Tonnage Convention

Tonnage Regulation	Topic	Text of regulation	SMNO requirement
Annex I, Reg. 1(3)	Novel types of craft – determination of tonnage and communication to IMO on method used	(3) The gross tonnage and the net tonnage of novel types of craft whose constructional features are such as to render the application of the provisions of these Regulations unreasonable or impracticable shall be as determined by the Administration. Where the tonnage is so determined, the Administration shall communicate to the Organization details of the method used for that purpose, for circulation to the Contacting Governments for their information.	In case of a novel design, the SMNO will consider the application of the Tonnage Convention on a case by case an dparagraph by paragraph basis.
Annex I, Reg. 5(3)(b)	Change of net tonnage – alterations or modifications deemed by the Administration to be of a major character	(3) When the characteristics of a ship such as V, Vc , d, N1, or N2 as defined in Regulations 3 and 4 are altered or when the appropriate assigned load line referred to in paragraph (2) of this Regulation is altered due to the change of the trade in which the ship is engaged, and where such an alteration results in a decrease in its net tonnage as determined in accordance with the provisions of Regulation 4, a new International Tonnage Certificate (1969) incorporating the net tonnage so determined shall not be issued until twelve months have elapsed from the date on which the current Certificate was issued; provided that this requirement shall not apply: (b) if the ship undergoes alterations or modifications which are deemed by the Administration to be of a major character, such as the removal of a superstructure which requires an alteration of the assigned load line;	The status of a ship or parts of a ship as newbuildings in case of a major conversion will be evaluated individually taking into consideration all mandatory instruments affected. In case a ship undergoing a major conversin is regarded a newbuilding with respect to the Tonnage Covention, the RO recognized by the SMNO will be requested to recalculate the tonnage and issue a respective tonnage certificate.

Load Line Convention

Load Line Regulation	Topic	Text of regulation	SMNO requirement
Annex I, Reg. 1	Strength of hull, Strength and intact stability of ships	(1) The Administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned. (2) A ship which is designed, constructed and maintained in compliance with the appropriate requirements of an organization, including a classification society, which is recognized by the Administration or with applicable national standards of the Administration in accordance with the provisions of regulation 2-1, may be considered to provide an acceptable level of strength. The above provisions shall apply to all structures, equipment and fittings covered by this annex for which standards for strength and construction are not expressly provided. (3) Compliance (a) Ships constructed before 1 July 2010 shall comply with an intact stability standard acceptable to the Administration. (b) Ships constructed on or after 1 July 2010 shall, as a minimum, comply with the requirements of part A of the 2008 IS Code.	Ships under Swiss flag shall be build and classed in accordance with the structural rules of a classification society recognized by the SMNO. Class shall be maintained throughout the ships life and a valid class is a prerequisit for a RO recognized by the SMNO to isse load line, safety construction and ship safety certificates. Ships under Swiss flag constructed before 1 July 2010 shall comply with the Resolution A.749(18), Code on Intact Stability as amended.
Annex I, Reg. 2	Application – assignment of freeboard	(1) Ships with mechanical means of propulsion or lighters, barges or other ships without independent means of propulsion, shall be assigned freeboards in accordance with the provisions of regulations 1 to 40, inclusive. (2) Ships carrying timber deck cargoes may be assigned, in addition to the freeboards prescribed in paragraph (1), timber freeboards in accordance with the provisions of	Under Swiss flag no seagoing ships are registered designed to carry sail or build of wood or of composite construction. Should such a case occur, the SMNO will decide case by case taking into account the advice of a RO regcognized by the SMNO.

		regulations 41 to 45. (3) Ships designed to carry sail, whether as the sole means of propulsion or as a supplementary means, and tugs, shall be assigned freeboards in accordance with the provisions of regulations 1 to 40, inclusive. Additional freeboard may be required as determined by the Administration. (4) Ships of wood or of composite construction, or of other materials the use of which the Administration has approved, or ships whose constructional features are such as to render the application of the provisions of this Annex unreasonable or impracticable, shall be assigned freeboards as determined by the Administration. (5) Regulations 10 to 26, inclusive, shall apply to every ship to which a minimum freeboard is assigned. Relaxations from these requirements may be granted to a ship to which a greater than minimum freeboard is assigned, on condition that the Administration is satisfied with the safety conditions provided. (6) Where the assigned summer freeboard is increased such that the resulting draught is not more than that corresponding to a minimum summer freeboard for the same ship, but with an assumed freeboard deck located a distance below the actual freeboard deck at least equal to the standard superstructure height, the conditions of assignment in accordance with regulations 12, 14-1 through 20, 23, 24 and 25, as applicable, to the actual freeboard deck may be as required for a superstructure deck. (7) Unless expressly provided otherwise, the regulations of this Annex shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after 1 January 2005.	Relaxations from the freeboard requirements in Regulations 10 to 26 are considered on a case by case basis by the SMNO. However, the combination of additional freeboard minus the relaxation requested shall not be lower than the cobimation of minimum freeboard plus minimum height in accordance with the assignment requirements under consideration.

