.3.1.2)”: according to different usage of fan rooms serving engine rooms, there are two different requirements for fire integrity btween engine room and fan room; (4) “Storage of fire-extinguishing media forward the cargo holds (SOLAS Reg.II-2/10.4.3)”: providing unified interpretation to fire-extinguishing media protecting the cargo holds being stored in a room located forward of the cargo holds, but aft of the collision bulkhead, and requiring the provision of both the local manual release mechanism and remote control(s) for the release of the media; (5) “ Portable fire-fighting appliances in cargo holds loaded with vehicles with fuel in their tanks (SOLAS Reg.II-2/20.6.2)”: clarifying that cargo holds loaded with vehicles with fuel in their tanks which are stowed in open or closed containers need not to be provided with portable fire extinguishers, water-fog applicators and foam applicator units	This Circular is same as IACS UI SC211
436.	MSC83	MSC.1/Circ.1240	Unified Interpretation of	30 October 2007	This Circular mainly involves “Storage of fire-extinguishing	This Circular is same as IACS

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			the International Code for Fire Safety Systems (FSS Code)		media forward the cargo holds (paragraph 2.1.3.3, Chapter 5 of FSS Code)": providing unified interpretation to fire-extinguishing media protecting the cargo holds being stored in a room located forward of the cargo holds, but aft of the collision bulkhead, and requiring the provision of both the local manual release mechanism and remote control(s) for the release of the media	UI SC204
437.	MSC83	MSC.1/Circ.1241	Unified Interpretation of the International Bulk Chemical (IBC) Code	30 October 2007	This Circular is applicable to ships carrying dangerous chemicals. Paint lockers, regardless of their use, should not be located above cargo area	This Circular is same as IACS UI SC201.
438.	MSC83	MSC.1/Circ.1242	Guidelines for the Approval of Fixed Fire Detection and Fire Alarm Systems for Cabin Balconies	30 October 2007	This Circular mainly involves the performance test and approval standards for fixed fire detection and alarm systems for protection of cabin balconies, e.g. system arrangement and design, performance of detectors, electrical power and operational control (including control panel),etc. It is developed aiming at IMO MSC.216(82)	
439.	MSC84	MSC.1/Circ.1268	Guidelines for the Approval of Fixed Pressure Water-spraying and Water-based Fire-extinguishing Systems for Cabin Balconies	30 May 2008	This Circular is applicable to passenger ships constructed on or after 1 July 2008, including general requirements, head performance and arrangement requirements, balcony model, fire origin composed of 2 chairs and 1 small table, test fire condition and test requirements	
440.	MSC84	MSC.1/Circ.1270 and Corr.1	Revised Guidelines for the Approval of Fixed Aerosol Fire-extinguishing Systems Equivalent to Fixed Gas Fire-extinguishing systems, as Referred to in SOLAS 74, for Machinery Spaces	4 June 2008	The Guidelines mainly involve basic requirements and fire test procedures of the fire-extinguishing systems. The Guidelines supersede MSC/Circ.1007	Superseding MSC/Circ.1007
441.	MSC84	MSC.1/Circ.1272	Guidelines for the approval of Fixed Water-based Fire-fighting Systems for Ro-ro Spaces and Special Category Spaces	4 June 2008	Applicable to ro-ro passenger ships or cargo ships with ro-ro spaces. This Circular is applicable to fixed water-based fire-fighting systems for ro-ro spaces and special category spaces which are approved on or after 1 June 2008, mainly involving basic requirements and fire test procedures of the	Superseding MSC/Circ.914

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			Equivalent to That Referred to in resolution A.123(V)		fire-fighting systems. It supersedes MSC/Circ.914	
442.	MSC84	MSC.1/Circ.1273	Unified Interpretations of the International Code for Application of Fire Test Procedures (FTP Code)	30 May 2008	This Circular mainly involves the criteria for test and assessment of a fire door of larger dimensions than a fire-tested fire door. For a fire door with dimensions (width, height) more than 15% above those of the tested door or with a surface area more than 10% above that of the tested door, test is to be carried out according to the maximum dimensions allowed by test furnace, and fire doors of different classes has different time requirements according to this interpretation	Main contents are covered by MSC.1/Circ.1319. This Circular is covered by IACS UI FTP3
443.	MSC84	MSC.1/Circ.1274	Guidelines for Evaluation of Fire Risk of External Areas on Passenger Ships	3 June 2008	These Guidelines mainly involve the design and simplified evaluation of fire risk of external areas on passenger ships, including two parts, i.e. Part 1: Design guidelines for the evaluation of fire risk of external areas on passenger ships; Part 2: Simplified risk assessment method for external areas on passenger ships	
444.	MSC84	MSC.1/Circ.1275	Unified Interpretations of SOLAS Chapter II-2 on the Number and Arrangement of Portable Fire Extinguishers on board Ships	3 June 2008	This Circular mainly involves requirements for the number and arrangement of portable fire extinguishers in accommodation spaces, service spaces, control stations, machinery spaces of category A and other spaces on board ships	
445.	MSC84	MSC.1/Circ.1276	Unified ainterpretations of SOLAS Chpater II-2	30 May 2008	1. When open deck is utilized for the exclusive storage of gas bottle for domestic purposes, “good ventilation” as required by SOLAS Reg.II-2/4.3 and spaces that cannot be considered as closed spaces are interpreted as follows: “A portion of open deck, recessed into a deck structure, machinery casing, deck house, etc., utilized for the exclusive storage of gas bottles is considered acceptable for the purpose of regulation II-2/4.3 provided that: (1) such a recess has an unobstructed opening, except for small appurtenant structures, such as opening corner radii,	1.This circular is same as IACS UI SC214 2.This circular supersedes MSC.1/Circ.1276/Rev.1

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					small sills, pillars, etc. The opening may be provided with grating walls and door; and (2) the depth of such a recess is not greater than 1 m. A portion of open deck meeting the above is to be considered as open deck in applying tables 9.1 to 9.8 of SOLAS chapter II-2." 2. With respect to the application of SOLAS regulations II-2/9.7.2.1, 9.7.2.2 and 9.7.5.2.1 for determining fire insulation for trunks and ducts which pass through an enclosed space, the term "pass through" pertains to the part of the trunk/duct contiguous to the enclosed space, with sketches given as examples. 3. For SOLAS regulation II-2/10.5.6 on fixed local application fire-extinguishing systems, arrangements of nozzle positions are interpreted. 4. For SOLAS regulation II-2/10.8.1 on fixed deck foam fire-extinguishing systems, interpretations are given on the fire-extinguishing systems protecting an enclosed pipe trunk situated along deck centerline within the cargo oil tanks deck area, containing pumps, valves and other facilities	
446.	MSC86	MSC.1/Circ.1312	Revised Guidelines for the Performance and Testing Criteria and Surveys of Foam Concentrates for Fixed Fire-extinguishing Systems	10 June 2009	The Guidelines provide performance requirements, testing criteria and survey methods of low-expansion foam concentrates for fixed fire-extinguishing systems. It has superseded MSC/Circ.582 and MSC/Circ.799 since 1 July 2012	Supersedes MSC/Circ.582 and Corr.1 MSC/Circ.799
447.	MSC86	MSC.1/Circ.1313	Guidance for Application of Chapters 4 to 7 and 9 of the FSS Code, as amended by resolutions MSC.206(81) and MSC.217(82)	10 June 2009	This Circular clarifiesthat Chapters 4, 6, 7 and 9 of the FSS Code, as amended by resolution MSC.206(81) and MSC.217(82) are applicable to ships constructed after 1 July 2008. Chapter 5 is applicable to ships constructed after 1 July 2010	

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448.	MSC86	MSC.1/Circ.1314	Application of SOLAS RegulatonII-2/10 and Chpater 12 of the FSS Code related to Emergency Fire Pump Capacity	10 June 2009	This Circular specifies requirements for emergency fire pump capacity	
449.	MSC86	MSC.1/Circ.1315	Guidelines for the Approval of Fixed Dry Chemical Powder Fire-extinguishing Systems for the Protecton of Ship Carrying Liquefied Gases in Bulk	10 June 2009	The Guidelines specify application, principle requirements and requirements for onboard test and approval test of fixed dry chemical powder fire-extinguishing systems for the protecton of ship carrying liquefied gases in bulk	This circular has been superseded by MSC.1/Circ.1315/Rev.1
450.	MSC86	MSC.1/Circ.1316	Guidelines on Determining the No Observed Adverse Effect Level (NOAEL) and Lowest Observed Adverse Effect Level (LOAEL) Values for Halocarbon Fire-extinguishing Agents	10 June 2009	This Cirular specifies the allowable values in terms of physiological or toxicological effect level to be complied with when halocarbon fire-extinguishing agents are tested according to MSC/Circ.848, as revised by MSC/Circ.1267	
451.	MSC86	MSC.1/Circ.1317	Application for Existing Approvals according to the Revised Guidelines for the Approval of Equivalent Fixed Gas Fire-extinguishing Systems, as Referred to in SOLAS 74, for Machinery Spaces and Cargo Pump-rooms (MSC/Circ.848)	11 June 2009	To clarify that type approvals conducted in accordance with MSC/Circ.848 should remain valid until 1 July 2012. It is revision to MSC.1/Circ.1267	
452.	MSC86	MSC.1/Circ.1318	Guidelines for the Maintenance and Inspections of Fixed Carbon Dioxide Fire-extinguishing Systems	11 June 2009	The Guidelines include weekly inspections, annual inspections, minimum recommended maintenance, preparation of inspection and maintenance plan, and safety precautions to be taken during inspection and maintenance, attached with an Example Service Charts applicable to high and low pressure fixed CO_2 fire-extinguishing systems	Has been superseded by MSC.1/Circ.1318/Rev.1

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453.	MSC86	MSC.1/Circ.1319	Recommendation for the Evaluation of Fire Performance and Approval of Large Fire Doors	11 June 2009	This Circular provides test and engineering evulation methods for doors larger than those which can be accommodated in the standard specimen size	
454.	MSC86	MSC.1/Circ.1320	Guidelines for the Drainage of Fire-fighting Water From Closed Vehicle and Ro-ro Spaces and Special Category Spaces of Passenger and Cargo Ships	11 June 2009	Applicable to ro-ro passenger ships and ro-ro cargo ships. The Guidelines provide requirements for dimension calculation method, arrangement and construction of drainage of fire-fighting water from closed vehicle and ro-ro spaces and special category spaces of passenger and cargo ships	
455.	MSC86	MSC.1/Circ.1321	Guidelines for Measures to Prevent Fires in Engine-rooms and Cargo Pump-rooms	11 June 2009	This Circular provides fire safety guidelines for flammable oil control, ignition source control, ventilation control, and arrangement and installation of oil pipe systems (including joints, valves and fittings) and oil fuel equipment (including heating equipment) in engine-rooms and cargo pump-rooms, and introduces reasonable pipe joint type and reasonable insulation for high-temperature surface	
456.	MSC82	MSC.1/Circ.1322	Unified Interpretations of SOLAS Chapter II-2	11 January 2009	This Circular provides interpretation to arrangement of oil fuel tanks adjacent to machinery spaces	
457.	MSC87	MSC.1/Circ.1368	Interirm Clarifications of SOLAS Chapter II-2 Requirements Regarding Interrelation Between the Central Control Station, Navigation Bridge and Safety Center	22 June 2010	Interirm clarifications of SOLAS Chapter II-2 requirements regarding interrelation between the central control station, navigation bridge and safety center for safe return of passenger ships to port	
458.	MSC87	MSC.1/Circ.1369	Interim Explanatory Notes for the Assessment of Passenger Ship Systems' Capabilities After a Fire or Flooding Casualty	22 June 2010	This Circular outlines the relevant essential systems and functions to be provided for safe return of passenger ships to port	

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459.	MSC87	MSC.1/Circ.1370	Guidelines for the Design, Construction and Testing of Fixed Hydrocarbon Gas Detection Systems	22 June 2010	The requirements for the design, construction and testing of fixed hydrocarbon gas detection systems are specified in the Guidelines	
460.	MSC88	MSC.1/Circ.1384	Guidelines for Testing and Approval of Fixed High-expansion Foam Systems	10 December 2010	This Circular mainly involves procedures for performance test of fire system construction, test of foam release performance of foam generator, and high-expansion foam fire-extinguishing test. It supersedes MSC.1/Circ.1271	Superseding MSC/Circ.1271
461.	MSC85	MSC.1/Circ.1282	Application of the Amended SOLAS Regulations II-2/3, XII/12 and XII/13	09 December 2008	Amendments to SOLAS regulations XII/12 and XII/13 in Annex 1 of MSC.216(82) entered into force on 1 July 2008, but they made reference to SOLAS regulation II-1/12 contained in Annex 2 of MSC.216(82), which entered into force on 1 January 2009. In order to resolve the above-mentioned anomaly, this Circular clarifies that the references to SOLAS regulation II-1/12 in the amended SOLAS regulations XII/12 and XII/13 should be read as references to the revised SOLAS regulation II-1/12, which was adopted by resolution MSC.216(82) (annex 2). Amendments to SOLAS regulation II-2/3 are adopted by adding a definition of cabin balcony as paragraph 53 by resolution MSC.216(82) (annex 1), and also adding definitions of safe area and safety centre as paragraphs 51 and 52 by resolution MSC.216(82) (annex 3). However. The amendments relating to paragraph 53 in regulation II-2/3 entered into force on 1 July 2008, and amendments relating to paragraphs 51 and 52 in regulation II-2/3 entered into force on 1 July 2010. In order to resolve the above numerical anomaly of paragraph 53 of SOLAS regulation II-2/3, it is agreed that the paragraph number 53 of the said regulation should remain as adopted by resolution MSC.216(82) (annex 1)	

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462.	MSC88	MSC.1/Circ.1385	Scientific Methods on Scaling of Test Volume for Fire Test on Water Mist Fire-extinguishing Systems	10 December 2010	This Circular mainly revises the requirements for fire-extinguishing time in test scenarios 1-4 in Appendix B of MSC/Circ.1165	
463.	MSC88	MSC.1/Circ.1387	Revised Guidelines for the Approval of Fixed Water-based Local Application Fire-fighting Systems for Use in Category A Machinery Spaces (MSC/Circ.913)	10 December 2010	The Guidelines provide relevant requirements for design, arrangement, construction and test of water-based local application fire-fighting systems for use in category A machinery spaces, superseding MSC/Circ.193, applicable to ships constructed on or after 10 December 2010	Superseding MSC/Circ.913
464.	MSC88	MSC.1/Circ.1388	Unified Interpretation of Chapter 12 of the International Code for Fire Safety Systems	10 December 2010	Aiming at determination of head height of fixed emergency fire pump in paragraph 2.2.1.3, Chapter 12 of FSS Code, this Circular provides ship heaving heights for different ship length, rolling and pitching conditions	
465.	MSC89	MSC.1/Circ.1407	Guidance for Application of SOLAS Regulation II-2/19.3	2 June 2011	Applicable to ships carrying dangerous goods. This Circular provides interpretation of resolution MSC.269(85) (concerning amendments to SOLAS regulation II-2/19). The requirements of SOLAS regulation II-2/1.2.4 for existing ships are revised as follows: Cargo ships (of 500 gross tonnage and above) and passenger ships constructed on or after 1 February 1992 but before 1 July 2002 need not comply with Regulation 19.3.3 provided that they comply with Regulation 54.2.3, as adopted by resolution MSC.13(57). Cargo ships (of 500 gross tonnage and above) and passenger ships constructed on or after 1 September 1984 but before 1 July 2002 need not comply with Regulations 19.3.1, 19.3.5, 19.3.6, 19.3.9 provided that they comply with Regulations 54.2.1, 54.2.5, 54.2.6, 54.2.9, as adopted by resolution MSC.1(XLV)	

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466.	MSC84/MEPC57	MSC-MEPC.1/Circ.3	Decreasing Availability of Halons for Marine Uses	4 June 2008	Recommending existing ships provided with halon fire-extinguishing systems to adopt other fire-extinguishing medium amd to calculate total amount of halon fire-extinguishing agents provided for existing ships	Outdated
467.	MSC79/MEPC52	MSC-MEPC.1/Circ.4	Early Application of the Amendments to the Fire Protection Requiremnts of the IBC Code	2 June 2006	Recommending Administration on early application of the amendments to the fire protection requiremnts of the IBC Code	Outdated
468.		SLS.17/Circ.3	Interim Recommendations and Interpretations of Chapter II-2 of the 1981/83 SOLAS Amendments	-------	Interim recommendations and interpretations of Chapter II-2 of the 1981/83 SOLAS Amendments	Outdated and the document is missing
469.		SLS.17/Circ.3/Add.1	Interim Recommendations and Interpretations of Chapter II-2 of the 1981/83 SOLAS Amendments	--------	Interim recommendations and interpretations of Chapter II-2 of the 1981/83 SOLAS Amendments	Outdated and the document is missing
470.		SLS.17/Circ.3/Add.2	Interim Recommendations and Interpretations of Chapter II-2 of the 1981/83 SOLAS Amendments	--------	Interim recommendations and interpretations of Chapter II-2 of the 1981/83 SOLAS Amendments	Outdated and the document is missing
471.	A17	A.690(17)	Periodical Inspections of Abandon Ship and Fire Drills on Passenger Ships	6 November 1991	Periodical inspections of abandon ship and fire drills on passenger ships	
472.	A17	A.691(17)	Safety Instructions to Passengers	11 June 1991	Safety instructions to passengers	
473.	A18	A.757(18)	Standards for the Calculation of the Width of Stairways Forming Means of Escape on Passenger Ships	4 November 1993	Clarification on the width of stairways forming means of escape on passenger ships	
474.	MSC58	MSC/Circ.528	Fire Protecting Systems for Cargo Compressor and Pump-rooms for Gas Carriers Covered by the Code	25 May 1990	It is a revision to paragraph 11.5 of IGC Code on compressor and pump-room	

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475.	MSC64	MSC/Circ.677	Revised Standards for the Design, Testing and Locating of Devices to Prevent the Passage of Flame into Cargo Tanks in Tankers, as Amended by MSC/Circ.1009	30 Dec. 1994/ -	It specifies technical conditions to be complied with for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers. The standards are revised by MSC.1/Circ.1324	Be superseded by MSC/Circ.677/Rev.1
476.	MSC66	MSC/Circ.730	Recommendations for Ventilation or Inerting of Double-Hull Spaces	6 June 1996	It provides implementation methods for ventilation or inerting of double-hull spaces in oil tankers	
477.	MSC66	MSC/Circ.731	Revised Factors to be Taken into Consideration when Designing Cargo Tank Venting and Gas-Freeing Arrangements	6 June 1996	It is a revision to MSC/Circ.677	
478.	MSC74	MSC/Circ.1006	Guidelines on Fire Test Procedures for Acceptance of Fire-Retardant Materials for the Construction of Lifeboats	18 June 2001	The Guidelines provides guidelines on fire test procedures for acceptance of fire-retardant materials for the construction of lifeboats	
479.	MSC75	MSC/Circ.1050	Shipboard Plans for Fire Protection Appliances, Life-Saving Appliances and Means of Escape	18 May 2002	Member Governments are invited to note that ISO and IMO are currently developing a standard for shipboard signage for fire protection appliances, life-saving appliances and means of escape, which is to be uniformly implemented after adoption. The standard was adopted by A.952(23) by Assembly at its twenty-third session, and Technical Regulations (2008) have been met, so it is not recommended to include	
480.	MSC80	MSC/Circ.1166	Guidelines for a Simplified Evacuation Analysis for High-Speed Passenger Craft	27 June 2005	It provides a new simplified method for designers to calculate time for evacuation of all passengers and crew on board high-speed passenger craft under the condition of emergency abandonment. It supersedes MSC/Circ.1001 “Interim guidelines for a simplified evacuation analysis for high-speed passenger craft” which was adopted on 26 June 2001	
481.	MSC80	MSC/Circ.1168	Interim Guidelines for the Testing, Approval and	1 June 2005	It provides interim guidelines for the testing, approval and maintenance for alternative systems to low-location lighting	

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			Maintenance of Evacuation Guidance Systems Used as an Alternative to Low-Location Lighting Systems		systems required by SOLAS regulation II-2/13.3.2.5.1	
482.	A11	A.441(XI)	Control by the Flag State over the Owner of a Ship	15 November 1979	This resolution requires every State to take necessary steps to ensure that the owner of a ship which flies the flag of that State provides such State with the current information	
483.	A14	A.561(14)	Translation of the Text of Certificates	20 November 1985	This resolution requires translation of ship certificates only (1) into a language, the translation into which is stipulated in the instrument in question, or (2) into English or French, if there is no such stipulation	
484.	A18	A.745(18)	Early Implementation of the Harmonized System of Survey and Certification (HSSC)	4 November 1993	This resolution requires Governments of States which are Parties to the 1988 SOLAS and Load Line Protocols to agree that certificates issued under paragraph 1 (b) or 2(b) above, which are current when the said Protocols enter into Force, remain valid until they expire	
485.	A20	A.849(20)	Code for the Investigation of Marine Casualties and Incidents, as Amended by A.884(21)	27 November 1997	1 This resolution revokes resolutions A.173(ES, IV), A.440(XI) and A.637(16); 2 This resolution provides code for the investigation of marine casualties and incidents in the form of annex, which is later amended by A.884(21); 3 The Code includes: 1 Introduction; 2 Objective; 3 Application; 4 Definitions applicable to the code; 5 Conduct of marine casualty investigations; 6 Responsibility for investigating casualties and incidents; 7 Responsibilities of the lead investigating State; 8 Consultation; 9 Cooperation; 10 Disclosure of records; 11 Personnel and material resources; 12 Issue of marine casualty reports and submission to IMO; 13 Re - opening of investigations; 14 Contents of reports; 15 Contact between Administrations; Annex Guidelines to assist investigators in the implementation of the Code	

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486.	MSC84	MSC.255(84)	Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code)	16 May 2008	Casualty Investigation Code contains three parts, i.e. Part 1 General; Part 2 Mandatory standards; Part 3 Recommendatory measures	
487.	A21	A.883(21)	Global and Uniform Implementation of the Harmonized System of Survey and Certification (HSSC)	25 November 1999	1 This resolution requires global and uniform implementation of the harmonized system of survey and certification as from 3 February 2000; 2 This resolution describes how to introduce harmonized system of survey and certification in the form of Annex 1 and revision to form of certificate in 1988 SOLAS and Load Line Protocols in the form of Annex 2	
488.	A22	A.912(22)	Self-Assessment of Flag State Performance	29 November 2001	This resolution adopts guidance on self-assessment of flag State performance and relevant standards and work indexes so as to further assist flag State government to improve work capability and efficiency for effective implementation of any Convention	
489.	A22	A.914(22)	Measures to Further Strengthen Flag State Implementation	29 November 2001	This resolution requires MSC and MEPC, under the coordination of the Council, to consider measures to further strengthen flag State implementation as part of the development of a safety culture and environmental conscience in all activities undertaken by IMO	
490.	A25	A.1003(25)	Entry into Force and Implementation of the 1993 Torremolinos Protocol	29 November 2007	It appeals each Administration to accept the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 for its earliest possible enry into force and implementation	
491.	A27	A.1052(27)	Procedures for Port State Control, 2011	20 December 2011	1 This resolution revokes resolutions A.787(19) and A.882(21); 2 This resolution provides basic guidance on the conduct of port State control inspections and afford consistency in the conduct of these inspections, the recognition of deficiencies of a ship, its equipment, or its crew, and the application of control procedures;	

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					3 This resolution contains 5 chapters (1 General; 2 Port State inspections; 3 Contravention and detention; 4 Reporting requirements; 5 Review procedures) and 18 appendixes. Governments are invited to abide by the provisions of this resolution when implementing port State control	
492.	A27	A.1053(27)	Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011	20 December 2011	1 This resolution revokes resolutions A.997(25), A.1020(26) and MEPC.180(59); 2 This resolution provides survey guidelines under the harmonized system of survey and certification (HSSC), 2011 in the form of annex; 3 The Guidelines includes survey guidelines under the 1974 SOLAS Convention, as modified by the 1988 Protocol relating thereto, survey guidelines under the 1966 Load Line Convention, as modified by the 1988 Protocol relating thereto, survey guidelines under the MARPOL Convention and survey guidelines under mandatory codes. Governments are invited to abide by the provisions of the Survey Guidelines when implementing survey according to the requirements of relevant IMO documents	
493.	A27	A.1054(27)	Code for the Implementation of Mandatory IMO Instruments, 2011	20 December 2011	1 This resolution revokes resolutions A.996(25) and A.1019(26); 2 The Code includes 4 parts (1 Common areas; 2 Flag States; 3 Coastal states; 4 Port States) and 7 annexes (1 Obligations of contracting governments/parties; 2 Specific flag State obligations; 3 Specific coastal State obligations; 4 Specific port State obligations; 5 Instruments made mandatory under IMO conventions; 6 Summary of amendments to mandatory instruments reflected in the Code; 7 Amendments to IMO instruments expected to be accepted and to enter into force between 1 January 2012 and 1 July 2012). Governments of all States in their capacity as flag, port and coastal States are urged to implement the Code on a national basis. For reference by Administrations during implementation	

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494.	MSC73	MSC.108(73)	Recommendation on Compliance with the Requirements of Paragraph 2.2.1.1 of Annex 12 to Annex B to the Guidelines on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers	5 December 2000	This resolution urges Governments to ensure that the actual transverse section modulus of the hull girders for oil tankers of 130 m or over in length and constructed on or after 1 July 2002 to be calculated under paragraph 2.2.1.1 of annex 12 to Annex B to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers are not to be less than 90% of the required section modulus for new buildings as specified in IACS Unified Requirements S7 or S11, whichever is the greater, regardless of being classed with a classification society which is or is not a member of IACS	
495.	MSC53	MSC/Circ.455	Language Problems in Presenting Operating and Emergency Instructions on board Ships	20 August 1990	For the purpose of improving operational efficiency and ensuring safety of ship and crew, MSC recommends that Operating and Emergency Instructions are posted on board in a language or languages which are well understood by the crew	
496.	MSC61	MSC/Circ.606	Port State Concurrence with SOLAS Exemptions	12 February 1993	For vessels intended for operation primarily from certain ports, exemptions based on relevant regulations of SOLAS Convention should be communicated to the port authorities by the flag State Administration	
497.	MSC65	MSC/Circ.710	Model Agreement for the Authorization of Recognized Organizations Acting on behalf of the Administration	9 October 1995	1 This Circular provides model agreement for authorization of recognized organization approved by MSC65 and MEPC37 in the form of annex. 2 The agreement complies with requirements of A.739(18) and its appendix, and is used by Administration to authorize recognized organization to carry out statutory survey and issue relevant statutory certificates	
498.	MSC66	MSC/Circ.762	Implementation of the ISM Code—Guidance to Companies Operating Multi-Flagged Fleets and Supplementary Guidelines to Administrations	11 July 1996	To give guidance to companies operating multi-flagged fleets on how to implement ISM Code and Administrations on how to issue Documents of Compliance to such companies. To facilitate the auditing and certification process and avoid duplication of work, companies should approach the relevant flag Administrations, proposing a plan of action and requesting agreement by all parties. Administrations approached by a company operating a multi-flagged fleet should enter into a positive dialogue with other involved	

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					Administrations	
499.	MSC67	MSC/Circ.788	Authorization of Recognized Organizations Acting on behalf of Administrations	27 March 1997	This Circular describes that MSC67 and MEPC38 approved a proposal by the Sub-Committee on Flag State Implementation to amalgamate into a single document all the relevant guidelines, minimum standards, specifications, model agreements, etc., relating to the authorization of organizations acting on behalf of the Administration contained in resolutions A.739(18) and A.789(19) as well as MSC/Circ.710 and MEPC/Circ.307	
500.	MSC70	MSC/Circ.889	Self-Assessment of Flag State Performance	17 December 1998	1 This Circular provides form of self-assessment of flag State performance approved by MSC70 and MEPC42 in the form of annex. 2 Self-assessment of flag State performance includes general obligation, internal criteria for assessment of flag State performance, legal framework, enforcement, responsibilities of recognized organizations, casualty and incident investigation, external criteria for assessment of flag State performance and self-assessment form	
501.	MSC70	MSC/Circ.890	Interim Guidelines for Port State Control related to the ISM Code	18 December 1998	It defines that port State control related to the ISM Code should be an inspection and not an audit. The ISM Code has been developed to promote a safety culture and is not intended to penalise those ships/operators whose Safety Management Systems embrace the principles and requirements of the ISM Code. It requires that PSC officers (PSCOs) have the requisite training and appropriate knowledge of the provisions of the ISM Code and provides detailed procedures and inspection contents of PSC regarding ISM Code	
502.	MSC72	MSC/Circ.954 MEPC/Circ.373	Self-Assessment of Flag State Performance: Criteria and Performance Indicators	23 June 2000	1 This Circular provides criteria and performance indicators which may be used when States choose to assess their performance as flag States, and were adopted by MSC72 & MEPC44 in the form of annex.	

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					2 Member Governments are invited to consider taking into account the attached criteria and performance indicators when carrying out a self-assessment of their capabilities and performance in giving full and complete effect to the IMO instruments to which they are Party, in accordance with the recommendations of, and Guidance annexed to, resolution A.881(21) — Self-assessment of flag State performance, and in conjunction with resolution A.847(20) — Guidelines to assist flag States in the implementation of IMO instruments. Member Governments are invited to refer to the Circular when carrying out assessment to performance	
503.	MSC72	MSC/Circ.955	Servicing of Life-Saving appliances and Radiocommunication Equipment under the Harmonized System of Survey and Certification (HSSC)	23 June 2000	The Circular provides that: the servicing intervals of life-saving appliances and radio communication equipment for ships, whose flag States implement the HSSC, may be in concert with the terms of the HSSC annual, periodical and renewal survey (maximum 18 months interval) notwithstanding regulations III/20.8, III/20.9 and IV/15.9 of the 1974 SOLAS Convention, as amended (maximum 17 months interval). Member Governments are invited to apply the above provision when conducting relevant surveys and port State control on ships, whose flag States implement the HSSC	
504.	MSC72	MSC/Circ.956	Guidelines for Unscheduled Inspections of Ro-Ro Passenger Ships by Flag States	23 June 2000	1 This Circular provides Guidelines for unscheduled inspections of ro-ro passenger ships in the form of annex. 2 The Guidelines is used to assist surveyors conducting unscheduled inspections of ro-ro passenger ships on behalf of the flag State. Such inspections are in addition to surveys and audits required by the relevant international conventions. 3 In order to ensure compliance with statutory requirements, unscheduled inspections should focus on aspects of operational nature	

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505.	MSC73	MSC/Circ.994 MEPC/Circ.381	The Beneficial Impact of the ISM Code and Its Role as an Indicator of Safe Operation and Environmental Protection	1 May 2001	The Circular describes beneficial impact of ISM Code to safe operation of ship and environmental protection	
506.	MSC74	MSC/Circ.1010 MEPC/Circ.382	Communication of Information on the Authorization of Recognized Organizations (ROs)	10 July 2001	The Circular invites Member Governments concerned to submit to IMO information on the authorization of ROs according to SOLAS and MARPOL 73/78 and in accordance with the sample form set out in the annex, for subsequent circulation to all Parties	
507.	MSC74	MSC/Circ.1011 MEPC/Circ.383	Measures to Improve Port State Control Procedures	26 June 2001	The Circular describes that MSC and MEPC agree with a number of recommendations made by the Sub-Committee on Flag State Implementation (FSI) on measures to improve port State control procedures, i.e. the whole concept of port State control of ships will be significantly improved by: .1 greater endeavours made by port States to notify flag States of any detentions and release of the latter's ships using the sample form for notification of detention of ship (annex 1) and the sample form for notification of release of ship (annex 2) in the most timely and expedient manner possible, making, to this effect, full use of modern communication facilities, i.e. fax, e-mail, etc. ; and .2 establishing a mechanism for a constructive and timely dialogue between flag States and port States on port State control interventions through improved channels of communications between port States and flag States, particularly in cases where flag States are seeking additional information or clarifications regarding detentions	
508.	MSC74	MSC/Circ.1012	Endorsement of Certificates with the Date of Completion of the Survey on which They are Based	26 June 2001	1 The Circular mainly describes that MSC and MEPC agree that when the date of issue of a certificate does not correspond with the associated survey, all certificates should clearly indicate when the associated survey was completed. The primary purpose of this indication is to provide port State control officers and other parties with clear and unambiguous information. 2 The Circular requires flag Administrations, in the interim	

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					and when appropriate, to endorse, or authorize their recognized organizations to endorse, the relevant certificates with the following words: "Completion date of the survey on which this certificate is based: dd/mm/yy"	
509.	MSC74	MSC/Circ.1015	Reporting Near Misses	2 June 2001	In order to promote a no-blame culture, ships are encouraged to report near misses, so that remedial measures can be taken to avoid recurrences. Shipping companies should not penalize persons reporting near misses	
510.	MSC79	MSC/Circ.1140 MEPC/Circ.424	Transfer of Ships between States	20 December 2004	1 The Circular provides recommended procedures for transfer of ships between flag States in the form of annex. 2 The main contents of the procedures are as follows: 1) upon the registration of a ship new to their registries, flag States should endeavour to ensure that the ship in question complies with the applicable international rules and regulations and, if necessary, liaise with the previous flag State; 2) upon the request of the new flag State, the flag of which the ship is entitled to fly, the former flag State the flag of which the ship was entitled to fly should promptly provide details of deficiencies, non-conformities with their applicable timescales and any other safety related information	
511.	MSC79	MSC/Circ.1142 MEPC/Circ.425	Marking the Ship's Plans, Manuals and Other Documents with the IMO Ship Identification Number	20 December 2004	1 The Circular specifies in the form of annex that all plans, manuals and other documents required by the various IMO conventions should be marked with the IMO ship identification number in a clearly legible and unambiguous manner. 2 The Circular also specifies that the responsible party for marking IMO ship identification number is the designer	
512.	MSC79	MSC/Circ.1150	Provision of Information on the Implementation of Codes, Recommendations, Guidelines and Other Non-Mandatory Instruments	23 January 2005	The Circular provides list of codes, recommendations, guidelines and other non-mandatory instruments on which governments are invited to supply information as to their implementation (totally 16 items) in the form of annex	

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513.	MSC70	MSC-MEPC.3/Circ.1	Casualty-Related Matters Reports on Marine Casualties and Incidents Revised Harmonized Reporting Procedures—Reports Required under SOLAS Regulation I/21 and MARPOL 73/78, Articles 8 and 12	26 September 2005	Maritime Safety Committee, at its eightieth session and Marine Environment Protection Committee at its fifty-third session, approved amendments to MSC/Circ.953 - MEPC/Circ.372 on Reports on marine casualties and incidents – Harmonized reporting procedures, replacing and adding report form of existing MSC and MEPC circulars and other documents and specifying steps for reporting marine casualties and pollution at different level	
514.	MSC80	MSC-MEPC.4/Circ.1	Port State Control-Related Matters Retention of Original Records/ Documents on board Ships	26 September 2005	1 The Circular mainly provides a illustrative list of retention of original records/documents on board ships, including ship records (ship's log, oil record book and cargo record book), seafarer's documents and certificates (seafarer's record book and seafarer's identity document) as well as other certificates and documents (updated list of certificates and documents required to be carried on board ships and issued by IMO in the form of a circular). 2 The Circular also indicates that the absence of original records/documents on board the ship in those exceptional circumstances is not to be recorded as a deficiency against the ship. Member Governments are invited to bring this Circular and the requirements of international maritime Conventions concerning the retention of original records/documents on board ships to the attention of port party and other relevant parties	
515.	MSC80	MSC-MEPC.5/Circ.1	Survey and Certification-Related Matters Recommended Conditions for Extending the Period of Validity of a Certificate	26 September 2005	The Circular provides recommended conditions for extending the period of validity of a certificate in the form of annex: 1 An additional survey, equivalent to at least the same scope of an annual survey required by the relevant certificate(s), is to be carried out. 2 The renewal survey is to be progressed to the maximum extent possible. 3 In cases where a dry docking is required but cannot be carried out, an underwater inspection of the ship's bottom is to be carried out.	

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					4 In cases where an underwater inspection is not possible (e.g. poor water visibility, draft restrictions, excessive current, refusal by the port Authority), an internal inspection of the ship's bottom structure, to the maximum extent practicable, is to be carried out. 5 The ship is to be allowed to sail directly to a named final agreed cargo discharge port and then directly to a named agreed port to complete the survey and/or dry docking. 6 The extension period is to be for the minimum amount of time needed to complete the survey and/or dry docking under the relevant certificate(s). 7 The condition of the ship found by the surveys indicated above is to be considered in determining the duration, distance and operational restrictions, if any, of the voyage needed to complete the survey. 8 The extension period of the relevant statutory certificate is not to exceed the period of validity of the ship class certificate. Member Governments are invited to notify relevant parties of this circular and its annex	
516.	MSC80	MSC-MEPC.5/Circ.2	Survey and Certification-Related Matters Guidelines for Administrations to Ensure the Adequacy of Transfer of Class-Related Matters between Recognized Organizations (ROs)	26 September 2005	1 The Circular provides Guidelines for Administrations to ensure the adequacy of transfer of class-related matters between recognized organizations (ROs) in the form of annex. 2 The above-mentioned guidelines includes 4 parts, i.e. definitions, procedural requirements, technical requirements and plans to be submitted by the owner to the gaining recognized organization, and 1 annex, i.e., harmonization of reporting. Member Governments are invited to apply the Circular and its annex. Member Governments are to consider implementing a system of monitoring and verification of the transfer of class-related matters between recognized organizations	

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517.	MSC80	MSC-MEPC.5/Circ.3	Survey and Certification-Related Matters Unified Interpretation of the Date of Completion of the Survey and Verification on which the Certificates are Based	26 September 2005	The Circular provides unified interpretation of the date of completion of the survey and verification on which the certificates are based, i.e. where the completion date is indicated on the certificate, the date is based on the date of the last survey and verification visit, as relevant, on which all items required to be surveyed or verified have been surveyed or verified regardless if the items were found satisfactory or with minor deficiencies or non-conformities	The same as IACS UI SC183-LL67-MPC10
518.		PSLS.2/Circ.7	Revalidation of Certificates Issued under the 1974 SOLAS Convention as Modified by the 1978 SOLAS Protocol			The document is missing
519.		PSLS.2/Circ.8	Identification of "New" and "Existing" Ships under the 1978 SOLAS Protocol and Procedure to be Followed when Completing Supplements			The document is missing
520.		SLS.14/Circ.115/Add.1, Add.2 and Add.3	International Convention for the Safety of Life at Sea, 1974 Issue of Exemption Certificates under the 1974 SOLAS Convention and Amendments thereto			The document is missing
521.	MSC 88	MSC.1/Circ.1402	Safety of Pilot Transfer Arrangements	14 June 2011	Member Governments are invited to pay attention to the fact that IMO has issued MSC.308(88) to revise the contents of SOLAS V/23 on pilot transfer arrangements, requiring examination of pilot transfer arrangements during PSC inspection	
522.	MSC 87	MSC-MEPC.2/Circ.9	Guidance for the Application of Safety, Security and Environmental Protection Provisions to FPSOs and	25 May 2010	1 The Circular Provides Guidance for the application of safety, security and environmental protection provisions to FPSOs and FSUs in the form of annex. 2 The guidance includes 7 parts, i.e. general (describing purpose of the guidance), jurisdiction and administration,	

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			FSUs		principle of application, operation on location, operation off location, security and emergency response. The Circular requires Member Governments to use the guidance in the annex of the Circular when applying relevant regulations of SOLAS, ISM, LL, MARPOL and STCW conventions	
523.	A19	A.794(19)	Surveys and Inspections of Ro-Ro Passenger Ships	23 November 1995	1 The resolution mainly urges Administrations to conduct, or arrange for the conduct of, unscheduled inspections of ro-ro passenger ships and recommends that such unscheduled inspections should, in particular, address aspects of an operational nature such as the familiarization of crew members with, and their effectiveness in, safety procedures, emergency procedures, maintenance, safe manning, working practices, passenger safety, bridge procedures and cargo and vehicle related operations. 2 The resolution also urges Governments to ensure that they are promptly made aware of any damage to, or permanent deflection of, bow, side and stern doors and associated hull plating, and of any deficiencies in the securing arrangements of such doors	
524.	A22	A.923(22)	Measures to Prevent the Registration of “Phantom” Ships	29 November 2001	The Assembly requires Governments to take measures ranging from ship registration material to registration procedure, encourage greater vigilance and prevent ships from registering on the basis of false or inaccurate information (phantom ships)	
525.	MSC88	MSC.1/Circ.1374	Information on Prohibiting the Use of Asbestos on board Ships	3 December 2010	This Circular reports following information in the form of report: 1. Although the installation of materials containing asbestos has, under SOLAS Convention, been prohibited for all ships, materials containing asbestos are still found on many ships. Administration is to take actions to prohibit use of materials containing asbestos. 2. It reiterates application requirements for ships of different phase by SOLAS Convention. 3. It is recommended that, whenever an item or material is to be installed, it is ensured that the item or material has a statement of compliance.	This circular has been superseded by MSC.1/Circ.1374/Rev.1

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					4. Importance of training of surveyors and inspectors. 5. Action to be taken in case of contraventions of SOLAS regulation II-1/3-5. When asbestos is detected on board, in contravention of SOLAS regulation II-1/3-5, action is to be taken to have it removed. The removal – assigned to professional asbestos removal companies – is to take place within a time frame of 3 years from the date when the contravention is found under the supervision of the flag State concerned. In such cases, a suitable exemption certificate is to be issued by the flag State	
526.	A24	A.987(24)	Guidelines on Fair Treatment of Seafarers in the Event of a Maritime Accident	1 December 2005	Main contents of This resolution are as follows: 1 Urging all States to respect the basic human rights of seafarers involved in maritime accidents and expeditiously to investigate maritime accidents to avoid any unfair treatment of seafarers. 2 Urging all states to adopt procedures to allow the prompt repatriation or re-embarkation of seafarers following maritime accidents. 3 IMO Legal Committee and ILO Governing Body are to keep the problem of unfair treatment of seafarers in the event of maritime accidents under review and to assess periodically the scale of the problem. 4 Guidelines on fair treatment of seafarers in the event of a maritime accident is to be developed and adopted as quick as possible. Member Governments are requested to bring this resolution to the attention of shipowners and seafarers and their respective organizations as well as any government officials who may be involved in decision and procedures affecting the treatment of seafarers involved in maritime accidents	
527.	MSC78	MSC.159(78)	Interim Guidance on Control and Compliance Measures to Enhance Maritime Security	21 May 2004	1 This Circular provides Interim guidance on control and compliance measures to enhance maritime security in the form of annex. 2 The guidance includes 7 chapters and appendixes 1& 2, i.e., Chapter 1 Introduction, Chapter 2 Qualifications and training of duly authorized officers, Chapter 3 Ships intending to enter a port of another contracting government,	

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					Chapter 4 Control of ships in port, Chapter 5 More detailed inspection where clear grounds exist, Chapter 6 Safeguards, Chapter 7 Reporting, Appendix 1 Related material, Appendix 2 Report of the imposition of a control and compliance measure in accordance with interim guidance on control and compliance (resolution MSC.159(78)). SOLAS Contracting Governments are invited to, when exercising control and compliance measures pursuant to the provisions of regulation XI-2/9 of the Convention to apply the circular and the annexed interim guidance	
528.	MSC81	MSC.1/Circ.1206	Measures to Prevent Accidents with Lifeboats	26 May 2006	To prevent occurrence of more accidents with lifeboats, uniform implementation documents on procedures for periodic maintenance of lifeboats, launching appliances and on-load release gear are developed and included in ISM Code. At the same time, Guidelines on safety during abandon ship drills using lifeboats is developed and Guidelines on simulated launching of free-fall lifeboats are provided	Outdated and superseded by MSC.1/Circ.1206/Rev.1
529.	MSC 82	MSC.1/Circ.1221	Validity of Type Approval Certification for Marine Products	11 December 2006	The Circular provides explanation to misunderstanding that exists among port State control officers regarding some of the Type Approval Certificates issued for marine products, including procedures that must be included in Type Approval Certificates issued for marine products. IMO agrees that the validity of the Type Approval Certificate itself has no influence on the operational validity of a product accepted and installed onboard a ship and that a product manufactured during the period of validity of the relevant Type Approval Certificate need not be renewed or replaced due to expiration of such Type Approval Certificate	
530.	MSC 82	MSC.1/Circ.1223	Guidelines for Pre-Planning of Surveys in Dry-Dock of Ships which are not Subject to the Enhanced Programme of Inspections	11 December 2006	1 The Circular provides Guidelines for pre-planning of surveys in dry-dock of ships which are not subject to the enhanced programme of inspections in the form of annex. 2 The above-mentioned guidelines contains 3 parts, i.e. scope (ships which are not subject to ESP), objective (to assure that a survey in dry dock is effectively and safely carried out) and pre-planning meeting (meeting is to include	

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					survey status and basic ship information, survey records from the previous bottom survey, details of any outstanding recommendations or known damaged areas). Member Governments are invited to notify relevant parties of the Circular	
531.	MSC 83	MSC.1/Circ.1252	Guidelines on Annual Testing of the Automatic Identification System (AIS)	22 October 2007	The Guidelines provides test items for AIS installed on board ship during annual survey and AIS test report	
532.	MSC 85	MSC.1/Circ.1290	Unified Interpretation of the Term "First Survey" Referred to in SOLAS Regulations	16 December 2008	Unless indicated otherwise, when the term "first survey" is referenced by a regulation in the 1974 SOLAS Convention, as amended, it means the first annual survey, the first periodical survey or the first renewal survey whichever is due first after the date specified in the relevant regulation or any other survey if the Administration deems it to be reasonable and practicable, taking into account the extent of repairs and alterations being undertaken. For a ship under construction, where the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the initial survey is the "first survey"	This Circular superseded MSC/Circ.1141. The contents of this Circular are consistent with those of IACS UI SC171
533.	MSC 81	MSC-MEPC.2/Circ.3	Guidelines on the Basic Elements of a Shipboard Occupational Health and Safety Programme	5 June 2006	1 This Circular provides Guidelines on the basic elements of a shipboard occupational health and safety programme in the form of annex. 2 The above-mentioned guidelines is composed of 3 parts, i.e. purpose, application and basic elements (including Appendix 1 "Management commitment and leadership", Appendix 2 "Employee participation", Appendix 3 "Hazard anticipation, identification, evaluation and control", Appendix 4 "Training", Appendix 5 "Record keeping", Appendix 6 "Contract or third party personnel", Appendix 7 "Fatality, injury, illness and incident investigation" and Appendix 8 "Systematic shipboard occupational health and safety evaluation")	

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534.	MSC53	MSC/Circ.454	Certification of Existing Mobile Offshore Drilling Units (MODU Code)	13 October 1986	The Circular further emphasizes that although Code on construction and equipment of mobile offshore drilling units adopted by resolution A.414(XI) is applicable to newly constructed mobile offshore drilling units, relevant certificates can be issued according to this Code if existing drilling units comply with the provisions of the Code. If existing drilling units do not comply with the provisions of the Code, by taking account of local environmental conditions, States may allow drilling operation. Member Governments are invited to consider the provisions of preamble of Code on construction and equipment of mobile offshore drilling units to existing mobile offshore drilling units	
535.	MSC63	MSC/Circ.655	Guidance for Planning the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers	6 June 1994	1. The Circular states that, in order to better implement A.744(18) on requirements for ESP survey of bulk carriers and oil tankers, a survey programme is to be developed prior to survey and Guidance for planning the enhanced programme of inspections during surveys of bulk carriers and oil tankers is provided in the form of annex. 2. The above-mentioned guidance is to be used in conjunction with A.744(18). The Guidance only provides part A: Bulk carriers: Special survey - Hull, including objectives, principles for a survey programme and development of a survey programme. Member Governments are invited to develop a survey programme by using this Circular during ESP survey to bulk carriers and oil tankers.	
536.	MSC65	MSC/Circ.696	Thorough Examination of the Cargo Lifting Plant of Ships	1 June 1995	This Circular reiterates definitions of “thorough examination” and “competent person” of cargo lifting plant of ships according to No.152 Convention of International Labor Organization. This Circular is addressed to Member Governments and interested international organizations for information and action as appropriate	

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537.	MSC71	MSC/Circ.918	Guidance for Port State Control Officers in respect of Certificates of Competency Issued under the Provision of the STCW Convention	4 June 1999	This Circular provides explanation to certificates of crew competency as follows: 1. Until 1 February 2002, valid certificates of competency and endorsements issued by a recognized organization in accordance with the relevant provisions of the STCW Convention which were in force immediately prior to 1 February 1997 remain valid. 2. All certificates of competency are to meet relevant requirements of STCW Convention on or after 1 February 2002. 3. Crew need not meet the requirements of regulation VI/1 of STCW Convention by holding training certificate. Member Governments are invited to bring the contents of this Circular to the attention of all concerned, especially port State control officers	
538.	MSC75	MSC/Circ.1030	Guidance for port State control officers on issues related to certificates of competency	29 May 2002	The Circular further defines that certificates of competency issued in compliance with the STCW Convention 1978, as amended, also included the competency requirements of chapter VI of the STCW Convention. It was therefore not necessary for the holders of certificates of competency to carry additional documentary evidence in respect of those competences of chapter VI. Member Governments are invited to bring this information to the attention of all concerned, especially port State control officers	
539.	MSC75	MSC/Circ.1032	Guidance for port State control officers on references to STCW 95 in certificates, endorsements and documentary evidence	23 May 2002	1. In order to avoid confusion during port State control inspections of seafarers' certificates, endorsements and documentary evidence, MSC recommended that port State control officers accept valid and authentic certificates and endorsements which include in their title that the certificate or endorsement has been issued either: 1) "under the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995", as provided in section A－I/2 of the STCW Code ; or 2) "under the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for	

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					Seafarers, 1978, as amended", which takes account of all the amendments made to the Convention subsequently. 2. MSC also recommends that port State control officers should not, when undertaking inspections of certificates and documentary evidence issued in respect of the training required under STCW chapters V and VI, call for references to STCW 95 but ensure that appropriate references to regulations in the Convention and sections of the Code are given. Member Governments are invited to bring this information to the attention of all concerned, especially port State control officers	
540.	MSC75	MSC/Circ.1049	Accidents with Lifeboats	18 May 2002	It provides type of accidents with lifeboats and invites Administrations, manufacturers, shipowners, crew and classification societies to take measures to avoid occurrence of accidents. It is to ensure that on-load release mechanism complies with LSA Code and documents on equipment maintenance and adjustment, personnel training and qualification and maintenance procedures are available on board	Outdated and superseded by MSC/ Circ.1206/Rev.1
541.	MSC81	MSC.1/Circ.1191	Further Reminder of the Obligation to Notify Flag States when Exercising Control and Compliance Measures	30 May 2006	1. The circular provides relevant documents on how to notify flag States when exercising control and compliance measures in the form of annex. 2. The above-mentioned documents include: 1) Background for the obligation of notifying flag State when exercising control and compliance measures; 2) Contracting Governments and all duly authorized officers are reminded of the obligation when exercising control and compliance measures to notify flag State Administration, recognized security organization and IMO; 3) Where to find the contact details of the Administrations; 4) To whom the notifications are to be sent. Contracting Governments and their duly authorized officers are invited to notice the information of the Circular when exercising control and compliance measures	The Circular supersedes MSC/Circ. 1133

