

Isle of Man Ship Registry Manx Shipping Notice



SOLAS Chapter V: Safety of Navigation	Ref. MSN 063 Issued: 1 Aug 2018
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1. Introduction

This MSN has been published to advise of the Isle of Man's SOLAS Chapter V Regulations and how SOLAS Chapter V has been applied to IOM registered ships. This MSN also issues guidance and where necessary interpretations on the SOLAS Chapter V requirements.

SOLAS Chapter V states the requirements for the safety of navigation. This Chapter was substantially revised in 2002 and since then further amendments have been included, such as the introduction of requirements for electronic charts and long-range identification and tracking of ships. The Isle of Man's latest SOLAS Chapter V Regulations entered into force in August 2018 and these Regulations take into account all of the latest SOLAS Chapter V amendments up to this date*.

2. Application

Most SOLAS Regulations only apply to large commercial ships, however some sections of SOLAS Chapter V also apply to small commercial ships, pleasure craft and fishing vessels. Therefore the Isle of Man's SOLAS Chapter V Regulations will be applicable to all ships registered with the Isle of Man Ship Registry and local pleasure craft and small commercial vessels registered with the Isle of Man's Ports Division. The SOLAS Chapter V requirements relate to navigational equipment carried on board ships, navigational procedures and reporting requirements. The navigational procedures and reporting requirements are applicable to all ships, whereas the requirements for the carriage of navigational equipment depends on the gross tonnage (gt) of the ship, and the larger the ship's gross tonnage, the more stringent the requirements.

Please be aware the Isle of Man Ship Registry's SOLAS Chapter V Regulations do not apply to Commercial Yachts. This is because the SOLAS Chapter V equivalent requirements are included within the Large Commercial Yacht Code.

It should be noted that Sections 2, 3 & 4 only provide a brief summary of the requirements of SOLAS Chapter V. It is recommended that the full text of SOLAS Chapter V be consulted to understand the SOLAS requirements in full.

*The Isle of Man's SOLAS Chapter V Regulations includes all amendments made to that Chapter up to and including those adopted by IMO Resolution MSC.350(92) on 21 June 2013 which came into force on 1 January 2015.



Section 2

All ships of 150gt and over

The following applies to IOM registered ships:

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

The long-range identification and tracking system provides for global identification and tracking of passenger ships, cargo ships of 300gt and over, high speed craft and mobile offshore drilling units engaged on international voyages. All Isle of Man registered ships to which this regulation applies are fitted with a system to automatically transmit the ship's identity, position, date and time of the position of the ship to the Isle of Man's National Data Centre. The Isle of Man's National Data Centre is fully integrated into the International LRIT Data Exchange. Further information is in [MSN 032](#).

2. Electronic chart display and information system (ECDIS)

Ships engaged on international voyages shall be fitted with an electronic chart display and information system in accordance with the timeframe stated in SOLAS Chapter V Regulation 19.2.10. The Ship Registry has published [MSN 026](#) which clarifies the carriage requirement and seafarers' training requirements for ECDIS on Isle of Man registered ships.

3. Bridge navigational watch alarm system (BNWAS)

SOLAS Chapter V Regulation 19.2.2.3 requires BNWAS to be fitted on board all passenger ships and cargo ships of 150gt and over. The only exception to this is ships certified and surveyed in compliance with the High Speed Craft Code. The Ship Registry has published [MSN 061](#) which prescribes the standards for BNWAS units installed on Isle of Man registered ships.

4. Exemptions & Waivers

There are certain exemptions and waivers which are permitted by SOLAS Chapter V, these are included in the Isle of Man's SOLAS Chapter V Regulations.

5. Type approval

All equipment where SOLAS Chapter V requires type approval must be accompanied by a type approval certificate issued by -

- a Recognised Organisation listed in [MSN 020](#); or
- a Recognised Organisation on behalf of a national Administration; or
- the Isle of Man Ship Registry.

If the equipment has been issued with a type approval certificate by another organisation it may only be used or fitted with the consent of the Ship Registry.

