

PART B

CHAPTER 8

DELEGATED AUTHORITY

8.1 General

8.1.1 Approximately 80% of the survey work required for statutory purposes is delegated to private organisations which act as certifying authorities on behalf of the MCA. For surveys required by international conventions the certifying authorities must be 'Recognised Organisations', in accordance with Regulation (EC) 391/2009 and Directive 2009/15/EC. In the UK the Recognised Organisations are authorised by written agreement, which follows the model developed by IMO Resolution A.739(18). These and written agreements with the other certifying authorities are available on the MLD.

8.1.2 The seven Class Societies which are Recognised Organisations authorised by the UK are:

Lloyds Register (LR),
American Bureau of Shipping (ABS),
Bureau Veritas (BV),
Det Norske Veritas (DNV),
Germanischer Lloyd (GL) ,
Registro Italiano Navale (RINa) and
Nippon Kaiji Kyokai (Class NK).

8.1.3 There are a number of smaller organisations authorised for certification of small vessels under the various Codes of Practice (See MIN 456). The MCA also authorises persons for conducting surveys of radio installations on passenger ships, fishing vessels and un-classed cargo ships (see MGN 392).

8.1.4 Table 1 – 'Authorisation for issue of statutory certificates to UK Registered Ships' is provided for quick reference. Special arrangements may apply in certain cases. Exemptions from any UK regulations must be specially considered and agreed by MCA.

8.1.5 Table 2 – 'Authorisation for stability approvals' is provided to distinguish the authorisations for stability approvals of various ship types.

8.2 Delegation

8.2.1 When statutory survey work is delegated, the certifying authority is responsible to the MCA for the completeness and quality of the work and issues the statutory certificates. The MCA has no input to delegated work other than the regular monitoring of certifying authorities carried out by its External Improvement and Assurance Branch and the general inspections of

UK ships carried out by Marine Office staff. These monitoring visits and general inspections fulfil the requirements of SOLAS Chapter 1, Part B, Regulation 6(d). Annex 1 of the agreements between MCA and the relevant classification societies detail the extent of delegation.

8.3 Endorsement of certificates

8.3.1 In order for Class to endorse MCA-issued certificates they should have received authorisation from Survey Operations Branch (HQSurvey@mcga.gov.uk).

8.3.2 If MCA are required to endorse Class-issued Statutory Certificates or other certificates which have been issued on behalf of the MCA (e.g. SPS Statement of Compliance), the relevant Class Society must be contacted at the time of survey and MCA will provide details to enable Class to update their records. It is not anticipated that this will be a frequent occurrence, as most surveys relating to a Class-issued certificate should be conducted by Class.

8.4 Class I, II, and II (A) Passenger Ship Hull and Machinery Surveys – Authorisation to Classification Societies

8.4.1 Introduction

8.4.1.1 Hull and machinery surveys on UK Class I, II and II(A) passenger ships are carried out in order to maintain the validity of their statutory certification and classification status. In order to avoid un-necessary duplication of survey items most of the Class Societies recognised by the UK have been authorised to carry out the hull and machinery part of the survey for passenger ships. The attendant MCA surveyor is thus allowed to focus their attention on the more critical safety aspects. For ro-ro passenger ships the authorisation does not include certain aspects such as the weather-tightness and operational aspects of the closing appliances above the bulkhead deck, notably the bow and stern doors and vehicle deck arrangements.

8.4.2 Authorisation

8.4.2.1 At the conclusion of the survey the Class Society surveyor makes a declaration to the MCA confirming that the agreed survey items have been completed satisfactorily. On completion of the survey the MCA, as certifying authority, issues the statutory certification (e.g. passenger ship safety certificate (PSSC)).