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542.	MSC81	MSC-MEPC.2/Circ.2	IMO Requirements on Carriage of Publications on board Ships	1 June 2006	The Circular lists publications required to be carried on board ship by IMO instruments (such as SOLAS Convention, MARPOL Convention, LL Convention, COLREG Convention and STCW Convention), including International Code of Signals, IAMSAR Manual (Volume III), nautical charts and publications required by ISM Code. Member Governments are invited to inform relevant parties of the Circular	
543.	MSC86	MSC-MEPC.5/Circ.6	Guidance on the Timing of Replacement of Existing Certificates by the Certificates Issued after the Entry into Force of Amendments to Certificates in IMO Instruments	6 August 2009	Main contents of the Guidance are as follows: 1. In cases where the ship has not to comply with new requirements, the certificate (and its supplement, if any) is not re-issued until its expiry. 2. In cases where the ship has to comply with new requirements, the certificate (and its supplement, if any) is re-issued at the opportunity of the survey specified with the new requirement occurring after the date of entry into force of the amendments 3. Where a ship is subjected to a modification or conversion which involves an additional survey, the certificate (and its supplement, if any) is re-issued. SOLAS contracting governments are invited to use this circular for explanation and inform relevant parties, particularly port state control officers, of the circular	Has been superseded by MSC-MPEC.5/Circ.7/Rev.1
544.	A13	A.545(13)	Measures to Prevent Acts of Piracy and Armed Robbery against Ships	17 November 1983	Governments concerned are urged to take all necessary measures to prevent and suppress acts of piracy and armed robbery against ships in their waters. Governments concerned are urged to take measures to prevent and suppress acts of piracy	
545.	A14	A.584(14)	Measures to Prevent Unlawful Acts which Threaten the Safety of Ships and the Security of Their Passengers and Crews	20 November 1985	MSC is instructed to develop detailed and practical technical measures to be used by governments, port authorities and Administrations, ship owners, ship operators and crew and to ensure safety of passenger and crew on board ship	

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546.	A17	A.683(17)	Prevention and Suppression of Acts of Piracy and Armed Robbery against Ships	6 November 1991	Member Governments are invited to take prevention and suppression of acts of piracy and armed robbery against ships as the highest priority. MSC is required to keep this matter under review and take further action. Member Governments and MSC are requested to take further actions to fight against acts of piracy	
547.	A17	A.719(17)	Prevention of Air Pollution from Ships	6 November 1991	The Assembly requires MSC and MEPC to take joint actions to reduce air pollution from ships, e.g. developing new requirements, and urges Member Governments to take measures on chlorofluorocarbons, halon, exhaust gas and volatile organic compounds	Outdated.
548.	A18	A.738(18)	Measures to Prevent and Suppress Acts of Piracy and Armed Robbery against Ships	4 November 1993	All Governments are urged to continue their efforts to prevent and suppress acts of piracy and armed robbed (piratical attacks) against ships at sea. Governments are requested to instruct national rescue co-ordination centres or other agencies involved, on receipt of a report of an attack, to inform promptly the local security forces so that contingency plans may be implemented and to warn skipping in the immediate area of the attack All Governments are urged to continue to strive for fighting against pirates	
549.	A23	A.959(23)	Format and Guidelines for the Maintenance of the Continuous Synopsis Record (CSR)	20 May 2005	This resolution provides format and guidelines for the maintenance of the continuous synopsis record (CSR). The amendments strongly urges Contracting Governments to the Convention to undertake their obligations according to SOLAS regulation XI-1/5 and resolution A.959(23), particularly in case of change of flag from one Contracting Government to another Contracting Government to the Convention, continuous synopsis record is to be sent to the new Contracting Government as early as possible within the time frame specified by resolution A.959(23), so that the new Contracting Government can issue continuous synopsis record to the ship in time	

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550.	A26	A.1022(26)	Guidelines on the Implementation of the International Safety Management (ISM) Code by Administrations	2 December 2009	The Guidelines provides guidance for Administration to verify that the safety management system of a Company responsible for the operation of ships, or the safety management system for the ship or ships controlled by the Company, complies with the ISM Code, mainly including the issue and annual verification of the Document of Compliance and the issue and intermediate verification of the Safety Management Certificate	resolution A.913(22) is revoked as from 1 July 2010
551.	A26	A.1025(26)	Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships	2 December 2009	The document provides code of practice for the investigation of the crimes of piracy, the purpose of which is to provide Member States with an *aide-mémoire* to facilitate the investigation of the crimes of piracy and armed robbery against ships, mainly including investigator training, investigative strategy, initial report and investigation. Resolution A.922(22) is revoked	
552.	A26	A.1026(26)	Piracy and Armed Robbery against Ships in Waters off the Coast of Somalia	2 December 2009	Governments are strongly urged to increase their efforts to prevent acts of piracy and armed robbery against ships, and are requested to instruct national rescue coordination centers or other agencies involved, on receipt of a report of an attack, to promptly initiate the transmission of relevant advice and warnings through the World-Wide Navigation Warning Service, the International Safety Net Service or otherwise, so as to warn shipping in the immediate area of the attack. The government of Somalia is requested once more to take necessary actions to prevent and suppress acts of piracy and armed robbery against ships originating from within Somalia. A.1002(25) is revoked	Revoked A.1002(25)
553.	A27	A.1051(27)	IMO/WMO Worldwide Met-Ocean Information and Warning Service—Guidance Document	20 December 2011	It provides worldwide met-ocean information and warning service guidance document	

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554.	MSC 83	MSC.242(83)	Use of the Long-Range Identification and Tracking Information for Maritime Safety and Marine Environment Protection Purposes	12 October 2007	States can require, receive and use LRIT information for safety and marine environment protection purposes	
555.	MSC 84	MSC.263(84)	Revised Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships	16 May 2008	Amendments to performance standards and functional requirements for the long range identification and tracking of ships. The standards contain provisions related to function of LRIT system architecture, shipborne equipment, application service provider, communication service provider, LRIT data center, national data center, regional and cooperative data center, international data center, international data exchange center, LRIT data distribution plan, safety of LRIT system, performance of LRIT system and LRIT coordinator. The standards contain revision to resolutions MSC.210(81) and MSC.254(83). It defines that when the ship is laid up for a long period or undergoing repairs or in port, the Administration may reduce or stop the transmission of LRIT information. In addition, requirements for data center, data distribution plan and international data exchange are revised	1. Resolutions MSC.210 (81) and MSC.245 (83) are revoked. 2. This Resolution is revoked by MSC.263(84)/Rev.1.
556.	MSC 84	MSC.264 (84)	Establishment of International LRIT Data Exchange on an Interim Basis	16 May 2008	It has nothing to do with CCS service. It is a revision to MSC.243(83). Resolution MSC.243(83) is revoked	
557.	MSC 87	MSC.298(87)	Establishment of a Distribution Facility for the Provision of LRIT Information to Security Forces Operating in Waters of the Gulf of Aden and the Western Indian Ocean to Aid Their Work in the Repression of Piracy and Armed Robbery against Ships (the Distribution	21 May 2010	It is agreed to establish a distribution facility in London for the provision of LRIT information, but it is not part of LRIT system. Flag State's participation is completely voluntary	

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558.	MSC87	MSC.303(87)	Assuring Safety during Demonstrations, Protests or Confrontations on the High Seas	17 May 2010	Governments are called upon to dissuade persons and entities under their jurisdiction to refrain from actions that intentionally imperil human life, the marine environment or property during demonstrations, protests or confrontations on the high seas. At the same time, all ships are called upon to, during demonstrations, protests or confrontations on the high seas, take all measures to comply with COLREG Code, SOLAS Convention and International Telecommunication Union Radio Regulations by taking all steps to avoid collision and safeguard navigation and safety of life at sea	
559.	MSC87	MSC.305(87)	Guidelines on Operational Procedures for the Promulgation of Maritime Safety Information concerning Acts of Piracy and Piracy Counter-Measure Operations	17 May 2010	This resolution mainly states that maritime safety information concerning acts of piracy and piracy counter-measure operations is broadcast through World-wide Navigational Warning Service in accordance with the requirements of MSC.1/Circ.1310	
560.	MSC88	MSC.312(88)	Revised Guidelines on the Prevention of Access by Stowaways and the Allocation of Responsibilities to Seek the Successful Resolution of Stowaway Cases	2 December 2010	The Circular provides principle and measures to prevent stowaway cases and responsibilities of each party to seek the successful resolution of stowaway cases	
561.	MSC 89	MSC.322(89)	Operation of the International LRIT Data Exchange	20 May 2011	It is agreed that the transfer of operations of the International Data Exchange (IDE) from USA to EMSA is to be conducted before 31 December 2011 and EMSA is to conduct integration testing of IDE. At the same time, it is agreed that temporary IDE of USA is treated as disaster recovery site	

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562.	MSC 89	MSC.324(89)	Implementation of Best Management Practice Guidance	20 May 2011	All relevant parties are urged to take actions to ensure implementation of best management practice so as to significantly decrease the risk of successful pirate attacks	
563.	MSC89	MSC.1/Circ.797/ Rev.21	List of Competent Persons Maintained by the Secretary-General pursuant to Section A-I/7 of the STCW Code	7 June 2011	Revised list of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code	This Circular is superseded by MSC.1/Circ.797/Rev.22.
564.	MSC53	MSC/Circ.443	Measures to Prevent Unlawful Acts against Passengers and Crews on board Ships	26 September 1986	Applicable to passenger ships engaged on international voyages of 24 hours or more. These measures include development of port security plan and ship security plan (if necessary self-defensive weapon is provided, dedicated persons responsible for security are to be designated)	
565.	MSC66	MSC/Circ.754	Passenger Ferry Security	5 July 1996	The Circular provides security measures for passenger ferry engaged on international voyages	It was revised by A.584(14) in 2001
566.	N/A	MSC/Circ.1067	Early Implementation of the Special Measures to Enhance Maritime Security	28 February 2003	Member Governments are invited to pay attention to the fact that SOLAS Chapter XI-2 and ISPS Code will take effect on 1 July 2004 and relevant preparations are to be made as early as possible	Outdated
567.	MSC77	MSC/Circ.1074	Measures to Enhance Maritime Security Interim Guidelines for the Authorization of Recognized Security Organizations Acting on Behalf of the Administration and/or Designated Authority of a Contracting Government	6 June 2003	The interim Guidelines describes conditions and capabilities for authorized RSOs acting on behalf of the Administration and/or designated authority of a contracting government	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
568.	MSC77	MSC/Circ.1090	Guidance for Administrations, Companies, Masters and Manning Agents in Detecting and Preventing Unlawful Practices	6 June 2003	It provides guidance for detecting and preventing unlawful practices relating to certificates of competency	
569.	MSC77	MSC/Circ.1097	Guidelines to the Implementation of SOLAS Chapter XI-2 and the ISPS Code	6 June 2003	This Circular is a document explaining whether offshore units and oil storage tankers are applicable, condition for issuing international ship security certificate and what is "immediate threat"	
570.	N/A	MSC/Circ.1104	Implementation of SOLAS Chapter XI-2 and the ISPS Code	15 January 2004	Governments are invited to pay attention to the fact that SOLAS Chapter XI-2 and ISPS Code will take effect on 1 July 2004	Outdated
571.	N/A	MSC/Circ.1106	Implementation of SOLAS Chapter XI-2 and the ISPS Code to Port Facilities	29 March 2004	Port authorities are invited to prepare for the entry into force of SOLAS Chapter XI-2 and ISPS Code	Outdated
572.	MSC78	MSC/Circ.1111	Guidance Relating to the Implementation of SOLAS Chapter XI-2 and the ISPS Code	7 June 2004	The Circular provides 2 annexes. Annex 1 explains under what condition to implement control and compliance measures, Annex 2 is detailed guidance for implementing control and compliance measures, including qualification and training of duly authorized officers, information to be provided by the ship intending to enter a port of another Contracting Government, assessment and action taken, control of ship in port, clear grounds for more detailed inspection, safeguards and report	
573.	MSC78	MSC/Circ.1113	Guidance to Port State Control Officers on the Non-Security Related Elements of the 2002 SOLAS Amendments	7 June 2004	It guides port state control officers to check, according to the requirements of 2002 SOLAS Amendments, whether non-security related elements such as automatic identification system, ship's identification number and continuous synopsis record are implemented	
574.	MSC79	MSC/Circ.1132	Guidance Relating to the Implementation of SOLAS Chapter XI-2 and the ISPS Code	14 December 2004	The Guidance provides Contracting Governments with some items of attention during implementation of SOLAS Chapter XI-2 and ISPS Code, e.g. setting security level, the need for and the benefits from dialogue between Company and Ship Security Officers and PFSOs, as well as contacting the Company Security Officer	

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575.	MSC79	MSC/Circ.1156	Guidance on the Access of Public Authorities, Emergency Response Services and Pilots on board Ships to which SOLAS Chapter XI-2 and the ISPS Code Apply	25 May 2005	The annex of the Circular provides guidance on expediting access control of public authorities, emergency response services and pilots on board ships without violating provisions of the Code during implementation of SOLAS Chapter XI-2 and the ISPS Code. It provides specific guidance on access of emergency response services and pilots	
576.	MSC79	MSC/Circ.1157	Interim Scheme for the Compliance of Certain Cargo Ships with the Special Measures to Enhance Maritime Security	23 May 2005	It provides interim scheme to enhance maritime security for cargo ships and companies operating such ships not complying with SOLAS Chapter XI-2 and Part A of ISPS Code. The deadline of the scheme is 1 July 2008	Outdated
577.	MSC90	MSC.1/Circ.1164/ Rev.10	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended Promulgation of Information Related to Reports of Independent Evaluation Submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended, Confirmed by the Maritime Safety Committee to Have Communicated Information which Demonstrates that Parties are Giving Full and Complete Effect to the Relevant Provisions of the Convention	7 June 2012	The Circular provides information related to reports of independent evaluation submitted by parties to STCW Convention in the form of table	

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578.	MSC81	MSC.1/Circ.1189	Interim Scheme for the Compliance of Special Purpose Ships with the Special Measures to Enhance Maritime Security	19 May 2006	Because some special purpose ships have not implemented ISPS Code, it is agreed that the deadline for special purpose ships to implement ISPS Code is delayed to 1 July 2008	Outdated.
579.	MSC81	MSC.1/Circ.1192	Guidance on Voluntary Self-Assessment by SOLAS Contracting Governments and by Port Facilities	30 May 2006	The Circular includes 2 parts. The former part is voluntary self-assessment questionnaire for contracting governments, and the latter part is voluntary self-assessment tool for port facility security	
580.	MSC81	MSC.1/Circ.1193	Guidance on Voluntary Self-Assessment by Administrations and for Ship Security	30 May 2006	The Circular includes 2 appendixes. Appendix 1 is voluntary self-assessment questionnaire for Administrations, and Appendix 2 is questionnaire for ship's implementation of SOLAS Chapter XII-2 and ISPS Code	
581.	MSC81	MSC.1/Circ.1194	Effective Implementation of SOLAS Chapter XI-2 and the ISPS Code	30 May 2006	Governments that have not effectively implemented SOLAS Chapter XI-2 and ISPS Code are urged to take effective measures to ensure effective implementation of SOLAS Chapter XI-2 and ISPS Code	
582.	N/A	ILO/IMO	ILO/IMO Code of Practice on Security in Ports (see MSC 78/7/2, Annex)	19 May 2006	MSC 78/7/2 document provides revised code of practice on security in ports for approval by MEPC	
583.	A20	A.858(20)	Procedure for the Adoption and Amendment of Traffic Separation Schemes, Routeing Measures other than Traffic Separation Schemes, including Designation and Substitution of Archipelagic Sea Lanes, and Ship Reporting Systems	27 November 1997	Procedure for the adoption and amendment of traffic separation schemes, routeing measures and ship reporting systems. Resolutions A.376(X), A.377(X) and A.826(19) are revoked	Resolutions A.376(X), A.377(X) and A.826(19) are revoked
584.	MSC78	MSC/Circ.1112	Shore Leave and Access to Ships under the ISPS Code	7 July 2004	During implementation of ISPS Code, Member Governments are to respect human rights of seafarers and port workers to provide normal rights of shore leave and	

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					access to ships	
585.	MSC80	MSC/Circ.1154	Guidelines on Training and Certification for Company Security Officers	23 April 2005	It provides knowledge and skills necessary for company security officers	
586.	MSC81	MSC/Circ.1188	Guidelines on Training and Certification for Port Facility Security Officers	22 May 2006	It provides knowledge and skills necessary for port facility security officers	
587.	MSC89	MSC.1/Circ.1163/ Rev.7	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended, Confirmed by the Maritime Safety Committee to have Communicated Information which Demonstrates that Full and Complete Effect is Given to the Relevant Provisions of the Convention	24 May 2011	It provides a list of parties which are giving full and complete effect to the relevant provisions of STCW Convention	
588.	MSC89	MSC.1/Circ.1164/ Rev.9	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended Promulgation of	24 May 2011	The Circular provides information related to reports of independent evaluation submitted by parties to STCW Convention in the form of table	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
			Information Related to Reports of Independent Evaluation Submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended, Confirmed by the Maritime Safety Committee to have Communicated Information which Demonstrates that Parties are Giving Full and Complete Effect to the Relevant Provisions of the Convention			
589.	MSC82	MSC.1/Circ.1217	Interim Guidance on Voluntary Self-Assessment by Companies and Company Security Officers (CSOs) for Ship Security	14 December 2006	The Circular provides tables containing qualification of assessor and contents of assessment during assessment by companies for ship security	
590.	MSC 82	MSC.1/Circ.1219	Interim LRIT Technical Specifications and Other Matters	15 December 2006	MSC considered the report of the Working Group on Engineering Aspects of LRIT and approved the Circular, submitted draft of technical requirements for LRIT data exchange center, data center, system network communication, relevant testing agreement as well as establishment and maintenance, and agreed to circulate the draft to LRIT coordinator and Member Governments for discussion	
591.	MSC82	MSC.1/Circ.1231	Interim Scheme for the Compliance of Certain Cargo Ships and Special Purpose Ships with the Management for the Safe Operations of Ships	11 December 2006	The interim scheme is developed by IMO, aiming at some cargo ships and special purpose ships whose gross tonnage is not determined according to International Convention on Tonnage Measurement of Ships, 1969 and whose management does not comply with requirements of SOLAS Chapter IX “management for the safe operation of ships”, to allow these ships to comply with the provisions of the	Outdated

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					Convention not later than 1 January 2010	
592.	MSC83	MSC.1/Circ.1253	Shipboard Technical Operation and Maintenance Manual	26 October 2007	The Circular requires Administrations to fully recognize the necessity for up-to-date, accurate and user-friendly shipboard technical operating and maintenance manuals to be available on board ships; recommends that IACS Recommendation No.71 is used as a model for shipboard technical operating and maintenance manuals, which are to be provided in the working language of the ship. It also encourages ship designers and shipbuilders to provide diagrams and drawings explaining the operation of integrated ship systems as well as emergency operation of such ship systems	
593.	MSC87	MSC.1/Circ.1341	Guidelines on Security-Related Training and Familiarization for Port Facility Personnel	27 May 2010	The document provides security-related training and familiarization requirements for personnel employed in a port facility having specific security-related duties and all other port facility personnel identified in the port facility security plan	
594.	MSC87	MSC.1/Circ.1342	Reminder in Connection with Shore Leave and Access to Ships	27 May 2010	Contracting Governments are invited to respect rights of shore leave and access to ships which are necessary to crew when implementing ISPS Code. MSC/Circ.1112 is revoked	
595.	MSC87	MSC.1/Circ.1343	Guidelines for the Information to be Included in a Ship Construction File	2 June 2010	In order to apply SOLAS regulation II-1/3-10, the Circular provides a list of information to be included in a ship construction file in the form of annex, including design information (design life, environmental conditions, structural strength, fatigue life, residual strength, protection against corrosion, structural redundancy, watertight and weathertight integrity, human element considerations and design transparency), construction information (construction quality procedures, survey during construction), in-service considerations (survey and maintenance, structural accessibility) and recycling considerations. Member Governments are invited to inform relevant parties of the Circular	
596.	MSC87	MSC.1/Circ.1371	List of Codes, Recommendations,	30 July 2010	MSC87 provides the list of codes, recommendations, guidelines and other safety- and security-related	

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			Guidelines and Other Safety- and Security-Related Non-Mandatory instruments		non-mandatory instruments by this Circular, the purpose of which is to promote familiarization and implementation of instruments by Member Governments, provide background material on domestic legislation and assist the identification of potential areas for technical co-operation	
597.	MSC87	MSC.1/Circ.1371/ Add.1	Amendments to List of Codes, Recommendations, Guidelines and Other Safety- and Security-Related Non-Mandatory Instruments	30 August 2011	The Circular contains amendments to the list annexed to MSC.1/Circ.1371	
598.	MSC 88	MSC.1/Circ.1376	Continuity of Service Plan for the LRIT Systems	3 December 2010	The Circular provides relevant contents on continuity of service plan for the LRIT systems, including procedures to address both the temporary suspensions of operations or reduction of the service provided, measures to be taken in the event of critical failure to ensure the continuous provision of LRIT information or to recover operations in the event of a serious disaster and a formalized governance framework to address any issues that may require immediate decisions or actions in order to safeguard the system	This Circular revokes MSC.1/Circ.1344
599.	MSC 88	MSC.1/Circ.1377	List of Application Service Providers Authorized to Conduct Conformance Tests and Issue LRIT Conformance Test Reports on behalf of the Administrations	6 December 2010	The Circular provides the list of application service providers authorized to conduct conformance tests and issue LRIT conformance test reports on behalf of the Administrations. The Secretariat is required to update the list as and when changes occur	
600.	MSC88	MSC.1/Circ.1390	Guidance for Company Security Officers (CSOs)—Preparation of a Company and Crew for the Contingency of Hijack by Pirates in the Western Indian Ocean and the Gulf of Aden	9 December 2010	The Circular provides guidance for company security officers on preparation for the contingency of hijack by pirates in the western Indian ocean and the Gulf of Aden, mainly including two parts, i.e. 1 Preparation of crew, including training requirements for crew, crew awareness of hijack environment and crew awareness of company actions; 2 Company crisis management	

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601.	MSC89	MSC.1/Circ.1404	Guidelines to Assist in the Investigation of the Crimes of Piracy and Armed Robbery against Ships	23 May 2011	The document provides guidance and recommendations on investigation of the crimes of piracy and armed robbery against ships	
602.	MSC89	MSC.1/Circ.1406	Interim Recommendations for Flag States regarding the Use of Privately Contracted Armed Security Personnel on board Ships in the High Risk Area	23 May 2011	It mainly provides guidance and recommendations to flag State on the use of contracted armed security personnel to prevent and suppress acts of piracy and armed attack against ships	It is superseded by MSC.1/Circ.1406/Rev.2
603.	MSC85	MSC.1/Circ.1283	Non-Mandatory Guidelines on Security Aspects of the Operation of Vessels which do not Fall within the Scope of SOLAS Chapter XI-2 and the ISPS Code	22 December 2008	The Circular provides non-mandatory guidelines on security aspects of the operation of vessels which do not fall within the scope of SOLAS Chapter XI-2 and the ISPS Code in the form of annex. The guidelines is applicable to following ships: A: commercial non-passenger and special purpose vessels; B: passenger vessels; C: fishing vessels; D: pleasure craft	
604.	MSC86	MSC.1/Circ.1284	Unified Interpretation of SOLAS Regulation II-1/1.3 and II-1/3-6	11 December 2008	1 Unified interpretation to SOLAS Regulation II-1/1.3: 1) Conversions of single-hull tankers to double-hull tankers are regarded as modifications of a major character for the purposes of SOLAS chapter II-1. 2) Repairs, alterations and modifications of a major character are to include: .1 Substantial alteration of the dimensions of a ship, for example, lengthening of a ship by adding a new midbody. The new midbody is to comply with SOLAS Chapter II-1; .2 A change of ship type, for example, a tanker converted to a bulk carrier. Any structure, machinery and systems that are added or modified is to comply with SOLAS Chapter II-1. At the same time, the appendix regarding interpretation of SOLAS Chapter II-1 is to be taken into consideration. 2 Unified interpretation to SOLAS Regulation II-1/3-6:	

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					1) Permanent means of access contained in table 1 of resolution MSC.158(78) are not to apply to tankers converting from single-hull to double-hull. However, if, in the course of conversion, substantial new structures are added, these new structures are to comply with the regulation. 2) The term “substantial new structures” means hull structures that are entirely renewed or augmented by new double bottom and/or double side construction (e.g., replacing the entire structure within cargo area or adding a new double bottom and/or double side section to the existing cargo area)	
605.	MSC 85	MSC.1/Circ.1294	Long-Range Identification and Tracking System — Technical Documentation (PART II)	11 December 2008	The Circular mainly specifies following technical documentation for LRIT: protocols and arrangements for the prototype, development, integration and modification testing phases of the LRIT system, procedures for the notification, reporting and recording of temporary suspensions of operations or reduction of the service provided	
606.	MSC 85	MSC.1/Circ.1295	Guidance in relation to Certain Types of Ships which are Required to Transmit LRIT Information on Exemptions and Equivalents and on Certain Operation Matters	8 December 2008	The document adopts Guidance in relation to certain types of ships which are required to transmit LRIT information on exemptions and equivalents and on certain operation matters, and agrees to revise the Guidance as and when changes occur. Contracting Governments and relevant units that need apply the Guidance are invited to pay attention and relevant organizations are required to provide the results of the experience gained from the use of the Guidance. The Guidance provides applicable definitions, detailed requirements for certain ships (FPSO/FSU offshore installations, OSV, special purpose ships and A.494(XII) ships) and detailed description of exemptions and equivalents, temporarily stopping the transmission of LRIT information and duplication of equipment	

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607.	MSC 85	MSC.1/Circ.1298	Guidance on the Implementation of the LRIT System	8 December 2008	The Circular mainly provides detailed methods for implementing performance standards (MSC.263(84)) by Administrations and shipowners, including how to select data center, Administration's instructions to the ship whose flag is transferred, and information to be submitted to the Administration when the ship is transferring flag	MSC.1/Circ.1256 is revoked.
608.	MSC 85	MSC.1/Circ.1299	Transitional Arrangements and Measures for Accelerating the Completion of the Establishment of the LRIT System	8 December 2008	The Circular provides measures for accelerating establishment, aiming at the condition that some Administrations have not completed the establishment of DC or have completed the establishment of DC which has not been put into service	
609.	MSC86	MSC.1/Circ.1305	Revised Guidance to Masters, Companies and Duly Authorized Officers on the Requirements relating to the Submission of Security-Related Information prior to the Entry of a Ship into Port	9 June 2009	The purpose of the Circular is to provide a standard data set of security-related information a ship might expect to provide prior to entry into port. Ship masters, companies and duly authorized officers are to provide port authority with security-related standardized information according to the Guidance. MSC/Circ.1130 is revoked	
610.	MSC 86	MSC.1/Circ.1307	Guidance on the Survey and Certification of Compliance of Ships with the Requirement to Transmit LRIT Information	9 June 2009	Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information	MSC.1/Circ.1296 is revoked
611.	MSC 86	MSC.1/Circ.1308	Guidance to Search and Rescue Services in relation to Requesting and Receiving LRIT Information	9 June 2009	Guidance to search and rescue services in relation to requesting and receiving LRIT information	MSC.1/Circ.1297 is revoked
612.	MSC86	MSC.1/Circ.1332	Piracy and Armed Robbery against Ships in Waters off the Coast of Somalia	16 June 2009	The Circular provides best management practice to prevent acts of piracy in waters off the coast of Somalia and in waters of Gulf of Aden. Best management practice provided by the Circular is applicable to shipowner, ship operator, company, ship master and relevant parties	

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613.	MSC86	MSC.1/Circ.1333	Piracy and Armed Robbery against Ships Recommendations to Governments for Preventing and Suppressing Piracy and Armed Robbery against Ships	26 June 2009	The Circular provides recommendations to governments for preventing and suppressing piracy and armed robbery against ships. Member Governments may take actions to prevent and suppress piracy and armed robbery against ships with reference to the recommendations MSC/Circ.622/Rev.1 is revoked	
614.	MSC86	MSC.1/Circ.1334	Piracy and Armed Robbery against Ships Guidance to Shipowner and Ship Operators, Shipmasters and Crews on Preventing and Suppressing Acts of Piracy and Armed Robbery against Ships	23 June 2009	The Circular provides guidance to shipowner and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships. MSC/Circ.623/Rev.3 is revoked	
615.	MSC89	MSC-MEPC.1/Circ.4	Guidelines on the Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and Their Subsidiary Bodies	18 July 2011	The purpose of the Guidelines is to provide a uniform basis for the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC) and their subsidiary bodies to conduct their work in an efficient and effective manner and to ensure maritime security and protection of the marine environment, thus providing an efficient mechanism towards achieving the desired goals of IMO. It is mainly composed of following parts: Purpose and objective of guidelines; Coordination of work; Work planning and delivery process; Working arrangements; Procedures for preparation and submission of documents; Observance of the Guidelines	

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616.	MSC83	MSC-MEPC.2/Circ.7	Provision of Information in respect of Products Carried in accordance with the Requirements of MARPOL Annex II and the IBC Code	12 November 2007	According to the requirements of paragraphs 16.2.6 and 16.2.9 of IBC Code, for products that above two paragraphs are required to be quoted in the column of special requirements in Chapter 19, relevant product information such as viscosity and melting point are to be provided during transportation to enable interested parties to ascertain whether or not a pre-wash is required following unloading of the cargo. The Circular invites product shipper to provide product information according to the requirements	
617.	MSC83	MSC-MEPC.4/Circ.2	Port State Control-Related Matters Code of Good Practice for Port State Control Officers	1 November 2007	1 The Circular provides Code of good practice for port state control officers in the form of annex. 2 The above-mentioned code includes introduction, objective and fundamental principles of the code, including PSC officers are to be honest, update knowledge in time, respect crew and management provisions on board ship, pay attention to implementation method of inspection and deal with any disagreement over the conduct or findings of the inspection calmly and patiently Member Governments and regional port State control regimes are invited to apply the Circular and inform relevant parties of the Circular	
618.	MSC85	MSC-MEPC.4/Circ.3	Port State Control-Related Matters Blanking of Bilge Discharge Piping Systems in Port	19 November 2008	With regard to several instances where deficiencies have been raised by port State control officers and other surveyors concerning requiring the ship's crew to blank off bilge pumping overboard discharges, thus leading to non-compliance with SOLAS regulation II-1/21 on securing ship safety in the event of emergency situations, it is required that full compliance with the requirements of SOLAS regulation II-1/21 is to be ensured	
619.	MSC85	MSC-MEPC.5/Circ.4	Unified Interpretation of the Application of Regulations Governed by the Building Contract Date, the Keel Laying Date and the Delivery Date for the Requirements of the	16 November 2008	It provides unified interpretation of the application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MARPOL Conventions	

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			SOLAS and MARPOL Conventions			
620.	MSC85	MSC-MEPC.5/Circ.5	Unified Interpretation on Measurement of Distances	19 October 2007	Many IMO instruments (e.g. SOLAS, ICLL, MARPOL Conventions and IBC, IGC Codes) require distances to be measured such as tank length, height, width, ship (or subdivision or waterline) length, etc. Unless explicitly provided otherwise in the requirements of the SOLAS, Load Lines and MARPOL Conventions and instruments mandatory under those Conventions, distances is to be measured by using moulded dimensions	This Circular is consistent with IACS UISC224-LL74-MPC95
621.	MSC82/MEPC56	MSC-MEPC.7/Circ.5	Guidelines for Operational Implementation of the International Safety Management (ISM) Code by Companies	19 October 2007	The Circular provides new guidelines to assist companies in effective and efficient operational implementation of the ISM Code. The Circular provides guidelines for shipping company to implement ISM Code	
622.	MEPC56/MSC82	MSC-MEPC.7/Circ.6	Guidance on the Qualifications, Training and Experience Necessary for Undertaking the Role of Designated Person under the Provisions of the International Safety Management (ISM) Code	19 October 2007	Personnel designated by the company play key role in the company with respect to implementation of safety management system. The Circular provides guidelines on qualification, training and experience necessary for undertaking the role of designated person under the provisions of ISM Code	
623.	MSC84/MEPC58	MSC-MEPC.7/Circ.7	Guidance on Near-Miss Reporting	10 October 2008	The Circular issues guidance on reporting and encourages ship to report near-miss to the company so that company can take corrective measures to avoid reoccurrence of the incident	
624.	MSC83	MSC-FAL.1/Circ.1	Securing and Facilitating International Trade	21 October 2007	FAL committee requires World Custom Organization (WCO) to consider relevant measures to enhance security throughout international movement of cargo transport units (CTUs). The Circular reports SAFE Standard Frame established by WCO, and the frame document encourages custom Administration of each state to implement measures	

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					to secure and facilitate international trade	
625.	MSC89	FAL.2/Circ.123 MEPC.1/Circ.769 MSC.1/Circ.1409	Revised List of Certificates and Documents Required to be Carried on board Ships	28 December 2011	1 This document supersedes FAL.2/Circ.87-MEPC/ Circ.426-MSC/Circ.1151. 2 The Circular lists certificates and documents to be carried on board ships and certificates and documents to be supplemented for different types of ships (including passenger ships, cargo ships, ships carrying noxious liquid chemical substances in bulk, any chemical tanker, any gas carrier, high-speed crafts, ships carrying INF cargo, special purpose ships, offshore supply ships, diving system, offshore mobile drilling units). Member Governments are invited to pay attention to the information of the Circular	
626.	A4	A.95(IV)	Weather Messages in Oceanic Areas	27 September 1965	It encourages more ships to provide radio weather messages in oceanic areas with less shipping	Outdated
627.	A4	A.157(ES.IV)	Recommendation on the Use and Testing of Shipborne Navigational Equipment	27 November 1968	It encourages ships to carry out test to navigational equipment at sea and record in the logbook	Outdated
628.	A7	A.224(VII)	Performance Standards for Echo-Sounding Equipment	12 October 1971	Performance standards for echo-sounding equipment	
629.	A8	A.278(VIII)	Supplement to the Recommendation on Performance Standards for Navigational Radar Equipment	20 November 1973	Control signals are supplemented to performance standards for radar	Outdated.
630.	A9	A.342(IX)	Recommendation on Performance Standards for Automatic Pilots	12 November 1975	Performance standards for automatic pilots	

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631.	A9	A.343(IX)	Recommendation on Methods of Measuring Noise Levels at Listening Posts	12 November 1975	Methods of measuring noise levels at listening posts	
632.	A10	A.382(X)	Magnetic Compasses: Carriage and Performance Standards (Annex 1 is Incorporated in SOLAS Regulation V/12(b)))	14 November 1977	Performance standards for magnetic compasses	
633.	A10	A.384(X)	Performance Standards for Radar Reflectors	14 November 1977	Performance standards for radar reflectors	
634.	A11	A.422(XI)	Performance Standards for Automatic Radar Plotting Aids (ARPA)	15 November 1979	Performance standards for automatic radar plotting aids (ARPA)	
635.	A11	A.424(XI)	Performance Standards for Gyro-Compasses	15 November 1979	Performance standards for gyro-compasses	
636.	A12	A.477(XII)	Performance Standards for Radar Equipment	19 November 1981	Revised performance standards for radar equipment	
637.	A12	A.478(XII)	Performance Standards for Devices to Indicate Speed and Distance	19 November 1981	Performance standards for devices to indicate speed and distance	
638.	A12	A.480(XII)	Recommendation on the Use of Adequately Qualified Deep-Sea Pilots in the Baltic Sea	19 November 1981	Pilots in the Baltic Sea are to have relevant certificates issued by local costal State	

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639.	A12	A.487(XII)	Participation in the AMVER System	19 November 1981	It urges each State to participate in the AMVER system	
640.	A13	A.526(13)	Performance Standards for Rate-of-Turn Indicators (ROTI)	17 November 1983	Performance standards for rate-of-turn indicators (ROTI)	
641.	A13	A.528(13)	Recommendation on Weather routeing	17 November 1983	Weather routeing which can be published by IHO	
642.	A14	A.572(14)	General Provisions on Ships' routeing, as Amended by MSC.71(69), MSC.165(78), SN/Circ.115, SN/Circ.119, SN/Circ.127, SN/Circ.176, SN/Circ.185, SN/Circ.199, SN/Circ.215, SN/Circ.237, SN/Circ.241 and SN/Circ.275 (MSC.280(85)	20 November 1985	Provisions on ships' routeing	
643.	A15	A.601(15)	Provision and Display of Manoeuvring Information on board Ships	19 November 1987	It describes maneuvering information such as pilot cards, navigation bridge notice and maneuvering manual to be provided on board ship. It supersedes resolution A.209(VII)	Superseding A.209(VII)
644.	A15	A.615(15)	Radar Beacons and Transponders	19 November 1987	Operation standards for radar beacons and recommendations on radar transponders	Resolution A.423(XI) is revoked
645.	A16	A.671(16)	Safety Zones and Safety of Navigation around Offshore Installations and Structures	10 October 1989	Relevant measures are to be taken and relevant procedures are to be followed to ensure safety of navigation around offshore installations	Resolutions A.341, 379 and 621 are revoked
646.	A16	A.672(16)	Guidelines and Standards for the Removal of Offshore Installations and Structures on the Continental Shelf and in the Exclusive Economic	19 October 1989	Requirements for the removal of offshore installations and structures on the continental shelf and in the exclusive economic zone	

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			Zone			
647.	A17	A.708(17)	Navigation Bridge Visibility and Functions	6 November 1991	It provides the guideline providing navigation bridge visibility and functions	
648.	A19	A.795(19)	Navigational Guidance and Information Scheme for Ro-Ro Ferry Operations	23 November 1995	Navigational guidance and information scheme for ro-ro ferry operations	
649.	A19	A.796(19)	Recommendations on a Decision-Support System for Masters on Passenger Ships	23 November 1995	Recommendations on a decision-support system for masters on passenger ships	
650.	A19	A.813(19)	General Requirements for Electromagnetic Compatibility (EMC) for All Electrical and Electronic Ship's Equipment	23 November 1995	Without substantial contents, only requiring all marine electrical and electronic equipment to be tested according to standards for electromagnetic compatibility	
651.	A19	A.817(19)	Performance Standards for Electronic Chart Display and Information Systems (ECDIS)	23 November 1995	Recommendations on performance standards for electronic chart display and information systems (ECDIS)	
652.	MSC.82	MSC.232(82)	Adoption of the Revised Performance Standards for Electronic Chart Display and Information System (ECDIS)	5 December 2006	The revised performance standards for electronic chart display and information system (ECDIS). This resolution is applicable to ECDIS equipment installed on or after 1 January 2009. Resolution A.817(19) amended by resolutions MSC.64(67) and MSC.86(70) is applicable to equipment installed before that date	
653.	A19	A.818(19)	Performance Standards for Shipborne LORAN-C and CHAYKA Receivers	23 November 1995	Recommendations on performance standards for shipborne LORAN-C and CHAYKA receivers	

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654.	A19	A.819(19)	Performance Standards for Shipborne Global Positioning System (GPS) Receiver Equipment	23 November 1995	Recommendations on performance standards for shipborne global positioning system (GPS) receiver equipment	
655.	A19	A.820(19)	Performance Standards for Navigational Radar Equipment for High-Speed Craft	23 November 1995	Recommendations on performance standards for navigational radar equipment for high-speed craft, applicable to all high-speed crafts constructed on or after 1 January 1996	
656.	A19	A.821(19)	Performance Standards for Gyro-Compass for High-Speed Craft	23 November 1995	Recommendations on performance standards for gyro-compass for high-speed craft, applicable to all high-speed crafts constructed on or after 1 January 1996	
657.	A19	A.822(19)	Performance Standards for Automatic Steering Aids (Automatic Pilots) for High-Speed Craft	23 November 1995	Recommendations on performance standards for automatic steering aids (automatic pilots) for high-speed craft, applicable to all high-speed crafts constructed on or after 1 January 1996	
658.	A19	A.823(19)	Performance Standards for Automatic Radar Plotting Aids (ARPAS)	23 November 1995	Performance standards for automatic radar plotting aids (ARPAS)	
659.	A19	A.824(19)	Performance Standards for Devices to Indicate Speed and Distance	23 November 1995	Performance standards for devices to indicate speed and distance	
660.	A20	A.857(20)	Guidelines for Vessel Traffic Services	27 November 1997	Providing Guidelines for vessel traffic services	
661.	A21	A.893(21)	Guidelines for Voyage Planning	25 November 1999	Providing Guidelines for voyage planning	

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662.	A22	A.915(22)	Revised Maritime Policy and Requirements for a Future Global Navigation Satellite System (GNSS)	29 November 2001	Adopting Revised maritime policy and requirements for a future global navigation satellite system (GNSS)	Resolution A.860(20) is revoked
663.	A22	A.916(22)	Guidelines for the Recording of Events Related to Navigation	29 November 2001	Adopting Guidelines for the recording of events related to navigation, and the Guidelines is considered when SOLAS regulation V/28 is implemented	
664.	A23	A.949(23)	Guidelines on Places of Refuge for Ships in Need of Assistance	5 December 2003	Adopting Guidelines on places of refuge for ships in need of assistance, and inviting Governments to take the Guidelines into account when determining and responding to requests for places of refuge from ships in need of assistance	
665.	A23	A.950(23)	Maritime Assistance Services (MAS)	5 December 2003	Providing two copies of documents, i.e. List of IMO instruments concerned with mandatory reporting in the event of incidents involving ships and Guidelines on maritime assistance service (MAS)	
666.	A23	A.954(23)	Proper Use of VHF Channels at Sea	5 December 2003	Providing Guidelines on proper use of VHF channels at sea, further inviting Governments to take proper actions to ensure proper use of VHF channels	Resolution A.474(12) is revoked
667.	A23	A.958(23)	Provision of Hydrographic Services	5 December 2003	Without substantial contents. Recommending Governments to take all necessary measures to arrange for or encourage prompt transmission of any new hydrographic information to the International Hydrographic Bureau or to the hydrographic authorities in those countries which issue charts covering waters off their shores, and to otherwise ensure the earliest and widest dissemination of hydrographic information following where appropriate the procedures recommended in resolution A.706(17), as amended	Resolution A.532(13) is revoked
668.	A23	A.960(23)	Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots	5 December 2003	Providing two copies of documents, i.e. Recommendation on training and certification of maritime pilots other than deep-sea pilots and Recommendation on operational procedures for maritime pilots other than deep-sea pilots	Resolution A.485(XII) is revoked

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669.	A25	A.999(25)	Guidelines on Voyage Planning for Passenger Ships Operating in Remote Areas	29 November 2007	The Guidelines is to be noticed for passenger ships operating in remote areas. When developing a plan for voyages to remote areas, special consideration is to be given to the environmental nature of the area of operation, the limited resources and navigational information	
670.	A27	A.1045(27)	Pilot Transfer Arrangements	30 November 2011	Providing performance standards for pilot transfer arrangements. Resolution A.889(21) is revoked	
671.	A27	A.1046(27)	Worldwide Radionavigation System	30 November 2011	Revision to research report on worldwide radionavigation system	Resolution A.953(23) is revoked
672.	MSC 64	MSC.43(64)	Guidelines and Criteria for Ship Reporting Systems, as Amended by MSC.113(73) and MSC.189(79)	9 December 1994	Guidelines and criteria for ship reporting systems, which took effect on 1 January 1996	
673.	MSC 66	MSC.53(66)	Performance Standards for Shipborne GLONASS Receiver Equipment	30 May 1996	Performance standards for shipborne GLONASS receiver equipment	
674.	MSC 67	MSC.64(67)	Adoption of New and Amended Performance Standards	4 December 1996	1 Following new and recommended performance standards are adopted and set out in Annexes 1 to 2 to the present resolution: (a) Recommendation on Performance Standards for Integrated Bridge Systems (IBS) (Annex 1); (b) Recommendations on Performance Standards for Shipborne DGPS and DGLONASS Maritime Radio Beacon Receiver Equipment (Annex 2). 2 Amendments to following performance standards adopted by the Assembly are adopted and set out in Annexes 3 to 5 to the present resolution: (a) resolution A.342(IX) Recommendation on Performance Standards for Automatic Pilots (Annex 3);	

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					(b) resolution A.447(XII) Recommendation on Performance Standards for Radar Equipment (Annex 4); (c) resolution A.817(19) Recommendation on Performance Standards for Electronic Chart Display and Information systems (ECDIS) (Annex 5). 3 Recommending Member Governments to ensure that: (a) integrated bridge systems (IBS), shipborne DGPS and DGLONASS maritime radio beacon receiver equipment and electronic chart display and information systems (ECDIS) installed on or after 1 January 1999 conform to performance standards not inferior to those set out in the Annexes 1, 2 and 5 to the present resolution; (b) heading control systems and radar equipment installed on or after 1 January 1999 conform respectively to performance standards not inferior to those set out in Annexes 3 and 4 to the present resolution; (c) automatic pilots and radar equipment installed before 1 January 1999 conform at least to the performance standards set out in resolutions A.342(IX) and A.447(XII) respectively	
675.	MSC 69	MSC.74(69)	Adoption of New and Amended Performance Standards	12 May 1998	1 Following new and recommended performance standards are adopted and set out in Annexes 1 to 3 to the present resolution: (a) Recommendation on Performance Standards for Shipborne Combined GPS/GLONASS Receiver Equipment (Annex 1); (b) Recommendation on Performance Standards for Track Control Systems (Annex 2); and (c) Recommendation on Performance Standards for Universal Automatic Identification System (AIS) (Annex 3). 2 Amendments to following performance standards adopted by the Assembly are adopted and set out in Annex 4 to the present resolution: (a) Resolution A.224(VII) Recommendation on Performance Standards for Echo-Sounding Equipment (Annex 4). 3 Recommending Member Governments to ensure that: (a) shipborne combined GPS/GLONASS receiver equipment, track control systems and AIS installed on or	

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					after 1 January 2000 conform to performance standards not inferior to those set out in Annexes 1 to 3 to the present resolution; (b) echo-sounding equipment installed on or after 1 January 2001 conform respectively to the performance standards not inferior to those set out in Annexes 4 to the present resolution; (c) echo-sounding equipment installed before 1 January 2001 conform at least to the performance standards set out in resolution A.224(VII)	
676.	MSC 70	MSC.86(70)	Adoption of New and Amended Performance Standards for Navigational Equipment	8 December 1998	1 Sound reception systems, marine transmitting heading devices and integrated navigation systems installed on or after 1 January 2000 conform to performance standards not inferior to those set out in Annexes 1 to 3 to the present resolution; 2 ECDIS installed on or after 1 January 2000 conform, respectively, to the performance standards not inferior to those set out in resolution A.817(19), as amended, and Annex 4 to the present resolution; 3 ECDIS installed on or after 1 January 1999 but before 1 January 2000 conform at least to the performance standards not inferior to those set out in resolution A.817(19), as amended by Annex 5 to resolution MSC.64(67); 4 ECDIS installed before 1 January 1999 conform at least to the performance standards set out in resolution A.817(19)	
677.	MSC 83	MSC.252(83)	Adoption of the Revised Performance Standards for Integrated Navigation Systems (INS)	8 December 2007	Integrated navigation systems (INS) installed on or after 1 January 2011 conform to performance standards not inferior to those adopted by the present resolution; and integrated navigation systems (INS) installed before that date conform to performance standards not inferior to those adopted by resolution MSC.86(70). These standards contain four modules: module A for the requirements for the integration of navigational information; module B for the operational/functional requirements for INS based on a task-related structure; module C for the requirements of the alert management and module D for the documentation requirements. For all INS and each task	

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					combined within INS, performance to be met is to be determined by the concept of module. INS is allowed to substitute shipborne navigational equipment required by SOLAS regulation V/19, provided that: (1) INS complies with performance standards for relevant equipment; (2) Relevant tasks of performance standards for relevant equipment are to comply with requirements for applicable modules specified in the performance standards. The workstation design, layout and arrangement are to comply with the provisions of MSC/Circ.982 Guidelines on ergonomic criteria for bridge equipment and layout	
678.	MSC 72	MSC.94(72)	Performance Standards for Night Vision Equipment for High-Speed Craft	22 May 2000	Recommending to apply performance standards for equipment range, visibility and operational control to facilitate detection of navigational risk at night	
679.	MSC 72	MSC.95(72)	Performance Standards for Daylight Signaling Lamps	22 May 2000	Recommending to apply performance standards for daylight signaling lamps (including lighting intensity, operation support and minimum source of electrical power) to provide observer with clear signal at day and night	
680.	MSC 73	MSC.112(73)	Adoption of the Revised Performance Standards for Shipborne Global Positioning System (GPS) Receiver Equipment	1 December 2000	Applying revised performance standards for shipborne global positioning system (GPS) receiver equipment, and recommending Governments to ensure that GPS receiver equipment: (a) if installed on or after 1 July 2003, conform to performance standards in MSC.112(73); (b) if installed before 1 July 2003, conform to performance standards not inferior to those specified in the annex to resolution A.819(19)	
681.	MSC 73	MSC.113(73)	Adoption of the Revised Performance Standards for Shipborne GLONASS Receiver Equipment	1 December 2000	Applying revised performance standards for shipborne GLONASS receiver equipment, and recommending Governments to ensure that GLONASS receiver equipment: (a) if installed on or after 1 July 2003, conform to performance standards in MSC.113(73); (b) if installed	

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					before 1 July 2003, conform to performance standards not inferior to those specified in the annex to resolution MSC.53(66)	
682.	MSC 73	MSC.114(73)	Adoption of the Revised Performance Standards for Shipborne DGPS and DGLONASS Maritime Radio Beacon Receiver Equipment	1 December 2000	Applying revised performance standards for shipborne DPGS and GLONASS receiver equipment, and recommending Governments to ensure that such equipment: (a) if installed on or after 1 July 2003, conform to performance standards in MSC.114(73); (b) if installed before 1 July 2003, conform to performance standards not inferior to those specified in the annex to resolution MSC.64(67)	
683.	MSC 73	MSC.115(73)	Adoption of the Revised Performance Standards for Shipborne Combined GPS/GLONASS Receiver Equipment	1 December 2000	Applying revised performance standards for shipborne combined GPS/GLONASS receiver equipment, and recommending Governments to ensure that such equipment: (a) if installed on or after 1 July 2003, conform to performance standards in MSC.115(73); (b) if installed before 1 July 2003, conform to performance standards not inferior to those specified in the annex to resolution MSC.74(69)	
684.	MSC 73	MSC.116(73)	Performance Standards for Marine Transmitting Heading Devices (THDs)	1 December 2000	Applying performance standards for marine transmitting heading devices (THDS), and recommending Government to ensure that THDs installed on or after 1 July 2002 comply with performance standards specified in MSC.116(73)	
685.	MSC 75	MSC.128(75)	Performance Standards for a Bridge Navigational Watch Alarm System (BNWAS)	20 May 2002	Recommending that bridge navigational watch alarm systems (BNWAS) used to monitor bridge activity and detect operator disability comply with A.830(19) Code for alarm and indicator, MSC/Circ.982 Guidelines on Ergonomic Criteria for Bridge Equipment and layout and A.694(17) General requirements for GMDSS	
686.	MSC 76	MSC.140(76)	Recommendation for the Protection of the AIS VHF Data Link	5 December 2002	Recommending to use Class B AIS devices, as well as any device which transmits on the radio channels AIS 1 or AIS 2 which are approved by flag States in accordance with the appropriate requirements of Recommendation ITU-R M.1371 (series)	

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687.	MSC 78	MSC.163(78)	Performance Standards for Shipborne Simplified Voyage Data Recorders (S-VDRs)	17 May 2004	Performance standards for shipborne simplified voyage data recorders (S-VDRs)	This resolution is revised by MSC.214(81).
688.	MSC 78	MSC.164(78)	Revised Performance Standards for Radar Reflectors	17 May 2004	Performance standards for radar reflectors are revised: 1 Radar reflectors, if fitted on or after 1 July 2005, conform to the performance standards not inferior to those specified in the annex to the present resolution; and 2 Radar reflectors, if fitted before 1 July 2005, conform to the performance standards not inferior to those specified in the annex to resolution A.384(X)	
689.	MSC 78	MSC.166(78)	Application of Performance Standards for Transmitting Heading Devices (THDs) to Marine Transmitting Magnetic Heading Devices (TMHDs)	20 May 2004	1 TMHDs installed on or after 1 July 2002 conform to performance standards not inferior to those specified in resolution MSC.116(73); 2 THDs fitted before 1 July 2002 in accordance with Annex 2 to resolution MSC.86(70); 3 Annex 2 to resolution MSC.86(70) is superseded by resolution MSC.116(73)	
690.	MSC 79	MSC.191(79)	Performance Standards for the Presentation of Navigation-Related Information on Shipborne Navigational Displays	6 December 2004	Recommending that displays on navigation bridge conform to the performance standards so as to harmonize presentation of navigation-related information on the bridge and ensure consistent human-machine interface concept and implementation	
691.	MSC 79	MSC.192(79)	Adoption of the Revised Performance Standards for Radar Equipment	6 December 2004	Recommending that radar equipment installed on board ship conform to the performance standards to provide unified indication and display navigation-related information	
692.	MSC 81	MSC.210(81)	Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships	19 May 2006	It specifies function of LRIT system structure, shipborne equipment, application service provider, communication service provider, LRIT data center, national, regional and cooperative data center, international data center, international data exchange center, LRIT data distribution plan, LRIT system safety, LRIT system performance and LRIT coordinator	This resolution is revised by MSC. 254(83)

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693.	MSC 82	MSC.233(82)	Adoption of the Performance Standards for Shipborne Galileo Receiver Equipment	5 December 2006	The performance standards specify technical requirements for shipborne Galileo receiver equipment, e.g. work frequency, position accuracy, time accuracy, input connection, integrity checking, failure warning and status indication, and are applicable to Galileo receiver equipment installed on board ship on or after 1 January 2009	
694.	MSC 83	MSC.253(83)	Adoption of the Performance Standards for Navigation Lights, Navigation Light Controllers and Associated Equipment	8 October 2007	The performance standards are new performance standards which are applicable to navigation lights, navigation light controllers and associated equipment installed on board ship on or after 1 January 2009, mainly including following contents: (1) Requirements for duplication of navigation lights; (2) Performance requirements for navigation lights and navigation light controllers; (3) Performance requirements for LED lights; (4) Power supply	
695.	MSC 87	MSC.302(87)	Adoption of Performance Standards for Bridge Alert Management	17 May 2010	Performance standards for bridge alert management, applicable to products installed on board ship on or after 1 July 2014	
696.	MSC 87	MSC.1/Circ.1349	High-Speed Craft (HSC) Compliance with the Provisions of SOLAS Regulations V/18 to V/20 and Chapter 13 of the 2000 High-Speed Craft Code	1 June 2010	High-Speed Craft may be equipped with navigation equipment and systems relating to SOLAS chapter V, provided that the equipment is of an equivalent or higher standard to the requirements of chapter 13 of the 2000 HSC Code, to the satisfaction of the Administration	
697.	MSC.88	MSC.1/Circ.1375	Unified Interpretation of SOLAS Regulation V/23			Superseded by MSC.1/Circ.1375/Rev.1.
698.	MSC 88	MSC.1/Circ.1389	Guidance on Procedures for Updating Shipborne Navigation and Communication Equipment	7 December 2010	This Circular provides Guidance on Procedures for Updating Shipborne Navigation and Communication Equipment, specifying that Member Governments should promulgate information in relation to IMO and ITU regulatory changes that have the potential to affect maritime navigation and radiocommunication equipment, equipment manufacturers should provide timely access to information for any relevant changes, and shipowners should ensure that the vessel's equipment is up to date with the latest	

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					requirements. In addition to the above, in the case of ECDIS refer to SN.1/Circ.266/Rev.1 as may be amended	
699.	MSC 88	MSC.1/Circ.1391	Operating Anomalies Identified within ECDIS	7 December 2010	The Circular considers it important to identify any anomalies in ECDIS and report, inviting Administrations to collect, investigate and distribute information on anomalies of ECDIS	
700.	MSC.58	MSC/Circ.538	Information on AMVER Service	25 May 1990	Providing information on AMVER service	
701.	MSC 60	MSC/Circ.586	World VTS Guide	29 April 1992	IALA, IAPH and IMPA have developed World VTS guide according to resolution A.578(14). The Guide provides concise charts and information required for navigation and operation by world BTS centers. MSC considers that the Guide is a useful publication for navigational safety and invites Member Governments to notice and ensure that VTS information includes navigational guide, notification and other official publications	
702.	MSC 63	MSC/Circ.638	Maintaining a Proper Look-Out	26 May 1994	Administrations are to draw to the attention of shipowners, shipmasters and mariners the need to maintain a proper look-out at all times according to rule 5 of 1972 COLREG, especially when passing through sea area of high traffic density	
703.	MSC 64	MSC/Circ.673	Onboard Communication Phrases for Passenger Care	9 December 1994	It adopts onboard communication phrases for passenger care. It is intended to be included in "Standard Marine Communication Phrases" which are under development and expected to be available after 1996	
704.	MSC 64	MSC/Circ.773	Pilot Transfer Arrangements. Required Boarding Arrangements for Pilots	6 December 1996	It approves a revision of the poster attached to MSC/Circ.568 concerning use of pilot hoists. Compared with annex of MSC/Circ.568, there is no substantial change	It is superseded by MSC.1/Circ.1428

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705.	MSC 69	MSC/Circ.867	Officer of the Navigational Watch Acting as the Sole Look-Out during Period of Darkness	20 May 1998	MSC decides not to revise STCW watchkeeping provisions and requires Administrations to cancel or discontinue the practice of officer of the navigational watch acting as the sole look-out during period of darkness	
706.	MSC 70	MSC/Circ.893	Navigational Warning concerning Operations Endangering the Safety of Navigation	21 December 1998	MSC receives a report on an incident involving the launching of an object propelled by rockets which had the potential of posing a serious threat to the safety of navigation, and invites Member Governments to attach the greatest importance to the safety of navigation and avoid taking any action which might adversely, affect shipping engaged in international trade and strictly comply with the recommendations contained in resolution A.706(17) on the World-Wide Navigational Warning Service so that operations should not endanger the safety of navigation	
707.	MSC 72	MSC/Circ.952	IALA Standards for Training and Certification of Vessel Traffic Service (VTS) personnel	23 June 2000	VTS authorities of Member Government are to pay attention to IALA recommendations and model courses during training and certification of VTS personnel	
708.	MSC 75	MSC/Circ.1024	Guidelines on Voyage Data Recorder (VDR) Ownership and Recovery	29 May 2002	The Guidelines is approved to support revised SOLAS regulation V/20 on carriage requirements for VDR (effective on 1 July 2002). The Guidelines describes 5 basic elements, i.e. ownership, custody, recovery, read-out and access to the VDR information, invites Member Governments to pay attention to the contents of the Guidelines and encourages close co-ordination and co-operation among interested parties, as appropriate, in any recovery operation of a VDR	
709.	MSC 75	MSC/Circ.1043	Guidance on Ships' Daily Reporting of Their Positions to Their Companies	31 May 2002	Guidance on ships' daily reporting of their positions to their companies	
710.	MSC 76	MSC/Circ.1056 MEPC/Circ.399	Guidelines for Ships Operating in Arctic Ice-Covered Waters	23 December 2002	Providing recommendatory requirements for ships operating in arctic ice-covered waters from 4 aspects, i.e. construction, equipment, operation and environment protection as well as damage control	It is superseded by resolution A.1024(26) Guidelines for shps operating in polar waters.

