



Merchant Shipping Directorate



TECHNICAL NOTICES

(Consolidated Version)

Merchant Shipping Directorate
Transport Malta
Ministry for Transport, Infrastructure and Capital Projects

Valletta, Malta
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Merchant Shipping Directorate
ISO 9001:2008 certified

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



Transport Malta

Technical Notice	Details	Date Issued
SLS.1	Paint Lockers and Flammable Liquid Lockers	6 Dec 2012
SLS.2	Periodic Servicing of Launching Appliances and On-Load Release Gear	Revised
SLS.2 Rev.1	Periodic Servicing of Launching Appliances and On-Load Release Gear	7 Feb 2013
SLS.3	Emergency Escape Breathing Devices (EEBDs)	6 Dec 2012
SLS.4	Carriage requirements for GPS receivers	6 Dec 2012
SLS.5	Fire and Abandon Ship Drills	Revised
SLS.5 Rev.1	Fire and Abandon Ship Drills	27 Feb 2013
SLS.6	Fire Protection Systems and Appliances, and Compressed Gas Cylinders – Periodic Maintenance, Inspection and Testing	Revised
SLS.6 Rev.1	Fire Protection Systems and Appliances, and Compressed Gas Cylinders – Periodic Maintenance, Inspection and Testing	Revised
SLS.6 Rev.3	Fire Protection Systems and Appliances, and Compressed Gas Cylinders – Periodic Maintenance, Inspection and Testing	17 Oct 2013
SLS.7	Fire Control Plans – Graphical Symbols	6 Dec 2012
SLS.8	Immersion Suits and Anti-Exposure Suits	Revised
SLS.8 Rev.1	Immersion Suits and Anti-Exposure Suits	Revised
SLS.8 Rev.2	Immersion Suits and Anti-Exposure Suits	23 Apr 2018
SLS.9	Electronic Chart Display and Information System (ECDIS) and Back-Up Arrangements	6 Dec 2012
SLS.10 Rev.1	International Ship and Port Facility Security Code	6 Dec 2012
SLS.11	Electronic Log Books	6 Dec 2012
SLS.12	Nautical Publications	6 Dec 2012
SLS.13	Magnetic Compasses	6 Dec 2012
SLS.14	Ship Radio Station Licence and Short Term Certificate	6 Dec 2012
SLS.15	Inclining Test of Cargo Ships	6 Dec 2012
SLS.16	Emergency Towing Procedures on Ships	Revised
SLS.16 Rev.1	Emergency Towing Procedures on Ships	20 Aug 2013
SLS.17	Embarkation Arrangements for Remotely Located Survival Craft	6 Dec 2012
SLS.18	Means of Embarkation and Disembarkation from Ships	6 Dec 2012
SLS.19	Bridge Navigational Watch Alarm System (BNWAS)	6 Dec 2012
SLS.20	Periodical Bottom Inspection of Passenger Ships other than Ro-Ro Passenger Ships	6 Dec 2012
SLS.21	Steering Gear Test	18 Jan 2013
SLS.22	Bridge Navigational Watch Alarm System (BNWAS) on Commercial Yachts	Revoked
SLS.23	Recognition of Liferaft Servicing Stations	13 Mar 2013



Technical Notice	Details	Date Issued
SLS.24	Launch Test of Recue boat	13 Mar 2013
SLS.25	Devices to Measure and Indicate Speed and Distance	20 Aug 2013
SLS.26	Guidance to registered Owners and Management Companies on the Filing of International Safety Management (ISM) Joint Declaration Forms	11 Dec 2015
SLS.27	Reporting Obligations and Detentions	21 Dec 2015
SLS.28	Carriage of Bauxite that may liquefy	22 Jan 2016
SLS.29	Bridge Navigational Watch Alarm System (BNWAS) on commercial yachts	17 Jun 2016
SLS.30	Fire Control Plan Graphical Symbols	01 Aug 2017
SLS.31	Calibration Means for Portable Gas Detection Instruments	18 Sep 2017
SLS.32	Labeling of Medical Stores	31 Oct 2017
MARPOL.1	MARPOL Annex IV Regulation 10.1 – Standard Discharge Connections	6 Dec 2012
MARPOL.2	MARPOL Annex IV Regulation 11.1.1 – Rate of Discharge of Untreated Sewage	Revised
MARPOL.2 Rev.1	MARPOL Annex IV Regulation 11.1.1 – Rate of Discharge of Untreated Sewage	20 Aug 2013
MARPOL 3	Revised Consolidated Format for Reporting Alleged Inadequacies of Port Reception Facilities	Revised
MARPOL 3 Rev.1	Revised Consolidated Format for Reporting Alleged Inadequacies of Port Reception Facilities	26 June 2014
MARPOL 4	Solid Bulk Cargoes Classified as Hazardous to the Marine Environment (HME) – Discharge of Cargo Hold Wash Water	17 Oct 2013 30 Dec 2014
MARPOL 5	Fuel availability for vessels operating in ECA area	
MARPOL 6	Amendments to MARPOL Annex V	24 Jan 2018
BWM.1	Ballast Water Exchange in the North Sea	31 Jul 2015
LL.1	Multiple Load Line Certificates	6 Dec 2012
ITC.1	Certificate of Survey and International Tonnage Certificate (1969)	6 Dec 2012
ITC.2	Certificate of Survey and International Tonnage Certificate (1969) Forms	Revised
ITC.2 Rev.1	Certificate of Survey and International Tonnage Certificate (1969) Forms	13 Mar 2013
IRO.1	Change of Flag Procedures	6 Dec 2012