8.4.3 Responsibility

8.4.3.1 The MCA (on behalf of the Secretary of State) remains ultimately responsible for the issue of the PSSC. Although the Class Society is authorised to carry out hull and machinery surveys and are responsible for the

work they carry out, it is also the responsibility of MCA that all aspects of the PSSC have been completed satisfactorily. This is normally achieved by close co-operation between the Class and MCA surveyors, dividing the survey items in accordance with the aide memoire. MCA surveyors are expected to exercise due diligence in following MCA procedures, guidance and instructions and likewise the Class Society is responsible for the work undertaken by their surveyors. In exceptional circumstances, should the MCA have evidence that the PSSC survey items have not been completed satisfactorily or where the Class Society are unable to comply with MCA requirements, the MCA reserve the right to carry out appropriate corrective measures or carry out the entire PSSC survey.

8.4.4 Application

8.4.4.1 This guidance relates to the statutory survey of hull and machinery items relating to the issue of a PSSC on classed UK passenger ships of Classes I, II and II(A), and includes statutory hull and machinery surveys on passenger Ro-Ro vessels. High Speed Craft (HSC) are included in the scope of authorisation and treated as Class II vessels for this purpose.

8.4.5 Methodology

8.4.5.1 The system relies on close co-operation between the attending MCA and Class surveyors. To achieve this a meeting with the Class surveyor should be held at the outset and at completion of the survey.

8.4.5.2 It is recognised that under this system some surveys may be carried out when the MCA surveyor is not present onboard (hull & machinery surveys, dry-dockings e.g. drawing tail-shaft). In these circumstances the MCA surveyors should consider the partial declaration for such surveys, following discussion with the operators and/or class society, to ensure that the survey has been carried out by an exclusive surveyor and in a satisfactory manner.

8.4.5.3 It is also recognised that the survey of a particular item may not be completed in any one visit. In these circumstances the Class surveyor either makes a partial declaration for the work completed during that particular visit or the last attending class surveyor signs the whole declaration, after consultation with Class Society records and other surveyors. In this way the sum total of such declarations comprises the "Partial Declaration" from the Class Society that will enable the PSSC to be issued.

8.4.5.4 *Aide memoire* MSF 5506 indicates the agreed responsibilities for survey items and should be used as the basis for discussion with the Class surveyor. It is recognised that the surveyors may, by mutual agreement, share a task that has been designated by the checklist as the responsibility of the MCA. In this case the Class surveyor must include any such items surveyed by them in their partial declaration. The Class surveyor should advise the MCA surveyor of any serious deficiencies that are found during survey and together agree corrective action.

8.4.5.5 On completion of the survey the declaration for hull and machinery should be completed by the class surveyor and given to the MCA prior to issue of a PSSC. This should include any comments from the Class surveyor relating to deficiencies not rectified during refit, any significant repairs or alterations surveyed and any outstanding 'Conditions of Class'. This declaration, in conjunction with the collected partial declarations (where appropriate) will provide the basis for the issue of the PSSC.

8.4.5.6 Radio survey will be carried out by an MCA authorised person for radio who will then submit their declaration to the MCA lead surveyor (see MGN 392.)

8.4.5.7 The MCA lead surveyor should sign a completing declaration, if other MCA surveyors have already made partial declarations covering earlier partial surveys, before the PSSC is issued. In circumstances where the MCA surveyor has carried out all the surveys and no declaration has been received from a Class Society then, the MCA surveyor must ensure that the full declaration is completed, together with verification that all items on aide memoire MSF 5506 have been completed.

8.5 Alternative Compliance Scheme (ACS)

8.5.1 Background

8.5.1.1 MCA operates an Alternative Compliance Scheme with all UK authorised Class Societies (see MGN 345).

8.5.1.2 The scheme is open to cargo ships of 500GT and over, that pass certain criteria including their Port State Control records and Class Society conditions of class. These criteria are listed in the MGN.

8.5.2 New-buildings

8.5.2.1 The scheme allows the Class Society to perform all statutory surveys and associated plan approvals, with the exception of ISM, ISPS and **MLC** work, without a formal appointment from MCA.

8.5.2.2 The ACS is seen as a better means of controlling decisions and instructions for new builds as these will come from a single source, the Class Society, with prior consultation from MCA on any contentious matters.