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711.	MSC 76	MSC/Circ.1060	Guidance Note on the Preparation of Proposals on Ships' Routeing Systems and Ship Reporting Systems for Submission to the Sub-Committee on Safety of Navigation	6 January 2003	Guidance note on the preparation of proposals on ships' routeing systems and ship reporting systems for submission to the sub-committee on safety of navigation	
712.	MSC 81	MSC/Circ.1060/Add.1	Amendments to the Guidance Note on the Preparation of Proposals on Ships' Routeing Systems and Ship Reporting Systems for Submission to the Sub-Committee on Safety of Navigation	26 May 2006	Ship's routeing plan is to submit sufficient hydrographic investigation and chart information. If without such information, it is to seek help from IHO	
713.	MSC 76	MSC/Circ.1061	Guidance for the Operational Use of Integrated Bridge Systems (IBS)	6 January 2003	Guidance for the operational use of integrated bridge systems (IBS).	
714.	MSC 76	MSC/Circ.1063	Participation of Ships in Weather Routeing Services	19 December 2002	Providing minimum requirements for participation of ships in weather routeing services	
715.	MSC 78	MSC/Circ.1118	Implementation of SOLAS Regulation V/9—Hydrographic Services	27 May 2004	The Circular provides a note from IHO to all coastal States. The note indicates the responsibilities of the Contracting Governments to SOLAS for the provision of hydrographic services under the new regulations of chapter V, which came into force on 1 July 2002. A 23 adopted resolution A.958(23) on Provision of hydrographic services which invites Coastal States that want to develop or improve their hydrographic capabilities to seek the assistance and support of the IHO and also invites States that are not IHO members to consider becoming members of the IHO	

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716.	MSC 79	MSC/Circ.1144	Additional Guidance for the Uniform Application of Rule 1 (E) of the International Regulations for Preventing Collisions at Sea, 1972, as Amended	13 December 2004	Difficulties have been encountered at sea at night, in determining the aspect of an approaching vessel particularly on reciprocal or near reciprocal courses when the two masthead lights of the other vessel are not positioned on the centre line of the vessel. Member Governments are invited to take into account the potential problem posed to other vessels, whenever they grant exemptions and to do so only in very extraordinary circumstances. Financial aspects should not be a consideration for granting exemption. The Guidance is supplement to MSC/Circ.473	Supplement to MSC/ Circ.473
717.	MSC 80	MSC/Circ.1179	Deficiencies in Hydrographic Surveying and Nautical Charting Worldwide and Their Impact on Safety of Navigation and Protection of the Marine Environment	24 May 2005	Requiring Contracting Governments to implement the obligation on hydrographic surveying specified by SOLAS regulation V/9	
718.	MSC 82	MSC.1/Circ.1222	Guidelines on Annual Testing of Voyage Data Recorders (VDR) and Simplified Voyage Data Recorders (S-VDR)	11 December 2006	The Guidelines specifies contents and requirements of VDR/SVDR annual testing, and provides example of testing report	
719.	MSC 82	MSC.1/Circ.1224	Unified Interpretations of SOLAS Chapter V	1 July 2007	The unified interpretations provide unified interpretation to the term “other means” in SOLAS Chapter V on requirements for spare magnetic compass to facilitate application. If the ship is provided with an additional gyro-compass (not the gyro-compass required to be provided for the ship) and supplied by transitional source of electrical power, it can be treated as substitution of spare magnetic compass	
720.	MSC 82	MSC.1/Circ.1225	Navigational Warnings concerning Operations Endangering the Safety of Navigation	11 December 2006	The Circular reiterates that Contracting Governments are to strictly comply with the recommendations contained in resolution A.706(17), as amended, on the World-Wide Navigational Warning Service as well as MSC/Circ.893 on navigational warnings concerning operations endangering the safety of navigation	

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721.	MSC 82	MSC.1/Circ.1250	Safety Margins to Protect Radar Systems	19 October 2007	For expansion of protection criteria for maritime radars, a safety margin is included which takes account of the additional protection required to allow for variations in performance from different radar operators, and various environmental and other conditions, should sharing with other services become an active possibility, to ensure that the maritime radar as a safety service was adequately protected	
722.	MSC 84	MSC.1/Circ.1260	Unified Interpretations of COLREG 1972, as Amended	25 June 2008	Unified interpretations of COLREG 1972: (1) Rule 27(a)(i): "Not under command" (NUC) all-round red lights may be used as part of the "Restricted Ability to Manoeuvre" (RAM) lights provided their arrangements comply with the requirements and the all-round white light (RAM) may be switched on independently from the all-round red lights(NUC). (2) Annex 1 section 3(b): The term "near the side" is interpreted as being a distance of not more than 10% of the breadth of the vessel inboard from the side, up to a maximum of 1 metre. (3) Annex 1 section 9(b): the all-round lights are to be screened less than 180 degrees	
723.	MSC 84	MSC.1/Circ.1261	Prevention of Maritime Accidents due to Driftwood and Other Floating Obstacles	22 May 2008	Member Governments are invited to ask ships that detect driftwood and other floating obstacles which could cause a maritime accident, especially for a high-speed craft, to communicate the information to ships in the vicinity and competent authorities	
724.	MSC 84	MSC.1/Circ.1280	Night-Time Look-Out –Photochromic Lenses and Dark Adaptation	19 May 2008	Recently some accidents in the UK are related to the time required to adapt to darkness and to the wearing of glasses with photochromic lenses. MSC reiterates that during night-time look-out, a suitable period for dark adaptation for 10 to 15 minutes is to be kept and blackout is required. At the same time, wearing of photochromic lens is to be according to the ICS Bridge Procedures Guide	

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725.	MSC 85	MSC.1/Circ.1293	Participation in the WMO Voluntary Observing Ships' (VOS) Scheme	10 December 2008	World Meteorological Organization (WMO) recruits volunteers to collect maritime meteorological data, but in recent years, less and less ships participate. MSC encourages shipowners to participate actively and collect maritime meteorological data to report to WMO. MSC/Circ.1017 is revoked	
726.		SN/Circ.99	Carriage of Up-to-Date Charts			The document is missing
727.		SN/Circ.157	Warning on Using Non-Equivalent Electronic Charts			The document is missing
728.		SN/Circ.177	Use of "Not under Command " (NUC) Signals			The document is missing
729.		SN/Circ.181	Compliance with Ships' Routeing Measures			The document is missing
730.		SN/Circ.182	Recognition of GPS-SPS as a Component of the World-Wide Radionavigation System			The document is missing
731.		SN/Circ.189	Marking of Seismic Streamers			The document is missing
732.		SN/Circ.197 and Corr.1	Operation of Marine Radar for SART Detection			The document is missing
733.		SN/Circ.206	Guidance for Ships Transiting Archipelagic Waters			The document is missing
734.	MSC 70	SN/Circ.206/Corr.1	Guidance for Ships Transiting Archipelagic Waters	1 March 1999	Figure in page 3 of SN/Circ.206 is replaced	
735.	MSC 83	SN/Circ.207/Rev.1	Differences between RCDS and ECDIS	22 October 2007	ECDIS can operate in two modes, i.e. ECDIS and RCDS. Mode RCDS does not have all functions of ECDIS and is to be used together with updated chart. When mode RCDS is used, attention is to be paid to 12 limits	

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736.	MSC 72	SN/Circ.213	Guidance on Chart Datums and the Accuracy of Positions on Charts	31 May 2000	Many different definitions of a horizontal datum exist. Most charts are not yet referred to WGS84 Datum. This means that, in those cases, positions obtained from satellite navigation receivers will not be directly compatible with the chart. The Circular states incompliance and introduces effects of each party, but there are still certain risks for navigational safety. Seafarers are recommended to keep on guard and should not always believe ship position obtained by satellite navigation	
737.	MSC 75	SN/Circ.223	Information and Guidance on Allocation of Identification Numbers for Differential Global Navigation Satellite System (DGNSS) Reference and Transmitting Stations in the Maritime Radio- navigation (Radio-beacon) Band	6 November 2002	IALA is responsible for distributing ID number for DGNSS station. For relevant information, see IALA official website	
738.	MSC 76	SN/Circ.226	Dangers of Conflicting Actions in Collision Avoidance	16 December 2002	The Circular states that twenty-second session of the Assembly has made relevant revision to rule 8 of COLREG on unity of collision avoidance actions, and it took effect on 29 November 2003	
739.	MSC 76	SN/Circ.227	Guidelines for the Installation of a Shipborne Automatic Identification System (AIS)	6 January 2003	Providing relevant requirements for AIS installation, including AIS installation, bridge arrangements, dynamic data input, static information and long-range functions	
740.	MSC 85	SN.1/Circ.227/Corr.1	Corrigenda to SN/Circ.227 on Guidelines for the Installation of a Shipborne Automatic Identification System (AIS)	10 December 2008	Providing corrigenda to SN.1/Circ.227	
741.	MSC 78	SN/Circ.236	Guidance on the Application of AIS Binary Messages	28 May 2004	The Circular provides AIS binary messages, functional requirements and technical restriction. Seven binary messages are selected for test for a period of 4 years, and additional 2 binary messages are allowed to assist above test	

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742.	MSC 79	SN/Circ.242	Mandatory Ship Reporting Systems	13 December 2004/ 0000 hours UTC on 1 July 2005	Adopting a new mandatory ship reporting system “Western Europe Particularly Sensitive Sea Area”	
743.	MSC 79	SN/Circ.243	Guidelines for the Presentation of Navigation-Related Symbols, Terms and Abbreviations	15 December 2004	The Circular unifies navigation-related symbols, terms and abbreviations	
744.	MSC 85	SN.1/Circ.243/Add.1	Amendment to Guidelines for the Presentation of Navigation-Related Symbols, Terms and Abbreviations	10 December 2008	Supplementing AIS-SART symbols	
745.	NAV 51	SN/Circ.246	Recommended Means for Extracting Stored Data from Voyage Data Recorders (VDRs) and Simplified Voyage Data Recorders (S-VDRs) for Investigation Authorities	17 June 2005	To facilitate investigation authorities to download the recorded data and playback the information, the Circular puts forward relevant requirements to product manufacturers and their software for extracting stored data	
746.	NAV 52	SN.1/Circ.255	Additional Guidance on Chart Datums and the Accuracy of Positions on Charts	24 July 2006	In some areas of the world there are charts that are based on old surveys. Therefore in such areas, paper charts are not compatible with GNSS navigation. The Guidance recommends that when navigating with GNSS, ship’s position should be plotted by using radar and visual observation methods	Supplement to SN/Circ.213
747.	MSC 83	SN.1/Circ.265	Guidelines on the Application of SOLAS Regulation V/15 to INS, IBS and Bridge Design	19 October 2007	The Guidelines is mainly for identifying needs of bridge team and pilot and considering principle of Bridge Resource Management (BRM) so as to provide considerations relating to bridge arrangement and design when installing INS and IBS in the navigation bridge	
748.	MSC 83	SN.1/Circ.266	Maintenance of Electronic Chart Display and Information System (ECDIS) Software	22 October 2007	The Circular mainly provides current IHO standards applicable to ECDIS	

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749.	MSC 88	SN.1/Circ.266/Rev.1	Maintenance of Electronic Chart Display and Information System (ECDIS) Software	7 December 2010	The Circular revises contents of SN.1/Circ.266 on software maintenance and updates version of IHO standards applicable to ECDIS	
750.	MSC 84	SN.1/Circ.271	Guidelines for the Installation of Shipborne Radar Equipment	22 May 2008	The Circular provides requirements for radar installation, including overall installation, antenna installation and documents necessary for installation, for reference by shipowners, designers shipping companies, product manufacturers and ship survey organizations. The Guidelines can not substitute relevant documents provided by radar manufacturer	
751.	MSC 85	SN.1/Circ.274	Guidelines for the Application of the Modular Concept to Performance Standards	10 December 2008	Future systems should be of a modular structure, which leads to a modular structure of the relevant performance standards. The Guidelines is applicable to new or revised performance standards for all systems and equipment and describes four modules, i.e. sensor/ source module, operational/functional module, interfacing module and system and equipment documentation module	
752.	MSC 85	SN.1/Circ.276	Transitioning from Paper Chart to Electronic Chart Display and Information Systems (ECDIS) Navigation	10 December 2008	The Circular provides guidance on transitioning from paper chart to electronic chart display and information systems (ECDIS) navigation, including evaluation before transition, personnel training, IHO catalogue of chart coverage and other relevant information	
753.	MSC 85	SN.1/Circ.277	Safety of Navigation International Ice Patrol Service, 2009	19 February 2009	USA began annual international ice patrol service in February 2009, providing ships in the vicinity of Grand Banks of Newfoundland with navigational safety information relating to ice condition	
754.	MSC 85	SN.1/Circ.277/Add.1	Safety of Navigation Amendments to International Ice Patrol Service, 2009	3 March 2009	Announcement of international ice patrol service commander, explaining contact address and person in SN.1/Circ.277	
755.	MSC 87	SN.1/Circ.288	Guidelines for Bridge Equipment and Systems, Their Arrangement and Integration (BES)	2 June 2010	The Guidelines contain 8 parts. Foreword sets forth purpose, scope, reference and definitions of the Guidelines, module A sets forth configuration and function of each workstation, module B sets forth arrangement and design – human machine interface, including bridge design and workstation layout, module C sets forth fault tolerance, including	It supersedes Annex 1 of resolution MSC.64(67) on IBS performance standards.

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					backup, redundancy and fault feedback, module D sets forth interfacing, including data transfer and power supply, module E sets forth system configuration and integration, module F sets forth system and equipment documentation, including operating manuals	
756.	MSC 87	SN.1/Circ.289	Guidance on the Use of AIS Application-Specific Messages	2 June 2010	The Circular collects 7 AIS Application-Specific Messages in Annex 2 of SN/Circ.236 and 14 new AIS Application-Specific Messages for international use. It sets forth purpose and scope as well as principle and format of these messages, and explains 14 new messages in detail	SN/Circ.236 is revoked as from 1 January 2013
757.	MSC 87	SN.1/Circ.290	Guidance for the Presentation and Display of AIS Application-Specific Messages Information	2 June 2010	Annex 2 of SN/Circ.236 lists 7 AIS Application-Specific Messages. This Circular provides guidance for the presentation and display as well as an example	
758.	MSC 88	SN.1/Circ.295	Guidelines for Safety Zones and Safety of Navigation around Offshore Installations and Structures	7 December 2010	Due to the fact that offshore artificial islands, installations or structures affect navigational safety, the Circular provides guidelines on safe navigation around them and relevant requirements for implementation of relevant resolutions as well as measures taken by Administrations and flag States	
759.	MSC 88	SN.1/Circ.296	Degree of Risk Evaluation	7 December 2010	The Circular provides detailed information on IALA Risk Management Tool for Ports and Restricted Waterways, which provides guidance to Member Governments to assess the risk of collisions and groundings along their coasts and take measures to improve navigational safety level	
760.	MSC 88	SN.1/Circ.297	IALA Maritime Buoyage System	7 December 2010	The Circular states that IALA maritime buoyage system has been revised, the text of which can be obtained from IALA website. It supersedes SN/Circ.95, SN/Circ.96, SN/Circ.105, SN/Circ.107, SN/Circ.120 and SN.1/Circ.259	Superseding SN/Circ.95, SN/Circ.96, SN/ Circ.105, SN/Circ.107, SN/Circ.120 and SN.1/Circ.259
761.	A22	A.917(22)	Guidelines for the Onboard Operational Use of Shipborne Automatic Identification Systems (AIS)	29 November 2001	The Guidelines provides guidance on AIS operation, including description of marine AIS (including parts and connection)	

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762.	MSC 73	MSC/Circ.982	Guidelines on Ergonomic Criteria for Bridge Equipment and Layout	20 December 2000/ 1 July 2002	The Guidelines is developed to support the provisions of SOLAS regulation V/15, as amended, which took effect on 1 July 2002. The Guidelines consolidates relevant requirements of IMO instruments and puts forward ergonomic requirements for bridge equipment and arrangement, including bridge arrangement (e.g. field of vision and windows), working environment (e.g. lighting, ventilation, vibration and noise), workstation arrangement, alarm management, input equipment, information display and interactive control	
763.	A3	A.49(III)	Approval of the Recommendations of Maritime Safety Committee on Stability Information for Ships Carrying Grain	18 October 1963	This resolution specifies additional information of stability manual provided to shipmaster of ship carrying grain in accordance with 1960 SOLAS on carriage of grain, and provides explanation to information and form of providing information	Outdated
764.	A7	A.207(VII)	Recommendation for an Interim Simplified Criterion for Decked Fishing Vessels under 30 Meters in Length		It provides simple criteria for fishing vessels under 30 m in length, especially calculation and criteria requirements for minimum GM value	
765.	A7	A.208(VII)	Recommendation on Construction of Fishing Vessels Affecting the Vessel's Stability and Crew Safety		Providing certain requirements for superstructure, watertightness, weathertightness and crew protection	
766.	A8	A.265(VIII)	Regulations on Subdivision and Stability of Passenger Ships as an Equivalent to Part B of Chapter II of the International Convention for the Safety of Life at Sea, 1960	20 November 1973	This resolution provides regulations on subdivision and stability of passenger ships as an equivalent to part B of Chapter II of the International Convention for the Safety of Life at Sea, 1960	Outdated

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767.	A8	A.266(VIII)	Recommendation on a Standard Method for Establishing Compliance with the Requirements for Cross-Flooding Arrangements in Passenger Ships	20 November 1973	This resolution provides detailed provisions on calculation of flooding time of cross-flooding arrangements in passenger ships	
768.	A8	A.267(VIII)	Code of Practice concerning the Accuracy of Stability Information for Fishing Vessels	20 November 1973	This resolution provides relevant requirements for hydrostatic calculation and inclining test	
769.	A8	A.269(VIII)	Recommendation for Skippers of Fishing Vessels on Ensuring a Vessel's Endurance in Conditions of Ice Formation	20 November 1973	This resolution provides recommendations on ice formation speed under different weather conditions and points of attention for navigation at sea	
770.	A9	A.320(IX)	Regulation Equivalent to Regulation 27 of the International Convention on Load Lines, 1966, as Amended by resolution A.514(13)	12 November 1975	This resolution provides regulation equivalent to regulation 27 of the International Convention on Load Lines, 1966	Outdated, and existing Loadline Convention is to be implemented
771.	A 16	A.650(16)	An Example of Alternative Intact Stability Criteria for Twin-Pontoon Column-Stabilized Semi-Submersible Units	19 October 1989	This resolution provides an example of alternative intact stability criteria for twin-pontoon column-stabilized semi-submersible units	
772.	A 16	A.651(16)	An Example of Alternative Stability Criteria for a Range of Positive Stability after Damage or Flooding for Column-Stabilized Semi-Submersible Units	19 October 1989	This resolution provides an example of alternative stability criteria for a range of positive stability after damage or flooding for column-stabilized semi-submersible units, as regulation equivalent to relevant paragraphs of 1989 MODU Code	

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773.	A17	A.684 (17)	Explanatory Notes to the SOLAS Regulations on Subdivision and Damage Stability of Cargo Ships of 100 Metres in Length and Over	6 November 1991	This resolution provides explanatory notes to part B-1, Chapter II-1 of SOLAS Convention on damage stability criteria calculation and application	It is superseded by SOLAS 2009. Newbuildings engaged on international voyages may implement SOLAS 2009
774.	A17	A.685(17)	Recommendation on Weather Criterion for Fishing Vessels of 24 Metres in Length and Over	6 November 1991	This resolution provides weather criterion requirements, including requirements for wind heeling moment and GZ curve	
775.	A18	A.747 (18)	Application of Tonnage Measurement of Segregated Ballast Tanks in Oil Tankers	4 November 1993	For oil tankers fitted with segregated ballast tanks which meet requirements, reduced gross tonnage may be allowed when assessing fees	
776.	A18	A.749(18)	Code on Intact Stability for All Types of Ships Covered by IMO Instruments (IS Code), as Amended by MSC.75(69)	4 November 1993	This resolution provides Code on Intact Stability applicable to passenger ships and cargo ships of more than 24 metres in length	Outdated and superseded by 2008 Code on Intact Stability
777.	A18	A.758(18)	Application of Recommendation 2 of the International Conference on Tonnage Measurement of Ships, 1969	4 November 1993	For ships whose gross tonnage is measured under the national tonnage rules, an entry may be made under "Remarks" on the International Tonnage Certificate (1969) indicating old national tonnage figure and calculation basis. If the ship undergoes alterations or modifications which affect its tonnage on or after 18 July 1994 the old national tonnage figure should be deleted	
778.	A19	A.791(19)	Application of the International Convention on Tonnage Measurement of Ships, 1969, to Existing Ships	23 November 1995	It is agreed that for an existing ship , the keel of which was laid before18 July1982, having the gross tonnage determined in accordance with national tonnage rules, which is stated under the REMARKS column of the International Tonnage Certificate (1969) for such a ship, the appropriate box in the pertinent Ship Safety Certificate, the International Oil Pollution Prevention Certificate or other such official certificates issued by the Administration may show only that old gross tonnage with footnotes added to give explanation	

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					on the tonnage	
779.	MSC 82	MSC.234(82)	Recommendations concerning Tonnage Measurement of Open-Top Containerships	22 December 2006	It provides recommendations concerning tonnage measurement of open-top containerships by Administrations, and the contents of TM.5/Circ.4 and TM.5/Circ.5 on open-top ships are revoked. Open-top containerships are defined strictly as with not less than 66.7% of the total cargo hatchway clear opening area. It explains some terms in 1969 Tonnage Measurement Convention. In comparison with a gross tonnage of conventional containerships for assessing fees, the gross tonnage for such ships is 90% the value calculated according to 1969 Tonnage Measurement Convention, and it is indicated in the tonnage certificate that "According to this resolution, the reduced gross tonnage which is to be used for the calculation of tonnage-based fees is ……..”	It supersedes TM.5/Circ.4 and TM.5/Circ.5 on provisions to containerships.
780.	MSC 83	MSC.245(83)	Recommendation on a Standard Method for Evaluating Cross-Flooding Arrangements	12 October 2007	This resolution provides further requirements method for calculating flooding time of cross-flooding arrangements, and supplements contents not covered by resolution A.266, including cross-flooding arrangements other than pipes and influence of air ventilation	
781.	MSC 85	MSC.267(85)	Adoption of the International Code on Intact Stability, 2008 (2008 IS Code)	4 December 2008	This resolution provides International Code on Intact Stability, 2008 and intact stability criteria applicable to passenger ships and cargo ships of more than 24m in length, as substitution to resolution A.749	
782.	MSC 85	MSC.281(85)	Explanatory Notes to the SOLAS Chapter II-1 Subdivision and Damage Stability Regulations	4 November 2008	This resolution provides explanatory notes to probabilistic damage stability criteria regulations in SOLAS 2009 for application and understanding of criteria methods during design and plan approval.	
783.		FAO/ILO/IMO Document	Code of Safety for Fishermen and Fishing Vessels, 2005			The document is missing

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784.		FAO/ILO/IMO Document	Voluntary Guidelines for the Design, Construction and Equipment of Small Fishing Vessels, 2005			The document is missing
785.		FAO/ILO/IMO Document	Safety Recommendations for Decked Fishing Vessels of Less than 12 Metres in Length and Undecked Fishing Vessels			The document is missing
786.		FAO/ILO/IMO Document	Guidelines to Assist Competent Authorities in the Implementation of Part B of the Code of Safety for Fishermen and Fishing Vessels, the Voluntary Guidelines for the Design, Construction and Equipment of Small Fishing Vessels, and the Safety Recommendations for Decked Fishing Vessels of Less than 12 Metres in Length and Undecked Fishing Vessels (Annex 16, MSC 89/25/Add.1)			The document is missing
787.		LL.3/Circ.19	Forms of Record of Conditions of Assignment of Load Lines			The document is missing
788.		LL.3/Circ.55	Revalidation of Certificates			The document is missing
789.		LL.3/Circ.69	Unified Interpretations of the Provisions of the 1966 LL Convention			The document is missing
790.		LL.3/Circ.77	Unified Interpretations of the Provisions of the 1966 LL Convention			The document is missing

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791.	MSC 71	LL.3/Circ.130	International Convention on Load Lines, 1966 Unified Interpretations of the Convention	15 June 1999	The Circular provides updated unified interpretation of 1966 LL Convention, including machinery space and emergency generator room ventilator coaming heights, protection of opening in raised quarterdeck, side scuttle, window and skylight	
792.	MSC 78	LL.3/Circ.155	International Convention on Load Lines, 1966 Unified Interpretations of the Convention	12 May 2004	The Circular provides updated unified interpretations of the 1966 LL Convention, including machinery space opening and ships with assigned reduced freeboards intended to carry deck cargo	
793.	MSC 80	LL.3/Circ.162	Unified Interpretations of the International Convention on Load Lines, 1966, and the 1988 LL Protocol and its Amendments	24 May 2005	This Circular provides updated unified interpretations of 1966 LL Convention and 1988 protocol. It provides interpretation to length of superstructure, position of freeboard deck on float on/float off barge carriers and contents of regulation 27	
794.	MSC 87	LL.3/Circ.194	Unified Interpretations of the 1966 LL Convention and the 1988 LL Protocol as Modified by resolution MSC. 143(77)	26 May 2010	The Circular provides updated unified interpretations of the 1966 LL Convention and the 1988 LL protocol as modified by resolution MSC.143(77). It provides interpretation to regulations 24, 26 and 27 of the Convention	
795.	MSC 69	MSC.76(69)	Extended Application of the Explanatory Notes to the SOLAS Regulations on Subdivision and Damage Stability of Cargo Ships of 100 Metres in Length and Over (resolution A.684(17))	14 May 1998	Resolution A.684(17) should also apply to cargo ships of 80 m and over but less than 100 m in length, to which amendments of MSC.47(66) apply	
796.	MSC 76	MSC.141(76)	Revised Model Test Method under Resolution 14 of the 1995 SOLAS Conference	5 December 2002	This document provides amended ship model test method after assessment of survivability of damage stability of ro-ro passenger ship according to Stockholm Agreement. It supersedes existing test method	
797.		MSC/Circ.153	Regulation on Subdivision and Damage Stability of Passenger Ships as Equivalent to part B of			The document is missing

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
			Chapter II of the 1960 SOLAS Convention			
798.		MSC/Circ.250	Explanatory Note on Regulations on Subdivision and Damage Stability of Passenger Ships			The document is missing
799.	MSC 51	MSC/Circ.408	Protection of the Crew of Fishing Vessels from Water Shipped on Deck	21 February 1985	This Circular provides method to calculate vertical distance from the deepest operating waterline to the lowest point of the edge of the working deck	
800.	MSC 52	MSC/Circ.434	Guidelines for the Preparation of Information on the Effect of Flooding to be Provided to Masters of Dry Cargo Ships	13 February 1986	This Circular provides Guidelines for the preparation of information on the effect of flooding to be provided to masters of dry cargo ships, and explains permeability, KG and effect of flooding of engine room and cargo hold	
801.	MSC 53	MSC/Circ.456	Guidelines for the Preparation of Intact Stability Information	13 October 1986	This Circular provides Guidelines for the preparation of intact stability information according to 1974 SOLAS regulation II-1/22 and paragraph 10 of 1966 LL Convention. It provides explicit provisions for ship loading information, stability information and operation guidelines for master	
802.	MSC 58	MSC/Circ.525	Guidance Note on Precautions to be Taken by Masters of Ships of Less than 100 m in Length Engaged in the Carriage of Logs	12 June 1990	This Circular provides precautions to be taken by masters of ships of less than 100 m in length engaged in the carriage of logs. These precautions are three supplementary comments to Code of Safe Practice for Ships Carrying Timber Deck Cargoes	
803.	MSC 59	MSC/Circ.574	The Calculation Procedure to Assess the Survivability Characteristics of Existing Ro-Ro Passenger Ships when Using a Simplified Method Based upon resolution A.265(VIII)	31 October 1991	This Circular provides certain details on assessing damage survivability probability when using a simplified method based upon resolution A.265(VIII)	Outdated
804.	MSC 62	MSC/Circ.609	Application of SOLAS Amendments to Ships Constructed before the Application Date of the	24 May 1993	This Circular provides interpretation to SOLAS regulation II-1/1.3 as follows: “Unless expressly provided otherwise, amendments to this chapter are only applicable to ships constructed after the	Outdated

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			Amendments—Interpretation of Regulation II-1/1.3 of the 1974 SOLAS Convention, as Amended		date on which the amendments enter into force. All ships which undergo repairs, alterations, modifications and outfitting related thereto should continue to comply with at least the requirements previously applicable to these ships. Repairs, alterations and modifications of a major character and outfitting related thereto should meet the requirements for ships constructed on or after 1 July 1986, insofar as the Administration deems reasonable and practicable."	
805.	MSC 60	MSC/Circ.649	Interpretation of Provisions of resolution MSC.26(60) and MSC/Circ.574	6 April 1992	This Circular provides provisions for certain details on A/A_{max} calculation in residual stability of ro-ro passenger ships in SOLAS 90 damage stability criteria	Outdated. SOLAS 90 damage stability criteria is superseded by SOLAS 2009 criteria
806.	MSC 63	MSC/Circ.651	Interpretations of Regulations of Part B-1 of SOLAS Chapter II-1	16 May 1994	This Circular provides interpretations of consideration of effect of insulation material on permeability of certain cargo spaces, method for calculating GM between deepest subdivision load line and partial load line in stability information supplied to the master. It also provides interpretations for position indicators of certain doors	
807.	MSC63	MSC/Circ.652	Application of the 1966 LL Convention to High-Speed Craft	25 May 1994	It provides interim measures for application of 1966 LL Convention to high-speed craft prior to revision of 1966 LL Convention, i.e. if HSC Code is satisfied, requirements of LL Convention can be relaxed and exemption certificates can be issued to high-speed crafts according to exemption procedures in the convention	It is superseded by MSC.1/Circ.1028
808.	MSC64	MSC/Circ.688	Interpretations of SOLAS Regulation II-1/8.7.2	17 May 1995	SOLAS regulation II-1/8.7.2 requires to provide limit stability curve of ro-ro passenger ship, which is applicable to all ships. Requirements for ships to which this regulation applies are not consistent with requirements for ro-ro passenger ships within transitional period to which SOLAS regulation II-1/8.9 newly added by resolution MSC.26(60) applies. The interpretations are developed to solve this inconsistency, providing detailed description for developing limit stability curve for ro-ro passenger ships to which SOLAS regulation II-1/8.9 newly added by resolution MSC.26(60) applies	Outdated. Resolution MSC.26 (60) is superseded by SOLAS 96 Amendments

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809.	MSC65/MEPC37	MSC/Circ.706	Guidance on Intact Stability of Existing Tanker during Liquid Transfer Operations	17 May 1995	Applicable to tankers. The intact stability of tanker designs, which are subject to significant free surface effect during liquid transfer operations and tank cleaning operations, require special consideration, and there are mandatory requirements for new ships. It provides detailed requirements for intact stability of existing tankers during loading and unloading operation, e.g. GM requirements are to be met in port and GZ requirements are to be met at sea	
810.	MSC71	MSC/Circ.919	Guidelines for Damage Control Plans	15 June 1999	It provides detailed provisions for damage control plans and damage control booklet for passenger and cargo ships	Superseded by MSC.1/Circ.1245
811.	MSC71	MSC/Circ.920	Model Loading and Stability Manual	15 June 1999	It provides detailed provisions for preparation of loading and stability information. It also provides model loading manual for the industry, e.g. terms and symbols	
812.	MSC74	MSC/Circ.995	Advice on Dangers of Flooding of Forward Compartments	11 June 2001	For a maritime investigation analysis, it provides recommendations on danger of flooding of forward compartment, e.g. inspecting watertight integrity of hull. It provides recommendations and points of attention for shipowners and masters on operation of bulk carrier and other similar types of ships	
813.	MSC74	MSC/Circ.998	IACS Unified Interpretation regarding Timber Deck Cargo in the Context of Damage Stability Requirements	11 June 2001	It provides interpretation on damage stability probability of ships carrying timber deck cargo	This circular was superseded by MSC.1/Circ.1653
814.	MSC75	MSC/Circ.1028	Application of the International Convention on Load Lines, 1966 and the 1988 Protocol Relating Thereto, to High-speed Craft	2 June 2002	For high-speed crafts in full compliance with 1994 HSC Code, necessary relaxation is to be accepted. For high-speed crafts in full compliance with 2000 HSC Code, it is accepted as equivalent standards. It supersedes MSC/Circ.652	
815.	MSC77	MSC/Circ.1087	Guidelines for Partially Weathertight Hatchway Covers on board Containerships	18 June 2003	Applicable to containerships. Aiming at containerships provided with partially weathertight hatchway covers, according to the requirements of Load Line Convention, it provides recommendations on hatchway cover position, hatch coaming height and tightness. According to different	

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					stowage condition (including carriage of dangerous goods), it provides guidelines on calculation of increase of carbon dioxide fire-extinguishing media for a fixed carbon dioxide fire-extinguishing system in cargo hold	
816.	MSC80	MSC/Circ.1158	Unified Interpretation of SOLAS Chapter II-1	24 May 2005	It provides interpretation for SOLAS regulation II-1/22 on lightweight examination	
817.	MSC80	MSC/Circ.1159	Guidelines on the Provision of Stability-Related Information for Bulk Carriers	24 May 2005	The Guidelines is developed for stability information and stability loading instruments necessary for safe operation of bulk carriers (especially bulk carriers to which the requirements of SOLAS regulation XII/11.3 are applicable)	
818.	MSC81	MSC.1/Circ.1200	Interim Guidelines for Alternative Assessment of the Weather Criterion	24 May 2006	This Circular mainly provides industry with alternative assessment of the weather criterion for ships with special needs. For ships whose dimensions exceed normal ship range or with special needs, the method of model test is allowed to be used to determine rolling angle and wind heeling lever. It provides test methods to determine steady wind heeling lever and the angle of roll to windward due to wave action	
819.	MSC82	MSC.1/Circ.1226	Interim Explanatory Notes to the SOLAS Chapter II-1 Subdivision and Damage Stability Regulations	15 January 2007	The main purpose of this Circular is to consider relevant interpretations when implementing convention. It provides detailed interpretation to new SOLAS Chapter II-1 on probability damage stability regulations in resolutions MSC.194(80) and MSC.216(82)	Later, new interpretation to SOLAS Chapter II-1 is adopted by MSC.281(85)
820.	MSC82	MSC.1/Circ.1227	Explanatory Notes to the Interim Guidelines for Alternative Assessment of the Weather Criterion	11 January 2007	These explanatory notes provide an example of the alternative assessment of weather criterion contained in IMO resolution A.749(18) based on a series of model tests following MSC.1/Circ.1200, for better understanding of the alternative procedures in MSC.1/Circ.1200	

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821.	MSC82	MSC.1/Circ.1228	Revised Guidance to the Master for Avoiding Dangerous Situations in Adverse Weather and Sea Conditions	11 January 2007	This Circular is intended to guide master to avoid dangerous situations in adverse weather and sea conditions, especially wind induced waves or heavy swell.	It supersedes MSC/ Circ.707
822.	MSC82	MSC.1/Circ.1229	Guidelines for the Approval of Stability Instruments	11 January 2007	The main purpose of this Circular is to provide the industry with guidelines on software accuracy of stability instruments. It provides detailed provisions for calculation accuracy requirements for approval of calculation software of stability computer (e.g. hydrostatic force and stability)	
823.	MSC83	MSC.1/Circ.1245	Guidelines for Damage Control Plans and Information to the Master	29 October 2007	It provides shipowner, master, shipping company and designer with damage control information and guidelines on information to be provided to the master. It provides guidelines on damage control plan, damage control booklet, visual damage stability guidance to master (e.g. damage consequence diagrams), placement position, use of computer on board ship as well as detailed contents and requirements for shore-based emergency response system	
824.	MSC83	MSC.1/Circ.1246	Interpretation of Alterations and Modifications of a Major Character	29 October 2007	Interpretation of alterations and modifications of a major character of existing ships in SOLAS Chapter II-1: 1 restating definitions of alterations and modifications of a major character in MSC/Circ.650; 2 providing explicit provisions for existing ships	It supersedes MSC/ Circ.650
825.	MSC85	MSC.1/Circ.1281	Explanatory Notes to the International Code on Intact Stability, 2008	9 December 2008	This Circular provides guidance for the industry to ensure uniform application of stability requirements in the code. It mainly introduces the origin of stability criteria in International Code on Intact Stability, 2008 and alternative criteria for righting lever properties of ships with greater breadth and depth	
826.	MSC85	MSC.1/Circ.1291	Guidelines for Flooding Detection Systems on Passenger Ships	9 December 2008	Contents of the Circular include: 1 Application of flooding detection system, i.e.: 1) being fitted in all watertight spaces below the bulkhead deck, provided that the spaces have a volume, in cubic metres (m^3), that is more than the ship's moulded displacement per centimetre (cm) immersion at deepest	

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					subdivision draught or have a volume more than 30 m^3, whichever is the greater; 2) any watertight spaces that are separately equipped with a liquid level monitoring system (such as fresh water, ballast water, fuel, etc.), with an indicator panel or other means of monitoring at the navigation bridge (or the safety centre if located in a separate space from the navigation bridge), are excluded from these requirements. 2 For location of sensors (e.g. compartment of more than Ls/5 in length is provided with a sensor at both the forward and aft ends) and for unusual arrangements, special consideration is to be given to the number and location of the sensors. 3 Alarm installation. 4 Design requirements for flooding detection system as well as maintenance and testing	
827.	MSC87	MSC.1/Circ.1362	Unified Interpretation of SOLAS Chapter II-1	21 May 2010	This Circular is interpretation to SOLAS regulation II-1/2.14 on permeability, indicating that molded volume is to be used for calculation	This circular was revoked by MSC.1/Circ.1362/Rev.1
828.	MSC82	MSC.1/Circ.1380	Guidance for Watertight Doors on Passenger Ships which may be Opened during Navigation	10 December 2010/1 January 2011	The Guidance provides guidance for watertight doors on passenger ships which may be opened during navigation. The watertight doors are divided into four categories, and following aspects are explained in detail: (1) Procedure for the determination of the impact of open watertight doors on passenger ship survivability; (2) Technical standards for watertight doors on passenger ships; (3) Flowchart on Guidance for permitting watertight doors on passenger ships to remain open during navigation; (4) Illustration of application of the floatability assessment under hazardous conditions	
829.	MSC89	MSC.1/Circ.1400	Guidelines on Operational Information for Masters of Passenger Ships for Safe Return to Port by Own Power or Under Tow	27 May 2011	This Circular clarifies the operational information for masters of passenger ships for safe return to port by own power or under tow. Stability information provided to the Master is to be sourced from an approved stability computer situated on board the	

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					vessel or from a shore-based system and is to be capable of providing information at any time. The output format and accuracy of stability information are specified. Clarification is given with regard to onboard stability computers, shore-based support, personnel training, response time, and so on. Minimum stability and additional information requirements are given	
830.	MSC82	TM.5/Circ.5	Interpretations of the Provisions of the International Convention on Tonnage Measurement of Ships, 1969, as Amended by MSC.234(82)	22 December 2006	It provides interpretation to some ambiguous paragraphs in International Convention on Tonnage Measurement of Ships, 1969, including form of certificate, terms and provisions for special ships	It is valid document and supersedes provisions of TM.5/Circ.5 on containerships.
831.	A5	A.130(V)	Recommendation on Pilot Ladders on Fishing Vessels and Vessels of Less than 500 Gross Tonnage	25 October 1967	It is recommended that ships which may employ pilots for navigation be provided with pilot ladders complying with requirements	
832.	A13	A.540(13)	Tonnage Measurement of Certain Ships Relevant to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978	17 November 1983	It is clarified that the revised interim scheme for tonnage measurement for certain ships adopted by resolution A.494(XII) should also be applicable in respect of the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarer, 1978	
833.	MSC58	MSC/Circ.541	Guidance Notes on the Integrity of Flooding Boundaries above the Bulkhead Deck of Passenger Ships for Proper Application of Regulations II-1/8 and 20, Paragraph 1, of the 1974 SOLAS Convention, as Amended	19 July 1990	It provides requirements for flooding boundaries above the bulkhead deck of passenger ships	
834.	MSC59	MSC/Circ.572	Marking and Identification of Fishing Vessels	24 May 1991	Including purpose of fishing vessel marking, position of marking, technical requirements for assignment and registration of marking	

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835.	MSC66	MSC/Circ.734	Interpretations of Phrases on Human Performance Criteria Contained in SOLAS Chapter II-1	6 June 1996	"Readily accessible" for sea inlet and discharge valves in SOLAS regulation II-1/17.9.3 is interpreted as: under normal operation condition, valves are fitted in spaces normally entered without use of tool; clear of or protected from obstructions, moving equipment or hot surface that prevent operation or servicing; within arm's reach or within reach of a normally employed remote control device. It also provides interpretation to words involving crew operation such as "readily observed" in SOLAS regulation II-1/29.12.2	
836.	MSC67	MSC/Circ.792	Interpretation of the Application of resolution A.747(18)	4 November 1993	It is defined that if tanker only carries oil in certain voyage, its certificate issued according to MAROL Annex II can not hinder its implementation of A.747(18)	
837.	MSC68/MEPC39	MSC/Circ.806	Guidance on Safety Aspects of Ballast Water Exchange at Sea	6 June 1997	Guidance on safety aspects of ballast water exchange at sea	Outdated.
838.	MSC69	MSC/Circ.836	Recommendation on Loading Instruments	20 May 1998	For SOLAS regulation XII/11, it is recommended to consider recommendation on loading instruments during approval. Resolution 5 adopted by the Conference of Contracting Governments to 1997 SOLAS (recommendation on loading instruments, Annex 1 of the Circular) and IACS Recommendation No.48 on loading instruments (Annex 2 of the Circular)	
839.	MSC69	MSC/Circ.854	Guidelines for Shipboard Loading and Stability Computer Programs	20 May 1998	With regard to SOLAS regulation II-1/22, the guidelines provides Guidelines for shipboard loading and stability computer programs to ensure that the programs will not ignore some adverse conditions caused by human factors, including users' interface, training, document and program function	
840.	MSC69	MSC/Circ.855	Interpretation of the Position of the Forward Perpendicular for the Purpose of SOLAS Regulation II-1/10	20 May 1998	It is to avoid the condition that forward end of collision bulkhead is brought forward by adding steel plates or other steel structures (excluding bulbous bow) between stern and bulbous bow	

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841.	MSC79	MSC/Circ.1145	Precautionary Advice to Masters when Undertaking Ballast Water Exchange Operations	13 December 2004	It provides precautionary advice to masters when undertaking ballast water exchange operations that involve periods when the criteria for propeller immersion, minimum draft forward and bridge visibility cannot be met, and the Master should assess the duration(s) and time(s) during the operation that any of the criteria will not be met and the effect(s) on the navigational and manoeuvring capabilities of the ship	
842.	MSC80	MSC/Circ.1178	Unified Interpretations of SOLAS Regulations XII/4.2 and XII/5.2	25 May 2005	Double side skin cargo spaces not satisfying specified dimensions need to consider flooding	
843.	A11	A.443(XI)	Decisions of the Shipmaster with regard to Maritime Safety and Marine Environment Protection	15 November 1979	In this resolution, the ship master is to follow standards for maritime safety and marine protection at all times, which will be considered as priority and will not be changed due to pressure of shipowner and charter as well as economic factors. Governments are required to take necessary measures to protect master	
844.	A18	A.772(18)	Fatigue Factors in Manning and Safety	4 November 1993	This resolution provides general description of fatigue, indicates what kinds of operation on board ship are factors leading to fatigue, classifies these factors, states interrelation that may exist among factors at certain level to enhance recognition of fatigue complexity and urges groups involved in shipboard operation to consider fatigue factors when making operational decisions	
845.	A20	A.865(20)	Minimum Training Requirements for Personnel Nominated to Assist Passengers in Emergency Situations on Passenger Ships	26 November 1997	This resolution is intended to ensure that trained personnel can implement due responsibilities and provide effective assistance to passengers in emergency situations on passenger ships. Minimum requirements mainly include: - General, general requirements for training personnel; - Theory; - Practice	