		(8) For ships the keels of which are laid or which are at a similar stage of construction before 1 January 2005, the Administration shall ensure that the requirements which are applicable under the International Convention on Load Lines, 1966, as modified by the Protocol of 1988 relating thereto, adopted by the International Conference on Harmonized System of Survey and Certification, 1988, are complied with. (9) High-speed craft which comply with the requirements of the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), adopted by the Maritime Safety Committee of the Organization by resolution MSC.97(73) and which have been surveyed and certified as provided in the Code shall be deemed to have complied with the requirements of this Annex. The certificates and permits issued under the 2000 HSC Code shall have the same force and the same recognition as the certificates issued under this Annex.	
Annex I, Reg. 8	Details of marking	The ring, lines and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be permanently marked on the sides of the ships to the satisfaction of the Administration. The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.	The permanent marking of the load line mark shall be either by welding marks or pounchmarking in a way that the mark can be clearly identified without any paint.
Annex 1, Reg. 10	Information to be supplied to the master	(3) A ship which is not required under the International Convention for Safety of Life at Sea in force to undergo an inclining test upon its completion shall: ... (b) if the Administration so approves, have its inclining test on completion dispensed with, provided basic stability data are available from the inclining test of a sister ship	An inclining test may be dispenspensed with provided the condition in paragraph 8.1.2 of the IS Code are met.

		and it is shown to the satisfaction of the Administration that reliable stability information for the ship can be obtained from such basic data;	
Annex1, Reg. 14	Cargo and other hatchways	(2) Coamings and hatchway covers to exposed hatchways on decks above the superstructure deck shall comply with the requirements of the Administration.	Coaming and hatch covers shall comply with the rules of classification society recognized by the SMNO.
Annex1, Reg. 14-1	Hatchway coamings	(2) In the case of hatchways which comply with regulation 16(2) through (5), the height of these coamings may be reduced, or the coamings omitted entirely, on condition that the Administration is satisfied that the safety of the ship is not thereby impaired in any sea conditions.	
Annex I, Reg. 15	Hatchways closed by portable covers and secured weathertight by tarpaulins and battening devices	Hatchway covers (1) The width of each bearing surface for hatchway covers shall be at least 65 mm. (2) Where covers are made of wood, the finished thickness shall be at least 60 mm in association with a span of not more than 1.5 m. (3) Where covers are made of mild steel the strength shall be calculated in accordance with the requirement of regulation 16(2) to (4) and the product of the maximum stress thus calculated and the factor 1.25 shall not exceed the minimum upper yield point strength of the material. They shall be so designed as to limit the deflection to not more than 0.0056 times the span under these loads. .... (7) The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration.	All ships flying the Swiss flag are equipped with weathertight covers in accordance with Regulation 16 of the convention. Should a ship want to register with hatchway covers according to regulation 15, this will be considered on a case by case basis taking into account the approval of strength of the covers by a classification society registered by the SMNO.
Annex I, Reg. 16(1)	Hatchway coamings – reduced heights	Hatchway Coamings (1) At positions 1 and 2 the height above the deck of	A request for the reduction of hatchway coaming heights in accordance with Regulation 16(1) shall be submitted through a RO

