



INSTRUCTIONS FOR THE GUIDANCE OF SURVEYORS ON

## **MCA FLAG IN PANEL**

MSIS27 CHAPTER 1 – ANNEX 8

Rev 08.22



**PREFACE**

- 0.1 These Marine Survey Instructions for the Guidance of Surveyors (MSIS) are not legal requirements in themselves. They may refer to statutory requirements elsewhere. They do represent the MCA policy for MCA surveyors to follow.
- 0.2 If for reasons of practicality, for instance, these cannot be followed then the surveyor must seek at least an equivalent arrangement, based on information from the owner/operator. Whenever possible guidance should be sought from either Principal Consultant Surveyors or Survey Operation Branch, in order to maintain consistency between Marine Offices.

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## RECENT AMENDMENTS

The amendments made in the most recent publication are shown below, amendments made in previous publications are shown in the document Amendment History.

Version Number	Status / Change	Date	Author Reviewer	Content Approver	Next Review Date/Expiry Date
04.22	<ul style="list-style-type: none"> <li>To update section 1.2.2.6 referring controversial decisions to the UKMS Executive Board</li> </ul>	01/04/22	D Fenner	G Stone	01/04/24
08.22	<ul style="list-style-type: none"> <li>To update section 1.2.2.3 to redefine Panel members</li> </ul>	05/08/22	D Fenner	G Stone	05/08/24

## MSIS27 Chapter 1 Annex 8

**1. MCA FLAG IN PANEL**

<b>PREFACE</b>	<b>2</b>
<b>RECENT AMENDMENTS</b>	<b>3</b>
<b>1. MCA FLAG IN PANEL</b>	<b>4</b>
1.1 GENERAL	5
1.2 PROCEDURE	5
1.3 DETAILS REQUIRED FOR ACCEPTANCE OF NON-CLASSED VESSELS	6
1.3.2 PLANS COVERING THE FOLLOWING ITEMS TO BE SUBMITTED	6
1.3.2.1 For the Hull:	6
1.3.3 For Machinery:	7
1.3.4 For Electrical:	8
1.3.5 For Calculations:	8
1.3.5.2 For the hull:	8
1.3.5.3 Electrical Load calculations	8
<b>2.0 EXISTING VESSEL</b>	<b>9</b>
2.1 STRUCTURAL SCANTLINGS	9
2.2 SURVEY REQUIRED OF VESSEL (OUT OF THE WATER)	9
2.3 SURVEY OF ENGINE ROOM PIPING	9
2.4 DECK, SUPERSTRUCTURE AND ALL WEATHERTIGHT CLOSING APPLIANCES	9
2.5 MACHINERY	9
2.6 STEERING	10
2.7 ELECTRICAL	10
2.8 OTHER EQUIPMENT	10
<b>APPENDIX 1 – FLAG IN MATRIX</b>	<b>11</b>
<b>DOCUMENT AMENDMENT HISTORY</b>	<b>13</b>

## 1.1 GENERAL

**1.1.1** The MCA Fishing Vessel Flag-In Panel has been formed to consider registration applications and decide whether the vessel may be accepted onto the UK register. In its consideration the Panel will balance the technical, safety and UK maritime interests.

## 1.2 PROCEDURE

1.2.1 The following cases should be referred to the Panel.

- The vessel scores 101 or more on the flagging-in matrix, or
- The vessel scored 51-100 on the flagging in matrix but does not have a satisfactory pre-flag inspection; or
- Request from the applicant for the initial refusal to register the vessel to be reviewed, or
- Representation, either internally or externally, that there are compelling reasons why the vessel should be registered,
- Existing vessel whose circumstances change e.g. dropping out of class, high detention rates etc.

1.2.2 Cases put to the Panel will be considered in a staged approach.

1.2.2.1 The case will be reviewed and considered by the Panel. The result of this first stage will be one of the following;

- accept/reject the application, or
- accept on the basis that specified conditions as set by the Panel are met.

1.2.2.2 In cases which have specified conditions to be met the following issues will be taken into account in setting those conditions;

- Whether the vessel is classed<sup>1</sup>;
- Age of the vessel;
- No more favourable treatment with similar vessels already on the Register;
- Expected trading area of the vessel;
- Owner/operator details and survey/inspection history;
- Record of previous flag; and
- Standards against which the vessel was built.

1.2.2.3 **The Panel members shall include the Consultant Surveyors for Fishing Vessels, HQ Survey Operations Branch ([HQSurvey@mcga.gov.uk](mailto:HQSurvey@mcga.gov.uk)), Head of Domestic Survey Operations, Assistant Director Technical Services (Operations), Assistant**

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<sup>1</sup> See Details Required for Acceptance of Non-Classed Vessels: Existing Vessels

Director Technical Services (Ship Standards) Fishing Vessel Safety Team Lead and the Technical Performance Manager, and others with a particular knowledge of the case, ship type or relevant regulatory requirements. The Panel members shall include the Consultant Surveyors for Fishing Vessels, Survey Policy Branch, Head of Ship Safety, Assistant Director of Seafarers and Ships, Vessel Standards Branch and the Technical Performance Manager with responsibility for Fishing Vessels, and others with a particular knowledge of the case, ship type or relevant regulatory requirements.