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846.	A21	A.891(21)	Recommendations on Training of Personnel on Mobile Offshore Units (MOUs)	25 November 1999	This resolution is intended to provide recommendation for training for all personnel on mobile offshore units with regard to maritime safety and emergency preparedness, in order to ensure adequate levels of safety of life and property at sea and protection of the marine environment and comply with requirements of STCW Convention and Code. It mainly includes following aspects: - Application; - Definition of terms; - Responsibility of companies and personnel; - Minimum standards for familiarization and basic safety training instruction and competences for all personnel	
847.	A21	A.892(21)	Unlawful Practices Associated with Certificates of Competency and Endorsements	25 November 1999	This resolution is intended to urge STCW parties to intensify their efforts to eliminate seafarers' unlawful practice associated with counterfeit, forged or fraudulently obtained certificates and endorsements, so as to eliminate potential hazards and enhance safety of life at sea and protect marine environment	
848.	A22	A.930(22)	Guidelines on Provision of Financial Security in Case of Abandonment of Seafarers	29 November 2001	This Circular provides guidance on provision of financial security in case of abandonment of seafarers from following aspects: - Introduction; - Definitions; - Application; - Shipowner's responsibility; - Scope of financial security system; - Form of financial security system; - Certificates	
849.	A22	A.931(22)	Guidelines on Shipowners' Responsibilities in Respect of Contractual Claims for Personal Injury to or Death of Seafarers	29 November 2001	This Circular puts an end to operation of ships not complying with standards and strengthen seafarers' social security by determining minimum international standards for shipowner's responsibility on contractual claims for personal injury to or death of seafarers, including introduction, definition, application, shipowner's responsibility, payment of claims, insurance cover and certificate. Template of contractual claim is also attached	

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850.	A23	A.947(23)	Human Element Vision, Principles and Goals for the Organization	27 November 2003	With regard to human element vision, principles and goals, it is intended to control and eliminate effect of human element on ship safety and pollution prevention	
851.	MSC68	MSC/Circ.795	Clarification of Regulations II/1, II/2, II/3 and II/4 of the STCW-F Convention	June 1997	MSC, at its 68th session, found that regulations II/1, II/2, II/3 and II/4 of the STCW-F Convention will cause ambiguity, so this Circular provides interpretation to above regulations	
852.	MSC69	MSC/Circ.853	Guidance on Shipboard Assessments of Proficiency	May 1998	This Guidance is intended to guide shipboard assessments of proficiency, ensure reliability and consistency of assessment results and assist Member Governments and STCW Parties to provide company and shipboard assessment personnel with necessary information. The Guidance mainly involves: Determining and selecting objectives for shipboard assessment; Scoring performance and establishing standards; Preparing assessment package; Conduct assessment; Establishing performance improvement plan	
853.	MSC72	MSC/Circ.950	Guidance on Arrangements between Parties to Allow for Recognition of Certificates under STCW Regulation I/10	30 May 2000	This Guidance is intended to provide a bilateral arrangement between Administration which is to recognize a certificates and organization issuing certificate to be recognized, and a written undertaking should be concluded. Member Governments and STCW Parties are required to follow the Guidance and inform all relevant parties	
854.	MSC72	MSC/Circ.951	International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), 1995 Officer in Charge of an Engineering Watch and Engineering Watchkeeping Provisions	1995	MSC, at its 72nd session, n agreed that STCW-F Convention parties are to ensure to provide requirements for engineering watchkeeping on fishing vessels with main propulsion plants not less than 750 kW in power	
855.	MSC73	MSC/Circ.979	International Convention on Standards of Training, Certification and	December 2000	In the report of Secretary-General, considering effective implementation of STCW Convention by STCW Parties and its effect on ocean shipping, the committee thinks that it will	

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			Watchkeeping for Seafarers (STCW), 1978, as Amended Preparation of Reports pursuant to STCW Regulation I/7, Paragraph 2		try to make MSC 74th session take actions considered by STCW regulation I/7, paragraph 3. The committee requires STCW Parties and personnel to implement according to action schedule in the Appendix	
856.	MSC74	MSC/Circ.997	Guidance on the Preparation and Review of Independent Evaluations Required by STCW Regulation I/8 and Section A-I/7 of the STCW Code	June 2001	MSC, at its 76th session, adopted assessment procedures to promote review of independent evaluations required by STCW Convention. STCW Code requires an independent assessment to quality standard system at interval not more than 5 years and completion of report which will be viewed by relevant personnel within 6 months	
857.	MSC74	MSC/Circ.1014	Guidance on Fatigue Mitigation and Management	June 2001	Human elements (especially fatigue) are deemed as important factors causing maritime casualty. IMO establishes this Guidance to assist relevant parties to better understand and manage fatigue-related issues and prevent occurrence of accidents relating to fatigue. The Guidance mainly includes potential danger of fatigue, effect on health and safety of personnel on board ship, symptom and cause of fatigue and its resolution method	
858.	MSC81	MSC.1/Circ.1208	Promoting and Verifying Continued Familiarization of GMDSS Operators on board Ships	22 May 2006	Providing familiarization and special training of GMDSS operators on board ships. The familiarization is verified by flag State inspection or by PSC	
859.	MSC83	MSC.1/Circ.1235	Guidelines on Security-Related Training and Familiarization for Shipboard Personnel	October 2007	The Guidelines is intended to strengthen maritime security assistance and promote uniform implementation of SOLAS Chapter XI-2 and ISPS Code by SOLAS Contracting Governments. It mainly includes: Application of guidelines; General principle of guidelines; Explanation of terms in the guidelines; Requirements for personnel with/without designated security duties; Alternative to demonstration of competency	

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860.	MSC81	MSC-MEPC.7/Circ.1	Checklist for Considering Human Element Issues by IMO Bodies	22 May 2006	MEPC, at its 53rd session and MSC at its 81st session, established checklist for human element. When establishing and revising IMO mandatory and non-mandatory requirements relating to safety and pollution prevention, human elements are taken into consideration	
861.	STCW	STCW.6/Circ.3	Guidance on Prevention of Drug and Alcohol Abuse	22 May 1998	MSC, at its 69th session, made revision and inserted new footnote to part 5, regulation VIII/2, part B of STCW Code, i.e. Guidelines on preventing abuse of drugs and alcohol	
862.	STCW	STCW.6/Circ.4	Guidance Regarding Additional Training for Masters and Chief Mates of Large Ships and Ships with Unusual Manoeuvring Characteristics	May 1998	Regulations B-V/3, B-V/4 and B-V/5 of STCW Convention are renumbered as B-V/a, B-V/b and B-V/c to avoid confusion and allow addition of other guidelines in the future	
863.	STCW	STCW.6/Circ.5	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 Amendments to Part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code	30 May 2000	MSC, at its 72nd session, adopted revision to PART B of STCW Code	
864.	STCW	STCW.6/Circ.6	International Convention on Standards of Training, Certification and Watchkeeping for seafarers, 1978 Amendments to Part B of the Seafarers Training, Certification and Watchkeeping (STCW) Code	6 June 2003	MSC, at its 76th session, made revision to STCW Code and added section B-V/3 "Guidance regarding training of seafarers on large passenger ships", mainly including advanced fire-fighting and loss control	

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865.	STCW	STCW.6/Circ.7	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 Amendments to Part B of the Seafarers Training, Certification and Watchkeeping (STCW) Code	20 May 2005	MSC, at its 80th session, made revision to PART B of STCW Code on engine room resource management, inserting 8-1 and 8-2 in existing paragraph 8	
866.	STCW	STCW.6/Circ.8	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1974, as Amended—Amendments to part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code	June 2003	MSC, at its 76th session, adopted revision to PART B of STCW Code, deleting phrase "in 1995" in paragraphs 1, 2 and 3 of section B-I/2.	
867.	STCW	STCW.6/Circ.10	Amendments to Part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code	May 2006	MSC, at its 81st session, adopted revision to PART B of STCW Code	
868.	STCW	STCW.7/Circ.10	Interim Guidance on Training and Assessment in the Operational Use of the Electronic Chart Display and Information System (ECDIS) Simulators	11 June 2001	The Sub-Committee on Standards of Training and Watchkeeping, at its 32nd session, proposed Interim guidance on training and assessment in the operational use of electronic chart display and information system (ECDIS) simulators, and MSC adopted the interim guidance at its 76th session. The Guidance is given in the annex, and the Sub-Committee invites Member Governments to inform relevant parties	

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869.	STCW	STCW.7/Circ.11	Guidance to STCW Parties on the Application of the Standard Marine Communication Phrases as Required by Section A-II/1 of the STCW Code	11 June 2001	The Sub-Committee on Standards of Training and Watchkeeping, at its 32nd session, proposed Guidance on the application of the standard marine communication phrases, and MSC, at its 74th session, adopted the guidance. Parties to STCW Convention are required to follow the Guidance and inform training organizations of the contents of the Circular	
870.	STCW	STCW.7/Circ.12	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended Advice for Port State Control Officers and Recognized Organizations on Action to be Taken in Cases where not All Seafarers Carry Certificates and Endorsements Meeting STCW 95 Requirements after 1 February 2002	25 January 2002	STCW subcommittee, at its 33rd session, reviewed implementation of amendments to 1995 STCW Convention and proposed recommendations on the action to be taken by PSC officers and RO under the condition that crew do not carry certificates required by STCW 95 after 1 February 2002	Outdated
871.	STCW	STCW.7/Circ.13	Issues to be Considered when Integrated Computer-Based Technologies into Training and Assessment of Seafarers	29 May 2002	This Circular points out main issues to be considered by maritime Administration, trainer, assessor and technology user when computer-based technologies are integrated into maritime education and training items. It is intended to verify effectiveness of new tool and technology so as to promote and maintain high standard for training and assessment of seafarers	
872.	STCW	STCW.7/Circ.14	Guidance for Masters on Keeping a Safe Anchor Watch	24 May 2004	NAV subcommittee provides recommendations on anchor watch and establishes additional guidance for masters on keeping a safe anchor watch. MSC, at its 78th session, adopted the guidance	

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873.	STCW	STCW.7/Circ.15	Data Required to be Included in Documentary Evidence of Training Leading to the Award of a Certificate of Competency	24 May 2004	The Sub-Committee on Standards of Training and Watchkeeping, at its 35th session, agreed list of data to be included in documentary evidence of training leading to the award of a certificate of competency, including: - List of documents issued by the Administration; - List of documents issued by training institutions/academies/providers	
874.	STCW	STCW.7/Circ.16	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended Clarification of Transitional Provisions relating to the 2010 Manila Amendments to the STCW Convention and Code	24 May 2011	MSC, at its 89th session, considered the implementation of the provisions of the 2010 Manila Amendments with the following matters requiring urgent clarification: - revalidation of certificates issued in accordance with the provisions of the Convention and Code in force prior to 1 January 2012; - transitional provisions which do not relate to certification issues; - security-related training provisions.	
875.	STCW	STCW.7/Circ.17	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as Amended Advice for Port State Control Officers on Transitional Arrangements Leading up to the Full Implementation of the Requirements of the 2010 Manila Amendments to the STCW Convention and Code on 1 January 2017	24 May 2011	MSC, at its 89th session, found it necessary to explain implementation of 2010 Manila Amendments. Revision to chapter VIII took effect on 1 January 2012, and some requirements for seafarer training are to be completed before 1 January 2017, so MSC provided transitional provisions for seafarers who commenced approved seagoing service before 2012	

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876.	STCW	STCW.8/Circ.1 and Rev.1	National Authorities Maintaining Registers of STCW Convention Certificates and Endorsements	18 September 2003	This document provides list of national authorities maintaining registers of STCW Convention certificates and endorsements	
877.	A13	A.539(13)	Certification of Skippers and Officers in Charge of a Navigational Watch on Fishing Vessels of 24 Metres in Length and Over	17 November 1983	In order to promote safety of life at sea and protection of marine environment, the Assembly provides respective requirements for certification of navigational watch on fishing vessels of 24 metres in length and over. It provides explicit requirements for : - Skippers/officers; - In unlimited/limited waters; - Knowledge requirements/recommended minimum requirements	
878.	A14	A.576(14)	Standards for Skippers and Officers in Charge of a Navigational Watch on Fishing Vessels of Less than 24 Metres in Length Operating in Unlimited and Limited Waters	20 November 1985	Because STCW Convention is not applicable to fishing vessels, in order to promote safety of life at sea and protection of marine environment, considering MSC's recommendation at its 50th session, to make skippers and officers in charge of a navigational watch have sufficient knowledge on safe operation of vessels, Administration is to determine whether specified inspections are satisfied	
879.	A15	A.622(15)	Basic Principles to be Observed in Keeping an Engineering Watch on board Fishing Vessels	19 November 1987	These principles are intended to draw the attention of fishing vessel's shipowner, skipper, chief engineer and personnel on watch to ensure safe engineering watch. It is composed of following parts: - General; - Operation; - Requirements for watch; - Fitness for duty; - Protection of marine environment	
880.	A15	A.623(15)	Minimum Requirements for Certification of Chief Engineer Officers and Second Engineer Officers of Fishing Vessels Powered by Main Propulsion Machinery of 750 kW	19 November 1987	Because STCW Convention is not applicable to fishing vessels, in order to promote safety of life at sea and protection of marine environment, considering MSC's recommendation at its 52nd session, the Assembly adopted Minimum requirements for certification of chief engineer officers and second engineer officers of fishing vessels powered by main propulsion machinery of 750 kW	

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			Propulsion Power or More		propulsion power or more, and put it in the appendix. Member Governments are required to implement the recommendation	
881.	A20	A.866(20)	Guidance to Ships Crews and Terminal Personnel for Bulk Carrier Inspections	27 November 1997	This Guidance is intended to provide guidance to crews and terminal personnel for main areas on bulk carriers which are liable to corrosion and damage. It is to assist implementation of effective plan and provide basis for keeping the ship in good order within specified periodic survey	
882.	A22	A.918(22)	IMO Standard Marine Communication Phrases	29 November 2001	In order to ensure that navigational and safety communications from ship to shore, from ship to ship and on board ship are precise, simple and unambiguous so as to avoid confusion and error, the Assembly adopted establishment of IMO standards for communication phrases to avoid dangers to the vessel, the people on board and the environment	
883.	A27	A.1047(27)	Principles of Minimum Safe Manning	30 November 2011	The principles are according to the requirements of such documents as SOLAS Convention and ISPS Code and intended to ensure safety of life at sea and safe operation of ships and protection of marine environment, mainly including: - Guidelines on application principles of safe manning; - Guidelines on determination of minimum safe manning; - Responsibility for implementing principles of minimum safe manning; - Guidelines on contents of minimum safe manning document and frame as well as model form	This resolution is quoted in SOLAS regulation V/14
884.	MSC66	MSC/Circ.738	Guidelines for Dynamic Positioning System (DP) Operator Training	June 1996	MSC, at its 66th session, considered issue of dynamic positioning system (DP) operator training, and "Training and Experience of Key DP Personnel" prepared by IMCA is considered as Guidelines for dynamic positioning system (DP) operator training	

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885.	MSC70	MSC/Circ.900	Fraudulent Certificates of Competency	2 February 1999	MSC, at its 70th session, expressed concern for increase of fraudulent STCW certificate. In order to avoid potential threat caused by fraudulent seafarer competency certificate and endorsement to safety of life at sea and marine environment, MSC called on Member Governments and STCW Parties to take relevant measures	
886.	MSC77	MSC/Circ.1089	Guidance on Recommended Anti-Fraud Measures and Forgery Prevention Features for Seafarers' Certificates	June 2003	STCW subcommittee, at its 34th session, considered to assist implementation of existing measures by flag State and control increase of fraudulent and forged certificates by using central data system for maintenance of certification information. MSC, at its 77th session, required secretary to report at STCW 35th session after distributing questionnaire to STCW Parties and collecting questionnaire feedback information	
887.	MSC-MEPC	MSC-MEPC.7/Circ.3	Framework for Consideration of Ergonomics and Work Environment	22 May 2006	MSC and MEPC recognized that consideration of ergonomics and work environment can significantly decrease seafarer accidents and human error, adopted a work frame to reduce personnel injury, and recommended Member Governments and international organizations to inform each organization	
888.		FAO/ILO/IMO Document for Guidance	FAO/ILO/IMO Document for Guidance on Fishermen's Training and Certification (see MSC 71/INF.3, annex and MSC 72/6/2, annex)	15 February 2000	The document is composed of following parts: - General policy; - Training requirements for small fishing vessels; - Training requirements for fishing vessels with length of 12m to 24 m or main propulsion plants not more than 750 kW in power; - Training requirements and minimum certification requirements for fishing vessels with length over 24 m or main propulsion plants more than 750 kW in power	
889.	MPEC26	MEPC/Circ.209	Recommendations on Efforts to Minimize the Risk of Malfunction of Bilge-Water Separating and Monitoring Equipment in the Engine-Rooms of Ships	26 July 1988	MEPC distributed questionnaires to the shipowners and found that the major reasons for malfunction of bilge-water separating equipment are found in the use of detergents of non-quick-separating type. Therefore, it recommends Administration to encourage shipowner to develop guidelines on application of detergent on board ship and provided some recommendations on application	

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890.	MPEC30	MEPC/Circ.239	The use of Anti-Fouling Paints for Hull Protection	28 January 1991	Points of attention for the use of anti-fouling paints for hull protection	Outdated
891.	MPEC31	MEPC/Circ.256	Guidelines for the Development of the Shipboard Oil Pollution Emergency Plan	10 April 1992	It urges Member Governments to take measures to ensure that ships entitled to fly their flags carry shipboard oil pollution emergency plan which complies with resolution MEPC.54(32)	Outdated.
892.	MPEC36	MEPC/Circ.286	Location of Tank Washing Heaters Interpretation of Paragraph 4.1.6 of the Revised COW Specifications	25 January 1995	Interpretation of paragraph 4.1.6 of the revised COW specifications on location of tank washing heaters	
893.	MEPC44	MEPC/Circ.305/Add.3	Cleaning Additives Evaluated and Found to Meet the Requirements of Paragraph 1.8.2 of the P&A Standards Additions following the Fourth Session of the Sub-Committee on Bulk Liquid and Gases (12 to 16 April 1999)	27 January 2000	This Circular has updated cleaning additives found to meet requirements	
894.	MEPC38	MEPC/Circ.317	Guidelines for the Development of Garbage Management Plans	10 July 1996	This Circular provides guidelines for the development of garbage management plan required by MARPOL Annex V	Outdated and superseded by resolution MEPC.220(63)
895.	MEPC39	MSC/Circ.806 MEPC/Circ.329	Guidance on Safety Aspects of Ballast Water Exchange at Sea	6 June 1997	Guidance on safety aspects of ballast water exchange at sea	Outdated.
896.	MEPC42	MSC/Circ.878 MEPC/Circ.346	Interim Guidelines for the Application of Human Element Analyzing Process (HEAP) to the IMO Rule-Making Process	20 November 1998	This Circular provides interim guidelines for the application of human element analyzing process (HEAP) for trial use on a voluntary basis and requires IMO to consider the effects of human elements when developing regulations on safety and environment protection	

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897.	MEPC42	MSC/Circ.879 MEPC/Circ.348	Equivalency Arrangements for the Carriage of Styrene Monomer	19 November 1998	Applicable to BCH and IBC ships. When styrene monomer is carried according to paragraph 15.13.5 of Chemical Tanker Code, the tank volume is not to be more than 3,000 m^3 and styrene monomer is not to be carried in inerted tank. This Circular allows styrene monomer to be carried in inerted tank with volume more than 3,000 m^3, but oxygen content in tank must be kept 2%~8%, and operation requirements in this Circular are to be met during transportation	
898.	MSC70	MSC/Circ.890 MEPC/Circ.354	Interim Guidelines for Port State Control Related to the ISM Code	18 December 1998	It defines that PSC relating to ISM Code is an inspection rather than an audit, ensures that PSC inspection complies with ISM Code on promoting safety culture rather than punishing ships or companies of which SMS has contained principles and requirements of ISM Code., requires PSCO to be subject to necessary training and know provisions of ISM Code and puts forward detailed procedures and inspection contents of PSC which are related to ISM Code	
899.	MEPC43	MEPC/Circ.361	Uniform Implementation of the 1999 Amendments to the IOPP Certificate	23 July 1999	It requires uniform implementation of the 1999 Amendments to the IOPP certificate adopted by resolution MEPC.78(43) when Administration issues IOPP certificate or carries out PSC inspection	Outdated.
900.	MEPC43	MSC/Circ.929 MEPC/Circ.362	Application of Cargo-Tank Venting Requirements to Combined Oil/Chemical Tankers Interpretation of Paragraph 8.15 of the IBC Code and Part E of Chapter II of the BCH Code	26 July 1999	For combined oil/chemical tankers, requirements in SOLAS Chapter II-2 are to be superseded by cargo-tank venting and gas-freeing requirements in IBC Code	
901.	MEPC44	MEPC/Circ.369	Amendments to Test Condition Parameter "FA" for Engine Family Approval in accordance with the NO_x Technical Code	31 March 2000	Considering that it is difficult for test condition parameter "fa" for engine family approval between 0.98 and 1.02, it is revised to "between 0.93 and 1.07" with reference to ISO8178 standards.	The contents of this Circular have been covered by revised NO_x Technical Code adopted by resolution MEPC.177(58).

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902.	MEPC48	MSC/Circ.1059 MEPC/Circ.401	Procedures concerning Observed ISM Code Major Non-Conformities	16 December 2002	This Circular guides flag States or port states to take measures when major non-conformities related to ISM Code in a ship's or a company's safety management system have been observed	
903.	MEPC49	MEPC/Circ.406	Guidelines for Application of MARPOL Annex I Requirements to FPSOs and FSUs	10 November 2003	This Circular contains detailed guidance for application of MARPOL Annex I requirements to FPSOs and FSUs, e.g. applicability of requirements for double hull and double bottom as well as oil pollution emergency plan	
904.	MEPC49	MEPC/Circ.411	Annex I of MARPOL 73/78 Guidance for Port State Control Officers on Issues related to the Form of the Oil Record Book Part I	24 September 2003	Member Governments, especially PSC officers, are invited to pay attention to the revision of the form of the oil record book part I. The document requires that during PSC inspection, adoption of form of the oil record book part I attached to 1997 and 2002 MARPOL consolidated edition is accepted	Outdated. Resolution MEPC.187 (59) revised oil record book parts I and II
905.	MEPC52	MEPC/Circ.419	Guidelines for the Development of the Ship Recycling Plan	12 November 2004	It requires that the ship recycling plan should be developed by the recycling facility in consultation with the shipowner. The circular attaches Guidelines for the development of the ship recycling plan adopted by MEPC 52nd session	Outdated. In 2011, IMO adopted 2011 Guidelines for the development of the ship recycling plan by resolution MEPC. 196(62)
906.	MEPC52	MEPC/Circ.420	Implementation of resolution MEPC.107(49) Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships	2 November 2004	Interpretation to application of resolution MEPC.107(49). Installations fitted to ships, the keel of which are laid or which are at a similar stage of construction on or after 1 January 2005 and replacement installations ordered on or after 1 January 2005 to ships, the keel of which were laid or which were at a similar stage construction before 1 January 2005 should comply with requirements of resolution MEPC.107(49)	
907.	MEPC52	MEPC/Circ.422	Updating the Supplement to the IOPP Certificate under the Existing MARPOL Annex I (Sections 2.4.1 and 2.4.3 of Form A and Sections 2.4.1, 2.4.3 and 6.1.4 of Form B of the IOPP Certificate Supplement)	10 November 2004	This Circular requires Member Governments and relevant parties to pay attention to amendments to IOPP certificate (agreed that Administrations may make interim corrections to IOPP certificate between 1 January 2005 and 1 January 2007)	Outdated

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
908.	MEPC52	MEPC/Circ.424	Transfer of Ships between States	20 December 2004	It recommends some procedures for transfer of ships between states	
909.	MEPC52	MEPC/Circ.426	Revised List of Certificates and Documents Required to be Carried on board Ships	17 December 2004	In order to be consistent with revision of SOLAS Convention and MARPOL Convention, IMO revised list of certificates and documents required to be carried on board ships accordingly. This Circular lists certificates and documents required at IMO level, excluding legal documents required by other international organizations or Administration. This document is superseded by MEPC.1/Circ.769	This document is superseded by MEPC.1/Circ.769
910.	MEPC53	MEPC/Circ.466	Implementation of the IMO Guidelines on Ship Recycling (resolution A.962 (23)) "Gas-Free-for-Hot-Work" Certification	25 July 2005	Recycling States are required to develop mandatory requirements for gas-free-for-hot-work certification. Recycling facilities are to comply with requirements for safe operation	
911.	MEPC53	MEPC/Circ.467	Promotion of the Implementation of the IMO Guidelines on Ship Recycling (resolution A.962 (23))	26 July 2005	IMO adopted IMO guidelines on ship recycling by resolution A.962(23). MEPC considered recommendations of Joint ILO/BC/IMO Working Group meeting and invited Recycling States and interested parties to provide IMO with useful information on ship recycling	Hong Kong Convention released in 2009 and relevant guidelines have covered the Guidelines
912.	MEPC53	MEPC/Circ.473	Approved Unified Interpretations to MARPOL Annex VI and the NO_x Technical Code	29 July 2005	This Circular contains 33 unified interpretations of MARPOL Annex VI and the NO_x Technical Code which are approved by IMO, and provides guidance on correct understanding and implementation of MARPOL Annex VI and the NO_x Technical Code	
913.	MEPC53	MEPC/Circ.474 MSC/Circ.1180	Amendments to the Guidelines for Formal Safety Assessment (FSA) for Use in the IMO Rule-Making Process (MSC/Circ.1023-MEPC/Circ.392)	25 August 2005	It provides amendments to the guidelines for formal safety assessment (FSA) for use in the IMO rule-making process which is adopted by MEPC/Circ.392	

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914.	MEPC54	MEPC.1/Circ.511	Revised Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships Incorporating Guidance Notes for an Integrated Bilge Water Treatment System (IBTS)	18 April 2006	It provides revision to guidelines for systems for handling oily wastes in machinery spaces of ships which is attached to MEPC.1/Circ.235, and provides guidance notes for designing an integrated bilge water treatment system (IBTS) of ship	It is superseded by MEPC.1/Circ.642
915.	MEPC54	MEPC.1/Circ.512	Revised Guidelines for the Provisional Assessment of Liquid Substances Transported in Bulk	16 May 2006	Revised guidelines for the provisional assessment of liquid substances transported in bulk, and the results of assessment of liquid substances transported in bulk can be included in MEPC.2/Circular according to the Guidelines	
916.	MEPC54	MEPC.1/Circ.513	Validity of the IOPP Certificate and Supplements Issued under the Current MARPOL Annex I after 1 January 2007	18 April 2006	After entry into force of revised MARPOL Annex I on 1 January 2007, the validity of current IOPP certificate is as follows: 1 If the ship must comply with new requirements of revised MARPOL Annex I on 1 January 2007, new IOPP certificate is to be issued; 2 Other than the above condition, IOPP Certificates and supplements in effect at the time of entry into force of the revised MARPOL Annex I should be accepted until the expiry date of the associated IOPP Certificate, at which time a new Supplement would be issued for attachment to the renewed IOPP Certificate	Outdated.
917.	MEPC54	MEPC.1/Circ.540	Approved Unified Interpretations to MARPOL Annex VI and the NO_x Technical Code	24 November 2006	MEPC, at its 55th session, approved unified interpretations to MARPOL Annex VI and the NO_x Technical Code which are submitted by BLG10. Approved unified interpretations involve MARPOL Annex VI regulation 12 “ozone-depleting substances”, regulation 14 “sulphur oxides”, regulation 16 “shipboard incineration” and regulation 18 “fuel oil quality” as well as paragraphs 3.2, 5.9.6.2, 5.9.9 and 5.10 of NO_x Technical Code	
918.	MEPC58	MEPC.1/Circ.639	Requirements for the Carriage of Gas-to-Liquid Oils	11 November 2008	For the carriage of gas-to-liquid oils, MEPC confirms that requirements of MARPOL Annex I are to be met	

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919.	MEPC58	MEPC.1/Circ.642	2008 Revised Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships Incorporating Guidance Notes for an Integrated Bilge Water Treatment System (IBTS)	19 November 2008	It provides revision to guidelines for systems for handling oily wastes in machinery spaces of ships which is attached to MEPC.1/Circ.511, and provides guidance notes for designing an integrated bilge water treatment system (IBTS) of ship	
920.	MEPC 58	MEPC.1/Circ.643	Harmonized Implementation of the Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships during the Type-Approval Process	12 November 2008	This Circular provides interpretations to some ambiguous paragraphs of the revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships, and requires harmonized implementation of the interpretations by Member Governments during the type-approval process of pollution prevention equipment for machinery space bilges of ships	
921.	MEPC 59	MEPC.1/Circ.676	Amendments to the 2008 Revised Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships Incorporating Guidance Notes for an Integrated Bilge Water Treatment System (IBTS)	31 July 2009	It provides amendments to the 2008 Revised guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS) issued by means of MEPC.1/Circ.642, mainly to paragraph 11.4 on arrangement of drain pipe in oil residue (sludge) service tank	
922.	MEPC 59	MEPC.1/Circ.677	Guide to Diagnosing Contaminants in Oily Bilge Water to Maintain, Operate and Troubleshoot Bilge Water Treatment Systems	22 July 2009	This Circular provides a tool for engine room crews to diagnose contaminants in oily bilge water, mainly including determination of source of oily water in engine room, OCM operation theory and problem identification as well as resolution method, recommended major preventive, remedial and corrective actions	
923.	MEPC59	MEPC.1/Circ.678	Definitions for the Cost Effectiveness Formula in Regulation 13.7.5 of the Revised MARPOL Annex VI	13 August 2009	Interpretation to definitions of parameters ΔNO_x, power and cost in the cost effectiveness formula in regulation 13.7.5 of the revised MARPOL Annex VI	
924.	MEPC59	MEPC.1/Circ.679	Guidelines for the	13 August 2009	Guidance to tier I diesel engines to be surveyed according to	Outdated.

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
			Application of the NO_x Technical Code relative to Certification and Amendments of Tier I Engines		NO_x Technical Code	
925.	MEPC59	MEPC.1/Circ.680	Technical Information on Systems and Operation to Assist Development of VOC Management Plans	27 July 2009	This Circular describes such information as general equipment, operation and state of VOC emission and control on board crude oil tanker, 3 conditions that crude oil tanker may release vapour, 4 criteria to control VOC emission and effect on VOC generation	
926.	MEPC59	MEPC.1/Circ.681	Interim Guidelines on the Method of Calculation of the Energy Efficiency Design Index for New Ships	28 August 2009	IMO issues EEDI calculation method by this Circular and provides relevant provisions for EEDI calculation method and parameter selection of applicable ship type	Superseded by MEPC.212(63)
927.	MEPC59	MEPC.1/Circ.682	Interim Guidelines for Voluntary Verification of the Energy Efficiency Design Index	28 August 2009	IMO issues general requirements for EEDI verification and verification contents of each verification stage by this Circular	Superseded by MEPC.214(63)
928.	MEPC59	MEPC.1/Circ.683	Guidance for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	28 August 2009	This Circular provides recommendations on SEEMP development principle and SEEMP contents	Superseded by MEPC.213(63)
929.	MEPC59	MEPC.1/Circ.684	Guidelines for Voluntary Use of the Ship Energy Efficiency Operational Indicator (EEOI)	27 August 2009	It provides principle as well as use and calculation methods for EEOI as energy efficiency monitoring tool. Shipping companies use this monitoring method on a voluntary basis	
930.	MEPC59	MEPC.1/Circ.685	Discharge of Waste Water from Cruise Ships in Semi-Closed and Closed Sea Areas	30 September 2009	It encourages shipowner to decrease discharge of waste water in semi-closed and closed sea areas insofar as practicable	

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931.	MEPC 59	MEPC.1/Circ.718	Revised Form of Supplement to International Air Pollution Prevention Certificate	20 April 2010	In order to implement MARPOL Annex VI revised by resolution MEPC.176(58), form of supplement to IAPP certificate are revised accordingly. This Circular is issued to allow use of revised IAPP certificate in advance for ship certification	Outdated. This Circular has been superseded by MEPC.1/Circ.757
932.	MEPC 59	MEPC.1/Circ.719	Technical Information on a Vapour Pressure Control System in order to Facilitate the Development and the Update of VOC Management Plans	20 April 2010	This Circular contains information on a new technology to control VOC formation and emission from crude oil tanker	
933.	MEPC 61	MEPC.1/Circ.735	Unified Interpretations to MARPOL Annex VI	26 October 2010	It provides unified interpretations to MARPOL Annex VI regulation 15 on provision and implementation of VOC management plan. Requirements for VOC management plan are only applicable to crude oil tankers	
934.	MEPC 61	MEPC.1/Circ.736	Guidance for the Recording of Operations in the Oil Record Book Part I—Machinery Space Operations (All Ships)	8 November 2010	Resolution MEPC.187(59) revises form of oil record book of machinery spaces, and in order to unify the completion of oil record book, this Circular provides guidance for completion of oil record book, including general requirements and example of each record. All Entries are to be made and signed by the officer or officers in charge of the operations concerned and each completed page shall be signed by the master of the ship. Do not leave any full lines empty between successive entries. If a wrong entry has been recorded in the Oil Record Book (ORB), it should immediately be struck through with a single line in such a way that the wrong entry is still legible. For example, to give example for completion under following conditions:	This Circular is superseded by MEPC.1/Circ.736/Rev.2 and is outdated
935.	MEPC 62	MEPC.1/Circ.753	Amendments to Unified Interpretation to Regulation 12.2 of MARPOL Annex I	25 August 2011	With regard to the requirements of regulation 12.2.2 of MARPOL Annex I, as revised by resolution MEPC.187(59), on sludge tank discharge piping, it is agreed that regulation 12.2.2 should not be retroactively applied to ships delivered before 1 January 2014, and therefore, UI paragraph 12.2/3/4 is revised	

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936.	MEPC 62	MEPC.1/Circ.756	Date of Taking Effect of the Amendments to Regulations 13 and 14 of MARPOL Annex VI Adopted by resolution MEPC.202(62)	10 August 2011	Amendments to regulations 13 and 14 of MARPOL Annex VI adopted by resolution MEPC.202(62) to designate the United States Caribbean Sea emission control area for nitrogen oxides (NO_x), sulphur oxides (SO_x) and particulate matter, and the amendments took effect on 1 January 2013. Requirements for United States Caribbean Sea emission control area shall take full effect on 1 January 2014	
937.	MEPC 62	MEPC.1/Circ.757	Revised Form of Supplement to International Air Pollution Prevention Certificate	8 August 2011	Resolution MEPC.194(61) revises form of supplement to IAPP certificate in MARPOL Annex VI which is revised by resolution MEPC.176(58). This Circular is issued to allow use of revised form of supplement to IAPP certificate in advance for ship certification and supersedes MEPC.1/Circ.718	Outdated.
938.	MEPC 62	MEPC.1/Circ.759	Guidelines for a Shipboard Oily Waste Pollution Prevention Plan	25 August 2011	This Circular is to assist shipowners and ship operators to manage oily wastes in machinery space to meet the requirements for environmental objective in ISM Code. The main contents include initial assessment of the company's existing arrangements, shipboard incinerator, oil filtering equipment and IBTS; the shipboard oily waste pollution prevention plan should contain measures in order to ensure proper oily waste disposal. The measures could be directly incorporated in a shipboard oily waste pollution prevention plan or in the Safety Management System (SMS). Such measures include storage, treatment and disposal, lines of communication between shore and ship personnel, reducing potential for human error, minimizing oily waste generation, record-keeping and reporting, training, etc.	
939.	MEPC 62	MEPC.1/Circ.760	Amendments to the 2008 Revised Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships Incorporating Guidance Notes for an Integrated Bilge Water Treatment System (IBTS) (MEPC.1/Circ.642, as	25 August 2011/ 25 August 2011	A Statement of Fact may be issued by the Administration to ships having voluntarily installed IBTS. The recommended format of the Statement of Fact is contained in appendix	

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			Amended by MEPC.1/ Circ.676)			
940.	MEPC62	MEPC.1/Circ.761	2011 Guidelines for the Carriage of Blends of Petroleum Oil and Bio-Fuels, as Amended	4 August 2011/ 1 September 2011	Applicable to the carriage of blends of petroleum oil and bio-fuels under MARPOL Annex I and Annex II. According to different blending proportion of petroleum oil and bio-fuels, it is specified that different regulations apply, and limitation requirements are provided for blending operation on board ship	

CHAPTER 2 MSC CIRCULARS

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
1.	MSC 90	MSC.1/Circ.797/ Rev.22	List of Competent Persons Maintained by the Secretary-General Pursuant to Section A-I/7 of the STCW Code	31 May 2012	List of competent persons maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code. (These "competent persons" are those reported to IMO by Contracting Governments and approved by IMO. They will assist IMO Secretary-General to prepare the report required by paragraph 7 of STCW78/95 Convention. IMO Secretary-General will also call upon them and listen to their comments according to the needs so as to take their comments in the report that will be submitted to MSC)	
2.	MSC 90	MSC.1/Circ.1040/Rev.1	Revised guidelines on annual testing of 406 MHz satellite EPIRBs	25 May 2012/	This circular revises the Guidelines on annual testing of 406 MHz satellite EPIRBs. As compared with MSC.1/Circ.1040, a new item is added in the examination, i.e. checking that the MMSI number encoded in the beacon corresponds with the MMSI number assigned to the ship.	1.This circular supersedes MSC/Circ.1040. 2.This circular was superseded by MSC.1/Circ.1040/Rev.1.
3.	MSC 90	MSC.1/Circ.1259/ Rev.5	Long-Range Identification and Tracking System—Technical Documentation (Part I)	28 May 2012	LRIT technical documentation (Part I) includes: (1) Technical specifications for the International LRIT Data Exchange (IDE); (2) Technical specifications for the International LRIT Data Center (DC); (3) Technical specifications for communications within the LRIT system; (4) Technical specifications for the LRIT data distribution plan; (5) Criteria for the location of DC and IDE; (6) XML schemas.	This Circular revokes MSC.1/Circ.1259/Rev.4.
4.	MSC 90	MSC.1/Circ.1294/ Rev.3	Long-Range Identification and Tracking System—Technical Documentation (Part II)	28 May 2012	LRIT technical documentation (Part II) includes: (1) Protocols and arrangements for the prototype, development, integration and modification testing phases of the LRIT system; (2) Procedures for the notification, reporting and recording of temporary suspensions of operations or reduction of the service provided; and (3) Format submitted for the amendment of technical specifications for the LRIT system, the XML schemas and	The Circular revokes MSC.1/Circ.1294/Rev.2.

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					the test procedures and test cases.	
5.	MSC 90	MSC.1/Circ.1350/ Rev.1	Unified Interpretations of SOLAS Chapter V	4 December 2012	This Circular is adding requirements for use of a remote camera system for ships of unconventional design. "The ship's side shall be visible from the bridge wing" means that: (1) for normal ships, a view from the bridge wing plus a distance corresponding to a reasonable and safe distance of a seafarer leaning over the side of the bridge wing, which needs not to be more than 400 mm, to the location vertically right under the maximum beam of the ship at the lowest seagoing draught is not obscured; or the sea surface at the lowest seagoing draught and with a transverse distance of 500 mm and more from the maximum beam throughout the ship's length is visible from the side of the bridge wing; (2) for particular types of ships such as tug/tow boat, offshore supply vessel (OSV), rescue ship, work ship (e.g., floating crane), in meeting the requirements, the bridge wings are to at least extend to a location from which the sea surface, at the lowest seagoing draught and at a transverse distance of 1,500 mm from the maximum beam throughout the ship's length, is visible. If this ship type is changed to a type other than those addressed in this paragraph, then the arrangement is to be according to the requirements for normal ships; (3) The use of a remote camera system may be accepted for ships of unconventional design as means for achieving the view of the ship's side from the bridge wing, provided: ① the installed remote camera system is to be redundant from the circuit breaker to the camera and screen, including communication cables; ② the remote camera system is powered from the ship's main source of electrical power and is not required to be powered by the emergency source of electrical power; ③ the remote camera system is capable of continuous	This Circular is a revision to MSC.1/Circ.1350

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					operation under environmental conditions as per UR E10; ④ the view provided by the remote camera system complies with the requirements of regulation V/22.1.6 and is also displayed at locations where the manoeuvring of the ship may take place; ⑤ the upper edge of the ship's side abeam is directly visible by the observer from locations where the manoeuvring of the ship may take place	
6.	MSC 90	MSC.1/Circ.1375/Rev.1	Unified interpretation of SOLAS regulation V/23	28 May 2012/	This circular contains a new interpretation of the installation date of pilot transfer equipment and arrangements, stipulated in SOLAS regulation V/23, as follows: (1) for ships for which the building contract is placed on or after 1 July 2012, or in the absence of the contract, constructed on or after 1 July 2012, "installed on or after 1 July 2012" means any installation on the ship; (2) for ships other than those ships prescribed in (1) above, "installed on or after 1 July 2012" means a contractual delivery date for the system, in its entirety or for individual components of the system, as relevant, to the ship on or after 1 July 2012 or, in the absence of a contractual delivery date, the actual delivery of the system, in its entirety or for individual components, to the ship on or after 1 July 2012. This does not apply to equipment and arrangements covered by paragraph 1.4 of SOLAS regulation V/23.	This circular revokes MSC.1/Circ.1375
7.	MSC 90	MSC.1/Circ.1376/ Rev.1	Continuity of Service Plan for the LRIT System (Revokes MSC.1/Circ.1344)	28 May 2012	This Circular compares temporary suspension and disaster recovery of LRIT system service operation (including IDE, DC and DDP server) and specifies requirements for both respectively	This Circular revokes MSC.1/Circ.1376
8.	MSC 90	MSC.1/Circ.1405/ Rev.2	Revised Interim Guidance to Shipowners, Ship Operators and Shipmasters on the Use of Privately Contracted Armed Security Personnel on board Ships in the	25 May 2012	It mainly provides guidance and recommendations to shipowners, ship operators and shipmasters on the use of contracted armed security personnel to prevent and suppress acts of piracy and armed attack against ships	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
			High Risk Area			
9.	MSC 90	MSC.1/Circ.1408/ Rev.1	Interim Recommendations for Port and Coastal States regarding the Use of Privately Contracted Armed Security Personnel on board Ships in the High Risk Area	25 May 2012	It provides recommendations on the embarkation, disembarkation and carriage of privately contracted armed security personnel	
10.	MSC 90	MSC.1/Circ.1411	Early Implementation of the Amendments to SOLAS Regulation III/20.11.2	29 June 2012	This Circular encourages early implementation of the amendments to SOLAS regulation III/20.11.2 (after overhauling carried out once every five years, the operational testing of free-fall lifeboat release systems is to be performed either by free-fall launching under 1.1 times load with only the operating crew on board or by a simulated launching carried out based on MSC/Circ.1206) to prevent lifeboat accidents	Outdated.
11.	MSC 90	MSC.1/Circ.1412	Principles and Guidelines relating to the Review and Audit of the Performance of LRIT Data Centers and of the International LRIT Data Exchange	28 May 2012	The Circular contains principles and guidelines relating to the review and audit of the performance of LRIT data centers and of the international LRIT data exchange. It specifies requirements for auditor and his responsibility, audit scope, audit evidence, audit criteria, audit result and reporting	
12.	MSC 90	MSC.1/Circ.1413	Basic Safety Guidance for Yacht Races or Oceanic Voyages by Non-regulated Craft	25 May 2012	This Circular supersedes MSC/Circ.1174 and MSC.1/Circ.1366 and provides basic safety guidance for yacht races or oceanic voyages by non-regulated craft, including guidance for preparation on board (e.g. provision of navigational equipment, radiocommunications, voyage planning and crew training) and guidance for preparation ashore (e.g. information to be provided to the most suitable RCC, information to be available for medical assistance and distress alerting)	
13.	MSC 90	MSC.1/Circ.1414	Guidance to Prospective GMDSS Satellite Service Providers	25 May 2012	This circular provides guidance on application of provisions in resolution A.1001(25)	
14.	MSC 90	MSC.1/Circ.1416	Unified interpretation of SOLAS regulations	13 June 2012/ Implemented from	This interpretation is consistent with the requirements of IACS UI SC242.	

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			II-1/28 and II-1/29	21 May 2012		
15.	MSC 90	MSC.1/Circ.1417	Guidelines for Passenger Ship Tenders	13 June 201	The Guidelines are released with a view to providing guidance for tenders used for transferring more than 12 passengers between a stationary passenger ship and shore	
16.	MSC 90	MSC.1/Circ.1418	Guidelines for the Design and Installation of a Visible Element to the General Emergency Alarm on Passenger Ships	13 June 2012/ 21 May 2012	This Circular provides Guidelines for the Design and Installation of a Visible Element to the General Emergency Alarm on Passenger Ships, which specify on the characteristics, system design and arrangement of visible elements	
17.	MSC 90	MSC.1/Circ.1419	Guidelines for the Standardization of Lifeboat Control Arrangements	21 May 2012	The Guidelines for the Standardization of Lifeboat Control Arrangements are released by this Circular. According to the provisions of the Guidelines, specifc color and position are to be used to avoid misoperation of lifeboat operators so as to reduce lifeboat fall accidents. Detailed requirements of the Guidelines include the following: 1. Color of release indicator; 2. Installation and use of safety pin; 3. Arrangement, color, operation, identification and shape of the release control; 4. Position of engine control lever; 5.Arrangement of control and steering station; 6. Control of release process	
18.	MSC 90	MSC.1/Circ.1420	Awareness of Counterfeit and Substandard Life-saving Appliances	13 June 2012	This Circular invites member Governments to be aware of counterfeit and substandard life-saving appliances available on the market and bring it to the attention of all parties concerned, including recognized organizations, ship repairers and equipment suppliers	
19.	MSC 90	MSC.1/Circ.1421	Guidelines on exemptions for crude oil tankers solely engaged in the carriage of cargoes and cargo handling operations not causing corrosion	13 June 2012/	This circular specifies the requirements for the Administration on how to exempt a crude oil tanker from the mandatory requirement of corrosion protection if the ship is built to be engaged solely in the carriage of cargoes and cargo handling operations not causing corrosion.	
20.	MSC 90	MSC.1/Circ.1422	Unified interpretations of the Code of Safety for Special Purpose Ships,	13 June 2012/ Implemented from 21 May 2012	In applying the provisions of paragraph 2.5 of the Code in relation to determining the bilge pump numeral in accordance with SOLAS regulation II-1/35-1, the number	

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			2008 (2008 SPS Code)		of special personnel is to be taken into account when counting the number of passengers. In all instances where the Code refers to application of the requirements of SOLAS for passenger ships, such as in paragraphs 6.1 and 6.2, the general requirements relating to passenger ships in SOLAS, irrespective of the number of passengers, are to be applied. Notwithstanding the provisions of paragraphs 6.1 and 6.2 of the Code, the provisions of SOLAS regulations II-2/21 and 22 are only to be applied on ships which carry more than 240 persons. In applying the provisions of paragraphs 7.5 and 7.6 of the Code, "formal safety assessment" means a documented risk assessment, but not a full FSA study in accordance with the FSA Guidelines (MSC/Circ.1023-MEPC/Circ.392), as may be amended. In applying the provisions of chapter 10 of the Code, and thereby the requirements of SOLAS chapter V, the number of 240 persons carried on board is used to distinguish between cargo ships and passenger ships.	
21.	MSC 90	MSC.1/Circ.1423	Unified interpretation of paragraph 1.2.2.6 of the LSA Code concerning lifeboat exterior colour	13 June 2012/ Implemented from 21 May 2012	This interpretation is consistent with the requirements of IACS UI SC233. This circular provides the interpretation of requirements for the colour of life-saving appliances in the LSA Code. "Highly visible colour" only includes colours of strong chromatic content, i.e. pure achromatic colours such as white and all shades of grey are not to be accepted as "comparable" colours. The above is applicable to the exterior of the rigid watertight enclosure of totally enclosed lifeboats and the exterior of the canopy of partially enclosed lifeboats.	
22.	MSC 90	MSC.1/Circ.1424	Unified interpretation of SOLAS regulation II-1/48.3	13 June 2012/ Implemented from 21 May 2012	This interpretation is consistent with the requirements of IACS UI SC251.	
23.	MSC 90	MSC.1/Circ.1425	Unified interpretation of SOLAS regulations II-1/29.3 and 29.4	13 June 2012/ Implemented from 21 May 2012	This interpretation is consistent with the requirements of IACS UI SC246.	
24.	MSC 90	MSC.1/Circ.1426	Unified interpretation on	13 June 2012/	This circular is developed based on IACS SC UI249. The	

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			implementation of SOLAS regulation II-1/3-5 and MSC.1/Circ.1379		main differences with IACS SC UI249 are as follows: (1) With regard to SOLAS regulation II-1/3-5: the definitions of "new construction" and "conversions" are deleted, including applicable date "1 July 2012". (2) With regard to MSC.1/Circ.1379: the date "1 July 2012" in IACS SC UI249 is changed to "1 January 2011".	
25.	MSC 90	MSC.1/Circ.1427	Unified interpretations of COLREG 1972, as amended	28 May 2012/	(1) Annex I, section 9(a)(i) – Horizontal sectors: COLREG Annex I, section 9(a)(i) would require the full intensity of the side lights to be maintained in the forward direction of 1° outside the prescribed sector with the practical cut-off between 1° and 3°. This is needed to enable other vessels to determine a "head-on-situation" as per COLREG rule 14. (2) Annex I, section 10(a)(i) – Vertical sectors: The vertical sectors of electric lights, as fitted, with the exception of lights on sailing vessels, are to ensure that at least the required intensity is maintained at all angles from 5° above to 5° below the horizontal when measured at even keel.	
26.	MSC 90	MSC.1/Circ.1428	Pilot Transfer Arrangements Required Boarding Arrangements for Pilots	28 May 2012	This Circular is in accordance with resolutions MSC.308(88) and A.1045(27), revising posters relating to pilot transfer arrangements	
27.	MSC 90	MSC.1/Circ.1429	Clarification of SOLAS regulations V/19.2.3.4 and V/19.2.9.2	28 May 2012/	The speed and distance measuring devices as required by SOLAS regulations V/19.2.3.4 and V/19.2.9.2 are two separate devices, i.e. one speed and distance measuring and indicating device capable of measuring speed through water and one separate speed and distance measuring and indicating device capable of measuring speed over the ground in the forward and athwartships direction. The Performance Standards for devices to measure and indicate speed and distance are given in resolution MSC.334(90) and apply to devices installed on ships constructed on or after 1 July 2014.	
28.	MSC 90	MSC.1/Circ.1430	Revised guidelines for the design and approval of fixed water-based	31 May 2012/ Implemented from 21 May 2012	This circular supersedes MSC.1/Circ.1272, mainly covering principal requirements for all systems and fire-fighting test procedures. As compared with	

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			fire-fighting systems for ro-ro spaces and special category spaces		MSC.1/Circ.1272, the following contents are added: the requirements for fire-fighting systems with regard to ro-ro decks with a free height in excess of 2.5 m, the requirements for wet pipe system or dry pipe system, additional prescriptive-based system design requirements and additional performance-based system design requirements.	
29.	MSC 90	MSC.1/Circ.1431	Guidelines for the approval of helicopter facility foam fire-fighting appliances	31 May 2012/ Implemented from 21 May 2012	This circular is applicable to the performance design standards and approval requirements with regard to helicopter facility foam fire-fighting appliances in accordance with SOLAS regulation II-2/18, the 2009 MODU Code and MSC/Circ.895.	
30.	MSC 90	MSC.1/Circ.1432	Revised guidelines for the maintenance and inspection of fire protection systems and appliances	31 May 2012/ Implemented from 31 May 2012	This circular contains the requirements for maintenance and inspection of fire protection systems and appliances on board. It contains a comprehensive revision and supersedes MSC.1/Circ.850. The main contents are as follows: (1) general requirements for maintenance and testing; (2) Weekly testing and inspections (fire detection systems, fixed gas fire-extinguishing systems, fire doors, public address and general alarm systems, breathing apparatus, low-location lighting, water mist, water spray and sprinkler systems, etc.); (3) Monthly testing and inspections (fire mains, fire pumps, hydrants, hoses and nozzles, fixed gas fire-extinguishing systems, water mist, water spray and sprinkler systems, firefighter's outfits, fire extinguishers, fire detection systems, etc.); (4) Quarterly testing and inspections (fire mains, fire pumps, hydrants, hoses and nozzles, foam fire-extinguishing systems, ventilation systems and fire dampers, fire doors, etc.); (5) Annual, two-year, five-year and ten-year testing and inspections, etc.	
31.	MSC 90	MSC.1/Circ.1433	Unified interpretations of SOLAS regulation II-2/10.6.4 and chapter 9 of the FSS Code	31 May 2012/	The edition of ISO standard referenced in the footnote to SOLAS regulation II-2/10.6.4 with regard to the automatic or manual fire-extinguishing system of deep-fat cooking equipment is updated (ISO 15371:2009); For ships	

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					constructed before 1 July 2013, ISO 15371:2000 may be used. In chapter 9 of the FSS Code, the referenced IEC standard is to be interpreted as IEC 60092-504.	
32.	MSC 90	MSC.1/Circ.1434	Unified interpretations of SOLAS chapter II-2	31 May 2012/	(1) Interpretation of SOLAS regulation II-2/3.2.3 with regard to "A" class division insulating material, in order to ensure that products of "A" class fire-resisting structures installed on board ships are consistent with the type approval test for that insulating material (consistent with IACS UI SC239&FTP5); (2) Interpretation of SOLAS regulation II-2/5.2.1.1 with regard to closing device for ventilation of battery rooms (consistent with IACS UI SC240); (3) Interpretation of SOLAS regulation II-2/10.7.2 with regard to fire protection arrangements in cargo spaces (consistent with IACS UI SC49); (4) Interpretation of SOLAS regulation II-2/19.3.4 with regard to ventilation in cargo spaces (consistent with IACS UI SC89); (5) Interpretation of SOLAS regulation II-2/20.3.1.4.1 with regard to access to controls for closing of ventilation of vehicle, special category and ro-ro spaces (consistent with IACS UI SC243).	
33.	MSC 90	MSC.1/Circ.1435	Unified interpretation of part 3 of the FTP Code	1 June 2012/	Mainly covering the details to be indicated in the test report and type approval certificate of "A" class fire-resisting division on board ships, in order to be harmonized with interpretation of SOLAS regulation II-2/3.2.3 with regard to "A" class division insulating material.	
34.	MSC 90	MSC.1/Circ.1436	Amendments to the unified interpretations of SOLAS Chapter II-2, the FSS Code, the FTP Code and related fire test procedures (MSC/Circ.1120)	31 May 2012/	Coffee automats, dish washers and water boilers (regardless of power) are deleted from the list of electrical appliances contained in pantries with high risk of fire as given in the unified interpretation of SOLAS regulations II-2/3.1 and 3.45 (MSC.1/Circ.1120).	
35.	MSC 90	MSC.1/Circ.1437	Unified interpretation of SOLAS regulation	31 May 2012/	This circular mainly supplements the Interim explanatory notes for the assessment of passenger ship systems'	

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			II-2/21.4		capabilities after a fire or flooding casualty (MSC.1/Circ.1369), mainly covering pipes and vent ducts, electrical cables, systems for fill, transfer and service of fuel oil and external communications related to safe return to port after a fire or flooding casualty.	
36.	MSC 90	MSC.1/Circ.1439	Conversion Table (Record of Amendments) for Part 7 Requirements of the IMDG Code concerning Transport Operations	1 June 2012	Amendment 36-12 of IMDG Code has made substantial revisions to Chapter 7. Former sections and new sections are are thereby listed in contrast in the Conversion Table provided in this Circular for reference	
37.	MSC 90	MSC.1/Circ.1440	Illustrations of Segregation of Cargo Transport Units on board Containerships and Ro-ro Ships	1 June 2012	Segregation of cargo transport units on board containerships with hatch covers, hatchless containerships and ro-ro ships are illustrated in the Circular. It It should be noted that these illustrations are for reference and only the relevant tables in the IMDG Code are legally binding. In case of any discrepancy, they shall take precedence over the illustrations in this circular	
38.	MSC 90	MSC.1/Circ.1441	Interim Measures for Early Implementation of the Draft Amendments (02-13) to the IMSBC Code Expected to be Adopted at MSC92	1 June 2012	Amendments (02-13) to the IMSBC Code will take effect in 2015, however section 4 (assessement of acceptability of consignments for safe shipment of cargoes that may liquefy) and section 8 (test procedures for cargoes that may liquefy-“ If samples remain dry following a can test, the moisture content of the material may still exceed the TML”) of the draft amendments are significant to safe shipment of cargoes that may liquefy, therefore, Contracting Governments are recommended for early implementation of these two sections on a voluntary basis, as far as reasonably possible	Superseding MSC.1/Circ.1202
39.	MSC 90	MSC.1/Circ.1442	Inspection Programmes for Cargo Transport Units Carrying Dangerous Goods	1 June 2012	Guidelines for the Implementation of the inspection of Cargo Transport Units provided in this Circular specify on items to be inspected by the Administrations during the implementation of the inspection of cargo transport units carrying dangerous goods, wich include documentation, placarding or marking, packaging (portable tank or road tank vehicles) in appropriate or damaged, and segregation of cargoes within transport units. Safe precautions to be taken and steps and procedures for inspection are also	

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					listed. Member Governments are requested to provide reports on inspections of cargo transport units, using the format given in annex 2. This Circular supersedes MSC.1/Circ.1202	
40.	MSC 90	MSC.1/Circ.1443	Interim Guidance to Private Maritime Security Companies Providing Privately Contracted Armed Security Personnel on board Ships in the High Risk Area	25 May 2012	The Circular provides guidance to private maritime security companies providing armed security personnel on board ships in the high risk area	
41.	MSC 90	MSC.1/Circ.1444	Interim Guidance for Flag States on Measures to Prevent and Mitigate Somalia-Based Piracy	25 May 2012	It provides interim guidance for flag States on measures to prevent and mitigate Somalia-based piracy. It is to be referenced by flag States and shipowners	
42.	MSC 90	MSC.1/Circ.1445	Clarification of the term "first scheduled dry-docking" as contained in SOLAS regulation III/1.5, as amended by resolution MSC.317(89)	15 June 2012/	This circular provides a clarification of the term "first scheduled dry-docking" as contained in SOLAS regulation III/1.5, as amended by resolution MSC.317(89). The term means "first scheduled out of water survey of the ship's outer bottom", not including in-water survey (used to replace docking survey).	
43.	MSC 91	MSC.1/Circ.1403	Revised NAVTEX Manual	1 January 2013	Revising NAVTEX manual and superseding COMSAR/Circ.7, COMSAR/Circ.28 and COMSAR/Circ.34 as well as the existing NAVTEX manual	
44.	MSC 92	MSC.1/Circ.1395(Rev.1)	Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system	Issued on 9 July 2013	This circular supersedes MSC/Cirec.1395, revises and supplements the list of cargoes in annexed table 1 of list of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted.	