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IRO.2	Harmonised System of Survey and Certification – SOLAS Certification for Cargo Ships	6 Dec 2012
IRO.3	Cargo Gear Surveys	6 Dec 2012
IRO.4	Attendance during Surveys, Audits, Verifications and Inspections held in Malta	Revised
IRO.4 Rev.1	Attendance during Surveys, Audits, Verifications and Inspections held in Malta	20 Aug 2013
IRO.5	Authorisation for ISM Certification	6 Dec 2012
IRO.6	Personnel Lifts and Elevators	6 Dec 2012
DSC.1	Dynamically Supported Craft – General requirements for lifejackets	6 Dec 2012
HSC.1	International Code of Safety for High-Speed Craft, 2000 – Evacuation Demonstration	6 Dec 2012



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PAINT LOCKERS AND FLAMMABLE LIQUID LOCKERS

Technical Notice SLS.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Paint lockers and flammable liquid lockers having a deck area of 4m^2 or more shall be provided with a fixed fire-extinguishing system enabling the crew to extinguish a fire from outside the space. The fixed fire-extinguishing system may be any of the following:

- a) a carbon dioxide system that is designed for 40 per cent of the gross volume of the space, or
- b) a dry-powder system that is designed for at least 0.5 kg powder per cubic metre, or
- c) a water-spraying system that is designed to provide a supply of 5 litres/ m^2 /minute. Water spraying systems may be connected to the ship's main system.

Systems other than those mentioned above may be accepted provided these are not less effective.

For paint lockers and flammable liquid lockers having a deck area of less than 4m^2 , portable carbon dioxide or dry-powder fire extinguishers may be accepted in lieu of fixed installations.

Paint lockers, regardless of use, should not be located above the tanks and spaces defined in SOLAS Regulations II-2/4.5.1.2 and 4.5.1.3 on oil tankers, and the cargo area on chemical tankers (Reference: MSC.1/Circ.1239 and MSC.1/Circ.1241)

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PERIODIC SERVICING OF LAUNCHING APPLIANCES AND ON-LOAD RELEASE GEAR

Technical Notice SLS.2 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference SOLAS 74 Chapter III Regulation 20.3.1, Regulation 20.11 as amended by Resolution MSC.152(78), MSC.1/Circ.1206/Rev.1 and MSC.1/Circ.1277

The examination, repair and testing of launching appliances and on-load release gear for lifeboats, davit-launched liferafts, rescue boats and fast rescue boats should be based on the guidance contained in MSC.1/Circ.1206/Rev.1.

Weekly and monthly inspections and routine maintenance as specified in the equipment maintenance manual(s) should be carried out by the ship's crew under the direct supervision of a senior ship's officer in accordance with the maintenance manual(s). All other inspections, servicing and repair should be carried out by either:

- the manufacturer or manufacturer's authorised representative; or
- an independent lifeboat servicing and testing organization or person certified in accordance with MSC.1/Circ.1277 by the Administration of a SOLAS Contracting Government; or
- an independent lifeboat servicing and testing organization or person certified in accordance with MSC.1/Circ.1277 by a Recognized Organization (ABS, BV, CCS, NK, DNV, GL, KR, LR, PRS, RINA or RS) acting for and on behalf of the Administration of a SOLAS Contracting Government.