Equipment which has been certified under the Marine Equipment Directive (MED) is acceptable to be used on Isle of Man registered vessels, although it is not a mandatory requirement that equipment has been certified under the MED.

Except when it is a Convention requirement, individual test certificates are not required in addition to the type approval certificate.



6. Interpretations:

- a. SOLAS Chapter V Regulations 24 - 26:** Use of heading and/or track control systems, operation, testing and drills of steering gear.

Nothing in Regulations 24 – 26 of SOLAS Chapter V relating to the use of an automatic pilot shall override special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by sea-going ships: For these purposes an “appropriate authority” means any person empowered by the law to make the special rules.

- b. SOLAS Chapter V Regulation 24(3):** Change-over from automatic to manual steering and vice versa shall be made by, or under the supervision of, a responsible officer.

For the purposes of SOLAS Chapter V Regulation 24(3) the “responsible officer” shall be the officer in charge of the navigational watch or, if there is no such officer the master.

- c. Passenger ships - operational limitations**

For the purpose of SOLAS Chapter V Regulation 30, the list of all limitations on the operation of a passenger ship must be documented in a form acceptable to the Department.



Section 3
Commercial ships of less than 150gt
Navigational equipment and nautical publication requirements

(Please be aware this includes local craft registered with the Ports Division, but does not include fishing vessels)

The Isle of Man has the discretion to apply certain SOLAS Chapter V requirements to ships of less than 150gt and these requirements are summarised below. However, if it is not practical for a ship to meet a particular requirement due to the size of the ship or its type of operation, a case-by-case exemption can be considered.

There are approximately 20 small commercial ships registered with the Ports Division to which this section applies, these ships are inspected annually by the Ports Division and the requirements stated below will be checked during this inspection.

A summary of the requirements as applicable to small commercial ships are as follows:

1. Requirements for navigation systems and equipment

Ships constructed prior to 01 July 2002 are required to have the following:

- steering compass and means of taking bearings.

For ships constructed on or after 01 July 2002 the requirements are more onerous and these ships are required to have the following:

- a properly adjusted standard magnetic compass, or other means, independent of any power supply to determine the ship's heading and display the reading at the main steering position; and
- a pelorus or compass bearing device, or other means, independent of any power supply to take bearings over an arc of the horizon of 360 degrees.

2. Maintenance of navigational equipment

Navigational equipment must be maintained in accordance with the manufacturer's instructions.

3. Electromagnetic compatibility

Portable electrical and electronic equipment shall not be operated on the bridge if it may affect the proper function of navigational systems and equipment.

4. Nautical charts and nautical publication

Up to date nautical charts and nautical publications (such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications) which are necessary for the intended voyage shall be available onboard. Either paper or electronic charts and publications may be carried.

5. Steering gear: testing and familiarisation

A test and check of the ship's steering gear shall be carried out prior to sailing or at least once a week. All members of the crew concerned with the operation and/or maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the ship and if applicable with the procedures for changing from one system to another.

6. Global Navigation Satellite System (GNSS) & IAMSAR manual

The following are required to be carried on commercial ships which operate outside of Isle of Man territorial waters:



- a receiver for a global navigation satellite system or a terrestrial radionavigation system, or other means, suitable for use at all times throughout the intended voyage to establish and update the ship's position by automatic means; and
- an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual. This manual is intended to be carried onboard ships to help with performance of a search, rescue or on-scene co-coordinator function and with aspects of search and rescue pertaining their own emergencies. It is permitted for an equivalent publication to be carried on board, for example a copy of the Reeds Almanac is acceptable.



Section 4

Commercial and pleasure craft of less than 150gt and fishing vessels

Certain operational and reporting requirements are applicable to all ships and for ease of reference this Section has been written specifically for operators of the following types of ships:

- ships of less than 150gt, including fishing vessels and pleasure vessels registered with the Ship Registry; and
- local commercial and pleasure craft of less than 150gt registered with the Ports Division.