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			is ineffective			
45.	MSC 92	MSC.1/Circ.1455	Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments	24 June 2013/	These Guidelines give the main process of the equivalent and alternative design in the different design and approval phases, which is to be obeyed by the designer and the approval authority. In accordance with the Guidelines, the designer and the approval authority are to work together to progress mutually the design and approval work. On the basis of the principle of safety equivalence, it is necessary to compare the safety level of the equivalent and alternative design with the safety level of the prescriptive requirement. As for the safety level criterion, the Guidelines do not give the detailed metric, it is to be specified by IMO and/or the Administration on a case-by-case basis. The verificaiton of design is also on a case-by-case basis, and the final responsibility of alternative and equivalent design approval rests with the Administration.	
46.	MSC 92	MSC.1/Circ.1456	Unified interpretations of SOLAS chapter II-2 and the FSS and FTP Codes	24 June 2013/	1) Unified interpretations of SOLAS chapter II-2: regulation II-2/4.5.7.1 with regard to gas measurement and detection – portable instruments (IACS UI SC149), regulation II-2/10.2.1.4.1 with regard to suction and discharge piping of emergency fire pumps which are run through the machinery space (IACS UI SC245), regulation II-2/10.2.1.4.4 with regard to location of the fire main isolation valves in tankers, regulations II-2/10.7.1.3 and 10.7.2 with regard to arrangement of fire-extinguishing systems in cargo spaces (IACS UI SC250), regulation II-2/13.1 with regard to emergency exit hatches to open deck (IACS UI SC247) and regulation II-2/7.5.5 with regard to control stations on cargo ships do not need to be covered by a fixed fire detection and fire alarm system; 2) Unified interpretations of FSS Code: paragraphs 2.1.3.2 and 2.2.2 of chapter 5 of FSS Code with regard to controls for releasing carbon dioxide and activating the alarm in the protected space (IACS UI SC252); 3) Unified interpretation of FTP Code: part 7 of annex 1 of FTP Code with regard to test for vertically supported	Be superseded by MSC.1/Circ.1456/Rev.1

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					texiles and films.	
47.	MSC 92	MSC.1/Circ.1457	Unified interpretations of the 2000 HSC Code, as amended by resolutions MSC.175(79) and MSC.222(82)	24 June 2013/	Unified interpretations of paragraph 7.4.1.3 – Fire-restricting materials and paragraph 7.4.2.3 – Protectionof load bearing structures in HSC Code (IACS UI HSC8)	
48.	MSC 92	MSC.1/Circ.1458	Unified interpretation of the revised guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165)	8 July 2013/	This interpretation defines that “bilge area” is the space between the engine-room floor plates (perforated or non-perforated) or gratings and the bottom of the engine-room when “bilge nozzles” are provided.	
49.	MSC 92	MSC.1/Circ.1459	Unified interpretation of the SOLAS Convention and the IBC and IGC Codes	8 July 2013/	This circular is applicable to the oil tankers to which SOLAS applies and the ships to which IBC and IGC Codes apply. If the location of access doors, air inlets or other openings in superstructures and/or deckhouses does not meet the relevant requirements of SOLAS regulations II-2, IBC Code, IGC Code, coordination is to be carried out in accordance with the division of the hazardous areas of the location of entrances, air inlets and openings defined in the publication IEC 60092-502. The interpretation is applicable to the ships newly constructed after 8 July 2013.	
50.	MSC 92	MSC.1/Circ.1463	Application of SOLAS regulations XII/3, XII/7 and XII/11	1 July 2013/	This circular clarifies the term “periodical survey” in SOLAS regulations XII/3, XII/7 and XII/11: “periodical survey” is intepretated to be the intermediate surveys or the renewal surveys which are associated with an examination of the outside of the ship’s bottom in accordance with SOLAS regulation I/10.	
51.	MSC 92	MSC.1/Circ.1464	Unified interpretations of SOLAS chapters II-1 and XII, of the technical provisions for means of access for inspections	24 June 2013/		This circular is consistent with IACS UI SC 191 (rev.5).

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			(Resolution MSC.158(78)) and of the performance standards for water level detectors on bulk carriers (Resolution MSC.145(77))			
52.	MSC 92	MSC.1/Circ.1465	Unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (Resolution MSC.215(82))	24 June 2013/	This circular is applicable to PSPC ships. It gives the unified interpretations to coating technical file, approval type of coating, inspection of primary surface preparation, secondary surface preparation, coating inspector and PSPC verification.	
53.	MSC 92	MSC.1/Circ.1466	Unified interpretation on fall preventer devices (MSC.1/Circ.1392 and MSC.1/Circ.1327)	24 June 2013/	---	This interpretation is consistent with UI SC254. It has been uniformly implemented by IACS since 1 January 2013. This interpretation is applicable to all the lifeboats on board the ships constructed before 1 July 2014.
54.	MSC 92	MSC.1/Circ.1467	Unified interpretation of SOLAS regulation II-1/26.3	24 June 2013/	---	This circular is consistent with IACS UI SC255.
55.	MSC 92	MSC.1/Circ.1468	Unified interpretation of paragraph 1.1.4 of the LSA Code	24 June 2013/	---	This interpretation is consistent with UI SC 248. It has been uniformly implemented by IACS since 1 July 2012. This interpretation is applicable to all the free-fall lifeboats on board.
56.	MSC 92	MSC-MEPC.5/Circ.8	Unified interpretation of the application of regulations governed by the building contract date,	1 July 2013/	1. Under certain provisions, the date on which the building contract is placed for optional ships should be interpreted to be the date on which the original building contract to construct the series of ships is	

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			the keel laying date and the delivery date for the requirements of the SOLAS and MARPOL Conventions		signed between the shipowner and the shipbuilder; 2. Unified interpretation of the application of the SOLAS and MARPOL conventions according to the following three cases is given as follows: 1) the building contract date is applied; 2) in the absence of a building contract, the keel laying date is applied; 3) regardless of the building contract signing date or keel laying date, the ship's delivery date is applied, except in the case where the Administration has accepted that the delivery of the ships was delayed due to unforeseen circumstances beyond the control of the shipbuilder and the owner. This circular supersedes MSC-MEPC.5/Circ.4.	
57.	MSC 93	MSC.1/Circ.1260/Rev.1	United Interpretationso of COLREG 1972	23 May 2014/	This Circular has three unified interpretations of COLREG 1972: 1) for share of Not Under Command (NUC) lights and Restricted Ability to Manoeuvre (RAM) lights; 2) installation distance of “near the side” for sidelights; 3) installation of screening for each all-round light. Comparing with the requirements in MSC.1/Circ.1260/corr.1, the unified interpration of screening for all-round lights in this revision is as following: The screening of each all-round light shall be arranged as follows: $\theta_2 \leq 360 - \theta_1$ where: θ : Screened angle of one all-round light; θ_2: Screened angle of the other all-round light. This interpretation is consistent with the requirements of IACS UI COLREG 1 (Corr.1, 2013.2).	
58.	MSC 93	MSC.1/Circ.1470	Guidelines For Validating the Construction of A Completed Adult Lifejacket Reference Test Device (RTD)	29 May 2014/	These Guidelines provide guidance for checking dimensions, buoyancy and buoyancy distribution to ensure that each RTD produced will represent the same in-water performance characteristics as the original prototype. The main content includes: 1. Recording requirement of each RTD produced: including	

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					date of construction, serial number, total buoyancy of RTD and measurements made according to these Guidelines. 2. Measuring requirement of each fabric and webbing: including details of locations and dimensions for shoulder loop, chest strap, waist belt and collar, etc..	
59.	MSC 93	MSC.1/Circ.1478	Unified Interpretation on the Application of the Performance Standard For Alternative Means of Corrosion Protection for Cargo Oil Tanks of Crude Oil Tankers (MSC.289(87))	19 May 2014/	It gives out the unified interpretation on the application of the performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers, as set out in Resolution MSC.289(87). The main contents are as followings: 1 interpretation on areas of application for corrosion resistant steels; 2 interpretation on product approval for corrosion resistant steels; 3 interpretation on inspection and verification requirements of corrosion resistant steels for new constructions; 4 providing requirements of contents and review of technical files for corrosion resistant steels; 5 interpreation on sampling, equipment, temperature control, depth step evaluation criteria of corrosion resistant steel approval test.	
60.	MSC 93	MSC.1/Circ.1479	Unified Interpretation on the Application of the Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers (MSC.288(87))	19 May 2014/	It gives out the unified interpretions on performance standard for protective coating for cargo oil tanks of crude oil tankers, as set out in Resolution MSC.288(87). The main contents are as followings: 1 The coating pre-qualification may be by two methods: laboratory test + coating manufacturer or five year fied exposure + coating manufacturer; 2 Tripartite agreement shall be signed by shipyard, shipowner and coating manufacturer, and submitted to Society for review before commencement of coating work at any stage of newbuilding construction by shipyard, any deviation in the procedures relative to the PSPC-COT noted during the review shall be raised with the shipyard, which is responsible for identifying and implementing the corrective actions. 3 Coating Technical File (CTF) shall be prepared by	

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					shipyard, which includes all information required in PSPC-COT 3.4 and surface treatment and tripartite agreement (see PAPC-COT 3.2), the CFT contents shall be reviewed in accordance with the requirements of PSPC 3.4.2. Any deviation found in review shall be raised with the shipyard, which is responsible for identifying and implementing the corrective actions.	
61.	MSC 93	MSC-MEPC.7/Circ.10	Guidance on Safety when Transferring Persons at Sea	14.7.2014/	This Circular provides factors for consideration and assessment of transferring persons at sea by means of transport vessels to ensure that the transfer is carried out in a safe manner. The factors for consideration and assessment include: the conditions of weather and wind when transferring persons, the conditions of embarkation equipment, whether rescue facilities for persons falling into water are provided, whether the lighting is sufficient, whether smooth communication can be maintained when transferring persons, etc. Considering the contents of A.1045(27) Pilot transfer arrangements and MSC.1/Circ.1417 Guidelines for passenger ship tenders, this Circular does not apply to the transfer of pilots to all ships and passengers to passenger ships	
62.	MSC 93	SN.1/Circ.243/Rev.1	Amended Guidelines for the Presentation of Navigational-Related Symbols, Terms and Abbreviations	23.5.2014/	This Circular revokes SN/Circ.243 and SN.1/Circ.243/Add.1, amends the Guidelines for the presentation of navigation-related symbols, terms and abbreviations, mainly adding a new symbol AIS AtoN.	
63.	MSC93	MSC.1/Circ.1471	Recommendation on Safety Measures for Existing Vehicle Carriers Carrying Motor Vehicles with Compressed Hydrogen or Natural Gas in Their Tanks for Their Own Propulsion as Cargo	29.5.2014/	The Circular is recommendations on safety measures for existing vehicle carriers carrying motor vehicles using compressed hydrogen or natural gas as fuel. The carriage of vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion should be to the satisfaction of the Administration. The shipper should provide a signed certificate or declaration and the crew should check the markings.	
64.	MSC93	MSC.1/Circ.1472	Guidelines for the Design, Performance, Testing and	29.5.2014/	This Circular is mainly about the design, performance, testing and approval of mobile water monitors used for the	

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			Approval of Mobile Water Monitors Used for the Protection of On-Deck Cargo Areas of Ships Designed and Constructed to Carry Five or More Tiers of Containers on or above the Weather Deck		protection of on-deck cargo areas of ships designed and constructed to carry five or more tiers of containers on or above the weather deck and includes requirements for the composition, materials, nozzle performance, monitor capacity, discharge distance and angle as well as mobility of mobile water monitors.	
65.	MSC93	MSC.1/Circ.1477	Guidelines to Facilitate the Selection of Portable Atmosphere Testing Instruments for Enclosed Spaces as Required by SOLAS Regulation XI-1/7	9.6.2014/	The Circular is mainly about the guidance for the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7. The Circular mainly includes guidance for remote sampling, concentration display, types of gas measured, equipment capacity and calibration. etc.	
66.	MSC93	MSC.1/Circ.1480	Unified Interpretation of SOLAS Regulation II-2/9.7.1.1	29.5.2014/	The Circular is intended for the implementation of SOLAS Reg. II-2/9.7.1.1, specifying that A short length, not exceeding 600 mm, of flexible bellows constructed of combustible material may be used for connecting fans to the ducting in air-conditioning rooms.	
67.	MSC 94	MSC.1/Circ.1352/Rev.1	Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code)	15.12.2014 /1.1.2015	The content of IACS UI SC 265 is added in Annex 14 of the CSS Code. In accordance with IACS UI SC 266, a footnote to "containerships" is added, i.e., "reference to containerships means dedicated containerships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck".	
68.	MSC 94	MSC.1/Circ.1353/Rev.1	Revised Guidelines for the Preparation of the Cargo Securing Manual	15.12.2014/ 1.1.2015	In accordance with IACS UI SC 266, a footnote to "containerships" is added, i.e., "reference to containerships means dedicated containerships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck".	Has been superseded by MSC.1/Circ.1353/Rev.2
69.	MSC 94	MSC.1/Circ.1487	Unified Interpretations of Chapters 5, 9 and 10 of the FSS Code	12.1.2015/ ships constructed on or after 21 November 2014	For Chapter 5 of the FSS Code: 1. Clarification is made to conventional cargo spaces which need not be provided with means for automatically giving warning of the release of fire-extinguishing medium. 2. It is defined that the spaces identified in paragraph	

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					2.1.3.2 should be provided with two separate controls for releasing carbon dioxide. For Chapter 9 of the FSS Code: 1. Clarification is made to power supply to the alarm sounder system when not an integral part of the detection system. For Chapter 10 of the FSS Code: 1. Clarification is made to requirements for arrangement of the control panel of visual and audible fire signals for the sample extraction smoke detection system. If the CO_2 system discharge pipes are used for the sample extraction smoke detection system, the control panel can be located in the CO_2 room.	
70.	MSC 94	MSC.1/Circ.1488	Unified Interpretation of Part 3 of Annex 1 to the 2010 FTP Code	12.1.2015/ ships constructed on or after 21 November 2014	Unified interpretation of testing and approval of pipe penetrations and cable transits which do not utilize conventional components, for use in "A" class divisions contained in Part 3 of Annex 1 to the 2010 FTP Code, mainly covering structural type, testing/design criteria of pipe penetrations and cable transits for use in "A" class divisions.	
71.	MSC 94	MSC.1/Circ.1489	Unified Interpretation of the Revised Recommendation on Testing of Life-Saving Appliances	Issued on 12.1.2015	Load testing of hooks for primary release of lifeboats and rescue boats specified in paragraph 5.3.4 of part 2 of resolution MSC.81(70) is revised as follows: 1. It is defined that the test applies only to lifeboats and rescue boats launched by falls and the test does not apply to the secondary means of launching for free-fall lifeboats. 2. The test may be carried out on board the ship or at the manufacturer's plant by using an appropriate mock-up of the launching arrangements. 3. The "weight of the boat" to be considered for the load in the case of single fall systems is the "weight of the boat with its full complement of persons and equipment", which shall be multiplied by two.	
72.	MSC 94	MSC.1/Circ.1490	Unified Interpretation of SOLAS Regulation	12.1.2015/	Liferafts, if located at the aft/forward end of the ship and at a distance of more than 100 m from the closest survival	

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			III/31.1.4		craft should be regarded as "remotely located survival craft" with regard to SOLAS regulation III/7.2.1.2. The embarkation station and stowage position of the liferaft may be located on different decks provided that: 1) the liferaft can be launched from the stowage deck using the attached painter to relocate it to the embarkation ladder positioned on the other deck; 2) the area where these remotely located survival craft are stowed should be provided with lifejackets and immersion suits; 3) the embarkation ladder may be stowed at the embarkation station; 4) adequate means of illumination should also illuminate the liferaft stowage position, embarkation station and area of water where the liferaft is to be embarked; 5) the painter should be long enough to reach the relevant embarkation station.	
73.	MSC 94	MSC.1/Circ.1491	Amendments to the Unified Interpretations of SOLAS Chapter II-2, the FSS Code, the FTP Code and related Fire Test Procedures (MSC/Circ.1120)	12.1.2015/	The existing interpretation in MSC/Circ.1120 to paragraph 2.3.2.3 of the FSS Code, chapter 14 is amended to clarify that the monitors situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck may also be located in the cargo area above oil bunker tanks adjacent to cargo tanks if capable of protecting the deck below and aft of each other.	
74.	MSC 94	MSC.1/Circ.1492	Amendments to the Unified Interpertations of SOLAS Chpater II-2, and the FSS and FTP Codes (MSC/Circ.1456)	12.1.2015/	The interpretation of the phrase "at the poop front in a protected position"in MSC.1/Circ.1456 is revised to clarify that the isolation valve may be located at: 1. at least 5 m aft of the aft end of the aftermost cargo tank; or 2. if the above 1. is not practical, within 5 m aft of the aft end of the aftermost cargo tank provided the valve is protected by a permanent steel obstruction.	Be superseded by MSC.1/Circ.1456/Rev.1
75.	MSC94	MSC.1/Circ.1495	Unified Interpertation of SOLAS Regulation V/23.3.3	21.11.2014/	1. SOLAS regulation V/23.3.3.1 limits the climb to not more than 9 m on a single ladder. If only a pilot ladder is to be used, the maximum height of 9 m from the "safe and convenient access to, and egress from, the ship" to the surface of the water is to include consideration of an	

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					adverse list of 15°. 2. SOLAS regulation V/23.3.3.2 and section 3 of resolution A.1045(27) applies to a combined arrangement of "an accommodation ladder used in conjunction with the pilot ladder" for "Safe and convenient access to, and egress from, the ship" for which a 15° list requirement does not apply.	
76.	MSC94	MSC.1/Circ.1496	Unified Interpretation on the Appendix to the SOLAS Convention Regarding the Records of Equipment Concerning Nautical Charts and ECDIS	21.11.2014/	Interpretation is given to the completion of ECDIS related items in the Records of Equipment for relavant safety certificates specified in SOLAS, i.e., the completion of items 2.1 (ECDIS) and 2.2 (Back-up arrangements for ECDIS) of Part 3 of the Form E and items 2.1 (ECDIS) and 2.2 (Back-up arrangements for ECDIS) of Part 5 of Forms P and C. Interpretation is given according to the following three scenarios: (1) Nautical Charts only. Item 2.2 need not be completed; (2) ECDIS only (no nautical charts). In Item 2.2 Back-up arrangements for ECDIS, the second ECDIS is to be completed; (3) ECDIS + Nautical Charts. There are two choices. One is to enter "Both provided" into 2.1, and enter "ECDIS" or "Nautical Charts" into 2.2 as appropriate; the other choice is to enter "ECDIS" into 2.1, and enter "Nautical Charts" into 2.2. Notes: (1) The ship's management is responsible to determine what form of charts is to be used onboard as the primary means of navigation. Where paper charts are used as the primary means of navigation then they may also be regarded as the ECDIS back-up arrangements. (2) Paper charts or ECDIS provided as the "back-up arrangement" may be used alternatively with the primary ECDIS, and not be limited to use only when the primary ECDIS is inoperable.	
77.	MSC 94	MSC.1/Circ.1499	Unified Interpretation of	12.1.2015/	As to paragraph 2.1.2.2 of chapter 3 of the FSS Code	

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			Chapter 3 of the FSS Code		"Compressed air breathing apparatus shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air inthe cylinder has been reduced to no less than 200 *l* ", a pressure indicator may be regarded as a visual device.	
78.	MSC.94 MEPC.67	MSC-MEPC.5/Circ.9	Unified Interpretation of Keel Laying Date for Fibre-reinforced Plastic(FRP) Craft	1.12.2014/	For the purpose of the application of MARPOL, Tonnage Measurement and Load Lines Conventions, the 1994 and 2000 HSC Codes and other instruments to fibre-reinforced plastic (FRP) craft, the term "the keels of which are laid or which are at a similar stage of construction" should be interpreted as the date on which the first structural reinforcement of the complete thickness of the approved hull laminate schedule is laid either in or on the mould.	This Interpretation is in consistency with IACS UI HSC9/LL78/ MPC104
79.	MSC 95	MSC.1/Circ.1395/Rev.2	Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective	2015.06.12/	In the table 1 of MSC.1/Circ.1395.Rev1 "LISTS OF SOLID BULK CARGOES FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM MAY BE EXEMPTED OR FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM IS INEFFECTIVE"，BORIC ACID, AMORPHOUS SODIUM SILICATE LUMPS, WOOD PELLETS were added in the list of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted.	
80.	MSC 95	MSC.1/Circ.1454/Rev.1	Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy	Adopted in June 2015	In order to ensure the safety of the transportation of the goods, the IMO has developed this guideline. Shippers are required to develop procedures for sampling, testing and controlling cargoes which may liquefy according to MSC.1/Circular 1454 and thereby ensure the moisture content of cargoes which may liquefy(such as coal, iron ore concentrate, nickel ore concentrate, limonite soil) is below the Transportable Moisture Limit (TML). The competent authority of the port of loading shall approve and check the implementation of the procedure.	
81.	MSC 95	MSC.1/Circ.1501	Unified interpretation of solas regulation ii-2/16.3.3 for products requiring	2015.06.23/	For the chemical tanker constructed on or after1 January 2016, When a product containing an oxygen-dependent inhibitor is carried on a ship for which inerting is required under SOLAS chapter II-2, the inert gas system shall be	

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			oxygen-dependent inhibitors		operated as required to maintain the oxygen level in the vapour space of the tank at or above the minimum level of oxygen required under paragraph 15.13 of the IBC Code and as specified in the Certificate of Protection.	
82.	MSC 95	MSC.1/Circ.1502	Guidance on pressure testing of boundaries of cargo oil tanks under direction of the master	Adopted on 11 June 2015	This guidance includes introduction, Objective and applicability, Procedure and requirement for testing of cargo oil tanks, Master's inspections, assessment and reporting. The guidance emphasizes where the ship is in a shipyard or is under attendance of the Administration/Recognized Organization (RO) surveyor(s) the testing of cargo tanks is to be carried out under the direction, and in the presence, of the Administration/RO surveyor(s). It should be noted that all ballast tanks adjacent to cargo tanks are to be tested by the Administration/RO surveyors.	
83.	MSC 95	MSC.1/Circ.1503	Ecdis – guidance for good practice	Adopted on 24 July 2015	This circular revokes MSC.1/Circ.1391, SN.1/Circ.207/Rev.1, SN.1/Circ.266/Rev.1, SN.1/Circ.276, SN.1/Circ.312, STCW.7/Circ.10 and STCW.7/Circ.18, and draws together relevant guidance from above seven ECDIS circulars into a single, consolidated document. It has been laid out in seven sections, namely: 1) Chart carriage requirement of SOLAS 2) Maintenance of ECDIS software 3) Operating anomalies identified within ECDIS 4) Differences between raster chart display system (RCDS) and ECDIS 5) ECDIS training 6) Transitioning from paper chart to ECDIS navigation 7) Guidance on training and assessment in the operational use of ECDIS simulators	
84.	MSC 95	MSC.1/Circ.1504	Unified interpretation of the guidelines for safe access to tanker bows (resolution msc.62(67))	2015.06.05/ 2015.06.05	Fibre Reinforced Plastic (FRP) gratings used in lieu of steel gratings for safe access to tanker bows should low-flame spread characteristics and should not generate excessive quantities of smoke and toxic products as per the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code); and adequate structural fire	

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					integrity as per recognized standards(For example, the Standard Specification for Fibre Reinforced Polymer (FRP) Gratings Used in Marine Construction and Shipbuilding (ASTM F3059-14).) after undergoing tests in accordance with the above standards.	
85.	MSC 95	MSC.1/Circ.1505	Unified interpretation of solas regulation ii-2/13.6	2015.06.05/ 2015.06.05	The document clarified following: 1. A place where the crew are present to carry out their routine work duties, e.g. during the loading and unloading of a ro-ro deck, or during their ro-ro deck inspections whilst the ship is underway, is considered normally employed. Ro-ro deck inspections could for instance include: fire patrols, inspection of the cargo, check of bilge wells and their alarms, sounding of tanks, cargo deck cleaning, different types of maintenance work (removing of rust, painting, greasing, etc.). 2. Ro-ro spaces should be fitted with at least two means of escape, one located at the fore end and the other at the aft end of the space, from which access is provided to the lifeboat and liferaft embarkation decks. One of the means of escape should be a stairway, the second escape may be a trunk or a stairway. 3. The fore and aft ends of the ro-ro space are considered as the areas being within the distance equal to the breadth of the ro-ro space, measured at its widest point, from its forward most and aftmost point.	
86.	MSC 95	MSC.1/Circ.1507	Amendments to the unified interpretations of the provisions of solas chapters II-1 and XII, of the technical provisions for means of access for inspections (resolution msc.158(78)) and of the performance standards for	Adopted on 5 June 2015	Amendments to MSC.1/Circ.1464/Rev.1: **Paragraph1.1** Replace the reference to "resolution A.744(18)" with the reference "the 2011 ESP Code"; **Paragraph 1.5** Insert the following new paragraph : "The wording "not intended for the carriage of oil or	

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			water level detectors on bulk carriers and Single hold cargo ships other than bulk Carriers (resolution msc.188(79)) (MSC.1/Circ.1464/rev.1)		hazardous cargoes" applies only to "similar compartments", i.e. safe access can be through a pump-room, deep cofferdam, pipe tunnel, cargo hold or double-hull space."； **Paragraph 2.10** Insert the following new paragraph 2: "2 Deck is defined as "weather deck"."	
87.	MSC 95	MSC.1/Circ.1508	Unified interpretations of Regulation 36(6) of the protocol of 1988 relating to the International Convention on Load Lines,1966	Adopted on 5 June 2015	Unified interpretations of regulation 36(6) of the Annex I of ICLL is provided about 'Continuous hatchway may be treated as a trunk.'	
88.	MSC 95	MSC.1/Circ.1509	Unified interpretations of the code on noise levels on board ships (resolution msc.337(91))	Adopted on 5 June 2015/	Some items in the implementation of the Code on noise levels on board ships are interpreted in detail.	Be superseded by MSC.1/Circ.1509/Rev.1
89.	MSC 95	MSC.1/Circ.1510	Amendment to the unified interpretations of solas chapter ii-2, The fss code, the ftp code and related fire test procedures (msc/circ.1120)	2015.06.05 /	In the case where the lower part of insulation has to be cut for drainage, typical arrangements for prevention of heat transmission at intersections and terminal points of insulation of decks and/or bulkheads, Lining and steel coaming/gutter bar are for accommodation spaces only.	
90.	MSC 95	MSC.1/Circ.1511	Unified interpretations of SOLAS regulations II-2/9 and II-2/13	2015.06.05 /	1. Clarified the requirements of fire integrity of the boundaries of ro-ro/vehicle spaces on passenger and cargo ships in SOLAS II-2/9 table 9.5 and 9.6, including the the requirements of fire integrity of decks and bulkheads, hatches, access doors, movable ramps, ventilation ducts, ventilators of such spaces. 2. The "Lowest open deck" in SOLAS II-2/ 13.3.3.2 and 13.3.3.3 should be a category (10) "Open deck" (as defined in SOLAS chapter II-2, regulations 9.2.3.3.2.2 and 9.2.4.2.2.2) at the lowest height from baseline in way of accommodation spaces.	Be superseded by MSC.1/Circ.1511/Rev.1

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					3. Clarified the design and arrangement of means of escape from machinery spaces on passenger and cargo ships in SOLAS II-2/13.4.1.1 and 13.4.2.1: (1) A "safe position" can be any space, excluding cargo spaces, lockers and storerooms irrespective of their area, cargo pump-rooms and spaces where flammable liquids are stowed, but including vehicle and ro-ro spaces, from which access is provided and maintained clear of obstacles to the open deck。 (2) Inclined ladders/stairways in machinery spaces being part of, or providing access to, escape routes, but not located within a protected enclosure should not have an inclination greater than 60° and should not be less than 600 mm in clear width. Such requirement need not be applied to ladders/stairways not forming part of an escape route, only provided for access to equipment or components, or similar areas, from one of the main platforms or deck levels within such spaces。 (3) Machinery spaces of category A may include working platforms and passageways, or intermediate decks at more than one deck level. In such case, the lower part of the space should be regarded as the lowest deck level, platform or passageway within the space. At deck levels, other than the lowest one, where only one means of escape other than the protected enclosure is provided, self-closing fire doors should be fitted in the protected enclosure at that deck level. Smaller working platforms in-between deck levels, or only for access to equipment or components, need not be provided with two means of escape (4) A protected enclosure providing escape from machinery spaces to an open deck may be fitted with a hatch as means of egress from the enclosure to the open deck. The hatch should have minimum internal dimensions of 800 mm x 800 mm. (5) Internal dimensions should be interpreted as clear	

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					width, so that a passage having diameter of 800 mm is available throughout the vertical enclosure, When protected enclosures include horizontal portions their clear width should not be less than 600 mm. 4. Clarified the design and arrangement of means of escape from machinery control rooms and main workshop on passenger and cargo ships in SOLAS II-2/13.4: (1) A "main workshop" means a compartment enclosed on at least three sides by bulkheads or gratings, usually containing welding equipment, metal working machinery and workbenches. (2) A "machinery control room" means a space which serves for control and/or monitoring of machinery used for ship's main propulsion. (3) A "continuous fire shelter" means a route from a main workshop, or from a machinery control room, which allows safe escape, without entering the machinery space, to a location outside the machinery space. Such a continuous fire shelter need not be a protected enclosure as envisaged by SOLAS regulation II-2/13.4.1.1.1 or II-2/13.4.2.1.1. The boundaries of the continuous fire shelter shall be at least "A-0" class divisions and be protected by self-closing "A-0" class doors. The continuous fire shelter shall have minimum internal dimensions of at least 800 mm x 800 mm for vertical trunks and 600 mm in width for horizontal trunks, and shall have emergency lighting provisions.	
91.	MSC 95	MSC.1/Circ.1512	Guideline on software quality assurance And human-centred design for e-navigation	Adopted on 13 July 2015	This guideline specifies quality management systems, software quality assurance (SQA) and Human-Centred Design (HCD) , including their intention, function and steps.	
92.	MSC 95	MSC.1/Circ.1514	Performance standard, functional requirements and system requirements for the assessment of smoke management systems	2015.06.08/	The document shall apply to smoke management systems if installed on new passenger ships. including primarily the functional requirements, principal system requirements of design and arrangements, commissioning and operation.	
93.	MSC 95	MSC.1/Circ.1515	Revised design guidelines and	2015.06.08/	The guideline including DESIGN GUIDELINES FOR	

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			operational recommendations for ventilation systems in ro-ro cargo spaces		VENTILATION SYSTEMS IN RO-RO CARGO SPACES(Part1) and OPERATIONAL RECOMMENDATIONS FOR MINIMIZING AIR POLLUTION IN RO-RO CARGO SPACES(Part2) ， and three appendixes， Appendix 1(Ventilation of ro-ro cargo spaces – Air quality control and management system) . Appendix 2(Ventilation of ro-ro cargo spaces - Air flow testing procedures) and Appendix 3(Recommendations for the evaluation of air quality in ro-ro cargo spaces) 。Important amendments including ： Alarm should be given when the level exceeds 40 mg/m3 CO or 4 mg/m3 NO2 long-term exposure according to the standard ISO 9785:2002 or when a relative concentration of the atmosphere to the LEL is higher than 10%. arrangements of power supply, alarms of system were clarified.	
94.	MSC 95	MSC.1/Circ.1516	Amendments to the revised guidelines for the maintenance And inspection of fire protection systems and appliances (msc.1/circ.1432)	2015.06.08/	More detailed daily inspection of water mist, water spray and sprinkler systems were made, The flow chart of basic testing and extended testing were added, Moreover, water quality should be focused on, the requirements of water quality testing were made.	
95.	MSC 95	MSC-MEPC.5/Circ.10	Unified interpretation of paragraph 15.13.5 of the ibc code for products requiring oxygen-dependent inhibitors	2015.06.23/	For the chemical tanker constructed on or after1 January 2016, When a product containing an oxygen-dependent inhibitor is carried on a ship for which inerting is required under SOLAS chapter II-2, the inert gas system shall be operated as required to maintain the oxygen level in the vapour space of the tank at or above the minimum level of oxygen required under paragraph 15.13 of the IBC Code and as specified in the Certificate of Protection.	
96.	MSC 96	MSC.1/Circ.1519	Guidance On Methodologies For Assessing Operational Capabilities And Limitations In Ice	6 June 2016/	In accordance with the Polar Code, new and existing ships operating in polar waters shall have on board a valid Polar Ship Certificate establishing operational limitations, including limitations related to ship structural ice capabilities. Hence the Polar Ship Certificate should reference a practical methodology for assessing the	

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					operational capabilities and limitations in ice. For such methodology, this Guidance carries on the preliminary norms and instruction and addresses the principle of acceptance. The guidance also contains an acceptable assessing methodology, i.e. Polar Operational Limit Assessment Risk Indexing System (POLARIS), for application and reference.	
97.	MSC96	MSC.1/Circ.1523	Early implementation of the amendments to the international code for fire safety systems (FSS code)	6 June 2016/	Encouraged to implement chapter 17 of the FSS Code , concerning foam firefighting appliances for the protection of helicopter facilities, at the earliest possible opportunity.	
98.	MSC96	MSC.1/Circ.1524	Amendments to the recommendation on helicopter landing areas on ro-ro passenger ships (MSC/circ.895)	6 June 2016/	The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), approved amendments to the Recommendation on helicopter landing areas on ro-ro passenger ships (MSC/Circ.895), on ships constructed on or after 1 January 2020, foam firefighting appliances complying with the provisions of the International Code for Fire Safety Systems (FSS Code).	
99.	MSC96	MSC.1/Circ.1526	Interim Guidelines On Maritime Cyber Risk Management	6 June 2016/	In order to protect the ocean transportation from cyber in future, proposal for maritime network risk management was put forward in this circular. This circular includes introduction of high-risk network security, and function elements of risk management for network, and puts forward suggestions for reducing the risk of the network in ship life cycle. Reference is made to BIMCO network security guidelines, ISO27001, American national standards institute on improving critical infrastructure security standards framework (NIST). Based on operation, maintenance, and improper design of the network system, as well as the safety awareness, and lack of management risk, this cirluar put forward the basic framework in five aspects : identification, protection, detection, response and recovery for shipping network risk management system.	Has been superseded by MSC-FAL.1/Circ.3 & MSC-FAL.1/Circ.3/Rev.1
100.	MSC96	MSC.1/Circ.1527	Unified interpretations of SOLAS chapter II-2	6 June 2016/	Mainly Include The Following： 1. Unified interpretations of SOLAS chapter II-2/4,	

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					Application of materials other than steel on engine, turbine and gearbox installations; 2. Unified interpretations of SOLAS chapter II-2/4.5.7.3.1, Arrangements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers; 3. Unified interpretations of SOLAS chapter II-2/9.7.1.1, Non-combustible material as "steel or equivalent" for ventilation ducts.	
101.	MSC96	MSC.1/Circ.1528	Unified interpretations of chapters 5, 6 and 9 of the FSS code	6 June 2016/ The systems and units to be installed on board ships constructed on or after 13 May 2016	Mainly Include The Following： 1. Unified interpretations of FSS CODE chapter 5, fixed gas fire-extinguishing systems (paragraph 2.2.1.7); 2. Unified interpretations of FSS CODE chapter 6, foam-generating capacity of fixed foam fire-extinguishing systems (paragraphs 3.2.1.2 and 3.3.1.2, as amended by resolution MSC.327(90)); 3. Unified interpretations of FSS CODE chapter 9, Additional indicating unit in the cargo control room (paragraph 2.5.1.3, as amended by resolution MSC.339(91)).	
102.	MSC 96	MSC.1/Circ.1529	Unified interpretations of paragraph 4.4.7.6 of the LSA code, as amended by resolution MSC.320(89)	6 June 2016/	This circular makes detailed description and explaination to the “reset function”、“position of safety pin”、“material of interlocks”、 “test requirement and material selection for stainless launching device” and “test loading requirement for lifeboat release and retrieval system and davit” which are mentioned in LSA Code 4.4.7.6.	
103.	MSC 96	MSC.1/Circ.1530	Unified interpretations of SOLAS regulations III/6.4 and III/6.5 and section 7.2 of the LSA code	6 June 2016/	1. Makes interpretation to the term "accommodation" and "normal crew working spaces"defined in SOLAS III / 6.4.3. 2. Makes interpretation to the the term "accommodation" and "similar spaces" when applying public address and general alarm systems required in SOLAS regulations II-2/12.3, III/6.4 and III/6.5. 3. Makes interpretation to the word "audibility" or the term " audible " used in SOLAS regulations III/6.4.2, III/6.4.3 and III/6.5. 4. Makes interpretation to the public address and general alarm systems required in the cargo spaces used for the	

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					carriage of vehicles for cargo ships. 5. Makes interpretation to the term "spaces where crew members or passengers or both are normally present" regarding SOLAS regulation III/6.5.2 and the requirements of paragraph 7.2.2.1 of the LSA Code.	
104.	MSC 96	MSC.1/Circ.1532	Revised Guidelines on Operational Information for Masters of Passenger Ships for Safe Return to Port	6 June 2016/	MSC.1/Circ.1532 provides detail requirements of the shore-based or onboard stability computer used for provide operational information of passenger ships for safe return to port, including system overview of stability computer, input of the system, calculation methods of stability simulation and output of system. The software of stability computer should be capable of analysing the damage stability following any real flooding casualty. The software should be capable of assessing the impact of open main watertight doors on stability, and be used for damage control drills. The system should have the capability of two-way communication with the shore-based team with an agreed method of specifying and transmitting details of structural loss and/or degradation. The strength aspects of shore-based computer should be in compliance with the requirements of a classification society which is recognized by the Administration. With regard to Ro-Ro passenger ships, there should be algorithms in the software for estimating the effect of water accumulation on deck. The stability aspects of the system should be initially approved and periodically checked against validated test conditions based on a number of loading/damage scenarios from the approved stability information book to ensure that it is operating correctly and that the stored data has not been subject to unauthorized alteration. The system is not intended to make any allowance for the motion of the ship in a seaway, including the effects of tide, current or wave action. Equivalent arrangements for the provision of operational information to the master following a flooding casualty may be employed to the satisfaction of the Administration.	

