

1. Introduction

SOLAS Chapter XI-1 is unusual in that it does not have one central theme, rather, it comprises seven different regulations that are not explicitly related to each other:

- Regulation 1 – Authorisation of Recognised Organisations
- Regulation 2 – Enhanced Surveys
- Regulation 2-1 - Harmonization of Survey Periods of Cargo Ships Not Subject to the ESP Code
- Regulation 3 – Ship Identification Number
- Regulation 3-1 - Company and Registered Owner Identification Number
- Regulation 4 – Port State Control on Operational Requirements
- Regulation 5 – Continuous Synopsis Record
- Regulation 6 – Additional Requirements for the Investigation of Marine Casualties and Incidents
- Regulation 7 – Atmosphere Testing Instrument for Enclosed Spaces

This notice serves to explain the requirements of SOLAS XI-1 that are relevant to ship operators, namely: Regulations 2, 3, 5 and 7.

2. Regulation 2 – Enhanced Surveys

Regulation 2 of SOLAS XI-1 adopts the 'International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)'. The ESP Code establishes additional 'enhanced' survey requirements for Bulk Carriers and Oil Tankers dependent upon their gross tonnage and age.

It should be noted that the ESP Code does not introduce any additional surveys to the statutory survey regime for such ships (Annual, Intermediate and Renewal), rather, a framework for enhanced inspection of the hull and structure of these ships during the statutory surveys is established.

The Ship Registry has delegated all compliance aspects of the ESP Code to our [Recognised Organisations](#). Where a company operates vessels falling within the scope of the ESP code, the specific survey programme should be developed in conjunction with the vessels Recognised Organisation. Please refer to the ESP Code for further information. Within the code, references to administration should be read as Recognised Organisation.

2.1 Regulation 2-1 - Harmonisation of survey periods of cargo ships not subject to the ESP Code

For cargo ships not subject to requirements of SOLAS XI-1 Regulation 2, Regulation 2-1 of SOLAS XI-1 introduces the Harmonised System of Survey and Certification (HSSC) and allows the HSSC to be applied to such ships, however it is not mandatory. The HSSC harmonises the survey requirements of SOLAS I Regulation 10. Please refer to Resolution A.1156(32) – 'Survey



Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021' for further information.

3. Regulation 3 – Ship Identification Number

Regulation 3 of SOLAS XI-1 requires all ships to which it applies to hold an IMO number that conforms to the requirements of A.1117(30) – 'IMO ship identification number scheme'. The IMO number is a unique seven-digit vessel number that stays with the ship throughout its life irrespective of name, company and flag changes; it provides an independent audit trail for all vessels subject to the scheme.

SOLAS XI-1 Regulation 3 applies to:

- All cargo ships of 300gt and above; and
- All passenger ships of 100gt and above

The ships IMO number must be present on all certification relating to the ship and be permanently marked upon the ship. The marking must be clear and must conform to the requirements of SOLAS XI-1 Regulation 3.

[IHS Maritime](#) assigns IMO numbers to all ships within scope of the scheme. This service is free of charge.

Regulation 3-1 Company and Registered Owner Identification Number

Regulation 3-1 applies to companies and registered owners managing ships of 100gt and above that are engaged on international voyages. In this context:

- The company is defined as the management of the ship in accordance with the ISM Code; and
- The registered owner is the person or company as stated on the Isle of Man issued Certificate of Registry for the vessel.

The regulations require all companies and registered owners to which it applies to obtain an identification number that conforms to MSC.160(78) - 'IMO Unique Company and Registered Owner Identification Number Scheme'.

IHS Maritime manage the scheme in parallel to the ship IMO number scheme as a free of charge service.

For new companies and registered owners, the assignment of the IMO unique company and registered owner identification number should be made when the company's ship is registered. When companies and/or registered owners merge, IHS assigns the number of the larger company and/or registered owner to the new amalgamated entity, while the number of the smaller entity is frozen and not re-used.

For further information, or to request a number, please refer to the [IHS website](#).

4. Regulation 5 – Continuous Synopsis Record

All passenger ships, and commercial vessels that are 500gt or above, that are operating on international voyages are required to hold and maintain a Continuous Synopsis Record (CSR). The CSR must be kept on board the ship and be available for inspection at all times.



The CSR is a frequent item of inspection by Port State Control officers and the Ship Registry highly recommends that vessel masters and operators make a practice of regularly verifying the contents of the CSR and ensuring it is accurate.