Notwithstanding the above, in instances where neither the manufacturer or his authorized representative nor an approved independent lifeboat servicing and testing organization or person are readily available at the port of survey, the Company may nominate an organization or person to undertake this task. The Company shall be responsible for assessing and selecting a suitable organization or person and therefore appropriate procedures related thereto shall be established within the Company's Safety Management System.

The thorough examination of launching appliances, dynamic test of winch brake, thorough examination and overhauling of the on-load release gear and the operational test shall be credited provided that:

- the inspection, servicing and repair are carried out in accordance with the manufacturer's instructions; and
- the report(s) and checklist(s) are duly completed and signed by the independent lifeboat servicing and testing organization or person that carried out the inspection and maintenance work. In addition, the report(s) and checklist(s) shall be counter-signed by the Company's representative or the ship's Master; and
- the independent lifeboat servicing and testing organization or person that carried out the inspection and maintenance work issues, upon completion of same, a statement confirming that the launching appliances and on-load release gear for the lifeboat(s), liferaft(s), rescue boat(s) and fast rescue boat(s), as applicable, remain fit for purpose.

Merchant Shipping Directorate

7 February 2013

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EMERGENCY ESCAPE BREATHING DEVICES (EEBDs)

Technical Notice SLS .3

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

In addition to the number of EEBDs to be carried as per requirements of SOLAS 74 Chapter II-2 Regulation 13.3.4 all Maltese registered vessels shall carry a minimum of:

- two (2) EEBD's within the machinery spaces;
- two (2) spare EEBD's ; and
- one (1) spare EEBD to be used solely for training purposes and marked accordingly

The definite number and location of all EEBD's within accommodation and machinery spaces will be determined by the Recognized Organization Surveyor taking into account the guidance contained in MSC/Circ.849

The number and location of all EEBD's provided onboard shall be duly reflected on the Fire Control Plan.

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6 December 2012



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Carriage requirements for GPS Receivers

Technical Notice SLS.4

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Maltese registered ships subject to the requirements of SOLAS Reg.V/19.2.1.6 shall install two (2) independent GPS receivers conforming to the performance standards set out in IMO Resolution A.819 (19), as amended by Resolution MSC.112 (73).

A GPS receiver forming an integral part of the onboard GMDSS and/or AIS installation may also be considered as one of the units required provided that this unit can also be operated from an independent source of energy in the event of failure of the ship's main and/or emergency source of electrical power.

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6 December 2012



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FIRE AND ABANDON SHIP DRILLS

Technical Notice SLS.5 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Fire and Abandon Ship Drills onboard all Maltese flagged cargo ships, as required in Regulation 19.3 of Chapter III of SOLAS 74, as amended, shall be carried out at fortnightly intervals.

Fire and Abandon Ship Drills onboard all Maltese flagged passenger ships are to be carried out at weekly intervals as prescribed in Regulation 30.2 of Chapter III of SOLAS 74, as amended.

The attention of all concerned is drawn to the *Guidelines on safety during abandon ship drills using lifeboats* and the *Guidelines for the simulated launching of free-fall lifeboats*, as contained in Annex 2 to MSC.1/Circ.1206/Rev.1

A copy of the MSC Circular can be download from:

www.transport.gov.mt/admin/uploads/media-library/files/MSC1-Circ1206-Rev1%20MEASURES%20TO%20PREVENT%20ACCIDENTS%20WITH%20LIFEBOATS.pdf

Merchant Shipping Directorate

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Ref. T4/3.01

MSC.1/Circ.1206/Rev.1
11 June 2009

MEASURES TO PREVENT ACCIDENTS WITH LIFEBOATS

1 The Maritime Safety Committee, at its eighty-first session (10 to 19 May 2006), recalled that at its seventy-fifth session (15 to 24 May 2002), it had considered the issue of the unacceptably high number of accidents with lifeboats in which crew were being injured, sometimes fatally, while participating in lifeboat drills and/or inspections, and noted that most accidents fell under the following categories:

- .1 failure of on-load release mechanism;
- .2 inadvertent operation of on-load release mechanism;
- .3 inadequate maintenance of lifeboats, davits and launching equipment;
- .4 communication failures;
- .5 lack of familiarity with lifeboats, davits, equipment and associated controls;
- .6 unsafe practices during lifeboat drills and inspections; and
- .7 design faults other than on-load release mechanisms.