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105.	MSC96	MSC.1/Circ.1533	Revised guidelines on evacuation analysis for new and existing passenger ships	6 June 2016/	Guidelines on evacuation analyses for new and existing passenger ships (MSC.1/Circ.1238) is revised and superseded by MSC.1/Circ.1533. The scenario of open deck and the scenario of travel duration from assembly station to the entry point of LSA were added, a minimum of 500 different simulations should be carried out for each of the benchmark cases. But the minimum number of different simulations can be reduced when a convergence is determined by an appropriate method, and one example of a convergence criterion were provided in its appendix.	
106.	MSC 96	MSC.1/Circ.1534	Unified interpretations relating to the International Convention on Load Lines, 1966	6 June 2016/	1. For the purpose of these regulations, two positions of hatchways, doorways and ventilators are defined (Position 1, Position 2). 2. The height of air pipes above the exposed decks should be the minimum height requirements. 3. Unprotected openings include ventilators that for operational reasons have to remain open to supply air to the engine room or emergency generator room for the effective operation of the ship.	
107.	MSC 96	MSC.1/Circ.1535	Unified interpretations relating to the Protocol of 1988 relating to the International Convention on Load Lines	6 June 2016/	1. For the purpose of these regulations, two positions of hatchways, doorways and ventilators are defined (Position 1, Position 2). 2. The height of air pipes above the exposed decks should be the minimum height requirements.	
108.	MSC 96	MSC.1/Circ.1536	Unified interpretations of SOLAS chapter II-1/29.3 & 29.4	6 June 2016/	MSC.1/Circ.1536 supplemented the extrapolation formulas for steering gear trial with the vessel not at the deepest seagoing draught.	1.This circular is to be aligned with current IACS UI SC246 (Rev.1). 2.This circular superseded MSC.1/Circ.1425.
109.	MSC 96	MSC.1/Circ.1537	Unified interpretations of the 2008 IS Code	6 June 2016/	1. The weight of mediums on board for the fixed firefighting systems should be included in the lightweight and lightship condition. 2. Unprotected openings include ventilators that for operational reasons have to remain open to supply air to the engine room or emergency generator room for the effective operation of the ship. 3. For tankers assigned with a tropical load line, the ship	

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					should be assumed to be loaded to its tropical load line.	
110.	MSC 96	MSC.1/Circ.1538	Unified interpretation relating to the International Grain Code	6 June 2016/	Unprotected openings include ventilators that for operational reasons have to remain open to supply air to the engine room or emergency generator room for the effective operation of the ship.	
111.	MSC 96	MSC.1/Circ.1539	Unified interpretations of SOLAS chapter II-1	6 June 2016/	1. The weight of mediums on board for the fixed firefighting systems should be included in the lightweight and lightship condition. 2. The tanks should not be considered to be dedicated seawater ballast tanks and should be exempted from the application and requirements of the Performance standard for protective coatings. 3. Unprotected openings include ventilators that for operational reasons have to remain open to supply air to the engine room or emergency generator room for the effective operation of the ship.	
112.	MSC 96	MSC.1/Circ.1541	Unified interpretation of the 1994 HSC Code	6 June 2016/	The weight of mediums on board for the fixed firefighting systems should be included in the lightweight and lightship condition.	
113.	MSC 96	MSC.1/Circ.1542	Unified interpretation of the 2000 HSC Code	6 June 2016/	The weight of mediums on board for the fixed firefighting systems should be included in the lightweight and lightship condition.	
114.	MSC 96	MSC.1/Circ.1543	Unified interpretation relating to the IGC Code	6 June 2016/	Unprotected openings include ventilators that for operational reasons have to remain open to supply air to the engine room or emergency generator room for the effective operation of the ship.	
115.	MSC96	MSC.1/Circ.1545	Unified interpretations relating to the application of solas regulation ii-1/3-6, as amended, and the revised technical provisions for means of access for inspections (resolution MSC.158(78))	6 June 2016/	Unified interpretations for the paragraphs 3.13.2 and 3.13.6(resolution MSC.158(78)), as follows: Adjacent sections of vertical ladder need to be installed so that the following provisions are complied with: -- the minimum "lateral offset" between two adjacent sections of vertical ladder, is the distance between the sections, upper and lower, so that the adjacent stringers are spaced of at least 200 mm, measured from half thickness of each stringer. -- adjacent sections of vertical ladder should be installed so that the upper end of the lower section is vertically	

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					overlapped, in respect to the lower end of the upper section, to a height of 1500 mm in order to permit a safe transfer between ladders. -- no section of the access ladder should be terminated directly or partly above an access opening.	
116.	MSC 96	MSC.1/Circ.1546	Unified interpretation of the 1969 TM Convention	6 June 2016/	Heat exchangers (coolers) fitted in hull recesses or outside of the hull should be treated as machinery under interpretation R.2(4)-9 set out in the annex to the Unified interpretations relating to the International Convention on Tonnage Measurement of Ships, 1969 (TM.5/Circ.6) and not as appendages as defined in R.6(2) of TM.5/Circ.6.	This circular is to be aligned with current IACS UITM2 which is uniformly implemented by IACS Societies from 1 July 2016.
117.	MSC 96	MSC.1/Circ.1547	Guidance on the application of SOLAS Regulation II-1/3-12 to ships delivered before 1 July 2018	6 June 2016/	In this regard, MSC 96, with a view to providing, in the interim period following approval and until the amendment enters into force, guidance on the application of SOLAS regulation II-1/3-12, as provided in resolution MSC.338(91), to ships for which the building contract is placed before 1 July 2014, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2015 and delivered before 1 July 2018, the requirements of IMO A.468(XII) are to be satisfied.	Ships for which the building contract is placed before 1 July 2014, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2015 and delivered before 1 July 2018, the requirements of IMO A.468(XII) are to be satisfied.
118.	MSC 97	MSC.1/Circ.1426/Rev.1	Unified Interpretation of SOLAS Regulation II-1/3-5	24 Dec. 2016/	Updating all references to resolution MEPC.197(62) with references to resolution MEPC.269(68)(2015 Guidelines for the Development of the Inventory of Hazardous Materials) and adding the footnote providing a definition of "materials containing asbestos". The criteria of judgment on whether the material on board contains asbestos refer to the Guidelines.	
119.	MSC97	MSC.1/Circ.1460/Rev.1	Guidance on the validity of radiocommunications equipment installed and used on ships	25 Nov., 2016/	1. To ensure GMDSS communication capability, HF radiocommunication equipment capable of operating narrow-band direct printing (NBDP) should be updated so that, following the first radio survey after 1 January 2024, it meets the channelling arrangements reflected in sections II and III of part B in appendix 17 of the RR. 2. Radiocommunication equipment, other than HF radiocommunication equipment capable of operating NBDP, does not necessarily need to be updated by the first radio survey after 1 January 2017, but may be updated	

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					appropriately in accordance with the decisions of the Administration.	
120.	MSC 97	MSC.1/Circ.1490/Rev.1	Revised Unified Interpretation of SOLAS Regulation III/31.1.4	25 Nov., 2016/	Compared to MSC.1/Circ.1490, this circular provides the specifications for self-contained battery powered lights that are to be used as an adequate means of illumination for the embarkation station and stowage location of remotely located survival craft. self-contained battery-powered lamps (i.e. luminaires) may be accepted in this circular as means of illumination for complying with SOLAS regulation III/16.7. Such lamps should be capable of being recharged from the ship's main and emergency source of electrical power, and should be stowed close to the liferaft and embarkation ladder they are intended to serve, under charge. When disconnected from the ship's power, the lamp should give a minimum duration of three hours of undiminished performance. The lamps should comply with the requirements of section 1.2.3 of the LSA Code. The lamps should meet the requirements of Ingress Protection rating IP 55. The batteries for the subject lamps should comply with IACS UR E18 requirements irrespective of whether the expiry date is marked by the manufacturer or not.	This unified interpretation is to be implemented from Nov.25,2016（K≥2014.11.21 ）
121.	MSC97	MSC.1/Circ.1495/Rev.1	Revised unified interpretation of SOLAS regulation V/23.3.3 on pilot transfer arrangements	25 Nov., 2016/	1. SOLAS regulation V/23.3.3.1 prescribes an operational instruction that limits the climb to not more than 9 m on a single ladder regardless of the trim or list of the ship. 2. SOLAS regulation V/23.3.3.2 and section 3 of resolution A.1045(27) applies to a combined arrangement of "an accommodation ladder used in conjunction with the pilot ladder" for "Safe and convenient access to, and egress from, the ship" for which a 15° list requirement does not apply. 3. This circular supersedes MSC.1/Circ.1495.	
122.	MSC97	MSC.1/Circ.1550	Unified Interpretations Relating to the Application of SOLAS	25 Nov., 2016/	Defining requirements for the total capacity of the main fire pumps and the diameter of the fire main for cargo ships designed to carry five or more tiers of containers on or	1. Applicable to cargo ships designed to carry five or more tiers of containers on or above

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			Regulations II-2/10.2.1.3, II-2/10.2.2.4.1.2, II-2/10.7.3.2.3 and II-2/19.3.1, as Amended, and Paragraph 2.2.1.1 of Chapter 12 of the FSS Code		above the weather deck.	the weather deck.. 2. To be implemented by CCS during marine product inspection, plan approval and surveys.
123.	MSC97	MSC.1/Circ.1552	Amendments To The Guidelines On Alternative Design And Arrangements For Fire Safety (Msc/Circ.1002)	25 Nov., 2016/	A new Appendix A “Guidelines for the Selection of Life Safety Performance Criteria” is inserted before the existing appendix A, the contents of which include a methodology for the selection of performance criteria so as to assist Administrations when evaluating proposed alternative designs and arrangements against the fire safety objective "to reduce the risk to life caused by fire"; An ASET/RSET analysis is used to assess the safe escape of all persons and relevant life safety performance criteria (height of smoke layer, air temperature, radiant heat flux, visibility and CO concentration) are given; Some new technical references are added in the renamed appendix D.	
124.	MSC97	MSC.1/Circ.1553	Shipboard Escape Route Signs And Emergency Equipment Location Markings	25 Nov., 2016/	Before the revision of resolution A.760(18), the Industry may use ISO standard 24409 series on a voluntary basis when implementing the SOLAS convention. The existing ships may still implement resolution A.760(18). A revision of resolution A.760(18) will be prepared, which will incorporate ISO 24409-2:2014, for adoption by MSC 99.	1. Applicable to all convention ships. 2. To be implemented by CCS during marine product inspection, plan approval and surveys.
125.	MSC97	MSC.1/Circ.1554	Unified Interpretation of Chapter 9 of the FSS Code	25 Nov., 2016/	Clarifying that for the capacity of power source in 2.2.4, Chapter 9 of the FSS Code, “30 min is at the end of that period”.	To be implemented by CCS during plan approval and surveys.
126.	MSC97	MSC.1/Circ.1555	United Interpretations of SOLAS Chapter II-2	25 Nov., 2016/	Mainly including: (1) Interpretation of definition of vehicle carrier in SOLAS regulations II-2/3.56 and 20-1; (2) Interpretation of inert gas supply to double-hull spaces in SOLAS regulation II-2/4.5.5.1.4.1; (3) Interpretation of ventilation by fan coil units	1、Appliction: （1）Vehicle carriers （2）Tankers （3）All passenger ships or cargo ships of GT≥500 （4）All passenger ships or

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					and internal circulation fans in SOLAS regulations II-2/5.2.1.2, 5.2.1.3 and 7.9.3; (4) Interpretation of the fire integrity of the bulkheads between the wheelhouse and a toilet inside the wheelhouse in SOLAS regulation II-2/9; (5) Interpretation of the suitable number of spare air cylinders to be provided in connection with drills in SOLAS regulation II-2/15.2.2.6; (6) Interpretation of certified safe type electrical equipment for ships carrying dangerous goods in SOLAS regulation II-2/19.3.2.	cargo ships of GT≥500 （5） All passenger ships or cargo ships of GT≥500 （6）Ships carrying dangerous goods 2、To be implemented by CCS: （1）During marine product inspection, plan approval and surveys. （2）During marine product inspection, plan approval and surveys （3）During marine product inspection, plan approval and surveys （4）During plan approval and surveys （5）During plan approval and surveys （6）During marine product inspection, plan approval and surveys
127.	MSC97	MSC.1/Circ.1556	Unified Interpretation of Chapter 8 of the FSS Code and the Revised Guidelines for Approval of Sprinkler Systems Equivalent to that Referred to in SOLAS Regulation II-2/12 (Resolution A.800(19)), As Amended by Resolution MSC.265(84)	25 Nov., 2016/	For the Chapter 8 of the FSS Code and the Revised Guidelines for Approval of Sprinkler Systems Equivalent to that Referred to in SOLAS Regulation II-2/12 (Resolution A.800(19)), As Amended by Resolution MSC.265(84), clarify the calculation methods of pump capacity and pressure tank volume of automatic sprinkler systems.	1. Applicable to all convention ships. 2. To be implemented by CCS during marine product inspection, plan approval and surveys.
128.	MSC97	MSC.1/Circ.1557	Hazardous area classification（Application	25 Nov., 2016/ ships constructed on	Where the prescriptive requirements within SOLAS and related Codes (IBC, IGC) and the standards published by	The circular is superseded by MSC.1/Circ.1557/Rev.1

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			of SOLAS regulation II-1/45.11）	or after 1 January 2017	the International Electrotechnical Commission, such as but not limited to IEC 60092-502, are not aligned, the prescriptive requirements in SOLAS and Codes take precedence and are to be applied. The differences revealed between the above mentioned documents are listed in Annex.	
129.	MSC 97	MSC.1/Circ.1558	Unified Interpretations of the IGF code	28 Nov., 2016/	MSC.1/Circ.1558 aimed at providing more specific guidance for the application of the relevant requirements of the IGF Code，provided unified interpretations for the IGF Code paragraph 2.2.15.3, 2.2.17,5.4.1,5.8,6.2.1.1,6.7.3.1.1.2, 6.9.1.1,6.9.1.2,8.3.1.1,13.5.1,13.8.2,13.8.3 and figure 6.7.1.	
130.	MSC97	MSC.1/Circ.1559	Unified Interpretations of the IGC Code (As Amended by Resolution MSC.370(93))	28 Nov., 2016/	United interpretations are made for IGC Code paragraphs: (1) Clarify the arrangement , degree of gas tightness of closing devices required by the paragraph 3.2.6, and the space applicable of paragraph 3.2.6 were clarified also. (2) The sentence "for the purpose of prevention of potential explosion according to SOLAS regulation ll-2/4.5.10" in paragraph 3.3.1 does not require application of the aforementioned SOLAS regulation. SOLAS regulation II-2/4.5.10 does not apply in accordance with paragraph 11.1.1.1. (3) Clarify the size, shape and arrangement of horizontal openings, hatches or manholes in paragraph 3.5.3.1.2 and 3.5.3.1.3. (4) Clarify the requirement of "Pump vents shall not be open to machinery spaces" paragraph 3.7.5 applies only to pumps in the machinery spaces serving dry duct keels through which ballast piping passes. (5) Clarify the "safe means of emergency isolation", as required by paragraph 8.2.9, should be provided so that a PRV can be isolated on a temporary basis to reseat or repair the valve before putting the PRV back into service. Such means of emergency isolation should be installed in a	1. Applicable to ships carrying liquefied gases in bulk. 2. To be implemented by CCS during marine product inspection, plan approval and surveys.

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					manner that does not allow their inadvertent operation. (6) Clarify the method to calculate the L_{min} of external surface area of the tank in paragraph 8.4.1.2 and figure 8.1. (7) Clarify the last sentence of paragraph 11.3.6, i.e. "In addition, means shall be provided to back-flush the system with fresh water", should be understood to mean that arrangements should be provided so that the water-spray system as a whole (i.e. piping, nozzles and in-line filters) can be flushed or back-flushed, as appropriate, with fresh water to prevent the blockage of pipes, nozzles and filters.	
131.	MSC97	MSC.1/Circ.1561	Unified Interpretation of SOLAS Regulation XI-1/7	28 Nov., 2016	Stipulating portable atmosphere testing instruments may be calibrated on board or ashore in accordance with the manufacturer's instructions to achieve compliance with the provision "suitable means shall be provided for the calibration of all such instruments" in SOLAS regulation XI-1/7, as adopted by resolution MSC.380(94); the interpretation is not applicable to any pre-operational accuracy tests as recommended by the manufacturer.	1. Applicable to all convention ships. 2. To be implemented by CCS during marine product inspection, plan approval and surveys.
132.	MSC 97	MSC.1/Circ.1562	Unified Interpretations of SOLAS Regulation XIV/2.2 and Paragraphs 1.3.2 and 1.3.6, Part I-A of the Polar Code	28 Nov., 2016	Providing the brief introduction on the initial and maintenance surveys as required in the provisions of the Polar Code in the table forms, introducing when to carry out the initial and maintenance surveys respectively in accordance with ships under The Harmonized System of Survey and Certification (HSSC) Scheme and Ships not under HSSC Scheme	
133.	MSC97	MSC-MEPC.5/Circ.12	Amendments to the Survey Guidelines under the Harmonized System of Survey and Certification, 2015, for Ships Operating in Polar Waters	12 Dec., 2016	The Polar Code will enter into force in 2017. Revising correspondingly the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2015	
134.	MSC97	MSC-MEPC.5/Circ.13	Unified Interpretation on the Expiration Date of Statutory Certificates	12 Dec., 2016	Interpreting the expiration date of the maximum period of validity of the relevant statutory certificates of SOLAS 1974, Load Lines 1966 and MARPOL Conventions and associated mandatory codes	
135.	MSC98	MSC.1/Circ.686/Rev.1	Guidelines on the means	Issued on 09 June,	1. The "new ship" in the original guide is changed to "	

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			of access to structures for inspection and maintenance of oil tankers and bulk carriers (SOLAS regulation XI-1/2)	2017	ships constructed on or after 1 October 1994" and the "existing ship " is changed to " ships constructed before 1 October 1994". 2. Update the related index, e.g. for ESP Code, “A.744(18)” is changed to “A.1049(27)” . 3. An editorial update is carried out in accordance with the latest SOLAS convention and related resolutions	
136.	MSC98	MSC.1/Circ.738/Rev.2	Guidelines for dynamic positioning system (DP) operator training	16 June, 2017/	To note information by IMCA that the Guidelines had been updated to ensure conformance with current best practice, and reissued as IMCA M 117 Rev.2, which is annexed to document MSC 97/INF.9, which is available from www.imca-int.com. This circular revokes MSC.1/Circ. 738/Rev.1.	
137.	MSC98	MSC.1/Circ.1275/Corr.1	Unified interpretation of SOLAS chapter II-2 on the number and arrangement of portable fire extinguishers on board ships （MSC.1/Circ.1275） corrigendum	31 March, 2017/	SOLAS regulation II-2/20.6.2 required portable extinguishers shall be provided shall be provided at each deck level in each hold or compartment where vehicles are carried, spaced not more than 20 m apart on both sides of the space. But unified interpretation MSC.1/Circ.1275 required portable extinguishers shall be arranged no point if space is more than 20 m walking distance from an extinguisher at each deck level. In order to harmonize with the requirements of SOLAS, In the table of the annex of MSC.1/Circ.1275, the words "No point if space is more than 20 m walking distance from an extinguisher at each deck level" are replaced with the words "Spaced not more than 20 m apart on both sides of the space at each deck level in each hold or compartment where vehicles are carried"	
138.	MSC98	MSC.1/Circ.1395/Rev.3	Lists Of Solid Bulk Cargoes For Which A Fixed Gas Fire-Extinguishing System May Be Exempted or For Which a Fixed Gas Fire-extinguishing System is Ineffective.	16 June, 2017	In order to harmonize with the imsbc code revised by resolution msc.426(98), imo revised msc.1/circ.1395/rev.2. four new cargos are added in the table 1 list of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted: (1) monocalcium phosphate (mcp) (2) monoammonium phosphate (m.a.p.) ，mineral enriched coating (3) sand, mineral concentrate, radioactive material, low	

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					specific activity (lsa-i) un 2912 (4) metal sulphide concentrates, corrosive un 1759	
139.	MSC98	MSC.1/Circ.1460/Rev.2	Guidance on the validity of radiocommunications equipment installed and used on ships	16 June, 2017/	The updated time of HF NBDP, MF NBDP and VHF is revised from the first radio survey after 1 January 2017 to the first radio survey after 1 January 2024.	Replaced by MSC.1/Circ.1460/Rev.3.
140.	MSC98	MSC.1/Circ.1464/Rev.1/ Corr.2	Unified interpretations of SOLAS chapters II-1 and XII, of the technical Provisions for means of access for inspections (resolution MSC.158(78)) And of the performance standards for water level detectors on Bulk carriers and single hold cargo ships other than Bulk carriers (resolution MSC.188(79))	09 June, 2017/	The existing annex is amended as follows: .1 in the table of contents, the title of chapter 1&8 are amended, and the existing chapter 9 is deleted and the remaining chapters are renumbered accordingly; .2 in paragraph 3.3.2 of chapter 8, the reference to "SOLAS regulations II-1/15.8.1 to 15.8.3" is replaced with "SOLAS regulations II-1/13.8.1 to 13.8.3"; .3 in paragraph 3.7 of chapter 8, the reference to "SOLAS regulations II-1/15.6.3 and II-1/15.7.1.2.2" is replaced with "SOLAS regulations II-1/13.5.3 and II-1/13.7.1.2.2"; .4 in paragraph 4.1 of chapter 8, the text "(2000 SOLAS amendments, resolution MSC.99(73))" is deleted; .5 in chapter 8, the existing table 1 is replaced	
141.	MSC98	MSC.1/Circ.1503/Rev.1	ECDIS – Guidance for good practice	16 June, 2017/	This circular revises the ECDIS training requirements in MSC.1/Circ.1503.	This circular has been superseded by MSC.1/Circ.1503/Rev.2
142.	MSC98	MSC.1/Circ.1564	Revised guidance for watertight doors on passenger ships Which may be opened during navigation	16 June, 2017/ 01.01.2020	With the deletion of SOLAS II-1/22.4 and revision of II-1/22.3, the requirements of Category A watertight doors are deleted on the basis of MSC.1/Circ.1380, and floatability assessment are also required to be performed for the watertight doors that may be temporarily opened to permit the passage of passengers or crew.	
143.	MSC98	MSC.1/Circ.1570	Amendments To Section 3 Of The Guidelines For Damage Control Plans And Information To The Master (MSC.1/CIRC.1245)	09 June, 2017/	New paragraphs 3.3 and 3.4 are inserted in MSC.1/Circ.1245, which supplement the information requirements of the damage control plans. Where fittings or equipment are common in both fire and damage control plans of passenger ships, the graphical symbols used in damage control plans should be in accordance with the Graphical symbols for shipboard fire control plans	

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					(resolution A.952(23))."	
144.	MSC98	MSC.1/Circ.1571	Unified Interpretations Of SOLAS Chapter II-1	09 June, 2017/	1.the access doors or hatchways of ro-ro deck and closure of stern, bow and side doors are explaned. 2. The drainage of enclosed spaces situated on the bulkhead deck to suitable spaces below the bulkhead deck is also permitted provided such drainage is arranged in accordance with the provisions of regulation 22(2) of the Protocol of 1988 relating to the International Convention on Load Lines, 1966.	
145.	MSC98	MSC.1/Circ.1572	Unified interpretations of SOLAS chapters II-1 and XII, of the technical Provisions for means of access for inspections (resolution msc.158(78)) and of the performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79))	09 June, 2017/	The circular integrates the revised contents of MSC.1/Circ.1464/Rev.1 and its Corr.1 and 1545&1507 circulars to form a new consolidated text on unified interpretations of SOLAS chapters II-1 and XII, of the technical Provisions for means of access for inspections (resolution msc.158(78)) and of the performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79))	
146.	MSC98	MSC.1/Circ.1573	Unified Interpretation Of SOLAS Regulations II-1/2.20 and II-2/3.21	09 June, 2017/	Even-keel hydrostatics should be used to determine the regulatory deadweight to be entered on relevant statutory certificates.	
147.	MSC98	MSC.1/Circ.1574	Interim guidelines for use of fibre reinforced plastic (FRP) elements Within ship structures: fire safety issues	09 June, 2017/	In order to ensure that a consistent approach is taken with regard to standards of fire safety of ships making use of FRP elements in their structures and that the level of fire safety afforded by the provisions of SOLAS chapter II-2 is maintained. When implementing alternative designs and arrangements in accordance with SOLAS regulation II-2/17 (Alternative design and arrangements), the problems needing to be paid attention and the measures should be adoped are emphasized in this interim guideline.	
148.	MSC98	MSC.1/Circ.1575	Guidelines for shipborne position, navigation and	16 June, 2017/	These guidelines are newly provided, which include five modules and three appendix. Module A: Data input-	

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			timing (PNT) data processing		Sensors, services and sources; Module B: Functional aspects Module C: Operational aspects Module D: Data communication Interfacing Module E: Documentation Appendix A: DEFINITIONS Appendix B: ABBREVIATIONS Appendix C: Operational and technical requirements on PNT/I output data.	
149.	MSC98	MSC.1/Circ.1576	Unified interpretation of the provisions of SOLAS relating to the annual testing of the VDR, S-VDR, AIS and EPIRB	16 June, 2017/	The annual performance test of VDR，S-VDR，, AIS and EPIRB shall be carried out within the "time window" of the annual / periodical / renewal survey under the Harmonized System of Survey and Certification (HSSC), but not later than the date of completion of the survey for endorsement /renewal of the relevant Certificate.	
150.	MSC98	MSC.1/Circ.1577	Unified interpretation on the application of COLREG with respect to the placement of sidelights	16 June, 2017/ 1 July, 2019	This circular further provides the interpretations with respect to sidelights' Vertical sectors, i.e. where sidelights, installed in a position at or "near the side", 1 are not fully visible at all angles from 5 degrees above to 5 degrees below the horizontal including the 1° toe-in sector, then that installation is acceptable provided the installed sidelights are visible, with the ship in all normal conditions of trim corresponding to the lightest seagoing draught in the approved Trim and stability booklet, at a minimum distance of 1000 m measured from the stem when viewed from sea level throughout the horizontal plane of 112.5 o defined by rule 21(b) including the horizontal 1° toe-in sector in the forward direction prescribed in 9(a)(i).	
151.	MSC98	MSC.1/Circ.1578	Guidelines on Safety during Abandon Ship Drills Using Lifeboats	19 June, 2017/	The Committee approved the *Guidelines on safety during abandon ship drills using lifeboats*, following the amalgamation of annex 1 to the *Measures to prevent accidents with lifeboats* (MSC.1/Circ.1206/Rev.1) and the *Interim Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear* (MSC.1/Circ.1277) in the *Requirements for maintenance, thorough examination,*	

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					operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)), which revoked annex 1 to MSC.1/Circ.1206/Rev.1. This circular supersedes annex 2 to MSC.1/Circ.1206/Rev.1.	
152.	MSC98	MSC.1/Circ.1579	Amendments to Guidelines for Developing Operation and Maintenance Manuals for Lifeboat Systems (MSC.1/Circ.1205)	20 June, 2017/	Amendments Include The Following： 1) Detailed maintenance/repair work should be conducted in accordance with resolution MSC.402(96); 2) Paragraph 3.1.4 “routine inspection and maintenance of lifeboat system” is changed into “weekly and monthly inspection and routine maintenance of the lifeboat system”; 3) The sentence in paragraph 6.1 “Also, MSC.1/Circ.1206 describes more detailed procedures for periodic servicing and maintenance of lifeboats, launching appliances and release gear” in Appendix- *Example Operation and Maintenance Manual for a Lifeboat System* is deleted; 4) The word “direct supervision” changed into “direction”, in the last sentence of paragraph 6.1 in the Appendix.	
153.	MSC98	MSC.1/Circ.1580	Guidelines for vessels and units with dynamic positioning (DP) systems	16 June, 2017/ 9 June, 2017	This circular revises MSC/Circ.645 and includes five parts: Equipment Classes, Functional Requirements, Operational Requirements, Surveys, Testing And Dynamic Positioning Verification Acceptance Document and Training.	
154.	MSC98	MSC.1/Circ.1581	Unified Interpretations Of SOLAS Chapter II-2	16 June, 2017/	1）Compliance with the provision "suitable means shall be provided for the calibration of such instruments" in SOLAS regulation II-2/4.5.7.1, as adopted by resolution MSC.291(87), may be achieved by portable atmosphere testing instruments being calibrated on board or ashore in accordance with the manufacturer's instructions. The above consideration refers to the calibration of portable instruments for measuring oxygen or flammable vapour concentrations, and not to any pre-operational accuracy tests as recommended by the manufacturer. 2）A navigation locker that can only be accessed from the wheelhouse should be considered as a control station with	

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					respect to the requirements in tables 9.3, 9.5 and 9.7 of regulation 9, and the bulkhead separating the wheelhouse and such a locker should have fire integrity of at least "B-0" class.	
155.	MSC98	MSC.1/Circ.1582	Unified interpretations of chapter 15 of the FSS code	16 June, 2017/	Clarification of requirements about automatic shutdown of the inert gas system and its components, the operational status of stop valves in branch piping leading from the inert gas main to cargo tanks, the operational status of the inert gas system, and the low pressure audible alarm system of chapter 15 of the FSS Code.	
156.	MSC98	MSC.1/Circ.1583	Amendment To The Unified Interpretation Of SOLAS Regulation II-1/29(MSC.1/CIRC.1398)	16 June, 2017/	The reference“；and IEC Publication 60092-204 Electrical installations in ships. Part 204:System Design-Electric and electrohydraulic steering gear(1987)”in section 1 is deleted.	
157.	MSC98	MSC.1/Circ.1584	Amendments to the Guidelines for Evaluation and Replacement of Lifeboat Release and Retrieval Systems (MSC.1/Circ.1392)	20 June, 2017/	For the paragraph 21 in MSC.1/Circ.1392, this Circular provides a method to assess if fixed structural connections and supporting structures (backing plates and bolts) that are not made of corrosion resistant material are in a good condition and therefore not subject to replacement. If after the assessment, the bolts, backing plates, keel shoes, etc. are in good condition, then all parts are to be cleaned and recoated, if necessary. Backing plates and bolts installed outside the lifeboat and deemed to be in 'good condition' after the assessment need not be replaced even when not made of material resistant to corrosion in the marine environment.	
158.	MSC98	MSC-FAL.1/Circ.3	Guidelines on maritime cyber risk management	05 July, 2017/	This guide provides advanced advice on risk management of maritime network to protect shipping from current and emerging network threats and vulnerabilities. This guide also includes functional elements supporting effective network risk management. This circular supersedes the provisional guide contained in the MSC.1/Circ.1526	
159.	MSC99	MSC.1/Circ.1532/Rev.1	Revised guidelines on	24 May 2018/	Mainly Include The Following：	1. Recommendatory circular,

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			operational information for masters of passenger ships for safe return to port		The circular updated the guidelines for regulation II-1/8-1.3 of the SOLAS as amended by resolution MSC.436(99).	which is applicable to all convention ships. 2. To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued.
160.	MSC99	MSC.1/Circ.1589	Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 january 2014	24 May 2018/	Mainly Include The Following： The purpose of this circular is to provide additional guidance for the uniform implementation of SOLAS regulation II-1/8-1.3, as amended by resolution MSC.436 (99), for passenger ships constructed before 1 January 2014. The relevant information required when there is an onboard stability computer or a shore-based support is specified.	1. Recommendatory circular, which is applicable to all convention ships. 2. To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued.
161.	MSC99	MSC.1/Circ.1590	Unified interpretation of paragraph 13.3.5 of the igc code (as amended by resolution msc.370(93))	11 June 2018/	The expression "each dry-dock" in the testing of high-level alarms for liquefied gas carriers is considered to be the survey of the outside of the ship's bottom required for the renewal of the Cargo Ship Safety Construction Certificate and/or the Cargo Ship Safety Certificate.	
162.	MSC 99	MSC.1/Circ.1591	Unified Interpretations of the IGF code	11 June 2018/	MSC.1/Circ.1591 aimed at providing more specific guidance for the application of the relevant requirements of the IGF Code，provided unified interpretations for the IGF Code paragraph 6.8.2, 11.3.3, 15.3.2 and 15.4.2.3.	
163.	MSC99	MSC.1/Circ.1592	Guidelines for Wing-in-Ground Craft	18 May 2018/	《Guidelines for Wing-in-Ground Craft》 is applied to WIG craft carrying more than 12 passengers and/or having a full load displacement of more than 10 tonnes. It includes the requirements of stability, construction, fire protection, life-saving, navigational equipment and operation of WIG ship. This circular revokes MSC/Circ.1054 and Corr.1, and MSC/Circ.1126.	
164.	MSC99	MSC.1/Circ.1593	Interim guidelines for the harmonized display of navigation information	25 May 2018/	These guidelines are newly provided, which include as	

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			received via communication equipment		follows: a. General presentation requirements : Human-Centered Design (HCD) , display of information ; b. Functional requirements for presentation of information: data routing, selection and filtering , prioritization , indication of new information; c. Presentation of navigation-related information; d. Operational display.	
165.	MSC99	CCC.1/Circ.2/Rev.1	Carriage Of Bauxite Which May Liquefy	20 Sept. 2017/	CCC.1/Circ.2/Rev.1 aimed at identify procedures and methods of TML for the Bauxite and related safe carrying conditions.	
166.	MSC99	CCC.1/Circ.4	Carriage of Ammonium Nitrate Based Fertilizer (non-hazardous)	22 Sept. 2017/	CCC.1/Circ.4 aimed at clarify the safe carrying conditions of ammonium nitrate based fertilizer (non-hazardous).	
167.	MSC100	MSC.1/Circ.1430/Rev.1	Revised guidelines for the design And approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces	07.12.2019	The circular revises the following contents of "REVISED GUIDELINES FOR THE DESIGN AND APPROVAL OF FIXED WATER-BASED FIRE-FIGHTING SYSTEMS FOR RO-RO SPACES AND SPECIAL CATEGORY SPACES" (MSC.1/Circ.1430) : 1. Adding regulation 3.2.2. A continuously manned control station and release station(s) for deluge systems should have remote indication of pump running and pressure in valve manifold. For deluge systems, release stations with controls for start and stop of pump(s) and operation (opening and closing) of section control valves should be provided in the valve room and in a continuously manned control station or the safety centre, if fitted. Remote indication of position of valves (open/closed) should be provided in the continuously manned control station or the safety centre, if fitted. 2. Amending regulation 4.5 as follows: 4.5 Sprinklers or nozzles should be positioned in such a way that:	1. Recommendatory circular, which is applicable to to passenger ships and cargo ships 500 gross tonnages and above. 2. To be implemented by CCS during marine product inspection, plan approval and surveys.

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					.1 they are not exposed to damage by cargo; .2 undisturbed spray is ensured; and .3 water is distributed over and between all vehicles or cargo in the area being protected. Automatic sprinklers or nozzles should be positioned and located so as to provide satisfactory performance with respect to both activation time and water distribution.	
168.	MSC100	MSC.1/Circ.1582/Rev.1	Unified Interpretations Of Chapter 15 Of The Fss Code	07.12.2019	The circular revises "Unified Interpretation of Chapter 15 of FSS Rules" (MSC.1/Circ.1582) to provide unified interpretations for the “forward of” in the relevant provisions of chapter 15 of the FSS CODE, which should be understood as “downstream of”. Specific as follows: 1. FSS Code 15.2.2.3.2.1: The inert gas main may be divided into two or more branches downstream of the non-return devices required by paragraph 2.2.3.1. 2. FSS Code 15.2.2.3.2.6:Arrangements shall be provided to enable the inert gas main to be connected to an external supply of inert gas. The arrangements shall consist of a 250 mm nominal pipe size bolted flange, isolated from the inert gas main by a valve and located downstream of the non-return valve. 3. FSS Code15.2.2.4.2.1: When inert gas is being supplied, instrumentation shall be fitted to continuously indicate and permanently record the pressure of the inert gas mains downstream of the non-return devices.	1. Recommendatory circular, which is applicable to tankers. 2. To be implemented by CCS during marine product inspection, plan approval and surveys.
169.	MSC100	MSC.1/Circ.1597	Unified interpretation of paragraph 4.4.8.1 of the LSA Code	07.12.2018	For a lifeboat equipped with two independent propulsion systems, where the arrangement consists of two separate engines and shaft lines, fuel tanks, piping systems and any other associated ancillaries, paragraph 4.4.8.1 of the LSA Code need not be applied. For all other aspects, the lifeboat should be in full compliance with paragraph 4.4.8 of the LSA Code.	To be implemented by CCS during marine product inspection, plan approval and surveys.
170.	MSC100	MSC.1/Circ.1599	Interim Guidelines On The Application Of High Manganese Austenitic Steel For Cryogenic Service	10.01.2019	Mainly Include The Following： Relevant requirements are specified with regard to the application of high manganese austenitic steel for cryogenic service on ships subject to the IGF Code and IGC Code in terms of material specification, chemical	This interim guide does not replace any IGC and IGF rules requirements, but rather serves as a supplemental guide to the use of high manganese

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					composition, mechanical properties, welding, testing and manufacturing etc., which are presented in the form of interim guidelines for application by the industry.	austenitic steels for cryogenic service on ships that comply with IGC and IGF regulations.
171.	MSC101	MSC.1/Circ.1205/Rev.1	Revised guidelines for developing operation and maintenance manuals for lifeboat systems	26.06.2019/	Revised to the Guidelines for developing operation and maintenance manuals for lifeboat systems (MSC.1/Circ.1205) and to add a note to SOLAS regulation III/9 in the IMO-Vega database in support of resolution A.1116 (30) on Escape route signs and equipment location markings resolution.	
172.	MSC101	MSC.1/Circ.1222/Rev.1	Guidelines on annual testing of voyage data recorders (VDR) and simplified voyage data recorders (S-VDR)	14.06.2019/	The following sentence will be added to MSC.1/Circ.1222: For float-free capsules approved in accordance with resolution MSC.333(90): an examination according to MSC.1/Circ.1040/Rev.1 has been conducted.	This circular supersedes MSC.1/Circ.1222.
173.	MSC101	MSC.1/Circ.1395/Rev.4	Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective	13.06.2019/	Reviced the table 1 “List Of Solid Bulk Cargoes For Which A Fixed Gas Fire-Extinguishing System May Be Exempted” in MSC.1/Circ.1395/Rev.4	1.Applicable to ships carrying solid bulk cargoes. 2.To be implemented by CCS during plan approval and surveys. 3.This circular was superseded by MSC.1/Circ.1395/Rev.5.
174.	MSC101	MSC.1/Circ.1416/Rev.1	Unified interpretations of SOLAS regulations II-1/28, II-1/29 and II-1/30	26.06.2019/ 01.01.2020	Mainly Include The Following： 1.Compared with MSC.1/circ.1416, MSC.1/circ.1416/Rev.1 deleted 28.2 interpretations, added 30.2 interpretations, and mainly revised 29.1 and 29.6.1 interpretations; 2.If the ship is equipped only one set of steering-propulsion unit, it shall have a main steering gear and an auxiliary steering gear, and shall not fail simultaneously. The prerequisite for the absence of auxiliary steering gear is that there shall be at least two sets of steering actuating systems, and it shall be proved that the ship shall retain the steering capacity in the event of a single failure of the steering gear, control system and power source; 3.If the ship is equipped with multiple sets of steering-propulsion units, each set of steering-propulsion unit shall comply with SOLAS II-1/29.1, i.e., each set shall	1. The circular is applicable to SOLAS convention ships equipped with non-traditional propulsion/steering systems such as azimuth thrusters, podded propulsors, waterjets, cycloidal propellers, and other modern combined propulsion/steering systems. 2. To be implemented by CCS during marine plan approval, construction surveys and product inspection. which will be implemented since the implementation date recommended by IMO.

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					have a main steering gear and an auxiliary steering gear, and shall not fail at the same time. The prerequisite of the absence of auxiliary steering gear is the same as above for ships with only one set of steering-propulsion unit, but the power units of each set of main steering gear can be shared; 4.SOLAS II-1/30.2, for at least two power supply, applies to each steering system of the ship with multiple steering-propulsion units.	
175.	MSC101	MSC.1/Circ.1535/Rev.1	Unified interpretations relating to the protocol of 1988 Relating to the international convention on load lines, 1966	14.06.2019/	Mainly Include The Following： Added interpretation of regulation 27(13) (e) for unprotected openings.	1. Recommendatory circular, which is applicable to all convention ships. 2. To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued. 3.The circular was revoked by MSC.1/Circ.1535/Rev.2
176.	MSC101	MSC.1/Circ.1537/Rev.1	Unified interpretations of the 2008 is code	14.06.2019/	Mainly Include The Following： 1.Added interpretation of regulation 2.3(Severe wind and rolling criterion (weather criterion))for openings which cannot be or are incapable of being closed weathertight. 2.Refined interpretation of regulation 3.4.2 (assumptions for calculating loading conditions) for loading requirements.	This circular is revoked by MSC.1/Circ.1537/Rev.2
177.	MSC101	MSC.1/Circ.1539/Rev.1	Unified interpretations of SOLAS chapters II-1 and safe return to port requirements for flooding detection systems	14.06.2019/	Mainly Include The Following： 1.For the relevant interpretation of SOLAS II-1 / 7-2 (calculation of factor Si)，Administrations may allow an alternative arrangement that provides an equivalent level of safety. 2.Footnote added. Note the amendments of SOLAS regulations II-1/22-1 and II-2/21.4.13 were adopted by resolution MSC.216(82).	1. Recommendatory circular, which is applicable to all convention ships. 2. To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued.
178.	MSC101	MSC.1/Circ.1604	Interim Guidelines for Mass Trials	14.06.2019/	Mainly Include The Following： 1.Explain the aim and application scope of the guidelines.	1. With the aim of assisting relevant authorities and

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					2.Guidelines are given for the principles and main objectives of MASS trials, including risk management, qualification of test personnel, test equipment, human factors, information sharing, and network security.	relevant stakeholders with ensuring that the trials of MASS related systems and infrastructure are conducted safely, securely and with due regard for protection of the environment, approved Interim Guidelines for MASS trials. 2. The Committee agreed to keep the Interim Guidelines under review and to amend them in view of the experience gained with their application and/or as and when the circumstances so warrant. 3.Member States and international organizations are invited to use the annexed Interim Guidelines and bring them to the attention of all parties concerned.
179.	MSC 101	MSC.1/Circ.1605	Unified interpretations of the igf code	02.07.2019/	Mainly Include The Following： 1.Paragraph 6.3.10 of the IGF Code: Whether a drip tray is needed or not should be decided in accordance with the place where the tank is located on. 2.Sections 12.4 and 12.5 of the IGF Code: Section 12.4 should be interpreted as the guiding methodology for the categorization of gas admission valves at dual fuel engines and gas engines. If no additional safety measures and no corresponding risk assessment in accordance with section 12.4 are available, the examples in section 12.5 should apply. 3.Section 12.5.2.1 and footnote 23 of the IGF Code: interpreting hazardous area classification of different fuel storage hold spaces. 4.Section 15.10.1 of the IGF Code: interpreting acceptable means to confirm that the ventilation system has the	1.The circular aimed at providing more specific guidance for the application of the relevant requirements of the IGF Code; 2. To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued.

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					"required ventilating capacity" in operation.	
180.	MSC101	MSC.1/Circ.1606	Unified interpretations of the IGC Code	02.07.2019/	Mainly Include The Following： 1.Unified interpretations of the IGC CODE paragraph 4.19.1.6, requirements for capacity, emergency power distribution and duplication of power supply to cargo tank structure heating arrangement; 2.Unified interpretations of the IGC CODE paragraph 5.13.1.1.4, the range of "Emergency shutdown valves, with materials having melting temperatures lower than 925°C " related to the fire test for the emergency shutdown valves; 3.Unified interpretations of the IGC CODE paragraph 11.3.1, the survival craft should be protected by a water-spray system; 4.Unified interpretations of the IGC CODE paragraph 11.3.3, the concept and coverage area of " complete athwartship tank grouping"	1.Recommendatory circular relates to the interpretations of the relevant provisions of the IGC code and is closely related to the inspection business of our society. For ships subject to the IGC code, if the cargo tank structure is used for heating, the emergency globe valve is tested for fire prevention, or the water-spray system is installed, the circular is also applicable. 2.To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued.
181.	MSC101	MSC.1/Circ.1612	Guidance for navigation and communication equipment intended for use on ships operating in polar waters	14.06.2019	This Guidance is applicable to navigation and communication equipment intended for use on ships operating in polar waters. This Guidance consists of four parts: 1. Module A considers the environmental conditions of polar water, mainly in three aspects: temperature, ice accretion and handling of equipment dependent on batteries； 2. Module B is based on the environmental conditions in Module A to analyze the impact of all navigation and communication equipment intended for use on ships operating in polar waters. 3. Module C is addressing the handling of incorrect data of impaired equipment. 4. The appendix provides information on survival craft and rescue boat communications capabilities.	
182.	MSC101	MSC.1/Circ.1614	Interim guidelines on life-saving appliances and	26.06.2019/	As a consequential work related to the Polar Code, the interim guidelines on lifesaving appliances and	This circular has been superseded by

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			arrangements for ships operating in polar waters		arrangements for ships operating in polar waters were approved at this session. This interim guidelines was developed to provide interim guidance outlining possible means of mitigating hazards in order to comply with section 8.3 of part I-A (life-saving appliances and arrangements) of the International Code for Ships Operating in Polar Waters (Polar Code).	MSC.1/Circ.1614/Rev.1
183.	MSC101	MSC.1/Circ.1615	Interim guidelines for minimizing the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships	26.06.2019/	For minimizing the incidence and consequences of fire in ro-ro spaces and special category places of new and existing ro-ro passenger, put forward the fire safety measures in five aspects：fire prevention/ignition, detection and decision, extinguishment , containment, and integrity of life-saving appliances and evacuation, including inspection of ship's power supply equipment and cables, shock/waterproof rating of electrical connections, circuit breakers, electrical connections and disconnections of cargo units and electrical vehicles, check points at patrols, etc.; Addressable fixed fire detection and alarm systems, video monitoring, fire detection system selection and combination, and alarm system design and integration; Additional fire-fighting equipment for ro-ro passenger ships, appropriate training and drills, positioning of sprinklers and nozzles, fixed fire-extinguishing measures on weather decks, etc.; Fire integrity of ro-ro decks and decks in special category spaces, and types of ro-ro spaces, etc.; location of permanent openings near life-saving facilities, etc.	1.Applicable to new and existing ro-ro passenger ships. 2.To be implemented by CCS during marine product inspection, plan approval and surveys.
184.	MSC101	MSC.1/Circ.1616	Unified interpretations of solas chapter ii-2	26.06.2019/	Mainly including: 1.Interpretation of the classification of the space where urea or sodium hydroxide solution tanks for selective catalytic reduction (SCR) systems, exhaust gas recirculation (EGR) systems or exhaust gas cleaning systems (EGCS)definition of are installed in SOLAS regulations II-2/9.2; 2.Interpretation of suitable performance standard for not pre-engineered galley duct fixed CO2 fire-extinguishing systems in SOLAS regulation II-2/9.7.5; 3.Interpretation of the explosion-proof level requirement of	1.Applicable to all convention ships. 2.To be implemented by CCS during marine product inspection, plan approval and surveys.

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					two-way portable radiotelephone apparatus for fire-fighter's communication required in SOLAS regulations II-2/10.10.4;	
185.	MSC101	MSC.1/Circ.1617	Unified interpretations of the IGC Code	26.06.2019/	Mainly including: 1.Interpretation of IGC Code Paragraph 11.3.6, where "F.O. tanks" are installed at the after end of the aftermost hold space or at the forward end of the forwardmost hold space instead of cofferdams, the weather deck area above these tanks should be regarded as a "cargo area"; 2.Interpretation of the tasting arrangement of dry chemical powder fire-extinguishing systems in IGC Code Paragraph 11.4.8.	1.Applicable to ships carrying liquefied gases in bulk. 2.To be implemented by CCS during marine product inspection, plan approval and surveys.
186.	MSC101	MSC.1/Circ.1618	Unified interpretations of SOLAS chapter III	26.06.2019/	Chapter III/Regulation 20.11: The thorough examinations, overhauls and operational tests, carried out at intervals of at least once every five years, should be done in the presence of a surveyor. Chapter III/Regulation 22.1.1/32.1.1: When considering the minimum number and distribution of lifebuoys as required by regulations 22.1.1 or 32.1.1, as applicable, a lifebuoy, fitted with both a light and a lifeline as per MSC.1/Circular.1331 for compliance with SOLAS regulation II-1/3-9.2, should not be taken into account.	
187.	MSC102	MSC.1/Circ.1353/Rev.2	Revised guidelines for the preparation of the Cargo Securing Manual	Dec. 7,2020/	A new paragraph is added as follows: "3.3.4 When weather-dependent lashing is applied, operational procedures should be developed in accordance with annex 13 of the CSS Code."	This circular supersedes MSC.1/Circ.1353/Rev.1.
188.	MSC102	MSC.1/Circ.1430/Rev.2	Revised guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces	2020.12.08/	Revising requirements for areas covered by pressure water spray sprinkler heads under different conditions of deck heights:(1) The title of Table 4-2 "Minimum required water discharge density and area of coverage for decks having a free height in excess of 2.5 m but less than 6.5 m" is changed to "Minimum required water discharge density and area of coverage for decks having a free height in excess of 2.5 m but equal to or less than 6.5 m".(2) The title of Table 4-3 "Minimum required water discharge density and area of coverage for decks having a free height in excess of 6.5 m but less than 9.0 m" is changed to	This circular is superseded by MSC.1/Circ.1430/Rev.3, except that fire and component tests previously conducted in accordance with MSC.1/Circ.1272 or MSC.1/Circ.1430 or MSC.1/Circ.1430/Rev.1 or MSC.1/Circ.1430/Rev.2 remain valid for the approval of new

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					"Minimum required water discharge density and area of coverage for decks having a free height in excess of 6.5 m but less than 10.0 m".	systems.
189.	MSC102	MSC.1/Circ.1572/Rev.1	Unified Interpretations of SOLAS Chapters II-1 and XII, of the Technical Provisions for means of Access for Inspections (Resolution MSC.158(78)) and of the Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships Other Than Bulk Carriers (Resolution MSC.188(79))	Dec. 8,2020/	The position, frequency of use, control and indication of doors in watertight bulkheads of passenger ships and cargo ships in section 3 SOLAS chapter II-1, part B-2 and part B-4 of MSC.1/Circ.1572 are revised, and Table 1 is updated.	
190.	MSC102	MSC.1/Circ.1599/Rev.1	Revised interim guidelines on the application of High manganese austenitic steel for cryogenic service	Dec. 4,2020/	The maximum allowable thickness of high manganese steel is increased from 30mm to 40mm	This circular was superseded by MSC.1/Circ.1599/Rev.2.
191.	MSC 102	MSC.1/Circ.1621	Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel	Dec. 7,2020/	From the target and functional requirements, general requirements, ship design and layout, the fuel containment system, the material and the piping design, injection, fuel supply, power generation and propulsion, single fuel engine, division and explosion-proof, ventilation, electrical devices and control monitoring alarm aspects put forward relevant requirements, in the form of a temporary guide to guide the industry application.	To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued.
192.	MSC 102	MSC.1/Circ.1622	Guidelines for the acceptance of alternative metallic materials for gryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint	Dec. 2,2020/	Mainly Include The Following: (1) Explains the background, scope of application and definitions involved in the guideline (such as alternative metal materials, etc.); (2) The principle requirements are given for material specifications, test types and corresponding acceptance standards, see the appendix of the guide for details;	Be superseded by MSC.1/Circ.1622/Rev.1

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			fuels.		(3) Provisions are made for the approval procedure for alternative metal materials, and the principle requirements for the application of safety factors are given; (4) The appendix to the guide lists various test types and acceptance criteria in detail.	
193.	MSC102	MSC.1/Circ.1623	Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code)	Dec. 7,2020/	1. The scope of Annex 13 is expanded to cover semi-standardized cargo. 2. Adding reduction factors for accelerations of wave heights. 3. Adding a new Appendix 2 Explanations and interpretation of methods to assess the efficiency of securing arrangements. 4. Adding a new Appendix 3 regarding calculations method of securing of heavy cargo. 5. Adding a new Appendix 4 regarding optimized calculations method of securing of semi-standardized cargoes, including performance factor for short voyages, additional friction coefficients etc.	
194.	MSC102	MSC.1/Circ.1624	Amendments to the Code Of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)	Dec. 7,2020/	1. Paragraph 6.2.1 is replaced by the following: "The cargo securing arrangement should be designed for accelerations, as well as forces by wind and sea, calculated in accordance with annex 13 of the CSS Code." 2. Paragraphs 6.2.2 up to and including 6.2.5 are deleted. 3. In examples B.5 and B.8, the formulae for the reduction factor for operation in restricted waters are revised.	
195.	MSC102	MSC.1/Circ.1625	Unified interpretations of the IGC Code	2020.12.08/ From the date of issuance	Mainly Include The Following： (1) For IGC CODE paragraph 4.20.1(Weld joint design), Paragraph 4.20.1.1 is applicable to independent tanks of type A or type B; paragraph 4.20.1.2 is applicable to type C independent tanks including bi-lobe tanks. The applicability of the expressions "For dome-to-shell connections only" and "Other edge preparations" is clarified. (2) The design pressure and maximum pressure of the outer pipe or duct referred to in paragraph 5.4.4 and 5.13.2.4 are clarified. (3) The requirements of Cargo sampling referred to in	(1)Recommendatory circular relates to the interpretations of the relevant provisions of the IGC code and is closely related to the inspection business of our society. For ships subject to the IGC code, the circular applies to weld joint of cargo tank, outer pipe of gas fuel piping, cargo sampling, cargo filter, cargo piping insulation, verification of the flow

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					paragraph 5.6.5 and 18.9 should only be applicable if such a sampling system is fitted on board. Connections used for control of atmosphere in cargo tanks during inerting or gassing up should not be considered as cargo sampling connections. (4) For the cargo filters referred to in paragraph 5.6.6, where portable filters for fitting to manifold presentation flanges are used without dedicated filter housing, and these can be visually inspected after each loading and discharging operation, no additional arrangements for indicating blockage or facilitating drainage should be required. (5) Examples of exemptions of Cargo piping insulation referred to in paragraph 5.12.3.1 are given. (6) For the verification of the flow characteristics of the valves referred to in paragraph 5.13.1.1.2, the pressure release valves (PRVs) and other types of valves are clarified respectively. (7) Guidance for sizing pressure relief systems for interbarrier spaces referred to in paragraph 8.1 is given. (8) Clarified the discharge requirements of the emergency fire pump that provides water to the water spray system in paragraph 11.2 and 11.3.4 of the IGC Code. Clarified that when the emergency fire pump is used to supply water for the water spray system in paragraph 11.3.4 of the IGC Code, the additional capacity is limited to covering boundaries of normally manned superstructures and deckhouses , survival crafts and their muster areas. Clarified "1 fire pump or emergency fire pump" and "1 cabin fire" in paragraph 11.3.4 of IGC Code. (9) For cargo tanks' level indicators referred to in paragraph 13.2.2, if only one liquid level gauge is installed in the liquid cargo compartment, any part of the level gauge other than passive parts can be overhauled while the cargo tank is in service.	characteristics of the valves, sizing pressure relief systems for interbarrier spaces, emergency fire pump providing water to the water spray system, only one liquid level gauge installed in the cargo tank, level alarms overridden, integrated systems, engine systems that cannot adapt to the overpressure,etc. (2)To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued

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					(10) For IGC CODE table 18.1, note 4 and paragraph 13.3.7, in applying the level alarms overridden, a hardware system such as an electric or mechanical interlocking device should be provided to prevent inadvertent operation of cargo pumps and inadvertent opening of manifold ESD valves. (11) For the Oxygen deficiency monitoring equipment in a nitrogen generator room area referred to in paragraph 13.6.4, two oxygen sensors should be positioned at appropriate locations in the space or spaces containing the inert gas system. (12) Integrated systems referred to in paragraph 13.6.4 is clarified, and referenced guidelines are provided. (13) For engine systems that cannot adapt to the overpressure referred to in paragraph 16.7.1.4, suitable pressure relief system for air inlet manifolds, scavenge spaces and exhaust system should be provided, A detailed evaluation regarding the hazard potential of overpressure should be carried out and reflected in the safety concept of the engine.	
196.	MSC102	MSC.1/Circ.1626	Unified interpretation of the IMDG Code	Dec. 7, 2020/	Interpretation to paragraph 7.1.4.4.2 to address the issue of “life-saving appliances”. The term "life-saving appliances" means the ship's main survival craft and rescue boat(s) as required by SOLAS regulations III/21 or III/31.1 and	
197.	MSC102	MSC.1/Circ.1627	Interim Guidelines on the Second Generation Intact Stability Criteria	Dec. 10,2020/	The interim guidelines provides technical criteria requirements for the five dynamic stability failure modes in waves of parametric roll, pure loss of stability, excessive acceleration, surf-riding/broaching and dead ship, such as Level 1 and Level 2 vulnerability criteria, direct stability failure assessment and operational measures, etc. As a supplement to the mandatory requirements of Part A of the “International Code on Intact Stability, 2008”, this guidelines provides a performance-based criteria for solving the problem of dynamic stability safety of ships in waves. IMO encourages all parties to apply this guidelines to new ship design and also to operating ships, compare the	

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					experience gained through the trial use with practical experience, and feedback these experience to IMO. After collecting enough trial use data and modifying the criteria, IMO intends to implement the Second Generation Intact Stability Criteria provided by the guidelines as a mandatory requirements.	
198.	MSC102	MSC.1/Circ.1628	Revised Standardized Life-Saving Appliance Evaluation And Test Report Forms (Personal Life-Saving Appliances)	Dec. 14,2020/	Based on the latest SOLAS Convention, LSA Code and resolution of MSC81(70), the circular of MSC/Circ.980 is revised to provide standard test report forms for personal life-saving Appliances .	The circular is superseded by MSC.1/Circ.1628/Rev.1
199.	MSC102	MSC.1/Circ.1629	Revised Standardized Life-Saving Appliance Evaluation And Test Report Forms (Visual Signals)	Dec. 14,2020/	Based on the latest SOLAS Convention, LSA Code and resolution of MSC81(70), the circular of MSC/Circ.980 is revised to provide standard test report forms for visual signals .	
200.	MSC102	MSC.1/Circ.1630	Revised Standardized Life-Saving Appliance Evaluation And Test Report Forms (Survival Craft)	Dec. 14,2020/	Based on the latest SOLAS Convention, LSA Code and resolution of MSC81(70), the circular of MSC/Circ.980 is revised to provide standard test report forms for survival craft.	This circular has been superseded by MSC.1/Circ.1630/Rev.1
201.	MSC102	MSC.1/Circ.1631	Revised Standardized Life-Saving Appliance Evaluation And Test Report Forms (Rescue Boats)	Dec. 14,2020/ -	Based on the latest SOLAS Convention, LSA Code and resolution of MSC81(70), the circular of MSC/Circ.980 is revised to provide standard test report forms for rescue boats .	Be superseded by MSC.1/Circ.1631/Rev.1
202.	MSC102	MSC.1/Circ.1632	Revised Standardized Life-Saving Appliance Evaluation And Test Report Forms (Launching and Embarkation Appliances)	Dec. 14,2020/ -	Based on the latest SOLAS Convention, LSA Code and resolution of MSC81(70), the circular of MSC/Circ.980 is revised to provide standard test report forms for launching and embarkation appliances .	Be superseded by MS.1C/Circ.1632/Rev.1
203.	MSC102	MSC.1/Circ.1633	Revised Standardized Life-Saving Appliance Evaluation And Test Report Forms (other	Dec. 14,2020/	Based on the latest SOLAS Convention, LSA Code and resolution of MSC81(70), the circular of MSC/Circ.980 is revised to provide standard test report forms for other life-saving appliances .	