The CSR provides an on-board record of the history of the ship and must contain at least the following information:

- 1) The vessel's flag state;
- 2) The date the ship was registered with the flag state;
- 3) The ship's identification number;
- 4) The name of the ship;
- 5) The port of registry;
- 6) The name and address of the registered owner;
- 7) The registered owner identification number;
- 8) The name and address of the bareboat charterer (if applicable);
- 9) The name and address of the company responsible for the vessel under the ISM code;
- 10) The company identification number;
- 11) The vessels classification society;
- 12) The name of the body that has issued the ISM code Document of Compliance (DOC) to the Company and the body that carried out the audit (if different);
- 13) The name of the body that has issued the Safety Management Certificate (SMC) to the ship and the body that carried out the verification (if different);
- 14) The name of the body that has issued the International Ship Security Certificate (ISSC) to the ship and the body that carried out the verification (if different); and
- 15) The date on which the ship ceased to be registered with that State.

It should be noted that entries in CSR lines 12, 13 and 14 need only be amended when the relevant certificate's issuing body changes. Annotation of the SMC, ISSC or company DOC for annual or intermediate audit does not necessitate the issue of a new CSR.

The Ship Registry issues all of our CSR's in a digital format. This allows original CSRs to be on board the vessel within minutes of being issued; without delay or the need for costly courier services.

When one of the 15 particulars recorded on the CSR needs to be amended, the below process should be followed:

- 1) The Master completes a [Form 2](#) with the relevant amendments and items not being changed marked 'N/C'. If the items being changed are registry items (boxes 1-8, 10 or 15) then a copy should be emailed to registry.marine@gov.im. If the items being changed are survey items (boxes 9, 11-14) then a copy should be emailed to marine.survey@gov.im. The original Form 2 should be kept with the current CSR in the ship's CSR file. The index of amendments ([Form 3](#)) should also be updated at this time.
- 2) The Ship Registry will review the Form 2 and email a new digital CSR (Form 1) to the ship with the updated information.



- 3) Upon receipt, the Master should check the sequential number and review the CSR to ensure it covers all relevant amendments. Please note that there is no requirement for the Master to countersign the digital CSR. If correct, the CSR should be added to the ship's CSR file.

It is important to note that the electronic version of the digital CSR is considered the original. Whilst the Master may wish to maintain a paper CSR file, the electronic PDF version of any digital CSRs should be available for inspection at all times.

Previously issued CSRs on board the vessel that are in a paper format remain valid and these should be retained on board for the lifespan of the vessel. Where it is noticed that any information within the CSR is incorrect or any documents within the ships CSR are lost or damaged it is vital that these are replaced as soon as possible. In such cases, please contact the Ship Registry as soon as possible so we can take corrective action.

For further guidance on CSR procedures, please refer to IMO Resolution A.959(23) - 'Format and guidelines for the maintenance of the CSR' as amended by MSC.198(80).

5. Regulation 7 – Atmosphere Testing Instrument for Enclosed Spaces

Regulation 7 of SOLAS XI-1 requires all passenger ships irrespective of tonnage, and commercial vessels that are 500gt or above, to carry portable atmosphere testing equipment on board the ship.

The equipment should conform to the requirements of 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' and be capable, at a minimum, of measuring concentrations of oxygen, flammable gases/vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces.

Regulation 7 further requires that suitable means be provided for the calibration of the portable atmosphere testing equipment. In clarification of this requirement, the Ship Registry applies MSC.1/Circ.1561 – 'Unified Interpretation of SOLAS Regulation XI-1/7', and considers suitable means for the calibration of portable atmosphere testing equipment to be achieved by calibration on board or ashore in accordance with the manufacturer's instructions.

Where calibration of equipment is carried out on board, the crew must be provided with sufficient training and equipment to perform the calibration in line with the manufacturers instructions.

The Ship Registry will accept use of a 'rotational system' as a means of shoreside calibration, whereby an instrument is taken ashore for calibration and replaced by another recently calibrated instrument.

In all cases, regular calibration of the instruments must be undertaken and the manufacturer's instructions for the calibration of instruments must be adhered to. We recommend researching these calibration instructions prior to purchasing the instrument to ensure compliance is possible.



Reference Material:

Documents referred to in this MSN:

- International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)
- A.959(23) - 'Format and guidelines for the maintenance of the CSR' as amended by MSC.198(80).
- A.1117(30) – 'IMO ship identification number scheme'
- A.1156(32) - Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021
- 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 '
- MSC.1/Circ.1561 – 'Unified Interpretation of SOLAS Regulation XI-1/7'
- MSC.160 (78) - 'IMO Unique Company and Registered Owner Identification Number Scheme'

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.