2 Pending further consideration of the problem, the Committee approved MSC/Circ.1049 on Accidents with lifeboats, to draw the attention of manufacturers, shipowners, crews and classification societies to the personal injury and loss of life that may follow inadequate attention to the design, construction, maintenance and operation of lifeboats, davits and associated equipment and urged all concerned to take necessary action to prevent further accidents with lifeboats. It invited Member Governments to:

- .1 bring the circular to the attention of their maritime Administrations, relevant industry organizations, manufacturers, shipowners, crews and classification societies;
- .2 take the necessary action to prevent further accidents with lifeboats pending the development of appropriate IMO guidance;
- .3 ensure that:
 - .3.1 on-load release equipment used on ships flying their flag is in full compliance with the requirements of paragraphs 4.4.7.6.2.2 to 4.4.7.6.5 of the LSA Code;
 - .3.2 all appropriate documentation for the maintenance and adjustment of lifeboats, launching appliances and associated equipment is available on board;

- .3.3 personnel undertaking inspections, maintenance and adjustment of lifeboats, launching appliances and associated equipment are fully trained and familiar with these duties;
 - .3.4 maintenance of lifeboats, launching appliances and associated equipment is carried out in accordance with approved established procedures;
 - .3.5 lifeboat drills are conducted in accordance with SOLAS regulation III/19.3.3 for the purpose of ensuring that ship's personnel will be able to safely embark and launch the lifeboats in an emergency;
 - .3.6 the principles of safety and health at work apply to drills as well;
 - .3.7 personnel undertaking maintenance and repair activities are appropriately qualified;
 - .3.8 hanging-off pennants should only be used for maintenance purposes and not during training exercises;
 - .3.9 all tests required for the design and approval of life-saving appliances are conducted rigorously, according to the Guidelines developed by the Organization, in order to identify and rectify any design faults at an early stage;
 - .3.10 the equipment is easily accessible for inspections and maintenance and is proven durable in harsh operational conditions, in addition to withstanding prototype tests; and
 - .3.11 the approving authorities or bodies pay close attention to proper workmanship and state-of-the-art possibilities when assessing equipment for approval; and
- .4 encourage shipowners, when undertaking maintenance and repair activities, to employ qualified personnel, preferably certified by the manufacturer.

3 Member Governments were further invited, while enforcing the provisions of SOLAS regulation IX/4.3, to ensure that the above issues are addressed through the Safety Management System of the company, as appropriate.

4 The Committee further recalled that, at its seventy-seventh session (28 May to 6 June 2003), recognizing the experience gained since the approval of the Guidelines on inspection and maintenance of lifeboat on-load release gear (MSC/Circ.614) at its sixty-second session (24 to 28 May 1993), and that the implementation of expanded and improved guidelines could contribute towards a reduction of the incidence of accidents with lifeboats, it had approved the Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear (MSC/Circ.1093), superseding MSC/Circ.614. Taking into account subsequent amendments to SOLAS chapter III and the LSA Code, and having considered proposals by the fiftieth session of the Sub-Committee on Fire Protection, the Committee approved amendments to the Guidelines, and further noted that the guidance developed for lifeboats could also apply to the periodic servicing and maintenance of liferafts, rescue boats and fast rescue boats and their launching appliances and on-load release gear.

5 The Committee further recalled that, at its seventy-ninth session (1 to 10 December 2004), it had endorsed the intention of the Sub-Committee on Ship Design and Equipment, in cooperation with the Sub-Committee on Standards of Training and Watchkeeping, to develop further IMO guidance as envisioned in MSC/Circ.1049 and, accordingly, approved the Guidance on safety during abandon ship drills using lifeboats (MSC/Circ.1136), as set out in annex 2. The Committee further recalled that the Guidance developed for lifeboats has relevance, in general, for emergency drills with other life-saving systems and should be taken into account when such drills are conducted. In connection with MSC/Circ.1136, and recognizing the need to provide a basic outline of essential steps to safely carry out simulated launching of free-fall lifeboats in accordance with SOLAS regulation III/19.3.3.4, and having considered proposals by the forty-seventh session of the Sub-Committee on Design and Equipment, the Committee further approved the Guidelines for simulated launching of free-fall lifeboats (MSC/Circ.1137), as set out in the appendix to annex 2.

6 Having considered the need to update several of the circulars discussed above, and having considered proposals by the fiftieth session of the Sub-Committee on Fire Protection to consolidate the numerous circulars on the subject of measures to prevent accidents with lifeboats in order to better serve the mariner, the Committee approved Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear and Guidelines on safety during abandon ship drills using lifeboats, as set out in annexes 1 and 2, respectively, to MSC.1/Circ.1206.

