



REPUBLIC OF THE MARSHALL ISLANDS

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TECHNICAL CIRCULAR

Circular Number: 4

Revision: 7

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Issuance of Certificates and Documents of Compliance by Recognized Organizations

1.0 Introduction

1.1 The Republic of the Marshall Islands (RMI) authorizes Recognized Organizations (ROs) to survey RMI-flagged vessels for compliance with various national and international requirements. ROs issue the relevant Certificate/Document of Compliance (C/DOC). Agreements between the ROs and the RMI Maritime Administrator (the "Administrator") specify the details regarding the surveys to be conducted and the C/DOC to be issued. This Technical Circular supplements the information contained in the agreements.

2.0 C/DOC File Copy

2.1 The Administrator must retain a copy of each C/DOC currently aboard a vessel even if there has been no change in the information from the previously issued C/DOC.

2.2 The Administrator accepts electronic versions of the C/DOC, provided the file produces an exact replica of the C/DOC format for printing and insertion in the vessel records. If the Administrator must access an RO's database to obtain an electronic C/DOC, the RO must notify the Administrator when these are issued or reissued.

2.3 ROs that continue to provide a C/DOC as hard copy need only submit a single copy.

2.4 The electronic C/DOC or any notification that a C/DOC has been issued, reissued, or withdrawn should be addressed to the attention of the Vessel Administration and Documentation Department at: Vesdoc@register-iri.com. Hard copies may be sent via facsimile or mailed to the street address noted above.

3.0 Distinctive Number or Letters

A C/DOC normally contains an entry for the Distinctive Number or Letters. Port State Control (PSC) difficulties have been encountered when this entry has not been the same on each C/DOC, including the Certificate of Registry, and also on other shipboard documentation such as the Radio Station License. Only the Marshall Islands Official Number may be entered as the Distinctive Number or Letter on a C/DOC.

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4.0 Exemption Certificates

4.1 SOLAS, *International Convention for the Safety of Life at Sea*, as amended:

- .1 Initial Exemption Certificates may be issued without Administrator authorization in accordance with the following SOLAS Convention exemptions:
- certain tankships of less than 40,000 deadweight tons from the requirement to be fitted with an Inert Gas System (IGS);
 - ships that are constantly engaged on voyages in warm climates* from the requirement to carry immersion suits or Thermal Protective Aids (TPAs); and
 - vessels that carry only ore, coal, grain, unseasoned lumber, non-combustible cargoes, or low fire risk cargoes from the requirement to be fitted with a cargo hold fixed fire-extinguishing system.

In each instance, the qualifying factors for granting the exemption are clearly specified in the applicable SOLAS regulation.

- .2 The initial Exemption Certificates corresponding to these exemptions may be issued by a RO, without Administrator approval, after verifying that the specified qualifying factors have been satisfied.
- .3 Exemption Certificates may be issued by the RO without Administrator approval at renewal, provided that the condition(s) for issuing the original exemption have not changed.
- .4 During a change of flag survey, all relevant documentation related to exemptions issued by or on behalf of the losing flag must be provided to the Administrator for review before any exemption will be granted.

4.2 IMSBC CODE, *International Maritime Solid Bulk Cargoes Code*, as amended:

The International Maritime Organization (IMO) Circular [MSC.1/Circ.1395/Rev.4](#) provides a list of solid bulk cargoes (Table 1) for which a fixed gas fire-extinguishing system may be exempted.

* Note: For purposes of the exemption noted in §4.1.1 above, the Administrator considers “voyages in warm climates” to be those within the zone between 30 degrees North latitude and 30 degrees South latitude.

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There is also a list of solid bulk cargoes (Table 2) for which a fixed gas fire-extinguishing system is considered ineffective. In these cases, a fire-extinguishing system giving equivalent protection must be available.

When a fixed gas fire-extinguishing system is considered ineffective for a Table 2 solid bulk cargo, a recommendation must be made by the RO to the Administrator on a system giving equivalent protection, before the Administrator grants approval of the equivalent arrangements.

4.3 RMI YACHT CODE

For yacht exemptions, see Chapter I, §2.4 of the RMI Yacht Code ([MI-103](#))

4.4 COLREGS, International Regulations for Preventing Collisions at Sea

The Administrator has authorized its Recognized Organizations to issue a full-term exemption certificate to Offshore Supply Vessels (OSVs), from specific COLREGS provisions cited in MN-[2-011-35](#) §14.0

4.5 The RO must advise the Administrator when an exemption is issued.