8.5.2.3 If the Class Society determines that an equivalency or exemption from statutory or convention requirements might be appropriate they make recommendations to the MCA supporting the application. Equivalencies may be agreed by the MCA and then notified to the Class Society. If an exemption is accepted by the MCA, it agrees the text with the Class Society and then issues the exemption certificate and notifies IMO / EU.

8.5.2.4 Upon delivery of the ship class issue certificates for all matters under their survey directly to the ship

8.5.2.5 MCA are responsible for issue of ISPS, ISM and Col certification but normally appoint the Class surveyor to issue Interim certification for ISM, subject to the ship meeting the normal requirements for interim certificate issue, with MCA issuing Interim Col and ISSC. After a period of 3 – 6 months from delivery an MCA surveyor attends to carry out full Initial ISM, ISPS, **MLC** and Col surveys/ audits leading to full term certification.

8.5.2.6 As part of the scheme to satisfy Port State Control authorities a Certificate of Inspection (MSF 1114 or 1115) is issued. See Part A Chapter 27 of these Instructions.

8.5.3 Existing ships

8.5.3.1 Existing ships have their eligibility checked against the MGN and the following before acceptance onto the scheme:

SHIPS ALREADY ON THE UK REGISTER –

8.5.3.2 These ships, having already been examined by MCA and found compliant with UK requirements, can join the scheme immediately / following Col inspection as per 8.5.3.5.

SHIPS JOINING THE UK REGISTER –

8.5.3.3 The Class Society will be required to carry out plan review to ensure UK standards have been adopted. Any recommendations for equivalency or exemption are to be forwarded to MCA for approval / exemption certificate issue. This is conditional upon plans being submitted and surveys undertaken as specified in the International Association of Classification Societies (IACS) Transfer of Class Agreement, between IACS members or Associates. As part of the approval process the ACS Class Society will undertake to forward copies of plans as may be specified in an agreement to the MCA for comment and incorporate subsequent comments into its final approval.

8.5.3.4 A vessel being re-classed by an ACS Class Society that was not approved and constructed to the Rules of an IACS member may be required to undergo full plan review in accordance with the rules of the relevant Class Society. MCA will accept the approval of the plans by that society subject to appropriate plans as specified in an agreement being forwarded to the MCA for comment.

8.5.3.5 An initial on board inspection will be scheduled to coincide with an interim SMC, **MLC** or SSC audit. After successful survey then a Col will be issued valid until the expiry date of the SMC.

8.6 Authorisation of Class Society Surveyors

8.6.1 Requests

8.6.1.1 Requests for surveys which are not delegated through the formal agreements with Class Societies should be submitted by the owner with the date and place of survey and ideally, with the names of surveyor(s) nominated by the relevant Class Society to undertake the survey. If surveyor(s) names are not provided then confirmation of these must be sought from the nearest Class office. An up-to-date list of these is available from MCA Survey Operations Branch. Requests will normally be granted by HQ Survey Operations Branch following a check of the ship's records and with the Customer Service Manager, in accordance with procedure MCA 320, to ensure that the ship has not been marked for special MCA visit and to ensure that MCA surveyors carry out regular visits to ships. Instruments of Appointment, to act on behalf of the MCA, can only be issued to named "exclusive" surveyors.

8.6.1.2 When a request for survey is made, it is helpful if it is routed through the Class Society and then the MCA receive the request from the nominated contact at Class to confirm it was formally agreed. Otherwise, owners may need to be informed that the request may be delayed until it has been formally confirmed by Class.

8.6.2 Urgent Cases

8.6.2.1 In extremely urgent cases only, where the surveyor is known to be "exclusive", the appointment may be given and then copied to the relevant contact.

8.6.3 Complaints

8.6.3.1 Any complaints regarding the above procedure will be recorded by Survey Operations Branch.

8.7 Radio Surveys

8.7.1 Surveys of radio installations should be conducted in accordance with MGN 392. The MCA has appointed Authorised Persons for conducting surveys of radio installations (including radio checks for life-saving appliances) on UK-registered passenger vessels, fishing vessels and un-classed cargo ships on behalf of the Secretary of State – in these cases the MCA is the certifying authority. Survey of UK-registered cargo ships in class is delegated entirely to the UK-recognised classification societies.