7 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009), approved amendments to the aforementioned Guidelines (annexes 1 and 2 to MSC.1/Circ.1206) concerning inspection and maintenance of lifeboats, launching appliances and on-load release gear, following the recommendations made by the Sub-Committee on Ship Design and Equipment, at its fifty-second session. The revised Guidelines are set out in annexes 1 and 2 to this circular.

8 Member Governments are invited to give effect to the annexed Guidelines as soon as possible and to bring them to the attention of shipowners, ship operators, ship-vetting organizations, ship personnel, surveyors, manufacturers and all others concerned with the inspection and maintenance of lifeboats, liferafts, rescue boats and fast rescue boats and their launching appliances and on-load release gear.

9 This circular supersedes MSC/Circ.1049, MSC/Circ.1093, MSC/Circ.1136, MSC/Circ.1137 and MSC.1/Circ.1206.

ANNEX 1

GUIDELINES FOR PERIODIC SERVICING AND MAINTENANCE OF LIFEBOATS, LAUNCHING APPLIANCES AND ON-LOAD RELEASE GEAR

General

- 1 The objective of these Guidelines is to establish a uniform, safe and documented performance of periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear.
- 2 These Guidelines relate to the application of the ISM Code to periodic servicing and maintenance of lifeboat arrangements and should therefore be reflected in procedures developed for a ship under that Code.
- 3 The general principle in these Guidelines may also be applied for the periodic servicing and maintenance of liferafts, rescue boats and fast rescue boats and their launching appliances and release gear.
- 4 Detailed guidance regarding some procedures covered by these Guidelines is provided in the appendix.

SOLAS regulations

- 5 These Guidelines relate to the requirements contained in:
 - .1 SOLAS regulation III/20 – Operational readiness, maintenance and inspections; and
 - .2 SOLAS regulation III/36 – Instructions for onboard maintenance.

Responsibility

- 6 The company* is responsible for servicing and maintenance on board its ships in accordance with SOLAS regulation III/20 and for the establishment and implementation of health, safety and environment (HSE) procedures covering all activities during servicing and maintenance.
- 7 The personnel carrying out servicing and maintenance are responsible for the performance of the work as authorized in accordance with the system specified in paragraph 10.
- 8 The above personnel are also responsible for complying with HSE instructions and procedures.
- 9 Service providers carrying out the thorough examination, operational testing, repair and overhaul of lifeboats, launching appliances and on-load release gear should be authorized in accordance with MSC.1/Circ.1277.

* For the purpose of these Guidelines, company is as defined in SOLAS regulation IX/1.2.

Certification

10 Where these Guidelines call for certification of servicing personnel, such certification should be issued in accordance with an established system for training and authorization in accordance with MSC.1/Circ.1277.

Qualification levels

11 Weekly and monthly inspections, and routine maintenance as specified in the equipment maintenance manual(s), should be conducted under the direct supervision of a senior ship's officer in accordance with the maintenance manual(s).

12 All other inspections, servicing and repair should be conducted by the manufacturer's representative or other person appropriately trained and certified for the work to be done in accordance with MSC.1/Circ.1277.

Reports and records

13 All reports and checklists should be correctly filled out and signed by the person who carries out the inspection and maintenance work and should also be signed by the company's representative or the ship's master.

14 Records of inspections, servicing, repairs and maintenance should be updated and filed on board the ship.

15 When repairs, thorough examinations and annual servicing are completed, a statement confirming that the lifeboat arrangements remain fit for purpose should be promptly issued by the service provider who performed the work.

* * *

APPENDIX

SPECIFIC PROCEDURES FOR MAINTENANCE AND SERVICING

1 GENERAL

1.1 Any inspection, servicing and repair should be carried out according to the maintenance manuals and associated technical documentation developed by the manufacturer or an alternative body authorized in accordance with MSC.1/Circ.1277.

1.2 A full set of maintenance manuals and associated technical documentation as specified in 1.1 should be available on board for use in all operations involved in the inspection, maintenance, adjustment and re-setting of the lifeboat and associated equipment, such as davits and release gear.

1.3 The maintenance manuals and associated technical documentation as specified in 1.1 should include the following items as a minimum and should be periodically reviewed and updated as necessary.