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			Life-Saving Appliances)			
204.	MSC102	MSC.1/Circ.1634	Unified Interpretations of SOLAS CHAPTER II-2	Dec. 4,2020/ Jan.1,2021	Clarified "Isolated pantries containing no cooking appliances in accommodation spaces" in regulation II-2/9.2.2.3.2.2(9) of SOLAS are pantries enclosed in an accommodation space and are only accessible from accommodation spaces and/or open deck.	
205.	MSC102	MSC-MEPC.5/Circ.7/Rev .1	Guidance On The Timing Of Replacement Of Existing Certificates By Revised Certificates As a Consequence of the Entry Into Force of Amendments to Chapters 17 and 18 of the IBC Code	Dec. 10,2020/	For existing ships which are surveyed and certified in accordance with MSC.340(91) and MEPC.225(64), guidance for renewal of certificates in accordance with the newly revised IBC code (MSC.460(101) and MEPC.318(74))，which includes as follows: （1）The initiating issuance and expriy date of the revised certificate （2）Examples of two cases for renewing certifacates where the existing certificate is valid before and after the amendments entry into force; （3）Applicable provisions for cargo when it is loaded prior to the entry-into-force date and unloaded after the entry-into-force date of the amendments.	This circular supersedes MSC-MPEC.5/Circ.6, and revokes MSC-MEPC.5/Circ.7.
206.	MSC 102	MSC. 62(67)/Rev.1	Revised guidelines for safe access to tanker bows	Nov. 9,2020/	Revise the requirements of installing foot-stops on both sides of the permanent walkway in MSC.62(67), and make it clear that if the permanent walkway located at the freeboard deck level, on or as near as practicable to the centerline of the ship, need not be fitted with foot-stops. Resolution MSC.62 (67) is revoked.	
207.	MEPC75	PPR.1/Circ.9	Revised carriage requirements for methyl acrylate and methyl methacrylate	Jul. 24,2020/	Revised carriage requirements for the products "Methyl acrylate" and "Methyl methacrylate", which including the special requirements for heat segregation in IBC Code	
208.	MSC103	MSC-FAL.1/Circ.3/Rev.1	Guidelines on maritime cyber risk management	14 June 2021/	Paragraph 4.2 of MSC-FAL.1/Circ.3 on Guidelines on maritime cyber risk management is updated to add Consolidated IACS Recommendation on cyber resilience (Rec 166) in additional guidance and standards.	This circular supersedes MSC.1/Circ.1526
209.	MSC103	MSC.1/Circ.1318/ Rev.1	Revised Guidelines for the maintenance and inspections of fixed	25 May 2021/	The Circular is mainly revised to Appendix 6.1.2 of the MSC.1/Circ.1318 that all cylinders on the ship shall be tested before the 20th anniversary and every 10th	This circular supersedes MSC.1/Circ.1318.

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			carbon dioxide fire-extinguishing systems		anniversary after the 20th anniversary; internal inspection of all control valves shall be conducted at least once every 5 years;When the cylinders are removed for testing purposes, the corresponding number of replacement cylinders shall be arranged to continue to meet the requirements of Article 2.2.1 of Chapter FSS 5";The ISO standard referenced in this paragraph was revised as ISO 18119:2018;Add column 19, "All cylinders and guide cylinders shall be pressure tested before and after the 20th anniversary" to the appendix form.	
210.	MSC103	MSC.1/Circ.1639	The Guidelines on cyber security onboard ships	14 June 2021/	The fourth version of the Guidelines on cyber security onboard ships submitted by ICS (MSC 103/9/1) is issued as an MSC circular.	
211.	MSC103	MSC.1/Circ.1641	Guidelines for safety measures for fishing vessels of 24 m in length and over operating in polar waters	24 June 2021/	The guidelines are applicable to fishing vessels of 24 m in length and over operating in polar waters. As a non-mandatory document and considering the special risks in polar waters, the guidelines have been developed to supplement existing IMO instruments by providing additional requirements including construction and watertight integrity, stability, machinery and electrical installations, fire safety, the protection of persons , life-saving appliances, navigational equipment, communication, training and emergency procedures and voyage planning, to mitigate the additional risk arising from the climatic conditions and other hazards when operating in polar waters.	
212.	MSC103	MSC.1/Circ.1642	Guidelines for safety measures for pleasure yachts of 300 gross tonnage and above not engaged in trade operating in polar waters	14 May 2021/	The guidelines are applicable to pleasure yachts of 300 gross tonnage and above not engaged in trade operating in polar waters. As a non-mandatory document and considering the special risks in polar waters, the guidelines have been developed to supplement existing industry and/or national standards by providing additional guidance aimed at increasing the safety of yachts and persons on board, to mitigate the additional risk arising from the climatic conditions and other hazards when operating in polar waters. The guidelines provide additional requirements on	

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					construction and watertight integrity, machinery and electrical installations , lifesaving , fire safety, radio-communications , navigation equipment, medical equipment, voyage planning, etc.The Guidelines also include crewing arrangements and training in emergency and operational procedures to ensure their safety in a polar environment.	
213.	MSC 104	MSC.1/Circ.1039/Rev.1	Guidelines for shore-based maintenance of emergency position-indicating radio beacons(EPIRBs)	18 October 2021/	The purpose of these Guidelines is to establish standardized procedures and minimum levels of service for the testing and maintenance of emergency position-indicating radio beacons (EPIRBs) to ensure maximum reliability while minimizing the risk of false distress alerting. The update includes: Shore-based maintenance provider, Prevention of false distress alerts, Maintenance service interval, Self-test, Battery change, Satellite distress transmission, 121.5 MHz homing transmission, AIS locating signal transmission, Global Navigation Satellite System (GNSS), Waterproof integrity, Labelling, Shore-based maintenance report and other documentation.	EPIRBs in compliance with resolution MSC.471(101) should comply with the Guidelines set out in the annex to this circular. However, EPIRBs in compliance with resolution A.810(19), as amended by resolutions MSC.56(66) and MSC.120(74), should comply with MSC/Circ.1039.
214.	MSC 104	MSC.1/Circ.1040/Rev.2	Guidelines on annual testing of emergency position-indicating radio beacons(EPIRBs)	18 October 2021/	These Guidelines are applicable to the annual testing of emergency position-indicating radio beacons (EPIRBs) that are approved to comply with the provisions of SOLAS regulation IV/15.9. The update includes: (1).The testing should be carried out by appropriately trained. (2).If a distress signal is transmitted accidentally, the transmission should immediately be stopped, and the local rescue coordination centre (RCC)1 should be contacted immediately and informed. 3.The examination of the installed EPIRB.	This circular supersedes MSC.1/Circ.1040/Rev.1.
215.	MSC 104	MSC.1/Circ.1460/Rev.3	Guidance on the validity of radio communications equipment installed and used on ships	18 October 2021/	(1). The guidance in this circular recognizes that incompatibility may exist between VHF radiocommunication equipment installed on ships and on shore, and the revised frequencies and channelling arrangements for the maritime VHF bands as contained in appendix 18 to the ITU Radio Regulations (RR) – Edition 2020.	This circular replaces MSC.1/Circ.1460/Rev.2.

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					(2).VHF radiocommunication equipment should comply with the RR. (3).The Guidance on procedures for updating shipborne navigation and communication equipment (MSC.1/Circ.1389) notes that updates to application software and firmware to meet changes in IMO and ITU regulatory requirements are needed. (4). VHF radiocommunication equipment should be updated so that following the first radio survey after 1 January 2024.	
216.	MSC105	MSC.1/Circ.1361/Rev.1	Revised recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units	28 Apr. 2022/ 1 Jan. 2024	Compared with Rev.1, editorial revision is made to the term “pest”. This circular supersedes MSC.1/Circ.1361.	The circular supersedes MSC.1/Circ.1361
217.	MSC105	MSC.1/Circ.1362/Rev.1	Unified interpretation of SOLAS chapter II-1	9 May 2022/	Adding unified interpretations of SOLAS regulations II-1/5.4 and II-1/5.5, Revised Explanatory Notes to SOLAS regulation II-1/5.4 (resolutions MSC.429(98)/Rev.1 and Rev.2. Clarifying definitions of lightweight calculation and stability information, the means of updating stability information in conjunction with alterations of lightship Properties. Where stability information is to be updated, it should be approved.	1.The circular revokes MSC.1/Circ.1362 2.The circular is revoked by MSC.1/Circ.1362/Rev.1
218.	MSC105	MSC.1/Circ.1395/Rev.5	Lists of solid bulk cargoes for which a fiexed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective	28 Apr. 2022/	Compared with Rev.4, with regard to newly added "LEACH RESIDUE CONTAINING LEAD", "SUPERPHOSPHATE (triple, granular)" and "AMMONIUM NITRATE BASED FERTILIZER MHB" cargoes and their characteristics in the amendments to the IMSBC Code (resolution MSC.500(105)), a list of exemptions for these cargoes is added to this circular accordingly.	1.The circular supersedes MSC.1/Circ.1395/Rev4. 2.This circular is superseded by MSC.1/Circ.1395/Rev.6
219.	MSC105	MSC.1/Circ.1535/Rev.2	UNIFIED INTERPRETATIONS RELATING TO THE PROTOCOL OF 1988 Unified interpretations relating to the protocol of	9 May 2022/	Adding interpretation of regulation 37(3:)For ships assigned a type "B" freeboard, including reduced type "B", if the effective length of a forecastle is less than 0.07 L, a superstructure deduction cannot be applied to the ship.	The circular revokes MSC.1/Circ.1535/Rev.1

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			1988 relating to the international convention of load lines,1966			
220.	MSC105	MSC.1/Circ.1599/Rev.2	Revised guidelines on the application of high manganese austenitic steel for cryogenic service(MSC.1/CIRC.1599/REV.1)	15 June 2022/	Compared with Rev.1, relevant stress corrosion cracking test procedures are included in the revised guidelines, and a new appendix on ammonia compatibility is added.	1. The circular supersedes MSC.1/Circ.1599/Rev.1 2. Be superseded by MSC.1/Circ.1599/Rev.3
221.	MSC105	MSC.1/Circ.1646	List of certificates and documents required to be carried on board ships, 2022	27 June 2022/	Compared with the 2017 edition, the amendments to MARPOL Annexes I, IV, VI concerning measures to reduce the carbon intensity from international shipping and issues related to unmanned non-self-propelled barges (UNSP barges) are updated and included (respectively adopted by MEPC.330 (76) and resolution MEPC.328(76)).	This circular supersedes FAL.2/Circ.131-MEPC.1/Circ.873-MSC.1/Circ.1586-LEG.2/Circ.3.
222.	MSC105	MSC.1/Circ.1647	Interim guidelines for the safety of ships unsing full cell power installations	15 June 2022/	These Interim Guidelines have been developed to provide international standard provisions for the arrangement and installation of fuel cell power installations. These Interim Guidelines apply to ships to which part G of SOLAS chapter II-1 applies (including ships using low flash-point fuels). These Interim Guidelines cover different aspects, including fuel inlet, fuel cell space and exhaust gas system. Specific chapters of IGF code apply to fuel storage and supply of fuel cell space.	
223.	MSC105	MSC.1/Circ.1648	Amendments to the guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flash point fules(MSC.1/CIRC.1622)	15 June 2022/	Revising MSC.1/Circ.1622, especially the revision of corrosion test and acceptance criteria (1.9 and 2.9), adding a new appendix on ammonia compatibility.	Be revoked by MSC.1/Circ.1622/Rev.1
224.	MSC105	MSC.1/Circ.1651	Amendments to MSC.1/CIRC.1625 on unified interpretations of the IGC code(as amended	15 June 2022/	Revising unified interpretation of MSC.1/Circ.1625, adding clarification of “duct” in 5.4.4 and 5.13.2.4 of the IGC code. A new paragraph is added to distinguish between “duct” and “structural pipe duct”. Design criteria for gas	

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			by resolution MSC.370(93))		valve unit rooms are also added.	
225.	MSC105	MSC.1/Circ.1652	Explanatory Notes to Interim Guidelines on the Second Generation Intact Stability Criteria	-/	The technical details of the application of the criteria and the physical mechanism of failure modes in the Interim Guidelines in MSC.1/Circ.1627 are explained, and detailed examples of the application of the criteria are provided.	
226.	MSC105	MSC.1/Circ.1653	Unified interpretation regarding timber deck cargo in the context of damage stability requirements	9 May 2022/	Relevant requirements of the 1991 Timber Code (resolution A.715(17) involved in MSC/Circ.998 are updated to those of the Code of safe practice for ships carrying timber deck cargoes, 2011 (2011 TDC Code) (resolution A.1048(27)).	This circular supersedes MSC/Circ.998.
227.	MSC105	MSC.1/Circ.1654	Unified interpretation on the noise lever limit in workshops on board ships	9 May 2022/	Clarification of paragraph 4.2.1 regarding "Workshops other than those forming part of machinery spaces" in the Code on noise levels on board ships (resolution MSC.337(91)). It should be enclosed workshops which are separated from the engine-room with bulkheads, which may include access doors of the equivalent acoustic insulating properties as the bulkhead.	
228.	MSC 106	MSC.1/Circ.1307/Rev.1	Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information	28 Nov. 2022/	Adding provisions for mobile offshore drilling units, such as the keel of a mobile offshore drilling unit is laid after January 1, 2012, which should comply with the 2009 MODU rules revised by Resolution A.1023 (26).Delete outdated clauses.	This circular revokes MSC.1/Circ.1307
229.	MSC 106	MSC.1/Circ.1315/Rev.1	Revised guidelines for the approval of fixed dry chemical powder fire extinguishing systems for the protection of ships carrying.	5 Dec. 2022/ Installed on or after 1 July 2023	1. The requirements of "Only chemicals based on the salts of potassium should be used" are deleted; 2. It is explicitly provided that after installation, the pipes, valves, fittings and assembled systems should be subjected to a tightness test and functional testing of the remote and local release stations. Testing arrangements are to involve discharge using dry chemical powder from all monitors and hand hose lines on board, but a full discharge of the installed quantity of dry powder is not required. This testing can also be used to satisfy the requirement that the piping is free of obstructions, in lieu of blowing through with dry air all the distribution piping. However, after	1. Applicable to ships carrying liquefied gases in bulk. 2. To be implemented by CCS during marine product inspection, plan approval and surveys of the fixed dry chemical powder fire-extinguishing systems installed on or after 1 July 2023 for the protection of ships carrying liquefied gases in

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					completion of this testing, the system, including all monitors and hand hose lines, are to be blown through with dry air; but only for the purpose of the system subsequently being clear from any residues of dry chemical powder; 3.To supplement the requirements of fire test arrangement,establishment of acceptance criteria for extinguishment, the Type Approval Certificate for fire-extinguishing system, Labeling of storage conditions for dry chemical powder.	bulk. 3. This circular supersedes MSC.1/Circ.1315
230.	MSC 106	MSC.1/Circ.1374/Rev.1	Information on prohibiting the use of asbestos on board ships	2 Dec. 2022/	For asbestos-containing gaskets in good condition and installed between 1 July 2002 and 1 January 2011, an Administration may allow for an onboard implemented risk-based maintenance and monitoring programme of onboard materials containing asbestos instead of removal, 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.	This circular supersedes MSC.1/Circ.1374
231.	MSC 106	MSC.1/Circ.1503/Rev.2	ECDIS- guidance for good practice	28 Nov. 2022/	The guidelines and sample drafts for upgrading shipboard ECDIS will be included in the "ECDIS Good Practice Guidelines" as new Part C and Appendix 4 and the principles, procedures, and instruments for upgrading shipboard ECDIS will be clarified.	This circular supersedes MSC.1/Circ.1503/Rev.1
232.	MSC 106	MSC.1/Circ.1614/Rev.1	Revised Interim Guidelines on Life-Saving Appliances and Arrangements for Ships Operating in Polar Waters	5 Dec. 2022/	On the basis of the original circular, the methodology on how to estimate the calculation of the maximum expected time of rescue of ships operating in polar waters is added.	This circular supersedes MSC.1/Circ.1614
233.	MSC 106	MSC.1/Circ.1630/Rev.1	Revised standardized life-saving appliance evaluation and test report forms(survival craft)	3 Dec. 2022/	In accordance with the latest amendments to the revised recommendations(Resolution MSC.81(70)) adopted in resolution MSC.488(103), update the reference standards of membrane tests for Hydrostatic Release Unit ,and Porosity tests and Oil resistance tests for inflating life raft materials,	1.This circular supersedes MSC.1/Circ.1630 2.This circular is superseded by MSC.1/Circ.1630/Rev.2
234.	MSC 106	MSC.1/Circ.1655	Unified interpretation of	5 Dec. 2022/	1. With regard to SOLAS regulation II-2/9.7.3.1.2,	1. Applicable to all

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			SOLAS Chapter II-2		where ventilation ducts with a free cross-sectional area exceeding 0.02 m^2,but not more than 0.075 m^2 , pass through "A" class bulkheads or decks, these ducts, or sleeves lining such ducts, shall be provided with fire insulation, the fire insulation should be provided only to the part of the duct and/or sleeve that is on the same side of the division being fire insulated. 2. When a duct or penetration passing through a "B" class division is to be in accordance with SOLAS regulations II-2/9.3.2 and II-2/9.7.3.2, no clearance should be allowed between the duct and the division.	convention ships. 2. To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued.
235.	MSC 107	MSC.1/Circ.1276/Rev.1	Revised unified interpretations of SOLAS Chapter II-2	Jun. 27, 2023/ -	The unified interpretations is revised to referring to regulations II-2/9.7.2 and 9.7.5 on separation of ducts passing through spaces not only for galley, in order to align them with the provisions of the SOLAS Convention, as amended by resolution MSC.365(93).	1. This circular supersedes MSC.1/Circ.1276 2. Be superseded by MSC.1/Circ.1276/Rev.2
236.	MSC 107	MSC.1/Circ.1362/Rev.2	Unified Interpretation of SOLAS Chapter II-1	Jul. 14, 2023/ -	This circular revokes MSC.1/Circ.1362/Rev.1, and is in order to clarify the documentation in verifying compliance with SOLAS regulation II-1/3-8, as well as to clarify that the type approval of heat-sensitive piping penetration on passenger ships should be followed by watertight integrity test after fire test (SOLAS regulation II-1/13.2.3).	This circular revokes MSC.1/Circ.1362/Rev.1
237.	MSC 107	MSC.1/Circ.1395/Rev.6	Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted for for which a fixed gas fire-extinguishing system is ineffective	Jun. 26, 2023/ -	To harmonize with the IMSBC Code revised by Resolution MSC.539(107), ELECTRIC ARC FURNACE DUST, PELLETIZED is added to the list of bulk cargoes for which a fixed fire-extinguishing system may be exempted, as a cargo categorized into group B in the IMSBC, which are not combustible or constitute a low fire risk.	This circular supersedes MSC.1/Circ.1395/Rev.5
238.	MSC 107	MSC.1/Circ.1430/Rev.3	Revised guidelines for the design and approval of fixed water-based fire-fighting systems for RO-RO spaces and special	Jun. 27, 2023/ -	1. The original term "free height" is replaced with "height" and a new term "Height of the protected space" is defined as the distance between the lower deck plate and upper deck plate within a protected space. The Rev.3 applies to systems installed on or after 1 Jan. 2024.	This circular supersedes MSC.1/Circ.1430/Rev.2, except that fire and component tests previously conducted in accordance with MSC.1/Circ.1272 or

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			category spaces		2. Existing fixed fire-extinguishing systems for special category spaces approved and installed based on resolution A.123(V), MSC.1/Circ.1272, MSC.1/Circ.1430, MSC.1/Circ.1430/Rev.1 and MSC.1/Circ.1430/Rev.2 installed before 1 January 2024 should be permitted to remain in service as long as they are serviceable	MSC.1/Circ.1430 or MSC.1/Circ.1430/Rev.1 or MSC.1/Circ.1430/Rev.2 remain valid for the approval of new systems.
239.	MSC 107	MSC.1/Circ.1460/Rev.4	Guidance on the validity of radio communications equipment installed and used on ships	Jun. 30, 2023/ -	MSC.1/Circ.1460/Rev.3 requires that VHF radio communication equipment be updated to cover the new digital channels established in Appendix 18 of the ITU Radio Regulations until the first radio inspection after January 1, 2024. This Circular delays the implementation date to January 1, 2028, in light of the unavailability of VHF radio communication equipment and the proximity of the implementation date.	1. No retroactive requirement 2. Be replaced by MSC.1/Circ.460/Rev.5
240.	MSC 107	MSC.1/Circ.1537/Rev.2	Unified Interpretations of the 2008 IS CODE	Jul. 14, 2023/ -	On the basis of MSC.1/Circ.1537/Rev.1, the scope of application of the interpretation of the specific down-flooding points applied to the entire 2008 Intact Stability Code is clarified that includes openings with weathertight closing device installed in engine-room, emergency generator room or other places.	This circular revokes MSC.1/Circ.1537/Rev.1
241.	MSC 107	MSC.1/Circ.1557/Rev.1	Revised hazardous area classification (Application of SOLAS Regulation II-1/45.11)	Sept. 5, 2023/ -	Summary of Discrepancies on the Hazardous Area Classification Issues among the SOLAS Convention, the IBC and IGC Codes and Standard IEC 60092-502:1999 has been fully updated. An "explanatory note" column has been added to clarify confusion in the application.	This circular supersedes MSC.1/Circ.1557.
242.	MSC 107	MSC.1/Circ.1628/Rev.1	Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)	Jul.10, 2023/ -	The revised circular contains updated test report forms corresponding to resolution MSC.542(107) concerning the thermal protective test of immersion suits (i.e. restricting the test duration for human test subjects to 15 minutes).	1.This circular supersedes MSC.1/Circ.1628 2. Be superseded by MSC.1/Circ.1628/Rev.2
243.	MSC 107	MSC.1/Circ.1630/Rev.2	Revised standardized life-saving appliance evaluation and test report forms (survival craft)	Jun. 28, 2023/ -	The circular contains revised standardized lifesaving evaluation and test report forms (survival craft) relating to the ventilation performance test and opening arrangements for totally enclosed lifeboats.	1. This circular supersedes MSC.1/Circ.1630/Rev.1. 2. Be superseded by MSC.1/Circ.630/Rev.3
244.	MSC 107	MSC.1/Circ.1662	Guidelines for anchor handling winches	Jun. 27, 2023/ Jan. 1, 2026	This Guideline supports the application of SOLAS regulation II-1/3-13 for anchor handling winches,	

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					associated equipment and loose gear used in association with anchor handling winches.	
245.	MSC 107	MSC.1/Circ.1663	Guidelines for lifting appliances	Jun. 28, 2023/ Jan. 1, 2026	These Guidelines support the application of SOLAS regulation II-1/3-13 for lifting appliances and loose gear used in association with lifting appliances.	
246.	MSC 107	MSC.1/Circ.1666	Interim guidelines for the safety of ships using LPG fuels	Jun.30, 2023/ -	The purpose of these Interim guidelines for the safety of ships using LPG fuels (Interim Guidelines) is to provide an international standard for ships using LPG as fuel. Unless expressly provided otherwise, these Interim Guidelines apply to ships using LPG as fuel to which part G of SOLAS chapter II-1 applies.	
247.	MSC 107	MSC.1/Circ.1667	Unified interpretation of requirements in the IGF code for fuel preparation rooms not located on an open deck	Jun.27, 2023/ -	The unified interpretation provides clarification on applying certain tank connection space requirements to the design of a fuel preparation room not located on an open deck in compliance with the IGF Code, section 5.8.	
248.	MSC 107	MSC.1/Circ.l668	Unified Interpretation of bunkering manifold arrangements fitted on LNG bunkering ships in the IGC code	Jun. 27, 2023/ -	The unified interpretation aims to control the risk of leakage safety in the area of cargo transfer equipment equipped on LNG bunkering vessels. Considering the LNG bunkering vessels due to its particularity of operation, in addition to the traditional bunkering manifold, it is also equipped with transfer loading arms, bunkering booms, transfer hoses, reducers, spool pieces and transfer hose reels. These devices can be installed in different locations on the ship. The unified interpretation considers these devices to be part of the cargo manifold, and require fire detection and protection such as water spray systems and fusible elements, to protect the areas where leaks may occur.	No retroactive requirement
249.	MSC 107	MSC.1/Circ.l669	Unified Interpretation of the IGC code	May 31, 2023/ -	This circular uniformly explains the verification and inspection required for the first full load and unloading period of liquefied gas cargo in Article 4.20.3.5, 4.20.3.6, 4.20.3.7, 5.13.2.5 and 1.3.5 of the IGC rules.	No retroactive requirement
250.	MSC 107	MSC.1/Circ.1670	Unified Interpretation of the IGC code	Jun. 27, 2023/ -	The unified interpretation provides clarification on two independent safety barriers should be in place, while, as far as practicable, using a minimum of flange connections, etc. to comply with part A-1, para. 9.2.2, 9.6.1 and 7.3.6.3 of	

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					the IGF Code.	
251.	MSC 107	MSC.1/Circ.1671	Unified Interpretation on implementation of regulation 2.10.3 of the 2009 MODU code, regulation 2.8.2 of the 1998 MODU code and regulation 2.7.2 of the 1979 MODU code	Jul. 14, 2023/ -	Clarify the meaning of "new installation of materials which contain asbestos should be prohibited", which means: on or after 1 January 2024 materials containing asbestos should be prohibited from being installed on board and any repairs, replacements, maintenance or additions to working parts of a MODU should be documented with an asbestos-free declaration for the materials used, and existing materials stowed on board before 1 January 2024 are not prohibited from being retained on board but should not be installed unless they can be documented to be asbestos-free before use/installation.	
252.	MSC 107	MSC.1/Circ.1672	Guidelines for maintenance and monitoring of materials on board MODUs	Jul.14, 2023/ -	The purpose of the Guidelines is to set up a maintenance and monitoring programme with the principal objective of minimizing exposure to asbestos fibers of anyone on board (owners, operating personnel, maintenance and repair personnel) while the MODU is in service and under repair/modification/conversion/alteration, etc, which includes Inventory and condition assessment of asbestos-containing materials, Maintenance and monitoring programme, Abatement actions, planned repair and removal of asbestos-containing materials.	
253.	MSC 107	MSC.1/Circ.1673	Unified interpretation of SOLAS regulation II-1/1.1.3	Jul. 14, 2023/ -	The circular provides interpretations on the expression "ships constructed before 1 January 2024" for ships subject to the provisions of SOLAS regulation II-1/1.1.1.1 as adopted by MSC.474(102).It also provides an interpretation that the expression "multiple hold cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024" in SOLAS regulation II-1/25-1.	
254.	MSC 107	MSC.1/Circ.1674	Unified interpretations of the LSA Code, the 1994 and 2000 HSC Codes	Jun. 27, 2023/ -	1.Unified interpretation of LSA Code and 1994/2000 HSC Code to accept multiple light source LED torch as an alternative to "one spare bulb" equipped for liferaft, lifeboat and rescue boat, provided the failure of any one LED does not prevent the other LED's from fully functioning. 2.And clarifies that the provision of an additional waterproof electric torch can be accepted as an alternative	

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					to one spare set of batteries and one spare bulb.	
255.	MSC 107	MSC.l/Circ.1675	Interim guidelines on safe operation of onshore power supply(OPS) service in port for ships engaged on international voyages	Jun. 27, 2023/ -	Guidance is given for using onshore power supply (OPS) service in port for ships in the following aspects: General requirements, including compatibility assessment (for high voltage)/technical analysis (for low voltage), communication measures, equipotential bonding, identification of responsible personnel, etc.; Verification and testing before shore power connection; Operation; Safety precautions before maintenance; Documentation; Personnel familiarization.	
256.	MSC 107	MSC.1/Circ.l676	Delays affecting the availability of new GMDSS equipment compliant with the revised performance standards set out in resolutions MSC.511(105), MSC.512(105) and MSC.513(105)	Jun. 30, 2023/ -	Due to delays in the development of IEC standards due to lags in the development of industry R&D and test and inspection standards, it is not possible to provide GMDSS installations on January 1, 2024 that meet the MSC 105 approved performance standards. The Circular allows for the continued installation of VHF, MF, MF/HF, and Inmarsat-C compliant with the old performance standards (i.e., A.803(19), A.804(19), A.806(19)) through January 1, 2028.1 The Circular also allows for the continued installation of VHF, MF, MF/HF, and Inmarsat-C compliant with the old performance standards (i.e., A.803(19), A.804(19), and A.806(19)).	No retroactive requirement
257.	MSC 107	COMSAR.1/Circ.32/Rev. 2	Harmonization of GMDSS requirements for radio installations on board SOLAS ships	Jul.30,2023/ Jan.1, 2024	The provision of double sets in sea areas A1 and A2 was clarified.Clarification of the equipment of the ship's earth station in the double set of equipment in the A3 sea area.Clarification was provided on the relationship between a double set of MF/HF radios as a substitute for the first set of MF radios.	1. No retroactive requirement 2. This circular supersedes COMSAR.1/Circ.32/Rev.1. 3. Be superseded by COMSAR.1/Circ.32/Rev.3
258.	MSC 107	CCC.1/Circ.5	Carriage conditions for VOC condensate	Jun. 27, 2023/ -	Inclusion of VOC condensate as a new entry into the IGC Code, and the carriage conditions are stipulated.	
259.	MSC 108	MSC.1/Circ.1212/Rev.2	Revised guidelines on alternative design and arrangements for SOLAS Chapters II-1 and III	26 June 2024/ To be implemented after release	Adding Appendix 6 “goals, functional requirements and expected performance criteria for SOLAS Chapter II-1, Parts C, D and E”。 Facilitate the alternative design of the ship's novel machinery and electrical installation in accordance with Regulation II-1/55 of SOLAS	This circular revokes MSC.1/Circ.1212 and MSC.1/Circ.1212/Rev.1

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260.	MSC 108	MSC.1/Circ.1330/Rev.1	Guidelines for maintenance and repair of protective coatings	28 June 2024/	6.3.2 “NACE Coating Inspector Level 2,”shall be read as“AMPP Certified Coatings Inspector,”	This circular revokes MSC.1/Circ.1330
261.	MSC 108	MSC.1/Circ.1399/Rev.1	Guidelines on procedures for in-service maintenance and repair of coating systems for cargo oil tanks of crude oil tankers.	（Pengding)/	6.3.2 “NACE Coating Inspector Level 2,”shall be read as“AMPP Certified Coatings Inspector,”	
262.	MSC 108	MSC.1/Circ.1456/Rev.1	Revised unified interpretations of SOLAS Chapter II-2 and the FSS and FTP Codes	3 July 2024/	In coordination with the revised Resolution MSC.550(108) to SOLAS Chapter/II-2/7.5.5, it is clarified that control stations and cargo control rooms on cargo ships constructed before 1 January 2026 are not required to be covered by a fixed fire detection and alarm system.	This circular supersedes MSC.1/Circ.1456 and MSC.1/Circ.1492
263.	MSC 108	MSC.1/Circ.1509/Rev.1	Unified interpretations of the code on noise levels on board ships (Resolution MSC.337(91))	17 June 2024/ Next calibration due date, but not later than 1 June 2026	The calibration should be carried out in accordance with IEC 61672-3 for sound level meters and IEC 60942 Appendix B for field calibrators. The edition of the calibration standard should correspond with the edition of the manufacturing standard for the instruments. The interpretation should be applied at their next calibration due date, but not later than 1 June 2026.	This circular revokes MSC.1/Circ.1509.
264.	MSC 108	MSC.1/Circ.1511/Rev.1	Unified interpretations of SOLAS Regulations II-2/9 and 13	26 June 2024/	The interpretation of "safe position" in the previous circular has been revised , renewing that the steering gear spaces where hydraulic oils for the steering gear equipment are stowed , still can be regarded as a safe position.	This circular revokes MSC.1/Circ.1511
265.	MSC 108	MSC.1/Circ.1572/Rev.2	Unified Interpretations of SOLAS Chapters II-1 And XII, of The Technical Provisions for Means of Access for Inspections (Resolution MSC.158(78)) And of The Performance Standards for Water Level Detectors on Ships Subject to SOLAS Regulations II-1/25 And	17 June 2024/ on or after 1 January 2025	1. The means of access arrangements, including portable equipment and attachments, should be annually inspected by the crew or competent inspectors and the inspections should be recorded in Part 2 of the Ships Structure Access Manual. In addition, prior to any space examinations that utilized the permanent means of access, an inspection to confirm the condition of the permanent means of access should be recorded for each space. 2. A align revision with Revised Performance Standards for Water Level Detectors on Ships subject to SOLAS	

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			25-1, And XII/12 (Resolution MSC.188(79)/Rev.2)		Regulations II-1/25, II-1/25-1 AND XII/12 (resolution MSC.188(79)/Rev.2).	
266.	MSC 108	MSC.1/Circ.1599/Rev.3	Revised Guidelines On T he Application Of High M anganese Austenitic Steel For Cryogenic Service	1 July 2024/	High manganese austenitic was suitable for ammonia cargo and/or fuel tanks containing ammonia;Annex 2 additional compatibility test requirements for ammonia service was revised	This circular supersedes MSC.1/Circ.1599/Rev.2.
267.	MSC 108	MSC.1/Circ.1622/Rev.1	Revised Guidelines For The Acceptance Of Alternative Metallic Materials For Cryogenic Service	1 July 2024/	Additional compatibility test requirements for ammonia service was revised	This circular supersedes MSC.1/Circ.1622 and revokes MSC.1/Circ.1648.
268.	MSC 108	MSC.1/Circ.1628/Rev.2	Revised standardized Life-saving appliance evaluation and test report forms (personal life-saving appliances)	3 July 2024/ -	Revising water performance testing of life jackets in coordination with Resolution MSC.554(108) of the the LSA Rules.	1. This circular supersedes MSC.1/Circ.1628/Rev.1 2. Be superseded by MSC.1/Circ.1628/Rev.3
269.	MSC 108	MSC.1/Circ.1679	Interim guidelines for use of liquefied petroleum gas (LPG) cargo as fuel	1 July 2024/	It is applicable to gas carriers using LPG as fuel complied with IGC Code. It is clear that the arrangement requirements of pipeline valves such as double block and bleed valves & safety valves of LPG fuel supply system, as well as the ventilation and gas detection requirements of fuel tanks, and the risk assessment of LPG fuel arrangements is required.	
270.	MSC 108	MSC.1/Circ.1680	Unified Interpretations of SOLAS Regulation XV/5.1 And Paragraph 3.5 of Part 1 of The International Code of Safety For Ships Carrying Industrial Personnel (IP Code) On The Harmonization of The Industrial Personnel Safety Certificate With SOLAS Safety	14 June 2024/	A uniform interpretation is provided for the coordination of the initial, annual (periodic)/intermediate and renewal surveys of IP certificates for cargo ships and high-speed cargo ships, respectively, under the HSSC and non-HSSC schemes, in relation to the relevant safety certificates under SOLAS or HSC.	

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			Certificates			
271.	MSC 108	MSC-MEPC.2/Circ.18	Guidelines for the sampling of fuel oil for determination of compliance with MARPOL Annex VI and SOLAS Chapter II-2	11 July 2024/	Revised the primary objective of these guidelines, the required quantity of retained sample, the procedures and documentation following testing of retained sample (such as resealing the remaining retained sample container, issuing a test record with copies to all relevant parties). Provide an agreed method to obtain a representative sample of fuel oil for determination of compliance with MARPOL VI and SOLAS chapter II-2.	
272.	MSC.108	MSC-FAL.1/Circ.3/Rev.3	Guidelines On Maritime Cyber Risk Management	April 4, 2025	This circular version 3.0 expands the scope of coverage on the basis of version 2.0, adding requirements for ship-port interfaces,remote control/autonomous ship systems, software and hardware supply chains, and third-party supplier risks; adding Govern to the original five functional elements; clarifying that OT and IT need network isolation; and incorporating the IACS UR E26/E27 and NIST 2.0 frameworks.	
273.	MSC 109	MSC.1/Circ.677/Rev.1	Revised standards for the design testing and locating of devices to prevent the passage of flame into cargo tanks in tankers	22 Jan. 2025/ 4 Dec.2026	The ISO standard reference (ISO 15364:2021) is revised, and the present circular supersedes MSC/Circ.677, as amended by MSC.1/Circ.1009 and MSC.1/Circ.1324.	1. Applicable to the devices installed on or after 4 December 2026. 2. Supersede MSC.1/Circ.677
274.	MSC 109	MSC.1/Circ.1276/Rev.2	Revised unified interpretations of SOLAS Chapter II-2	22 Jan. 2025/ -	Amendments to the revised unified interpretation of SOLAS regulation II-2/9.7.5.1 on separation of ducts from spaces in order to correct the reference to the regulation. Application to ships of which the building contract is placed on or after 4 Dec. 2024	Supersede MSC.1/Circ.1276/Rev.1
275.	MSC 109	MSC.1/Circ.1460/Rev.5	Guidance on the validity of radio communications equipment	27 Jan. 2025/ 1 Jan. 2028	All shipborne VHF radio installations shall comply with the latest channel arrangements specified in Appendix 18 of the ITU Radio Regulations by the first radio survey carried out on or after 1 January 2028. Additionally, ships shall be capable of communicating via VHF radiotelephone with shore-based facilities in their operational areas, acknowledging that some Administrations may adopt the new channels prior to 1 January 2028.	Replace MSC.1/Circ.1460/Rev.4

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276.	MSC 109	MSC.1/Circ.1628/Rev.3	Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)	22 Jan. 2025/ 15 Aug. 2025	The requirements for retro-reflective materials installed on life-saving appliances on or after 15 August 2025 is changed into MSC.481(102) from A.658(16).	Supersede MSC.1/Circ.1628/Rev.2
277.	MSC 109	MSC.1/Circ.1630/Rev.3	Revised standardized life-saving appliance evaluation and test report forms (survival craft)	22 Jan. 2025/ 15 Aug. 2025	1. The requirements for self-righting prototype test of fully enclosed lifeboats were specified, and the simulated weight of lifeboat occupant was defined, which was 75 kg/person for passenger ships and 82.5 kg/person for cargo ships respectively. 2. The requirements for retro-reflective materials installed on life-saving appliances on or after 15 August 2025 is changed into MSC.481(102) from A.658(16).	Supersede MSC.1/Circ.1630/Rev.2
278.	MSC 109	MSC.1/Circ.1631/Rev.1	Revised standardized life-saving appliance evaluation and test report forms (rescue boats)	22 Jan. 2025/ 15 Aug. 2025	The requirements for retro-reflective materials installed on life-saving appliances on or after 15 August 2025 is changed into MSC.481(102) from A.658(16).	Supersede MSC.1/Circ.1631
279.	MSC 109	MSC.1/Circ.1632/Rev.1	Revised standardized life-saving appliance evaluation and test report forms (launching and embarkation appliances)	22 Jan. 2025/ 15 Aug. 2025	The requirements for retro-reflective materials installed on life-saving appliances on or after 15 August 2025 is changed into MSC.481(102) from A.658(16).	Supersede MSC.1/Circ.1632
280.	MSC 109	MSC.1/Circ.1682	Unified interpretations of SOLAS regulations III/20.8.4 and 20.11, and resolution MSC.402(96)	22 Jan. 2025/ -	Maintenance of inflatable rescue boats: Clarify that SOLAS Reg.III/20.11 and MSC.402(96) should also be applied to inflatable rescue boats..	
281.	MSC 109	MSC.1/Circ.1683	Unified interpretations of SOLAS Regulation II-2/4.5.6.1, and Paragraphs 3.1.2, 3.1.4 and 3.5.3 of the IBC code	22 Jan. 2025/ 1 Jan. 2026	For the vapour piping of liquid cargo ships and the gas-freeing piping of liquid cargo tanks: It is clarified that all cargo piping systems (including cargo tank venting piping, relief valve discharge piping, cargo tank purging and gas-freeing piping/ducts) should be arranged within the cargo area. However, if the layout of the	

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					gas-freeing piping in the liquid cargo tanks meet the corresponding requirements, the gas-freeing air-supply fan(s)/blower(s) and related piping can be located in- the forecastle area, outside of the cargo area.	
282.	MSC 109	MSC.1/Circ.1684	Unified interpretations of SOLAS Chapter II-2	22 Jan. 2025/ -	Unified interpretations on the consistent application of SOLAS regulation II-2/11.4.1 on the crown of a machinery space of category A, as well as SOLAS regulations II-2/4.5.3.2.2 and 11.6.3.2 on the secondary means of venting cargo tanks.	
283.	MSC 109	MSC.1/Circ.1685	Unified interpretation of SOLAS chapter II-1	22 Jan. 2025 / 1 Jan. 2026	It clarifies the requirements for "reliability for a single essential propulsion component" in SOLAS chapter II-1/26.2. When the circular applies to electric propulsion systems installed on passenger ships, it should be taken into consideration : In the event of winding insulation failure or excitation failure, the ship should be able to maintain or restore sufficient propulsion capacity. Single electric propulsion motors for main propulsion should not be considered to provide the reliability required for a single essential propulsion component, therefore, a separate propulsion unit should be required for such arrangements. Propulsion arrangements with two independent rotors on a single shaft should be considered to provide the required reliability, provided it is possible to de-excite or de-flux each of the rotors individually and to supply the stators independently.	
284.	MSC 109	MSC.1/Circ.1686	Amendments to the International Aeronautical And Maritime Search And Rescue (Iamsar) manual	27 Jan. 2025/ 1 Jan. 2026	The relevant terminology definitions and wording have been revised in accordance with the latest amendments to SOLAS Chapter IV, and the search and rescue (SAR) capabilities of Rescue Coordination Centers (RCCs) have been updated.	
285.	MSC 109	MSC.1/Circ.1687	Interim guidelines for the safety of ships using ammonia as fuel	26 Feb. 2025/ -	As the existing IGF rule MSC 391(95) does not clearly stipulate the safety requirements for the use of ammonia fuel, the IMO provides interim guidelines for the safety of ships using ammonia as fuel. Interim Guidelines is to provide an international standard	

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					for ships using ammonia as fuel, other than ships covered by the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code). The basic philosophy of these Interim Guidelines is to present provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using ammonia as fuel to minimize the risk to the ship, its crew and the environment, having regard to the nature of the fuels involved. In the process of implementing this interim guideline, Administrations and the industry should take into account, and apply where relevant, the corresponding regulations of the International Code of Safety for Ships using Gases or Other Low-flashpoint Fuels (IGF Code). Where such regulations are determined not to be fit for purpose, the principles set out in SOLAS regulation II-1/55 should be used to determine appropriate alternative performance criteria that align with the goals and functional requirements provided in these Interim Guidelines.these Interim Guidelines apply to ships using ammonia as fuel. These Interim Guidelines do not address ships using ammonia cargo as fuel. This guideline presents the goal and functional requirements for the use of ammonia fuel on ships, covering risk assessment, ship design and arrangement, fuel containment systems, material and general pipe design, fuel bunkering, fuel supply to consumers, power generation including propulsion and other fuel consumers, fire safety, explosion prevention, prevention of exposure to toxicity, ventilation, electrical installations, control, monitoring and safety systems, manufacture, workmanship and testing, drills and emergency exercises, training and personnel protection.. It is also recommended to consider the relevant applicable requirements of the IGF code.	
286.	MSC 109	COMSAR.1/Circ.32/Rev.	Harmonization of	13 Dec. 2024/	Requirements for MF and MF/HF equipment in Sea Area	Supersede

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		3	GMDSS requirements for radio installations on board SOLAS Ship	-	A3:Foot note 6 has been revised to state:" A single MF/HF radio installation may serve simultaneously as both the primary MF radio installation and a radio installation capable of operating on both MF and HF frequencies."	COMSAR.1/Circ.32/Rev.2
287.	MSC 110	MSC.1/Circ.1086/Rev.1	REVISED CODE OF PRACTICE FOR ATMOSPHERIC OIL MIST DETECTORS	2025.7.8	The Maritime Safety Committee, at its 110th session, having considered a proposal made by the SSE Sub-Committee at its eleventh session, approved the Revised code of practice for atmospheric oil mist detectors.Revised the positions of the detector and sampling pipeline, alarm levels and display, test procedures, as well as inspection and maintenance. Emphasis is placed on 'Initial alarm level settings should take into account the environmental conditions under fault-free status.	
288.	MSC.110	MSC.1/Circ.1175/Rev.2	REVISED GUIDANCE ON SHIPBOARD TOWING AND MOORING EQUIPMENT	2028.1.1	Compared to the previous version: Revised the scope of application of the guidelines: not applicable to emergency towing of non liquid cargo ships with a total tonnage of 20000 tons or more. 2. According to the latest IACS UR A1, UR A2, and Rec 10, the updates to MSC.1/Circ. 1175/Rev. 1 mainly include: -Clarify how to determine the lateral projection area of deck cargo -Definition and Calculation of Minimum Breaking Load for Mooring Rope -Clarification of the Definition of Mooring Load for Ships with EN>2000	
289.	MSC.110	MSC.1/Circ.1255/Rev.1	REVISED GUIDELINES FOR OWNER/OPERATORS ON PREPARING EMERGENCY TOWING PROCEDURES	To be implemented after release	Add the number of ship outfitting (EN) as an important parameter recorded in the ship's main parameter table in the emergency towing manual.	
290.	MSC.110	MSC.1/Circ.1264/Rev.1	REVISED UNIFIED	Date of issue	Rev.1 of the circular revised the recommendations on the	The present circular supersedes

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			INTERPRETATIONS OF SOLAS CHAPTER II-2	17 Sep. 2025	safe use of pesticides in ships applicable to the fumigation of cargo holds. It is recommended not to use gas-generating agent as in the form of loose tablets, because it incurs a serious risk that unreacted gas-generating agent remains in the cargo. Rev.1 of the circular also incorporates the revisions in MSC.1/Circ.1396.	MSC.1/Circ.1264 and MSC.1/Circ.1396.
291.	MSC.110	MSC.1/Circ.1266/Rev.1	CARRIAGE OF DANGEROUS GOODS	Date of issue 17 Sep. 2025	Rev.1 of the circular provides revised Document of compliance with the special requirements for ships carrying dangerous goods under the provisions of regulation II-2/19 of the 1974 SOLAS Convention, as amended, and paragraph 7.17 of the 2000 HSC Code, as amended. It replaces the words "Code of Safe Practice for Solid Bulk Cargoes (BC) Code" with footnote by "International Maritime Solid Bulk Cargoes (IMSBC) Code".	This circular supersedes MSC.1/Circ.1266.
292.	MSC110	MSC.1/Circ.1331/Rev.1	Revised Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation	2025.08.28	(1) Clarify that the side net can replace the safety net; (2) The ISO standards applicable to accommodation ladders, gangways and their winches installed or replaced on or after 1 July 2026 have been updated , and the static load test procedures for accommodation ladders and gangways as well as the operation test procedures for winches have been amended.	
293.	MSC.110	MSC.1/Circ.1358/Rev.1	RECOMMENDATIONS ON THE SAFE USE OF PESTICIDES IN SHIPS	Date of issue 17 Sep. 2025	Update MSC.1/Circ.1264 and MSC.1/Circ.1361 referred to in the circular to the "revised versions" to reflect the latest revised editions.	The present circular supersedes MSC.1/Circ.1358.
294.	MSC.110	MSC.1/Circ.1395/Rev.7	LISTS OF SOLID BULK CARGOES FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM MAY BE EXEMPTED OR FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM IS INEFFECTIVE	Date of issue 17 Sep. 2025	Rev.7 adds ALUMINIUM SULPHATE GRANULAR, CASTOR BEANS UN 2969 and FERRIC SULPHATE GRANULAR into the list of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted.	The present circular supersedes MSC.1/Circ.1395/Rev.6.
295.	MSC110	MSC.1/Circ.1428/Rev.1	REQUIRED PILOT TRANSFER	2025.9.5/ 2028.1.1	This circular is a poster related to pilot transfer arrangements, which should be implemented in conjunction	

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			ARRANGEMENTS FOR PILOTS AND OTHER PERSONNEL		with the amendments to SOLAS Regulation V/23 adopted by Resolution MSC.572(110) and the Performance Standards for Pilot Transfer Arrangements adopted by Resolution MSC.576(110). At the same time, the the MSC.1/Circ.1428 circular shall be revoked as of April 1, 2030.	
296.	MSC110	MSC.1-Circ.1502-Rev.1	Revised Guidance on pressure testing of boundaries of cargo oil tanks under direction of the master	Revised Guidance on pressure testing of boundaries of cargo oil tanks under direction of the master	Revised Guidance on pressure testing of boundaries of cargo oil tanks under direction of the master	
297.	MSC110	MSC.1/Circ.1628/Rev.4	Revised Standardized Life-Saving Appliance Evaluation and Test Report Forms (Personal Life-Saving Appliances)	2025.08.05	In line with the amendment to resolution MSC.81(70) (Resolution MSC.580(110)) on the test procedures and criterion related to the buoyancy performance test of life jackets, corresponding test record details are added.	
298.	MSC.110	MSC.1/Circ.1691	INTERIM GUIDELINES FOR EMERGENCY TOWING ARRANGEMENTS ON SHIPS OTHER THAN TANKERS	2028.1.1	To be compatible with SOLAS II-1/3-4.2 revised by MSC. 549 (108) resolution, this interim guideline aims to provide standards for the design and construction of emergency towing arrangements for non liquid cargo ships of 20000 gross tons and above.	
299.	MSC.110	MSC.1/Circ.1692	UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/12.6.2	To be implemented after release	The unified interpretation clarifies the term "remotely controlled valve" used in SOLAS regulation II-1/12.6.2.	
300.	MSC110	MSC.1/Circ.1693	Unified Interpretations of Paragraphs 6.1.1.3 and 6.1.2.2 of the LSA Code	2025.07.04	Provide an interpretation for the manual lifting of the dedicated rescue boat for cargo ships before boarding.	
301.	MSC110	MSC.1/Circ.1694	UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2, AND THE 1994 AND 2000 HSC CODES	Approved on 2025.7.4 To be implemented from 2026.1.1	Provide an explanation of the requirements under SOLAS II-2/10.11 for the prohibition of fire extinguishing agents containing perfluorooctane sulfonate (PFOS), as well as the restrictions on fire extinguishing agents under regulations 7.9.4 of the 1994 HSC Code and the 2000 HSC Code. Clarify the content of PFOS in fire extinguishing agents	

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					and the approve form of PFOS not used or stored on board.	
302.	MSC.110	MSC.1/Circ.1695	UNIFIED INTERPRETATION OF THE FSS CODE	2025.7.4/2026.1.1	In determining the spacing of combined smoke and heat detectors, as required by paragraph 2.4.2.2 of chapter 9 of the FSS Code, the following calculation principles should be acceptable: .1 determination of the spacing based on the maximum distance of 9 m between detector centres, i.e. using hexagons of 5.2 m one-side length; .2 determination of the spacing based on the maximum floor area using squares of 74 m^2.	
303.	MSC.110	MSC.1/Circ.1696	UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/3-13.2.4	2026.01.01	This circular provides an explanation for the factual statement regarding the provision of testing and comprehensive inspection of unlicensed lifting equipment, provides examples of factual statements, clarifies that the safe working load of lifting equipment is provided by the shipping company, and determines the test load in accordance with the requirements of MSC.1/Circ.1663.	