- 1.2.2.4 For reasons of convenience and speed, deliberations of the Panel will be conducted by email as far as possible. As a minimum, a representative from Ship Vessel Standards Branch, a Consultant Surveyor and, Survey Policy must be involved in considering each case.
- 1.2.2.5 The decision of the Panel will be documented and kept on file by Ship Vessel Standards Branch. The applicant will be informed of the decision in the most appropriate manner, usually by the relevant regional Consultant Surveyor.
- 1.2.2.6 In potentially controversial cases the decision of the Panel will be referred to the UKMS Management Board for endorsement.
- 1.2.2.7 The Panel will liaise/meet as required and a decision will be agreed upon within 5 working days.

### 1.3 DETAILS REQUIRED FOR ACCEPTANCE OF NON-CLASSED VESSELS

- 1.3.1 New Vessel:
- Vessels must be examined in accordance with one of the recognised standards listed in MSN 1672;
  - Selection of appropriate recognised standards;
  - Notation (as applicable);
  - Competence of surveyor (training/experience on this type of work) [min. Chartered Engineer; Naval Architect for hull scantling approval and Marine Engineer for machinery approvals].
- 1.3.2 PLANS COVERING THE FOLLOWING ITEMS TO BE SUBMITTED
- 1.3.2.1 FOR THE HULL:
- Midship sections showing longitudinal and transverse material;
  - Profile and Decks;
  - Shell Expansion;
  - Oil tight and watertight bulkheads;
  - Propeller brackets;
  - Double bottom construction;

- Pillars and girders;
- Aft end construction;
- Engine Room construction;
- Engine and thrust seatings;
- Fore end construction;
- Hatch cover construction;
- Deckhouses and superstructures;
- Sternframe;
- Rudder, stock and tiller;
- Equipment (Anchor and chain cables);
- Loading Manuals;
- Ice strengthening (as applicable);
- Welding;
- Hull penetration plans;
- Support structure for masts, derricks or cranes;
- Bilge keel details and weld details;
- Corrosion control and paint specifications; and
- Above plans to indicate thicknesses and grades of steel.

1.3.2.2 Plus the following additional supporting documents:

- General Arrangement;
- Capacity plan;
- Lines plan or equivalent;
- Drydocking plan; and
- Material grades and certification / test results.

1.3.3 FOR MACHINERY:

- Plans for all important units; such as main and auxiliary engines, including gearing, couplings, blowers and superchargers;
- Shafting, and bearings;
- Boilers, for main and auxiliary services and any other boiler with pressure exceeding 3.4 bar, including superheaters, economisers etc;
- Steering machinery;
- Athwartships thrusters;
- All pumps connected to the above;
- All heat exchangers connected with above;
- Air compressors, receivers and other pressure vessels with pressure exceeding 6.8 bar;
- Fire, ballast and bilge pumps;

- Valves (sea valves and any associated with pressure systems exceeding 6.8 bar; and
- Electrical equipment and electrical propelling machinery.

#### 1.3.4 FOR ELECTRICAL:

- Wiring diagrams including, ratings of electrical machines, transformers, batteries and rectifiers;
- Feeders on main and emergency switchboards;
- Insulation type, size and current loadings of cables;
- Make, type and rating of circuit breakers and fuses;
- Generator circuits, including protection devices, short circuit/overload, reverse current;
- Instrumentation and synchronising;
- Preference trips;
- Remote stops; and
- Earth fault indication & protection;

#### 1.3.5 FOR CALCULATIONS:

##### 1.3.5.1 Supporting calculations are required, which should at least include (as applicable):

- Calculation of Equipment Number;
- Hull Girder still water bending moment and shear force as applicable;
- Calculation of midship section modulus; and
- Preliminary freeboard calculation.

##### 1.3.5.2 FOR THE HULL:

- Assessment Sheets showing:
  - Scantling item;
  - rule reference, rule calculation;
  - as fitted arrangements; and
  - assessment against rule requirement.
- To cover, for example;
  - keel, bottom and side shell plating thickness at different depths; and
  - longitudinal position, deck, floors, framing, bulkheads (plating and stiffening), machinery crankshaft, propulsion shafting etc.

##### 1.3.5.3 ELECTRICAL LOAD CALCULATIONS

- Schedule of equipment especially those located in hazardous areas; type, protection rating, temperature class, certifying authority, certificates. (Type Approved Wiring, switch gear, appliance standards (e.g. IP))

- Batteries and compartments/venting/charging

1.3.5.4 File to include all the above, showing examined and approved to required standard.

## 2.0 EXISTING VESSEL

**2.0.1** Complete Survey required (equivalent to the appropriate Class Special Survey). The scantlings should be assessed as indicated above.

### 2.1 STRUCTURAL SCANTLINGS

**2.1.1** Owner/consultant should carry out thorough thickness checks of hull, deck, superstructures, frames, bulkheads. Detailed structural drawings should be submitted. If not available, consultant should produce them. Calculations should be made, suggest in tabular form, with item, rule reference, calculation (with maximum spans etc and location), with required sizes, and in last column the actual thickness. (Note to be clear if actual is from original drawings, or as measured minimums).