		hatchway coamings fitted with weathertight hatch covers of steel or other equivalent material fitted with gaskets and clamping devices shall be as specified in Regulation 15(1). The height of these coamings may be reduced, or the coamings omitted entirely, on condition that the Administration is satisfied that the safety of the ship is not thereby impaired in any sea conditions. Where coamings are provided they shall be of substantial construction.	recognized by the SMNO including a documentation approved by the RO of arrangments ensuring an equivalent level of waethertight protection of the hatchway. Based the documentation and any further evidence required by the Administration, the SMNO will decide on a case by case basis.
Annex I, Reg. 16(6)	Securing Arrangements	Securing arrangements (6) The means for securing and maintaining weathertightness by other means than gaskets and clamping shall be to the satisfaction of the Administration.	Watertightness of alternative solutions such a labyrinth sealings shall be proven by a hose test or an alternative test accepted by a RO recognized by a SMNO. In addition additional safety barriers like increased drainage capacities may be considered by the RO during the approval phase to compensate potential water ingress.
Annex I,Reg. 17	Machinery Space Openings	4) Where due to ship size and arrangement this is not practicable, lesser heights for machinery space and emergency generator room ventilator coamings, fitted with weathertight closing appliances in accordance with regulation 19(4), may be permitted by the Administration in combination with other suitable arrangements to ensure an uninterrupted, adequate supply of ventilation to these spaces.	A request for a reduction of coaming heights in accordance with Regulation 17 shall be submitted through a RO recognized by the SMNO including a documentation approved by the RO of suitable arrangements ensuring an equivalent level of safety in terms of water ingress as well as ventilation. Considering the documentation and any further evidence needed, the SMNO will decide on a case by case basis.
Annex I, Reg. 19	Ventilators	(1) Ventilators in position 1 or 2 to spaces below freeboard deck or decks of enclosed superstructures shall have coamings of steel or other equivalent material, substantially constructed and efficiently connected to the deck. Ventilators in position 1 shall have coamings of a height of at least 900 mm above the deck; in position 2 the coamings shall be of a height at least 760 mm above the deck. Where the coaming of any ventilator exceeds 900 mm in height it shall be specially supported. ...	The RO recognized by the SMNO is requested to specifically consider

		(3) Ventilators in position 1 the coamings of which extend to more than 4.5 m above the deck, and in position 2 the coamings of which extend to more than 2.3 m above the deck, need not be fitted with closing arrangements unless specifically required by the Administration. (4) Except as provided in paragraph (3), ventilator openings shall be provided with weathertight closing appliances of steel or other equivalent material. In ships of not more than 100 m in length the closing appliances shall be permanently attached; where not so provided in other ships, they shall be conveniently stowed near the ventilators to which they are to be fitted. (5) In exposed locations, the height of coamings may be increased to the satisfaction of the Administration.	ventilators in exposed locations during plan approval and advise the SMNO about hazards for water ingress through ventilators in exposed positions, if any.
Annex I, Reg. 20	Air pipes	(1) Where air pipes to ballast and other tanks extend above the freeboard or superstructure decks, the exposed parts of the pipes shall be of substantial construction; the height from the deck to the point where water may have access below shall be at least 760 mm on the freeboard deck and 450 mm on the superstructure deck. (2) Where these heights may interfere with the working of the ship, a lower height may be approved, provided that the Administration is satisfied that the closing arrangements and other circumstances justify a lower height.	The SMNO does in general not favour the reduction of heights of air pipes. In specific cases the SMNO may consider the reduction of the heights of an air pipe, provided an equivalent level of safety can be proven.
Annex I, Reg. 21	Cargo ports and other similar openings – applicable national standards	(5) Arrangements for bow doors and their inner doors, side doors and stern doors and their securings shall be in compliance with the requirements of a recognized organization, or with the applicable national standards of the Administration which provide an equivalent level of safety.	Arrangements for bow doors and their inner doors, side doors and stern doors and their securings shall be in compliance with the rules of a classification society and the requirements of a recognized organization recognized by the SMNO.

Annex I, Reg. 22	Scuppers, inlets and discharges	(6) All shell fittings and the valves required by this regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration.	Pipes shall be of steel, other materials may be accepted by a RO recognized by the SMNO provided they are in compliance with the rules and regulations of the RO and with guidance provided by the Organization such as the FRP guidelines (MSC.1/Circ.1574).
Annex I, Reg. 25	Protection of the crew	((1) The deckhouses used for the accommodation of the crew shall be constructed to an acceptable level of strength. (2) Guard rails or bulwarks shall be fitted around all exposed decks. The height of the bulwarks or guard rails shall be at least 1 m from the deck, provided that where this height would interfere with the normal operation of the ship, a lesser height may be approved, if the Administration is satisfied that adequate protection is provided.	Exemptions from the general minimum requirement for the height of guard rails and bulwarks may be considered by the SMNO in specific cases provided an equivalent level of safety can be documented.
Annex I, Reg. 27	Freeboards – types of ships	Type 'B' ships (6) Type 'B' ships, which in position 1 have hatch covers which are permitted by the Administration to comply with the requirements of regulation 15 (other than paragraph (6)) or which are fitted with securing arrangements accepted under the provisions of regulation 16(6), shall be assigned freeboards based upon the values given in table 28.2, increased by the values given in table 27.1; Ships above 200m in length shall be dealt with by the Administration.	In principle for ships above 200m the increase of the freeboard shall be based on an extrapolation of the curve given by the values in table 28.2, increased by the values given in table 27.1. Based on this principle, the final freeboard for vessels above 200m shall be determined by a RO at the design stage on a case-by-case basis ensuring an equivalent level of safety.
Annex I, Reg. 27	Freeboards – types of ships	(8) Any type 'B' ship of over 100 m in length may be assigned freeboards less than those required under paragraph (7), provided that, in relation to the amount of reduction granted, the Administration is satisfied that: (a) the measures provided for the protection of the crew	Any possible freeboard reduction und Reg. 27.8 shall be determined by a RO at the design stage taking int account that (a) protection of crew is at least equivalent to a vessel with no freeboard reductions, (b) the size and arrangement of freeing ports is calculated taking into