A summary of the requirements are as follows:

1. Radar reflector

It is essential that all ships can be seen by radar and SOLAS Regulation V/19 requires all ships irrespective of size to fit a radar reflector or other means, to enable detection by ships navigating by radar at both 9 and 3 GHz 'if practicable'. Therefore if it is practical to install a radar reflector it must be installed as high as possible so that it offers the largest radar cross section practicable for their vessel.

2. Life-saving signals to be used by ships, aircraft or persons in distress

A copy of an illustrated table of the recognised life-saving signals shall be readily available onboard. The signals shall be used by ships or persons in distress when communicating with life-saving stations, maritime rescue units and aircraft engaged in search and rescue operations. A copy of this table is available for download from the Maritime & Coastguard Agency's website [HERE](#).

3. Distress situations: obligations and procedures

This SOLAS Regulation describes the actions which the person in charge of a ship must undertake upon discovering persons in distress at sea. The person in charge of the ship is obliged to proceed to a vessel in distress at full speed and provide assistance, regardless of the nationality or status or such persons in distress.

4. Misuse of distress signals

The misuse of any distress signal is prohibited, except for the purpose of indicating that a person or persons are in distress.

5. Danger messages and information required in danger messages

This applies to all ships and the person in charge of the ship shall communicate information on navigational dangers (for which no warning has been received) to ships in the vicinity and also to the local competent authorities. The types of navigational dangers are: dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above for which no storm warning has been received.

The information required in danger messages and an example of the format of a danger message is stated in SOLAS Chapter V Regulation 32.



6. Safe navigation and avoidance of dangerous situations

This concerns prior-planning for the intended voyage, more commonly known as voyage or passage planning. The detail of voyage planning is dependent on the type and duration of voyage and should take account of the following: weather, tides, navigational dangers, contingency plan and informing someone ashore about your plans and when you intend to return home.

7. Master's discretion

The Master of the ship shall always have ultimate discretion to make decisions pertaining to the safety of life at sea and the marine environment.

Ship's routeing and reporting systems

There are not any ship's routeing or reporting systems in Manx waters, however all ships should be aware of the following requirements if they are operating on international voyages where there are designated ship's routeing and ship reporting systems:

1. Ships' routeing systems

All ships shall use mandatory ships' routeing systems adopted by IMO as required for a ship's category or cargo type. This requirement will only affect a ship if it enters an area which is shown on an official navigational chart as a "Mandatory Ships' Routeing System". Please be aware there are not any ships' routeing systems within Isle of Man territorial waters. Further information on ship's routeing and traffic separation schemes can be found on the IMO's website [HERE](#).

2. Ship reporting systems

All ships must comply with any mandatory ship reporting systems adopted by the IMO which is applicable to them.

The locations of ship reporting systems are shown on Admiralty charts and details are publicised in the Admiralty List of Radio Signals. These normally apply to larger ships, for example the system covered by the Pas de Calais/Dover Strait is applicable to ships over 300gt.



Section 5

Foreign ships visiting the Isle of Man

A foreign ship in the territorial waters of the Island must comply with such of the requirements of SOLAS Chapter V as applying relation to a ship of its description. A foreign ship in a port of the Island may be subject to inspection.

If an inspector carries out an inspection on a foreign ship in a port of the Island, and the certificates required by regulation 12 or 13 of SOLAS Chapter I are not produced, have expired or ceased to be valid, the ship may be detained.

A ship may also be detained if the inspector has clear grounds for believing that the condition of the ship or its equipment does not correspond substantially with the particulars of the certificate or the ship and its equipment are not in compliance with the provisions of SOLAS Chapter I Regulation 11(a) and (b).

Reference Material:

Documents referred to in this MSN:

- International Convention for the Safety of Life at Sea (SOLAS), Chapter V: Safety of Navigation; and
- Merchant Shipping (SOLAS Chapter V) Safety of Navigation) Regulations 2018.

Most Regulations and notices are available on the Isle of Man Government website: www.iomshipregistry.com or by contacting marine.survey@gov.im

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal position.