2 ANNUAL THOROUGH EXAMINATION

2.1 As items listed in checklists for the weekly/monthly inspections also form the first part of the annual thorough examination, when carrying out this examination the inspection of these items should be performed by the ship's crew in the presence of the manufacturer's representative or other person appropriately trained and certified for the work to be done in accordance with MSC.1/Circ.1277.

2.2 Inspection and maintenance records of inspections and routine maintenance carried out by the ship's crew and the applicable certificates for the launching appliances and equipment should be available.

Lifeboats

2.3 The following items should be examined and checked for satisfactory condition and operation:

- .1 condition of lifeboat structure including fixed and loose equipment;
- .2 engine and propulsion system;
- .3 sprinkler system, where fitted;
- .4 air supply system, where fitted;
- .5 manoeuvring system;
- .6 power supply system; and
- .7 bailing system.

Release gear

2.4 The following should be examined for satisfactory condition and operation after the annual winch brake test with the empty boat, as required by 3.1:

- .1 operation of devices for activation of release gear;
- .2 excessive free play (tolerances);
- .3 hydrostatic interlock system, where fitted;
- .4 cables for control and release; and
- .5 hook fastening.

Notes:

- 1 The setting and maintenance of release gear are critical operations with regard to maintaining the safe operation of the lifeboat and the safety of personnel in the lifeboat. All inspection and maintenance operations on this equipment should therefore be carried out with the utmost care.
- 2 No maintenance or adjustment of the release gear should be undertaken while the hooks are under load.
- 3 Hanging-off pennants may be used for this purpose but should not remain connected at other times, such as when the lifeboat is normally stowed and during training exercises.
- 4 The release gear is to be examined prior to its operational test. The release gear is to be re-examined after its operational test and the dynamic winch brake test. Special consideration should be given to ensure that no damage has occurred during the winch brake test, especially the hook fastening.

2.5 Operational test of on-load release function:

- .1 position the lifeboat partially into the water such that the mass of the boat is substantially supported by the falls and the hydrostatic interlock system, where fitted, is not triggered;
- .2 operate the on-load release gear;
- .3 reset the on-load release gear; and
- .4 examine the release gear and hook fastening to ensure that the hook is completely reset and no damage has occurred.

2.6 Operational test of off-load release function:

- .1 position the lifeboat fully waterborne;
- .2 operate the off-load release gear;
- .3 reset the on-load release gear; and
- .4 recover the lifeboat to the stowed position and prepare for operational readiness.

Note:

Prior to hoisting, check that the release gear is completely and properly reset. The final turning-in of the lifeboat should be done without any persons on board.

2.7 Operational test of free-fall lifeboat release function:

- .1 engage the simulated launching arrangements as specified in the manufacturer's operating instructions;
- .2 the operator should be properly seated and secured in the seat location from which the release mechanism is to be operated;
- .3 operate the release mechanism to release the lifeboat;
- .4 reset the lifeboat in the stowed configuration;
- .5 repeat procedures referred to in .2 to .4 above, using the back-up release mechanism, when applicable;
- .6 remove the simulated launching arrangements; and
- .7 verify that the lifeboat is in the ready to launch stowed configuration.

Davit

2.8 The following items should be examined for satisfactory condition and operation:

- .1 davit structure, in particular with regard to corrosion, misalignments, deformations and excessive free play;
- .2 wires and sheaves, possible damages such as kinks and corrosion;
- .3 lubrication of wires, sheaves and moving parts;
- .4 functioning of limit switches;
- .5 stored power systems; and
- .6 hydraulic systems.

Winch

2.9 The following items should be examined for satisfactory condition and operation:

- .1 open and inspect brake mechanism;
- .2 replace brake pads, if necessary;
- .3 remote control system;
- .4 power supply system; and
- .5 winch foundation.

3 DYNAMIC WINCH BRAKE TEST

3.1 Annual operational testing should preferably be done by lowering the empty boat. When the boat has reached its maximum lowering speed and before the boat enters the water, the brake should be abruptly applied.

3.2 The five-year operational test should be done by lowering the boat loaded to a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment, or equivalent load. When the boat has reached its maximum lowering speed and before the boat enters the water, the brake should be abruptly applied.

3.3 Following these tests, the brake pads and stressed structural parts should be re-inspected.

Note:

In loading the boat for this test, precautions should be taken to ensure that the stability of the boat is not adversely affected by free surface effects or the raising of the centre of gravity.