		are adequate; (b) the freeing arrangements are adequate; (c) the covers in position 1 and 2 comply with the provisions of regulation 16(1) through (5) and (7); and (d) the ship, when loaded in accordance with the requirements of paragraph (11), shall be able to withstand the flooding of any compartment or compartments, with an assumed permeability of 0.95, consequent upon the damage assumptions specified in paragraph (12), and shall remain afloat in a satisfactory condition of equilibrium, as specified in paragraph (13). In such a ship, if over 150 m in length, the machinery space shall be treated as a floodable compartment, but with a permeability of 0.85.	account most severe weather and sea state conditions, (c) the hatch cover design complies with the requirements in Reg 16(1) through (5) and (7), (d) the approved damage stability calculation confirms compliance with the requirement in Reg. 27.8(d).
Annex I, Reg. 27	Freeboards – types of ships	Type 'B' ships (13) The condition of equilibrium after flooding shall be regarded as satisfactory provided: ... (e) ... The Administration shall give consideration to the potential hazard presented by protected or unprotected openings which may become temporarily immersed within the range of residual stability.	During intermediate stages of flooding as well as in the final condition of equilibrium, no opening shall be immersed leading to the hazard of progressive flooding.
Annex I, Reg. 27	Freeboards – types of ships	Type 'B' ships (14) A lighter, barge or other ship without independent means of propulsion shall be assigned a freeboard in accordance with the provisions of these regulations. Barges which meet the requirements of paragraphs (2) and (3) may be assigned type 'A' freeboards: (a) The Administration should especially consider the stability of barges with cargo on the weather deck. Deck	There are no seagoing barges, lighters or other un-propelled vessels sailing under Swiss flag. Should the unlikely case of registration of an un-propelled vessel occur in the future, the SMNO will consider the stability of such a vessel on a case by case basis.

		cargo can only be carried on barges to which the ordinary type 'B' freeboard is assigned.	

COLREG

COLREG Regulation	**Topic**	**Text of regulation**	**SMNO requirement**
Annex I, Para. 14	Approval of construction of lights and shapes and the installation of lights onboard	The construction of lanterns and shapes and the installation of lanterns on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.	Lanterns shall be type approved or approved by a RO recognized by the SMNO in accordance with COLREG requirements, the IMO performance standards (Res. MSC.253(83)) and applicable IALA and ISO standards. The onboard installation shall be verified and approved by a RO in accordance with in accordance with the survey guidelines under the the Harmonized sytem of Survey and Certification.
Annex III, Para. 3	Approval of construction, performance and installation of sound signal appliances on board	The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.	Sound signal appliances shall be approved or type approved by a RO recognized by the SMNO in accordance with the the COLREG requirements, IMO performance standards (Res. MSC.86(70)) and applicable IALA and ISO standards. The onboard installation shall be verified and approved by a RO in accordance with in accordance with the survey guidelines under the the Harmonized sytem of Survey and Certification.

STCW

STCW Regulation	Topic	Text of regulation	SMNO requirement
Reg. I/13.3	Conduct of trials – safety, security and pollution prevention	3 The Administration authorizing ships to participate in trials shall be satisfied that such trials are conducted in a manner that provides at least the same degree of safety, security and pollution prevention as provided by these regulations. Such trials shall be conducted in accordance with guidelines adopted by the Organization.	When requesting the approval for participation in a trial, the owner shall provide information about the kind and purpose of the trail of sufficient detail to enable the SNMO to assess potential hazards related to safety, secuirty and pollution prevention. The SMNO will decide on a case by case basis.