### 2.2 SURVEY REQUIRED OF VESSEL (OUT OF THE WATER)

**2.2.1** To confirm reported thicknesses appear correct. Check worst expected areas for corrosion etc. Special attention to areas with difficult access, behind linings, tanks, under engines, bilges etc, bulkheads in way of bilges, pipes, fittings etc where moisture may accumulate. Internal examination in any integral water, fuel tanks etc. Areas with cement requires sections of cement to be removed to examine structure, frames in way (not complete removal if [approximately 5% samples found satisfactory]).

### 2.3 SURVEY OF ENGINE ROOM PIPING

**2.3.1** Done by combination of; thickness checks, hammer testing, removal of samples, pressure testing etc.

### 2.4 DECK, SUPERSTRUCTURE AND ALL WEATHERTIGHT CLOSING APPLIANCES

**2.4.1** Do as normally expected for survey. Freeing port areas to comply with rules. Wheelhouse & deckhouse windows to be toughened, samples be checked, (if marked or by destructive testing)

### 2.5 MACHINERY

**2.5.1** A complete survey of machinery, including opening up of units, pistons, liners, bearings top and bottom ends, timing gears, reduction gears. Removal of shaft, propeller, checking for wear (clearances to be recorded), corrosion and cracks in usual places, cone, threaded parts, keyways, bearing surfaces, flange radius etc. Also similar for essential auxiliary services (generators, air receivers etc if applicable). Opening up of all pumps and sea valves.

- 2.6**                    **STEERING**  
**2.6.1**                    Rudder, bearings (clearances to be recorded), couplings, tiller and steering gear arrangements to be examined.
- 2.7**                    **ELECTRICAL**  
**2.7.1**                    Visual checks, insulation, securing etc, carry out insulation checks (megger - readings) (inside and out).
- 2.8**                    **OTHER EQUIPMENT**  
**2.8.1**                    All other items of equipment to be thoroughly examined and tested as appropriate.

## APPENDIX 1 – FLAG IN MATRIX

This Matrix is a decision aid and not intended as a final decision. MSF5560/R0620

### FV FLAG-IN MATRIX

FACTOR	CRITERIA	POINTS	ALLOCATED SCORE
Vessel name			
IMO Number			
Company/Applicant/s			
<b>Losing flag White – Grey – Black; taken from the Paris MOU List</b>	White Listed Grey Listed Black Listed	0 20 60	
<b><sup>1</sup>Class society See also Note A:</b>	(a) UK authorised society (built and maintained to class) (b) other IACS member (c) non IACS member (i.e. NSI Standard) (d) vessel not classed (e) For 15-24m vessels only – Meets Flag in requirements of 15 – 24 metre Code (Equivalent build standard to Seafish or MGN629)	0 20 30 100 30	
<b>Vessel Type</b>	Long Liner Seiner Pelagic Trawler/Seiner Potter Mussel Dredger Bottom Trawler Scallop (outriggers only) Beam Trawler/Scallop	0 5 5 5 10 10 15 20	
<b>Age</b>	0-15 16-25 Over 25	0 30 60	
<b>Flag State History</b>	Available for previous 24 months No History	0 20	
<b>Inspection History</b>	No deficiencies in last 12 months 0-10 deficiencies in last 12 months 11 – 20 deficiencies in last 12 months 20 deficiencies or more in last 12 months	0 10 20 30	
<b>Detention History</b>	Detained once in last 12 months Detained twice in last 12 months Detained more than twice in last 12 months Detained once in last 24 months Detained twice in last 24 months Detained more than twice in last 24 months Detained once in last 5 years Detained twice in last 5 years Detained more than twice in last 5 years	15 30 60 10 25 50 10 20 40	
		<b>TOTAL</b>	
<b>Name of CSM</b>	Check CSM database		

#### SURVEY THRESHOLDS - FOR USE WITH ABOVE TABLE

<sup>1</sup> Consideration of the Class Society relates to the Society BEFORE transfer to the UK Register.

Actual Score	Flag in by MCA through survey	Pre Flag in Inspection by MCA prior to flag in survey	Refer to Flag in Panel	Refer to Flag in Panel for confirmation of refusal to register
0 - 50	✓			
51 - 100		✓		
101 - 120			✓	
121 +				✓

## NOTES

- A. Classification Society:** A previously un-classed over 24 metre Fishing Vessel or one classed with a non UK authorised classification society may be accepted subject to a UK authorised classification society classing the vessel prior to join.

**DOCUMENT AMENDMENT HISTORY**

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06.20	<ul style="list-style-type: none"> <li>To update MSF form number MSF5589 for Declaration of Vessels Registration of Survey Condition</li> </ul>	24/06/20	D Fenner	G Stone	01/10/22
04.22	<ul style="list-style-type: none"> <li>To update section 1.2.2.6 referring controversial decisions to the UKMS Executive Board</li> </ul>	01/04/22	D Fenner	G Stone	01/04/24
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