CHAPTER 3 MSC RESOLUTIONS

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
1.	MSC 83	MSC.247(83)	Adoption of amendments to performance standards for survival craft radar transponders for use in search and rescue operations (resolution A.802(19))	adopted on 8 Oct.,2007/ installed on or after 1 January 2010	This resolution revised the performance standards for survival craft radar transponders for use in search and rescue operations(resolution A.802(19)), which specified that horizontal polarization or circular polarization should be used for transmission and reception of SART.	SARTs installed on or after 1 January 2010 conform to the performance standards not inferior to those set out in this resolution. It will be implemented by product survey units.
2.	MSC 90	MSC.333(90)	Adoption of Revised Performance Standards for Shipborne Voyage Data Recorders (VDRs)	22 May 2012	This resolution is applicable to VDRs installed on or after 1 July 2014. For VDRs installed on board ship before 1 July 2014, the performance standards of resolutions A.861(20) and MSC.214(81) apply. Compared with resolutions A.861(20) and MSC.214(81), this resolution is revised as follows: (1) Final recording media are divided into 3 categories, i.e. fixed recording media, float-free recording media and long-term recording media. Requirements for above three media are provided respectively. (2) In order to ensure continuity of operation, the time for which all stored data items are retained should be at least 720 h on long-term recording media and 48 h on fixed and float-free recording media. (3) VDRs are to be capable of recording information such as ECDIS, AIS, clinometer (if any), self-structure and sensor, electronic logbook. (4) For bridge audio, there is a single audio alarm anywhere on the bridge or any noise, including noise from faulty equipment or mounting, or wind. This should be achieved through the use of at least two channels of audio recording. Microphones positioned outside on bridge wings, should be recorded on at least one additional separate channel	
3.	MSC 90	MSC.335(90)	Adoption of Amendments to Resolution MSC.235(82) “Guidelines	22 May 2012/	The assumed longitudinal and transverse extent of damage as specified in “subdivition and damage stability” for OSV constructed on or after 22 November	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
			for the Design and Construction of Offshore Supply Vessels, 2006"		2012 and OSV with the length of 80 m to 100 m has been extended and the new values are greater than the existing ones. It is expressly specified in "definitions" that the breadth (B) is the same as that defined in the International Convention on Load Lines.	
4.	MSC 95	MSC.400(95)	Amendments to the revised performance standards and functional requirements for the long-range identification and tracking of ships (resolution msc.263(84), as amended)	8 June 2015/	Table 2 (Data to be added by an Application Service Provider and at the LRIT Data Centre) in the Resolution MSC.263(84) is amended.	This resolution was abolished by MSC.263(84)/Rev.1
5.	MSC 96	MSC. 402(96)	Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear	19 May 2016/	The resolution further defines that: Weekly and monthly inspections and routine maintenance as specified in the equipment maintenance manual(s), shall be conducted by authorized service providers, or by shipboard personnel under the direction of a senior ship's officer in accordance with the maintenance manual(s). Annual thorough examinations and operational tests shall be conducted by certified personnel of either the manufacturer or an authorized service provider. The service provider may be the ship operator satisfying relevant standards. Five-year thorough examination, any overhaul, overload operational tests and repair shall be conducted by certified personnel of either the manufacturer or an authorized service provider. Relevant requirements for reports and records, specific procedures for overhaul and operational test, requirements for authorization of service providers and requirements for certification of personnel are also provided.	Although this resolution is non-mandatory, it is adopted by SOLAS Chapter III. Therefore , it is to be mandatory implemented since 1 Jan 2020 and applicable to all ship(including existing ship).
6.	MSC 97	MSC.418(97)	Interim recommendations on the safe carriage of	25 Nov., 2016/	1、 This resolution and its annexed interim recommendations are applicable for the safe	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
			more than 12 industrial personnel on board vessels engaged on international voyages		carriage of more than 12 industrial personnel on board vessels engaged on international voyages. 2、 The main contents are: 2.1) Definition is made for the “Industrial Personnel” and “Offshore industrial activities”; Such industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e). 2.2) Industrial personnel may be carried on board ships meeting the provisions of the 2008 SPS Code or other standards, providing they meet an equivalent level of safety acceptable to the Administration.	
7.	MSC97	MSC.420(97)	Interim Recommendations for Carriage of Liquefied Hydrogen in Bulk	25 Nov., 2016/	As the existing IGC Code (MSC.370(93)) contains no safety requirements for the carriage of liquefied hydrogen cargo, IMO has developed the Interim Recommendations for ships carrying liquefied hydrogen in bulk. The Interim Recommendations are intended to facilitate establishment of a tripartite agreement for a pilot ship, which will be developed for the research and demonstration of safe long-distance overseas carriage of liquefied hydrogen in bulk. The Interim Recommendations may be applied to pilot ships designated by IMO. These Interim Recommendations may need to be reviewed if they are to be applied to ships other than the pilot ship. These recommendations have been developed under the assumption that a liquefied hydrogen carrier does not carry liquefied gases other than liquefied hydrogen. A ship carrying liquefied hydrogen in bulk should comply with the requirements of the Interim Recommendations in addition to satisfying the requirements of the IGC Code (MSC.370(93)). The Interim Recommendations include a table of interim recommendations for carriage of liquefied hydrogen in bulk and special requirements for related hazard of liquefied hydrogen. .（1） Interim Recommendation of IMO, which is	Be revoked by MSC.565(108)

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
					applicable to gas carriers exclusively carrying liquefied hydrogen in bulk. （2）Already included in CODE FOR regulation CCS 1.1.6 of "THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (GC CODE)"(2017), For the gas carriers exclusively carrying liquefied hydrogen in bulk, if the Interim Recommendation be applied to ships other than pilot ships designated by IMO, Should be reviewed and confirmed by a tripartite agreement. （3）To be implemented by CCS during marine product inspection, plan approval and surveys.	
8.	MSC 98	MSC.427(98)	Amendments to Resolution MSC.81(70), as Amended	15 June, 2017 / 1 January, 2020	To coordinate the resolution of MSC.425(98), the applicable objects of not less than 2.2 times maximum working load change from "the launching appliance and its attachment other than winch brakes" into "the launching appliance and its attachment other than winch", in paragraph 8.1 related to static proof load test.	
9.	MSC98	MSC.429(98)	Revised explanatory notes to the solas chapter II-1 subdivision and damage stability regulations	09 June, 2017/	MSC 98 adopted the revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations, by resolution MSC.429(98).	Has been revoked by resolution MSC.429(98)/Rev.1
10.	MSC98	MSC.430(98)	Amendments to the revised performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX) (resolution MSC.148(77))	16 June, 2017/ 1 July 2019	NAVTEX performance standards (resolution msc.148(77)) are revised, which add the following new paragraph:The equipment should include an interface for alert management in accordance with resolution MSC.302(87) on Performance standards for bridge alert management.	
11.	MSC98	MSC.431(98)	Amendments to the	16 June, 2017/	EGC performance standards (resolution MSC.306(87))	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
			revised performance standards for enhanced group call (EGC) equipment (resolution msc.306(87))	1 July 2019	as follows: 1. the equipment need not provide means to produce a printed copy of received information if it is installed in combination with an interface connecting it to navigation equipment that is compliant with resolution MSC 252(83). 2. A new section is added as follows: (1)The equipment should include at least one interface for the transfer of received data to other navigation display or integrated communications equipment. (2) The equipment should include an interface for alert management in accordance with resolution MSC.302(87) on Performance standards for bridge alert management. (3) All interfaces provided for communication with other navigation or communication equipment should comply with IEC standards 61162.	
12.	MSC98	MSC.432(98)	Amendments to performance standards for multi-system shipborne radionavigation receivers (resolution MSC.401(95))	Issued on 16 June, 2017/ 31 December, 2017	A new paragraph is added in the resolution MSC.401(95): Type-specific performance standards for stand-alone shipborne radionavigation receivers should be taken into account when conducting type approval for multi-system receivers in accordance with this resolution.	
13.	MSC98	MSC.434(98)	Performance standards for a ship earth station for use in the GMDSS	Issued on 16 June, 2017/ 1 January, 2021	Refered to Inmarsat C performance standards (resolution MSC.130(75)), this resolution newly provides Performance standards for a ship earth station for use in the GMDSS,which includes five parts：Technical Requirements, Operation, Power Supply And Sources Of Energy,Antenna Siting And Radio Frequency Radiation Hazards.	
14.	MSC99	MSC.449(99)	Performance standards for shipborne Indian Regional Navigation Satellite System (IRNSS) receiver equipment	Issued on 24 May 2018/ 1 July 2020	These performance standards are newly provided, which include as follows: a. Introduction: overview, coverage area; b. IRNSS receiver equipment: component, antenna design;	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
					c. Performance standards for IRNSS receiver equipment：function and performance; d. Integrity checking, failure warnings and status indications; e. Protection.	
15.	MSC99	MSC.452(99)	Amendments to the revised performance standards for Integrated Navigation Systems (INS) (resolution MSC.252(83)	Issued on 24 May 2018/ 1 July 2020	The resolution revises the revised performance standards for Integrated Navigation Systems (INS) (resolution MSC.252(83)), which includes as follows: a. In paragraph 3.5, insert the following at the end of table 2: NAVTEX or other IMO-recognized equipment, Recognized mobile satellite service enhanced group calling system; b. In paragraph 7.3.2, insert the following: Coastal and NAVAREA navigational warnings, search and rescue (SAR) warnings, Coastal and METAREA meteorological warnings, ice warnings, Maritime Safety Information overlay functions; c. In paragraph 7.3.3, amend “NAVTEX” to “the operator may appropriately filter the display of Maritime Safety Information messages ”; d. In paragraph 7.5.2.1, amend “NAVTEX” to “Maritime Safety Information messages”; e. In paragraph 7.7.1, amend “NAVTEX” to “Application Specific Messages (ASM), Maritime Safety Information messages”.	
16.	MSC 101	MSC. 472(101)	Amendments to the Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70))	14.06.2019/ 01.01.2020	Revision of editorial error in Resolution MSC.81(70), as amended by MSC.427(98). For the launching appliance for lowing free-fall lifeboats by falls , the applicable object subject to a static proof load of 2.2 times maximum working load is changed from "except the winch brakes" to "except winch".	Due to omissions in the amendment to resolution MSC.427 (98), the resolution made consistent amendments to The fifth sentence of paragraph 8.1.1 of Amendments to the Revised Recommendation on

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						Testing of Life-Saving Appliances (Resolution MSC.81(70))
17.	MSC102	MSC.62(67)/Rev.1	Revised guidelines for safe access to tanker bows	2020.11.9/	Revise the requirements of installing foot-stops on both sides of the permanent walkway in MSC.62(67), and make it clear that if the permanent walkway located at the freeboard deck level, on or as near as practicable to the centerline of the ship, need not be fitted with foot-stops. Resolution MSC.62 (67) is revoked.	
18.	MSC102	MSC.429(98)/Rev.1	Revised Explanatory Notes to the SOLAS Chapter II-1 Subdivision and Damage Stability Regulations	Nov. 11,2020/	The explanatory notes of SOLAS chapter II-1 regulation 17.1 are revised.	Revokes resolution MSC.429(98), and will be revoked by resolution MSC.429(98) /Rev.2 on 1 January 2024
19.	MSC102	MSC.429(98)/Rev.2	Revised Explanatory Notes to the SOLAS Chapter II-1 Subdivision and Damage Stability Regulations	/ Jan. 1,2024	The following interpretations are revised in SOLAS chapter II-1： how pipes and valves can be considered to be part of the bulkhead or deck in regulations 7.7, 7-1.1.1 and 7-1.1.2,and applicable date of weathertight openings in regulation 7-2, and some regulations watertight integrity and damage stability in regulation 17.	Will revoke resolution MSC.429(98) /Rev.1 on 1 January 2024
20.	MSC102	MSC.479(102)	Revised guidelines for securing arrangements for the transport of road vehicles on ro-ro ships	Nov. 11,2020/	The sentence “for vehicles not exceeding 15 tonnes (GVM), lashings with lower MSL values may be used” in paragraph 6.1 is deleted.	This resolution supersedes A.581(14).
21.	MSC102	MSC.480(102)	Performance standards for shipborne Japanese Qusai-Zenith Satellite System (QZSS) receiver equipment	Nov. 11,2020/ Jan. 1,2024	These performance standards are newly provided, which include as follows: Introduction: overview, coverage area; QZSS receiver equipment: component, antenna design; Performance standards for QZSS receiver equipment：function and performance; Integrity checking, failure warnings and status	

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					indications; e) Protection.	
22.	MSC102	MSC.481(102)	Revised recommendation on the use and fitting of retro-reflective materials on life-saving appliances	Nov. 9,2020/	Paragraph 4.10 of annex 2 attached to resolution A.658(16) is revised, and other alternative light sources are allowed besides the existing "carbon arc ", and it is required that the accelerated weathering should follow the test methodology in accordance with an international standard acceptable to the Organization(such as : ISO 4892-1:2016, and ISO 4892-2:2013 or ISO 4892-3:2016 or ISO 4892-4:2013). Administration may accept life-saving appliances already fitted with retro-reflective materials in accordance with resolution A.658(16).	
23.	MSC103	MSC.483(103)	Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011	Adopted on 13 May 2021/ Effective on 1 Jan. 2023	In Annex 2, Part A, Annex B of the 2011 ESP Code, for renewal surveys of double-hull oil tankers of not more than 5 years of age, thickness measurements only need to be carried out to suspect areas.	
24.	MSC103	MSC.488(103)	Amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70))	Adopted on 13 May 2021/	MSC.485(103) revised the 4.4.1.3 section of LSA Code, excluding the requirement of free-fall lifeboats from the requirement of being capable of launching and towing , when the ship is making headway at a speed of up to 5 knots in calm water. In line with this resolution, MSC.488(103) revised the requirements of paragraph 5.4 of Part 2-Production and Installation Tests of Revised Recommendation on Testing of Life-Saving Appliances (Resolution MMS.81(70)).	Two related resolutions(MSC.482(103)-amendment to SOLAS III Reg.33 and MSC.485(103)- amendment to LSA Code) are expected to take effect on January 1st, 2024.
25.	MSC 104	MSC.493(104)	Amendments to the Performance standards for shipborne simplified voyage data recorders (S-VDRs) (Resolution MSC.163(78),as amended)	7 October 2021/ 1 July 2022	The present resolution amends the Performance standards for shipborne simplified voyage data recorders (S-VDRs) (Resolution MSC.163(78), as amended) as follows: (1) In the list of paragraph REFERENCES, add resolution MSC.471(101) and delete resolutions A.810(19) and A.812(19) ; (2) The structure of float-free type protective capsule is modified from “to comply with the requirements	S-VDRs should: .1 if installed on or after 1 July 2022, conform to performance standards not inferior to those specified in the annex to resolution MSC.163(78), as amended by the present resolution and resolution MSC.214(81) ;

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					specified in A.810 (19) or A.812 (19)" to "to comply with requirements specified in MSC.471 (101)".	.2 if installed on or after 1 June 2008, but before 1 July 2022, conform to performance standards not inferior to those specified in the annex to resolution MSC.163(78), as amended by resolution MSC.214(81); and .3 if installed before 1 June 2008, conform to performance standards not inferior to those specified in the annex to resolution MSC.163(78).
26.	MSC 104	MSC.494(104)	Amendments to the Performance standards for shipborne voyage data recorders (VDRs) (Resolution MSC.333(90))	7 October 2021/ 1 July 2022	The present resolution amends the Performance standards for shipborne voyage data recorders (VDRs) (Resolution MSC.333(90)) as follows: (1) In the list of paragraph REFERENCES, add resolution MSC.471(101) and delete resolution A.810(19) ; (2) The structure of float-free recording medium is modified from "to comply with the requirements specified in A.810 (19)" to "to comply with requirements specified in MSC.471 (101)".	VDRs should: .1 if installed on or after 1 July 2022, conform to performance standards not inferior to those specified in the annex to resolution MSC.333(90), as amended by the present resolution; .2 if installed on or after 1 July 2014 and before 1 July 2022, conform to performance standards not inferior to those specified in the annex to resolution MSC.333(90); .3 if installed on or after 1 June 2008, but before 1 July 2014, conform to performance standards not inferior to those specified in the annex to resolution A.861(20), as amended by resolution MSC.214(81);and .4 if installed before 1 June

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						2008, conform to performance standards not inferior to those specified in the annex to resolution A.861(20).
27.	MSC105	MSC.497(105)	Amendments to the protocal of 1988 relating to the international convention for the Safety Of Life At Sea,1974	28 Apr. 2022/	Considering that the radio requirements for life-saving appliances in SOLAS Chapter III are relocated under Chapter IV, the SOLAS Cargo Ship Safety Equipment Certificate, Cargo Ship Safety Certificate, Passenger Ship Safety Certificate and Cargo Ship Safety Radio Certificate (including equipment records) are harmonized and revised, and relevant requirements for radiocommunications involved in life-saving appliance are deleted.	
28.	MSC105	MSC.502(105)	Amendments to the code of safety for special purpose ships, 1983(1983 SPS code)	28 Apr. 2022/ 1 Jan. 2024	Since the radio requirements of SOLAS Chapter III are relocated under Chapter IV, the forms of safety certificate for special purpose ships (including the associated record of equipment) are harmonized and revised, and relevant requirements for radiocommunications involved in life-saving appliance are deleted.	
29.	MSC105	MSC.503 (105)	Amendments to the code of satery for special porpose ships, 2008(2008 SPS code)	28 Apr. 2022/ 1 Jan. 2024	Since the radio requirements of SOLAS Chapter III are relocated under Chapter IV, the forms of safety certificate for special purpose ships (including the associated record of equipment) are harmonized and revised, and relevant requirements for radiocommunications involved in life-saving appliance are deleted.	
30.	MSC105	MSC.507(105)	System performance standard for the promulgation and coordation of maritime safety information using high-frequency narrow-band direct-printing system	28 Apr. 2022/ 1 Jan. 2024	Reference to the SOLAS convention is revised as SOLAS regulation IV/7.1.4. This resolution supersedes resolution A.699(17).	This resolution supersedes resolution A.699(17)
31.	MSC105	MSC.508(105)	Performance standards for the reception of maritime	28 Apr. 2022/	1.Adding requirement for the equipment to meet the requirements of SOLAS regulation IV/7.1.4.	

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			safety information and search and rescue related information by MF(NAVTEX) and HF		2.Adding reference to Performance standards for bridge alert management (resolution MSC.302(87)).	
32.	MSC105	MSC.510(105)	Performance standards for search and rescue radar transponders	28 Apr. 2022/	The search and rescue radar transponder (radar SART) carried on ships to meet the requirements of SOLAS regulations IV/7.2.1 or 7.3.1.	this resolution supersedes resolutions A.530(13) and A.802(19).
33.	MSC105	MSC.511(105)	Performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling	28 Apr. 2022/	1.This equipment meets the requirement for VHF installations on ships as required by SOLAS regulations IV/7.1.1, 7.1.2 and 8.2. 2.A distress alert should be activated only by means of a dedicated distress button. 3.Deleting requirements for class of emission, band and channel. 4.Adding requriements for DSC controls and indicators, equipment interfaces.	
34.	MSC105	MSC.512(105)	Performance standards for shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information and search and rescue related information	28 Apr. 2022/	Performance standards for MF and MF/HF are combined to further define requirements for distress button, power supply, control and indicators, interfaces, transmitter and receiver etc.	
35.	MSC105	MSC.513(105)	Performance standards for INMARSAT-C ship earth stations capable of transmiting and receiving direct-printing communications	28 Apr. 2022/	1.The ship earth station should meet a requirement in SOLAS regulations IV/8.1.4, 9.1.3.3, 9.4.2, 10.1.1 or 10.1.4.3. 2.Defining requirements that the dedicated distress button should be clearly identified and be protected against inadvertent operation, distress alert initiation requirements, and requirements for interruptting and initiating distress messages 3.Adding requirement to enable updating of the position.	
36.	MSC105	MSC.515(105)	Performance standards for	28 Apr. 2022/	1.Adding interpretation of expiry date of battery: The	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
			survival craft portable TWO-WAY VHF		expiry date of the primary battery should use the date of manufacture of the cells within the battery as its starting point; 2.Adding requirements for marking the date of manufacture and expiry date.	
37.	MSC105	MSC.516(105)	Amendments to the performance standards for radiocommunication equipment (resolution MSC.80(70))	28 Apr. 2022/	1.A.809(19) is revised as MSC.149(77). 2. chapter II, part 2, paragraph 2.3 is revised as volume III, part II, chapter 2.	
38.	MSC105	MSC.517(105)	Performance standards for a shipborne Integrated Communmication System(ICS) when used in the Global Maritime Distress and Safety System(GMDSS)	28 Apr. 2022/	Adding related requirements for communications processing with human-machine interface, including position-updating for the ICS, operational requirements of COM-HMI, COM-HMI performing GMDSS functions, common storage media, software and firmware maintenance, malfunctions and restoration, accuracy and performance, integrity monitoring, ICS in combination with alert management, power supply arrangements and network interfaces, software/firmware version of documentation.	
39.	MSC 106	MSC.530(106）	Performance standards for Electronic Chart Display and Information Systems(ECDIS)	7 Nov. 2022/ 1 Jan. 2026	Adding the index of IHO S-98, S-100, S-101 product rules and electronic display of navigation publications and a three-year transition period arrangement from January 1, 2026 to January 1, 2029, and removes the revision suggestions related to standardized digital exchange of ship route plans.	Be revoked by MSC.530(106)/Rev.1
40.	MSC 106	MSC.263(84)/Rev.1	Performance standards and functional requirements for the Long-Range Identification and Tracking of ships(LRIT).(Resolution MSC.263(84））	7 Nov. 2022/	Updating the reference to MSC.1/Circ. 1259/Rev. 9 circular. Adding ship types in LRIT information and deleting pricing information.	This resolution abolished MSC.263 (84), MSC.330 (90), and MSC.400 (95) resolutions.
41.	MSC 107	MSC.542(107)	Amendments to the Code of Safety for Special Purpose Ships, 1983	Jun.8, 2023/ Jan.1, 2026	delete the “ immersion suits complying with the requirements for life jackets ” in the Record of	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
			(1983 SPS Code)		Equipment for the Special Purpose Ship Safety Certificate.	
42.	MSC 107	MSC.543(107)	Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)	Jun.8, 2023/ Jan.1, 2026	delete the "immersion suits complying with the requirements for life jackets" in the Record of Equipment for the Special Purpose Ship Safety Certificate.	
43.	MSC 107	MSC.544(107)	Amendments to the Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70))	Jun.8, 2023/ -	Amendment to Section 2, 3, 6, 7 and 8, Appendix 1 and Appendix 2 of Part 1 of MSC.81(70): 1. Define the version number 2020 of ISO 12402-7 standard; 2. the time threshold of life jacket heat preservation test for 15min is included; 3. Test requirements for ventilation system of fully enclosed lifeboat were added. At the same time, the fuel consumption test of lifeboats is required to turn on the ventilation equipment. 4. Editorial revise the test requirements for rigid fast lifeboats. Among them, Sections 6 and 7 of Part 1 are applicable to lifeboats and rescue boats newly installed on January 1, 2029.	
44.	MSC 107	MSC.548(107）	International code of safety for diving operations,2023(2023 DIVING CODE)	-/ Jan. 1, 2024	Compared to the existing "1995 Diving Codes" which apply only to fixed diving systems: (1) The new Codes extend the scope of application to offshore structures (including ships, mobile platforms and fixed platforms) where diving operations are carried out; Including fixed diving system and temporary diving system, saturation diving system and surface diving system. (2) The new Codes comprehensively cover all safety requirements and inspection and certification requirements for diving systems and their high-pressure evacuation systems, diving system support vessels or offshore platforms equivalent to SOLAS safety levels. (3) The implementation guidelines of the new Codes are formulated in particular, focusing on the differences between the old and new Codes and the unique inspection and certification process.	The 2023 Diving Code applies to ships of not less than 500 gross tonnes that have a diving system installed on or after 1 January 2024. The Administration may also apply these provisions as far as reasonable and practicable to ships of less than 500 gross tonnes and to other objects acting as a diving unit to which SOLAS does not apply.

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
45.	MSC108	MSC.530(106)/Rev.1	Performance standards for electronic chart display and information systems (ECDIS)	24 May 2024/ ECDIS installed on or after 1 Jan 2029	Increase the requirement for route plan exchange between ship-shore and shore-ship. Route plan exchange should be safety and comply with the standard format. The received route plan should be as a basic indication of intent only and displayed by ECDIS.	Revokes MSC.530(106)
46.	MSC108	MSC.563(108)	Amendments to the revised recommendation on testing of life-saving appliances (Resolution MSC.81(70))	23 May 2024/	In coordination with Resolution MSC.554(108), revise the requirements for prototype tests of water performance for life jacket in Part 1, and the requirements for product and installation tests of launching appliances for survival draft and rescue boat in Part 2.	
47.	MSC108	MSC.565(108)	Revised interim recommendations for carriage of liquefied hydrogen in bulk	24 May 2024/	General and special requirements for the carriage of liquefied hydrogen in bulk by ships. Part A is applicable to ships with any type of cargo containment system. Part B and subsequent part(s) prescribe additional special requirements for cargo containment systems of specific types. Part A: General (applicable to ships with any type of cargo containment system); Part B: Cargo containment systems of independent cargo tanks using vacuum insulation; and Part C: Cargo containment systems of independent cargo tanks using insulation materials and hydrogen gas in the inner insulation spaces.	Revokes MSC.420(97)
48.	MSC 109	MSC.509(105)/Rev.1	Provision of radio services for the Global Maritime Distress And Safety System(GMDSS)	6 Dec. 2024/ -	The description of NAVDAT services has been incorporated into the GMDSS radio regulations in accordance with the adoption of NAVDAT performance standards.	Revokes MSC.509(105)
49.	MSC.109	MSC.568(109）	Amendments to the revised recommendation on testing of Life-saving appliances(Resolution MSC.81(70))	6 Dec. 2024/ -	The Revised Recommendation On Testing Of Life-Saving Appliances (Resolution MSC.81(70)), Part 1, 6.14.1.1, was revised, and the requirements for self-righting prototype test of fully enclosed lifeboats were specified, and the simulated weight of lifeboat occupant was defined, which was 75 kg/person for passenger ships and 82.5 kg/person for cargo ships respectively.	
50.	MSC 109	MSC.569(109)	Performance standards for	6 Dec. 2024/	NVDAT is designed to broadcast digital data from the	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
			the reception of maritime safety information and search and rescue related information by MF and HF Digital Navigational Data (NAVDAT) system		coast to ships, including Maritime Safety Information (MSI) and Search and Rescue (SAR) related information in the Medium Frequency (MF) and High Frequency (HF) bands.	
51.	MSC 109	MSC.570(109)	Performance standards for a universal ship-borne Automatic Identification System (AIS)	6 Dec. 2024/ 1 Jan. 2029	To enhance the security of recognized organizations, the shipborne automatic identification system (AIS) in Annex 3 of Resolution MSC.74 (69) has been amended. The amendment designates the IMO identification number as one of the mandatory pieces of information that must be included in the shipborne AIS. If a ship is not required to have an IMO identification number, the official number assigned by the flag state may be used instead.	
52.	MSC.109	MSC.571(109)	Interim guidance to assist in the implementation of the cape town agreement of 2012	6 Dec. 2024	This guidance is for reference by Parties and Member states only, and consists of two parts: **Part A** primarily provides guidance on implementing the provisions of the 2012 Cape Town Agreement and its technical annexes, including: General aspects, Overview of the 2012 Cape Town Agreement, Scope of application, Exemptions and equivalences, Surveys and certification, Safety equipment for new and existing vessels, Technical requirements for new vessels only, Port State control, Casualties of fishing vessels. **Part B** primarily provides additional information for stakeholders implementing the 2012 Cape Town Agreement, including: Human element and the safety of personnel, Responsibilities of stakeholders, Technical cooperation and assistance. **Additionally,** the guidance provides seven appendices, including: Flag State guidelines, Survey guidelines under the system of survey and certification the 2012 Cape Town Agreement, Summary table of abandon ship training and drills, Summary table of radio equipment, Summary table of ship-borne navigation equipment, Summary table of fire-fighting measures,	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
					Summary table of life-saving appliances.	
53.	MSC110	MSC.576(110)	PERFORMANCE STANDARDS FOR PILOT TRANSFER ARRANGEMENTS	2025.6.26/ 2028.1.1	This standard consolidates the technical requirements for pilot transfer arrangements under SOLAS Convention Regulation V/23 and Resolution A.1045(27) into a single document, establishing a new performance standard for pilot transfer arrangements. It covers six aspects: design, manufacture and construction, rigging, installation of pilot ladder winch reels, operational readiness, on-board inspection and maintenance, familiarization, and approval. At the same time, the original performance standards for pilot transfer arrangements (Resolutions A.1045(27) and A.1108(29)) shall be revoked as of April 1, 2030.	
54.	MSC110	MSC.580(110)	Amendments to The Revised Recommendation on Testing Of Life-Saving Appliances (Resolution MSC.81(70))	2025.06.07	The buoyancy test procedure for life jackets is amended to be consistent with LSA Code 2.2.1.11.	
55.	MSC110	MSC.581(110)	Revised recommendations for entering enclosed spaces aboard ships	adopted on 27 Jun.,2025/	It supersedes A.1050(27) and introduces major revisions, compared to its predecessor, in areas such as safety management for entry into enclosed spaces, risk identification and assessment, atmosphere testing, permit-to-work systems, and emergency preparedness and response plans.	

CHAPTER 4 MEPC CIRCULARS

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
1.	MEPC 65	MEPC.1/Circ.753/Rev.1	Amendments to unified interpretation to regulation 12.2 of MARPOL annex I	20 June 2013/	This circular provides the unified interpretation to the equivalents of "no interconnection" and "no discharge connections" specified in regulation 12.2 of MARPOL Annex I. It clarifies that regulation 12.2.2 of MARPOL Annex I should not be retroactively applied to ships delivered before 1 January 2014. This circular further amends IACS UI MPC99 (Rev. December 2011)	This circular is to be implemented by CCS during plan approval and survey.
2.	MEPC 65	MEPC.1/Circ.812	Unified interpretation to MARPOL annex VI Time of replacement of an engine	10 June 2013/	---	This circular is consistent with UI MPC 98. It has been uniformly implemented by IACS since 1 January 2013.
3.	MEPC 65	MEPC.1/Circ.813	Unified interpretation to MARPOL annex VI Identical replacement engines	10 June 2013/	---	This circular is consistent with UI MPC 103. It is to be uniformly implemented by IACS on 1 January 2014.
4.	MEPC66	MEPC.1/795/Rev.1	Unified Interpretation to MARPOLAnnex VI	21 May 2014/	MEPC has approved Unified Interpretations to MARPOL Annex VI as follows: 1. Unified Interpretations on scope of application of regulations 15.6 and 15.7 of MARPOL Annex VI (VOC management plan) (MEPC.1/Circ.735); 2. Unified Interpretations to regulations 2, 5, 6, 8, 16 and 22 of MARPOL Annex VI (MEPC.1/Circ.795 and MEPC.1/Circ.795/Corr.1); 3. Unified Interpretations to MARPOL Annex VI on time of replacement of an engine and identical replacement engines (MEPC.1/Cir.812 and MEPC.1/Circ.813); 4. Unified Interpretations to regulations 5, 6 and 22 of MARPOL Annex VI on Ship Energy Efficiency Management Plan (SEEMP) (MEPC.1/Cir.814); MEPC 66 adopted the amendments to the Unified Interpretation to regulation 2.24 of MARPOL Annex VI on major conversion(MEPC.1/Cir.795).	This Circular revokes MEPC.1/Circ.735, MEPC.1/Circ.795, MEPC.1/Circ.795/Corr.1, MEPC.1/Circ.812, MEPC.1/Circ.813 and MEPC.1/Circ.814, as this Circular contain the contents of the circulars mentioned above. CCS should implement this Circular in plan approval, newbuildings survey and survey of ships in service.

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
					To consolidate all unified interpretations to MARPOL Annex VI, MEPC adopted the consolidated text of unified interpretations to MARPOL Annex VI by MEPC.1/795/Rev.1.	
5.	MEPC67	MEPC.1/Circ.795/Rev.2	Unified Interpretation to MARPOL Annex VI (Reg. 18.5 and 18.6)	1 Nov. 2014/	The requirements regarding a bunker delivery note in Reg. 18.5 and 18.6 of MARPOL Annex VI are clarified as also applicable to ships of less than 400 gross tonnage, at the Administration's discretion.	This Circular supplements MEPC.1/Circ.795/Rev.1 and incorporates all contents of MEPC.1/Circ.795/Rev.1, thus superseding MEPC.1/Circ.795/Rev.1. To be implemented by CCS during plan approval, site surveys and marine product certification
6.	MEPC 68	MEPC.1/Circ.854	Guidance on the application of regulation 13 of marpol annex vi tier iii requirements to dual fuel and gas-fuelled engines	Adopted on 1 July 2015/	(1) For dual fuel engines only using liquid fuel as pilot fuel (different from gas-diesel engines which directly eject high pressure gas to the combustion chamber), generally Tier III criteria can be satisfied. As a result, the technical files of such engines will include the maximum liquid ignition fuel ratio operated under Tier III condition. In addition, in most cases, when the engines only use liquid fuel, certification will be in accordance with Tier II. In this case, EIAPP certificate will include technical files showing two different operating modes satisfy Tier II and Tier III criteria respectively. (2) For existing NOx verification procedures on board the ship, the technical files include all replacement or adjustment that affects NOx emission, which will be indicated in the diesel engine parameter record book. It is also applicable to diesel engines furnished with Tier II and Tier III certificates. But for the diesel engines above, ship position, date and time during change over between Tier II and Tier III operating modes are to be	To be implemented during CCS plan approval, survey of newbuildings, products and ships in service.

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
					recorded in accordance with the revised NOx technical code. (3) For dual fuel diesel engines installed on newbuildings, or ships before or after being docked, the ship is in “gas free” condition. If the target gas port is/is not located in the NOx emission control area, the docked ship will be allowed to use oil fuel complying with TierIII criteria within emission control area, subject to approval by port State.	
7.	MEPC70	MEPC.1/Circ.865	Unified interpretations of the NOx technical code 2008 related to the approval of selective catalytic reduction (SCR) systems	5 December 2016/	For engines fitted with SCR system to reduce NOx emissions the number and arrangement of cylinders may not be common to all members of the engine group. These parameters may be replaced with new parameters derived from the SCR chamber and catalyst blocks, such as the SCR space velocity (SV), catalyst block geometry and catalyst material. For engines fitted with SCR system to reduce NOx emissions it is recognised that some of the parameters provided may not be common to all engines within a group and that new parameters derived from the SCR chamber and catalyst blocks may be used instead, such as the SCR space velocity (SV), catalyst block geometry and catalyst material.	Revoked by MEPC.1/Circ.895

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
8.	MEPC70	MEPC.1/Circ.867	Unified Interpretations of Regulations1.24, 12, 27 and 28.3.3 of MARPOL Annex I	9 Dec., 2016/	1. Unified Interpretations of regulation 12.3.3 of MARPOL Annex I on “no discharge connection”. Ships constructed prior to 1 January 2017 should comply with the “no discharge connection” requirement not later than the first renewal survey carried out on or after 1 January 2017. 2. Specifying that the weight of mediums for the fixed fire-fighting systems should be included in the lightweight and lightship condition. 3. In intact stability and damage stability checks, for down-flooding point, consideration should be given to ventilators that for operational reasons have to remain open to supply air to engine rooms or emergency generator room. 4. Revising the UI for Regulation 12 as Regulation 12 Annex I of MARPOL was revised by resolution MEPC.266(68).	
9.	MEPC70	MSC-MEPC.5/Circ.11	Unified Interpretation of the IBC Code	16 Nov., 2016/	In stability checks, for down-flooding point, consideration should should be given to ventilators that for operational reasons have to remian open to supply air to the engine room or emergency generator room.	
10.	MEPC71	MEPC.1/Circ.872	Unified interpretations of regulations 1.23 and 36.2.10 of MARPOL ANNEX I	07 July, 2017/	It is clarified that even-keel hydrostatics should be used to determine the regulatory deadweight to be entered on relevant statutory certificates； And provide the interpretation that terminal hose flush water should be categorized as the disposal of residues under regulation 36.2.10. Appropriate entries should be made under Item J of Part II of the Oil Record Book.	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
11.	MEPC71	MSC-MEPC.5/Circ.14	Guidance on completing the certificate of fitness under the IBC, BCH, IGC, GC and EGC codes	07 July, 2017/	With regard to the requirements of the forced installation of the stability instrument for liquid cargo ships, guidance is given for the issuance and completion of the appropriate certificate (CoF certificate) under the IBC, BCH, GC, IGC and EGC codes (Including the requirements of the loading and stability information/manual, the issuance of certificates for ships that are not yet required to be equipped with the stability instrument, the reference of the CoF certificate to the revised resolution).	
12.	MEPC73	MEPC.1/Circ.879	Guidelines For The Carriage Of Energy-Rich Fuels And Their Blends	Adopted on 15 November 2018	Definitions of Energy-rich fuels is given. 1.The requirements of Annex I of MARPOL and ODME in compliance with regulation 31 of Annex I of MARPOL are applied to the Energy-rich fuels listed in annex 12 of the MEPC.2/Circular. 2.For the Biofuel blends containing 75% or more of energy-rich fuel recorded in annex 11 of the MEPC.2/Circular, the requirement of Annex I of MARPOL, ODME in compliance with regulation 31 of Annex I of MARPOL and the fire-fighting requirements of SOLAS chapter II-2 shoule be applied. For the Biofuel blends containing less than 75% of energy-rich fuel recorded in annex 11 of the MEPC.2/Circular, the requirement of Annex II of MARPOL should be applied.	
13.	MEPC74	MEPC.1/Circ.795/Rev.4	Unified interpretations to MARPOL annex VI	21 May 2019/	Main Amendments Include The Following： 1.Unified interpretations of regulation 13.2.2 of MARPOL Annex VI in relation to the time of the	1.Recommendatory circular, which is applicable to all convention ships.

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
					replacement or addition of an engine; 2.Unified interpretations of regulation 13.5.3 of MARPOL Annex VI in relation to the applicability of recording requirements to replacement engines (Tier II) subject to resolution MEPC.230(65)); 3.Unified interpretations of regulation 14.1 of MARPOL Annex VI in relation to applying the requirement of sulphur content of fuel oil to emergency equipment; and 4.Unified interpretations of regulation 16.9 of MARPOL Annex VI in relation to shipboard incinerators.	2.To be implemented by CCS during marine product inspection, plan approval and surveys. which will be implemented since the date of this circular letter issued. 3.This circular revokes MEPC.1/Circ.795/Rev.3 from 21 May 2019.
14.	MEPC 74	BWM.2/Circ.66/Rev.1	Unified interpretation of Appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention	24 May 2019/	Mainly Include The Following： "Date installed" in relation to "Method of ballast water management used": 1.For the purpose of completing the International Ballast Water Management Certificate, the date when commissioning has been completed in accordance with section 8 of the BWMS Code (resolution MEPC.300(72)) should be used. 2.Notwithstanding the above, it should be noted that, with regard to the deadline for installing a ballast water management system, operative paragraph 5 of resolution MEPC.300(72) (Code for Approval of Ballast Water Management Systems) is as follows: "5 RESOLVES that, for the purpose of operative paragraph 4 of this resolution, the word "installed" means the contractual date of delivery of the ballast water management system to the ship. In the absence of such a date, the word "installed" means the actual date of delivery of the ballast water management system to the ship;". 3.Consequently, two dates, i.e. the contractual date of delivery or the actual date of delivery and the date following commissioning and operation, may exist in relation to installing a ballast water management system.	1.This circular is applicable to ships holding the international ballast water management certificate. 2.This circular revokes BWM.2/Circ.66 from 13 October 2019.

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
15.	MEPC75	MEPC.1/Circ.889	2020 Guidelines for on board sampling of fuel oil intended to be used or carried for use on board a ship	7 Dec.,2020/	The unified method and procedure for the sampling, from tanks, of liquid fuel oil intended to be used or carried for use on board a ship are specified, including: 1. Sampling by use of the ship's fuel oil transfer system including the sampling point,sampling safety, fire prevention, sampling equipment, etc; 2. The procedures and requirements for direct sampling from fuel tank, including sampling points of the system tank and fuel tank, high temperature prevention, fire prevention, sampling equipment, etc; 3. Requirements of sample handling including sample bottle sealing, seal identification, signatures and names of relevant parties, etc.	
16.	MEPC75	BWM.2/Circ.70/Rev.1	Revised Guidance for the Commissioning Testing of Ballast Water Management Systems	9 Dec. 2020/	Further specifying the test objective, the degree of details of analysis, the source of water intake, the number of samples, the two biological indicators of D-2, and the requirements of the commissioning test executor.	This circular supersedes BWM.2/Circ.70.
17.	MEPC76	MEPC.1/Circ.892	Guidelines for Exemption of Unmanned Non-self-propelled (UNSP) Barges from Certain Survey and Certification Requirements under the MARPOL Convention	9 July 2021/	In order to support implementation of exemption of UNSP barges from survey and certification requirements under MARPOL Annexes I, IV and VI , procedures for granting exemption from survey and certification requirements under MARPOL Annexes I, IV and VI, and maintenance of conditions after survey are provided. Main contents include: .1 Technical and operational requirements of MARPOL Annexes I, IV and VI which are not required to be complied with by UNSP barges if exempted are made clear; .2 Procedures for granting exemptions for UNSP barges are defined; .3 After issuance of any of those exemption certificates, the UNSP barge is to maintain its exemption conditions in accordance with the definitions specified in MARPOL Annexes I, IV and VI; .4 During towing or pushing operations, the exemption	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
					certificates for each UNSP barge are to be available to the towing or pushing vessel.	
18.	MEPC 76	MEPC.1/Circ.895	Unified interpretations to the NOx Technical Code 2008, as amended	9 July 2021/	This circular provides the updated consolidated text of all existing unified interpretations to the NOX Technical Code 2008, as amended, including those set out in circular MEPC.1/Circ.865.The update includes: 1.The revised texts of UI MPC33 and UI MPC74 have been incorporated: the unified interpretation of UI MPC33 has been basically incorporated into the revised 2008 NTC, and only the original interpretation (d) has been retained; UI MPC74 has added test report requirements for diesel engines with SCR systems and dual-fuel engines. 2. The unified interpretation of paragraph 4.4.6.1 and 4.4.6.2 of the 2008 NTC has been revised for whether the number of cylinders must be used as a common feature of Engine Family/Group for engines with SCR systems.	1. This circular revokes MEPC.1/Circ.865. 2. The circular was revoked by MEPC.1/Circ.895/Rev.1
19.	MEPC78	MEPC.1/Circ.795/Rev.6	Unified Interpretations To MARPOL Annex VI	10 June 2022/	The uniform interpretation of Regulation 18.3 of MARPOL Annex VI on the use of biofuels is incorporated into the revised MEPC.1/Circ.795.	1. The circular revokes MEPC.1/Circ.795/Rev.5 2. The circular is revoked by BWM.2/Circ.66/Rev.7
20.	MEPC78	MEPC.1/Circ.895/Rev.1	Unified Interpretations to The NOx Technical Code 2008, as Amended	10 June 2022/	The unified interpretation of paragraph 4.4.6.1 of the NOx Technical Code 2008 on revision regarding engines fitted with SCR systems is incorporated into the revised MEPC.1/Circ.895.	The circular revokes MEPC.1/Circ895
21.	MEPC78	MEPC.1/Circ.899	2022 Guidelines For Risk and Impact Assessments of the Discharge Water from Exhaust Gas Cleaning Systems	10 June 2022/	Recommended methods for assessing the impact and associated risks of EGCS discharge water on aquatic organism, ecological environment or human health in sensitive and specific areas are provided.	
22.	MEPC78	MEPC.1/Circ.900	2022 Guidance regarding the Delivery of EGCS Residues to Port Reception Facilities	10 June 2022/	The best practices are provided with the intention to assist both ship operators and port States in assuring the proper management and disposal of EGCS residues and discharge water stored in EGCS into port reception facilities.	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
23.	MEPC79	MEPC.1/Circ.795/Rev.7	Unified interpretations to MARPOL Annex VI	16 Dec. 2022/	Adding clarification of EEDI data collection requirements, clarifying the reporting of boil-off gas (BOG) consumed on board ships in the IMO Data Collection System (IMO DCS), and clarifying implementation requirements for SEEMP part III and CII as follows: 1. Ship's CII and rating will not be populated until 2024; 2. CII data in ship's SEEMP Part III is handled on a rolling three-year basis. After a ship changes company, the rolling three-year basis is reset; 3. If the ship is delivered on 1 October or later, the following year will then be the first year of the three-year implementation plan and CII rating and determination of whether the ship should develop a Corrective Action Plan are not required for the remainder of the calendar year of delivery; 4. In case an inferior rating is given for data collected in calendar year YYYY, the revised SEEMP, including the plan of corrective actions, should be verified in year YYYY+1, and it should be developed to achieve the required annual operational CII for data collected in the calendar year YYYY+2.	This circular revokes MEPC.1/Circ.795/Rev.6
24.	MEPC79	BWM.2/Circ.66/Rev.4	Unified interpretations to the BWM Convention and the BWMS Code	Dec.16,2022/	1. Unified interpretations to the regulation E-1.1.5 of the BWM Convention and the Form of the International Ballast Water Management Certificate：In case an installed BWMS on board a ship undergoes an upgrade or change to a major component, the BWMS should be regarded as a newly installed BWMS, and a commissioning test should be conducted. The date when the latest commissioning has been completed should be used in "Date installed " in the IBWMC. 2. Uniform interpretation of paragraph 4.10 of the BWMS Code : "For BWMS components that take measurements, the interval for an accuracy check/calibration (or replacement of a sensor in case it	This circular revokes BWM.2/Circ.66/Rev.3

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
					cannot be calibrated) should not be mandatorily linked to the survey scheme for the BWMS, even though a validity check of calibration certificates should be conducted at BWM annual/intermediate/renewal surveys. The accuracy check/calibration of BWMS components that take measurements should be performed in accordance with the calibration procedure at intervals specified in the manufacturer's instructions.”	

CHAPTER 5 MEPC RESOLUTIONS

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Abstract	Remarks
1.	MEPC72	MEPC. 301(72)	Amendments to MARPOL Annex VI (ECAs and required EEDI for ro-ro cargo ships and ro-ro passenger ships)	13 Apr.2018/ 1 Sept. 2019	The Marine Environment Protection Committee, at seventy-second session, adopted the amendments to MARPOL Annex VI concerning the required EEDI for ro-ro cargo ships and ro-ro passenger ships. The aforesaid amendments (Resolution MEPC. 301(72)) shall enter into force on 1 September 2019, and is to be used from phase 2 and thereafter for ro-ro cargo ships and ro-ro passenger ships Committee invites the Parties to consider the application of the aforesaid amendments to regulation 21 of Annex VI of MARPOL concerning new parameters for determination of reference values of the EEDI to ro-ro ships entitled to fly their flag as soon as possible, prior to entry into force.	1. If there is no objection or other special consideration by authorizing administration, CCS is to implement the amendments concerning the required EEDI for ro-ro cargo ships and ro-ro passenger ships according to these Guidelines, prior to entry into force of the amendments. 2. Implementation in advance is not applicable to ships flying an Australian flag. 3. Considering that Res.MEPC. 301(72) is mandatory,this column will be deleted after the entry into force of this resolution.
2.	MEPC73	MEPC.311(73)	2018 Guidelines For The Application Of Marpol Annex I Requirements To Floating Production, Storage And Offloading Facilities (FPSOs) And Floating Storage Units (FSUs)	Adopted on 26 October 2018	Update the Guidelines of MEPC/Circ.406 according to resolution MEPC.139(53), as amended by resolution MEPC.142(54)) and amendments to MARPOL Annex I adopted since MEPC 54. Relevant content of Oil fuel tank protection and Oil tanker Stability Instrument are added.	

CHAPTER 6 ASSEMBLY RESOLUTIONS

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
1.	A29	A.1106(29)	Revised Guidelines for the Onboard Operational Use of Shipborne Automatic Identification Systems (AIS)	14th Dec. 2015	1. To revise the general definition of AIS, supplement the AIS rescuring functions, and meanwhile, synchronously revise the AIS structure diagram and other descriptions. 2. To further define the relationship between class A AIS and class B AIS, class B AIS only could be launched when free time slots are available. 3. To revise the descprition of navigational conditions and types of dangerous cargos, and further refine the code classification of navigational conditons and dangerous cargos. 4. To adde the lanching intervals of class A and Class B AIS, and increase the total capacity of system; 5. To supplement the functions of AIS-SART in the process of rescue, and define the relevant performance standards. 6. To delete the description of connection between AIS equipment and external remote identification raido communication equipment. 7. To delete the contents related to AIS-SART audible alarm. 8. To revise the AIS terminal display equipment, including radar, ECDIS and INS, and recommend information sharing between those display equipment. 9. To recommend to introduce the latest version of echnical recommendation, ITU-R M.1371-5。 10. For all the input information related to ports, it is recommended to use the the United Nations Code for Trade and Transport Locations (UN/LOCODE).	
2.	A29	A.1108(29)	Amendments to the Recommendation on Pilot Transfer	14th Dec. 2015	Safe, convenient and clear accesses shall be provided so as to ensure that the exit shall be composed of a platform guarded by handrails for any persons	

Serial No.	Committee adopting the document/ Session number	No. of document	Name of document	Date of issuance/ Implementation date recommended by IMO	Summary	Implementation requirements
			Arrangements (Resolution A.1045(27))		embarking on or disembarking from the ship through pilot ladder or between the upper edge of any ladder and deck. If the access is supported by handrails and bulwark door, sufficient handholds shall be fitted in way of embarking and disembarking positons at each side; if the access is supported by bulwark ladder, the ladder shall be securely attached to the ship to prevent overturning.	
3	A 30	A.1122(30)	CODE FOR THE TRANSPORT AND HANDLING OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS (OSV CHEMICAL CODE)	6 Dec.2017/ 1 July 2018	On December 6, 2017, the International Maritime Organization adopted the CODE FOR THE TRANSPORT AND HANDLING OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS (OSV CHEMICAL CODE) on its Assembly 30th session. This code is developed with the recognition of the complexity of the technology of the offshore industry which is continuously evolving, thus it is necessary to apply standards contained in the IBC Code and the IGC Code to the extent that is practicable and reasonable taking into account the unique design features and service characteristics of OSVs. Besides, with the need to improve the provisions of the LHNS Guidelines （A.673(16)） in light of the evolution of the offshore industry and experience gained from implementing those Guidelines. This resolution supersedes resolution A.673 (16) when it enters into force on 1 July 2018.	