8.7.2 The Radio Surveyor forwards a Declaration of Radio Survey as follows:

- For passenger ships a passenger ship certificate will be issued by MCA annually based on a declaration from the authorised person submitted

to the MCA Lead Surveyor responsible for that vessel within 3 days of completion of the survey;

- For un-classed cargo ships radio certificates will be issued valid for five years by the authorised person. The authorised person will forward the relevant Declaration of Survey to the MCA Survey Operations Branch who will prepare a new certificate which will then be issued by the authorised person within 3 working days of receipt of the declaration. Periodical surveys will be conducted annually and the certificate endorsed accordingly;
- For fishing vessels a fishing vessel certificate will be issued by MCA every four years based on a declaration from the authorised person being submitted to the MCA surveyor responsible for that vessel. Periodical surveys will be conducted annually and the certificate endorsed accordingly.

8.8 Monitoring Performance

8.8.1 Requirements laid out in IMO Res A.847 (20) & Directive 15/2009 EC require the MCA to monitor the performance of Recognised Organisations (RO) who carry work out on their behalf. In the MCA, this function is coordinated by External Improvement & Assurance Branch and feedback from surveyors regarding concerns on RO performance is an essential part of the monitoring process.

8.8.2 Where a surveyor has concerns over the condition of a ship or plan approvals which they believe reflects on the performance of a UK-recognised class society, other certifying authorities or authorised persons for radio or has concerns over the actions of one of those bodies, the surveyor should report them to Survey Operations Branch using form MSF 1923 (for all vessels including fishing and Code).

8.8.3 Concerns found during port state control inspection of ships classed with one of the UK-recognised societies may also be reported on MSF1923. This report would be separate from any detainable deficiencies marked as RO responsibility under Paris MOU procedures. The Paris MOU criteria for applying the RO-responsibility marking do not need to be met to make a report on MSF1923.

8.8.4 Survey Operations Branch assesses the form in consultation with ISM Branch and Inspection Operations Branch as necessary. If necessary it clarifies the issues raised with the reporting surveyor before forwarding the report to EM&A Branch. EM&A Branch follows up the issues raised with the relevant RO/CA or authorised person for radio and provides feedback to the reporting surveyor via Survey Operations Branch.

Table 1 - Authorisation for Issue of Statutory Certificates to UK Registered Ships

	Certificate/Survey	CLASS	MCA	Comments
1	International Tonnage Certificate	✓		(All tonnage; Suez, Panama)
2	Passenger Ship Safety Certificate:			See Section 8.4 ¹
	Hull, machinery, control, electrical.	✓	✓	
	Stability, LSA, fire safety, navigation		✓	
	Radio		✓	By authorised radio survey company. See MGN 392
3	International Load Line Certificate	✓		
4	Stability/Damage Stability Inclining Test	✓	✓	MCA only for passenger ships. For cargo ships, depends on type and size of ship. (Refer to Authorisation of Stability table)
5	Safety Construction (except):	✓		
	Fire protection, means of escape, fire safety of unattended machinery spaces, accommodation etc	ACS	✓	Partial declaration by MCA to Class may be required for new builds
6	Safety Equipment Certificate	ACS	✓	
6A	Cargo Securing Manual approval		✓	
7	Safety Radio Certificate	✓		For unclassified ships see MGN 392
8	Dangerous Goods DoC	ACS	✓	
	INF Code		✓	
9	International Safety Management DOC		✓	May depend on UK ratio of fleet. See ISM Instructions Ch 3.
	SMC		✓	
9A	Domestic Safety Management		✓	
10	High Speed Craft Safety Certificate		✓	See Section 8.4
10A	High Speed Craft Permit to Operate		✓	
11	International Ship & Port Security		✓	Passenger ships done by DfT Maritime Security
12	Safe Manning Document		✓	
13	MARPOL Annex I UK/International Oil Pollution Prevention Certificate Initial	ACS	✓	Initial may be delegated for oil tankers
	Annual/Renewal	✓		
13A	SOPEP/ SMPEP approval		✓	
14	MARPOL Annex II (Noxious Liquid Substances)	ACS	✓	
15	International Certificate of Fitness (Gas, Chemical Codes)	ACS	✓	Authorisation of class may apply
16	MARPOL Annex IV (Sewage)	✓		
17	MARPOL Annex V (Garbage)			No certification required. No objection to issue of Class Statement of Compliance (if requested by owner)
18	MARPOL Annex VI (Air)	✓		Includes issue of IAPP/UKAPP Certificate and EIAPP (Engine) Certificate. Also IEE Certificate
19	Certificate of Compliance for a Large Charter Yacht		✓	For ships > 500 GT where SOLAS certificates are required arrangements as for cargo ships above ¹ . Certificate of Compliance only issued by MCA
20	Small (<24m) Commercial Vessel	✓		See MIN 456 for full list of authorised organisations
21	Fishing Vessels Hull, machinery, control, electrical.	✓	✓	