4 OVERHAUL OF ON-LOAD RELEASE GEAR

Overhaul of on-load release gear includes:

- .1 dismantling of hook release units;
- .2 examination with regard to tolerances and design requirements;
- .3 adjustment of release gear system after assembly;
- .4 operational test as per above and with a load according to SOLAS regulation III/20.11.2.3; and
- .5 examination of vital parts with regard to defects and cracks.

Note:

Non-destructive examination (NDE) techniques, such as dye penetrants (DPE), may be suitable.

ANNEX 2

GUIDELINES ON SAFETY DURING ABANDON SHIP DRILLS USING LIFEBOATS

1 GENERAL

1.1 Introduction

1.1.1 It is essential that seafarers are familiar with the life-saving systems on board their ships and that they have confidence that the systems provided for their safety will work and will be effective in an emergency. Frequent periodic shipboard drills are necessary to achieve this.

1.1.2 Crew training is an important component of drills. As a supplement to initial shore-side training, onboard training will familiarize crew members with the ship systems and the associated procedures for use, operation and drills. On these occasions, the objective is to develop appropriate crew competencies, enabling effective and safe utilization of the equipment required by the 1974 SOLAS Convention. The time limits set out in SOLAS for ship abandonment should be considered as a secondary objective when conducting drills.

1.2 Drill frequency

Experience has shown that holding frequent drills furthers the goals of making the crew familiar with the life-saving systems on board their ships and increasing their confidence that the systems will work and will be effective in an emergency. Drills give the crew opportunity to gain experience in the use of the safety equipment and in cooperation. The ability to cope with an emergency and handle the situation, if the ship needs to be abandoned, needs to be well rehearsed. However, frequent crew changes sometimes make it difficult to assure that all on board have had the opportunity to participate in drills if only the minimum required drills are conducted. Therefore, consideration needs to be given to scheduling drills as necessary to ensure all on board have an early opportunity to become familiar with the systems on board.

1.3 Drills must be safe

1.3.1 Abandon ship drills should be planned, organized and performed so that the recognized risks are minimized and in accordance with relevant shipboard requirements of occupational safety and health.

1.3.2 Drills provide an opportunity to verify that the life-saving system is working and that all associated equipment is in place and in good working order, ready for use.

1.3.3 Before conducting drills, it should be checked that the lifeboat and its safety equipment have been maintained in accordance with the ship's maintenance manuals and any associated technical documentation, as well as noting all the precautionary measures necessary. Abnormal conditions of wear and tear or corrosion should be reported to the responsible officer immediately.

1.4 Emphasis on learning

Drills should be conducted with an emphasis on learning and be viewed as a learning experience, not just as a task to meet a regulatory requirement to conduct drills. Whether they are emergency drills required by SOLAS or additional special drills conducted to enhance the competence of the

crew members, they should be carried out at safe speed. During drills, care should be taken to ensure that everybody familiarizes themselves with their duties and with the equipment. If necessary, pauses should be made during the drills to explain especially difficult elements. The experience of the crew is an important factor in determining how fast a drill or certain drill elements should be carried out.

1.5 Planning and organizing drills

1.5.1 The 1974 SOLAS Convention requires that drills shall, as far as practicable, be conducted as if there was an actual emergency.* This means that the entire drill should, as far as possible, be carried out. The point is that, at the same time, it should be ensured that the drill can be carried out in such a way that it is safe in every respect. Consequently, elements of the drill that may involve unnecessary risks need special attention or may be excluded from the drill.

1.5.2 In preparing for a drill, those responsible should review the manufacturer's instruction manual to assure that a planned drill is conducted properly. Those responsible for the drill should assure that the crew is familiar with the guidance provided in the life-saving system instruction manual.

1.5.3 Lessons learned in the course of a drill should be documented and made a part of follow-up shipboard training discussions and planning the next drill session.

1.5.4 The lowering of a boat with its full complement of persons is an example of an element of a drill that may, depending on the circumstances, involve an unnecessary risk. Such drills should only be carried out if special precautions are observed.

2 ABANDON SHIP DRILLS

2.1 Introduction

It is important that the crew who operate safety equipment on board are familiar with the functioning and operation of such equipment. The 1974 SOLAS Convention requires that sufficiently detailed manufacturers' training manuals and instructions be carried on board, which should be easily understood by the crew. Such manufacturers' manuals and instructions should be accessible for everyone on board and observed and followed closely during drills.

2.2 Guidance to the shipowner

2.2.1 The shipowner should ensure that new safety equipment on board the company's ships has been approved and installed in accordance with the provisions of the 1974 SOLAS Convention and the International Life-Saving Appliances (LSA) Code.