¹ Not Class NK

	Stability, LSA, fire safety, navigation		✓	
	Radio		✓	By authorised radio survey company. See MGN 392
22	Submersible Craft	✓ ²		
23	IMO - Code of Safety for Diving Systems	✓		
24	Chain Ferries		✓	on behalf of HSE
25	Safety Standby Certificate		✓	Class authorised to conduct annuals only
26	Civil Liability for Oil Pollution Damage		✓	Bunkers or cargo
27	Certification of the Anti-Fouling Convention	✓		
28	Ballast Water Management	✓		not yet required
29	International Labour Organisation Convention 178		✓	carried out in conjunction with SMC audit. MSF 1656 form issued
30	Alternative Compliance Scheme - Certificate of Inspection		✓	
31	Mobile Offshore Drilling Units (MODU)	✓		Refer to MGN 390. Statements of Compliance only
32	Special Purpose Ships Code (SPS)	✓		Refer to MGN 390. Statements of Compliance only
	Exemptions for any of above		✓	

Notes:

1 The above is provided for guidance and does not apply where the Alternative Compliance Scheme (ACS) is in effect when Class authorisation is extended as indicated by 'ACS'.

2 UK Recognised Organisations (class societies) are:
ABS, BV, DNV, GL, LR, Class NK and RINA

3 Consult Class Society agreements for full details of the extent of authorisation to each society.

4 Special arrangements may apply in certain cases and the MCA retain the right to issue all the above certificates as necessary.

² not DNV

Table 2 - STABILITY APPROVAL

Vessel Type	Size	Intact	Damage	Size	Intact	Damage
Passenger Vessel	any	a	a			
Oil Tanker	>100m	a,b	a,b	≤100m	a	a
Bulk Carrier or Ore Carrier*	>150m	a,b	a,b	≤150m	a	a
Single Deck Bulk Carrier*	>100m	a,b	a,b	≤100m	a	a
Chemical or Bulk Gas Vessels	any	a,b**	a,b**			
Grain Vessel*	as per intact/damage stability approval					
Single Deck Dry Cargo Vessels *	>100m	a,b	a,b	≤100m	a	a
Purpose built Container Vessels*	>125m	a,b	a,b	≤125m	a	a
Mobile Drill Unit Column Stabilised	any	a,b	a,b			
Mobile Offshore support unit, Column Stabilised	any	a,b	a,b			
High Speed Craft	any	a	a			
Large Yacht	≥24m	a	a			
Small Commercial Vessel	<24m	c	c			
Fishing Vessels	≥12m	a	a			

- a Maritime and Coastguard Agency
- b Recognised Organisation (Class Society)
- c Authorised Certifying Authority

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* Damage stability for these vessels which are in excess of 80m may be determined using the Probabilistic method of determination.

** Only if Memorandum of Understanding between MCA and Classification Society allows.