2.2.2 Procedures for holding safe drills should be included in the Safety Management System (SMS) of the shipping companies. Detailed procedures for elements of drills that involve a special risk should be evident from workplace assessments adjusted to the relevant life-saving appliance.

* Refer to SOLAS regulation III/19.3.1.

2.2.3 Personnel carrying out maintenance and repair work on lifeboats should be qualified accordingly.*

2.3 Lifeboats lowered by means of falls

2.3.1 During drills, those responsible should be alert for potentially dangerous conditions and situations and should bring them to the attention of the responsible person for appropriate action. Feedback and improvement recommendations to the shipowner, the Administration and the system manufacturer are important elements of the marine safety system.

2.3.2 When performing drills with persons on board a lifeboat, it is recommended that the boat first be lowered and recovered without persons on board to ascertain that the arrangement functions correctly. In this case, the boat should then be lowered into the water with only the number of persons on board necessary to operate the boat.

2.3.3 To prevent lashings or gripes from getting entangled, proper release should be checked before swinging out the davit.

2.4 Free-fall lifeboats

2.4.1 The monthly drills with free-fall lifeboats should be carried out according to the manufacturer's instructions, so that the persons who are to enter the boat in an emergency are trained to embark the boat, to take their seats in a correct way and to use the safety belts; and also are instructed on how to act during launching into the sea.

2.4.2 When the lifeboat is free-fall launched as part of a drill, this should be carried out with the minimum personnel required to manoeuvre the boat in the water and to recover it. The recovery operation should be carried out with special attention, bearing in mind the high risk level of this operation. Where permitted by SOLAS, simulated launching should be carried out in accordance with the manufacturer's instructions, taking due note of the Guidelines for simulated launching of free-fall lifeboats at appendix.

* Refer to the Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear (see annex 1).

APPENDIX

GUIDELINES FOR SIMULATED LAUNCHING OF FREE-FALL LIFEBOATS

1 Definition

Simulated launching is a means of training the crew in the free-fall release procedure of free-fall lifeboats and in verifying the satisfactory function of the free-fall release system without allowing the lifeboat to fall into the sea.

2 Purpose and scope

The purpose of these Guidelines is to provide a basic outline of essential steps to safely carry out simulated launching. These Guidelines are general; the lifeboat manufacturer's instruction manual should always be consulted before conducting simulated launching. Simulated launching should only be carried out with lifeboats and launching appliances designed to accommodate it, and for which the manufacturer has provided instructions. Simulated launching should be carried out under the supervision of a responsible person who should be an officer experienced in such procedures.

3 Typical simulated launching sequence

3.1 Check equipment and documentation to ensure that all components of the lifeboat and launching appliance are in good operational condition.

3.2 Ensure that the restraining device(s) provided by the manufacturer for simulated launching are installed and secure and that the free-fall release mechanism is fully and correctly engaged.

3.3 Establish and maintain good communication between the assigned operating crew and the responsible person.

3.4 Disengage lashings, gripes, etc., installed to secure the lifeboat for sea or for maintenance, except those required for simulated free-fall.

3.5 Participating crew board the lifeboat and fasten their seatbelts under the supervision of the responsible person.

3.6 All crew, except the assigned operating crew, disembark the lifeboat. The assigned operating crew fully prepares the lifeboat for free-fall launch and secures themselves in their seats for the release operation.

3.7 The assigned operating crew activates the release mechanism when instructed by the responsible person. Ensure that the release mechanism operates satisfactorily and, if applicable, the lifeboat travels down the ramp to the distance specified in the manufacturer's instructions.

3.8 Resecure the lifeboat to its stowed position, using the means provided by the manufacturer and ensure that the free-fall release mechanism is fully and correctly engaged.

3.9 Repeat procedures from 3.7 above, using the back-up release mechanism when applicable.

3.10 The assigned operating crew disembarks the lifeboat.

3.11 Ensure that the lifeboat is returned to its normal stowed condition. Remove any restraining and/or recovery devices used only for the simulated launch procedure.



FIRE PROTECTION SYSTEMS, APPLIANCES AND COMPRESSED GAS CYLINDERS PERIODIC MAINTENANCE, INSPECTION AND TESTING

Technical Notice SLS.6 Rev.3

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

This Technical Notice is developed in line with IMO [MSC.1/Circ.1432](#) as amended by [MSC.1/Circ.1516](#), [MSC.1/Circ.1318](#) and [Resolution A.951\(23\)](#).

All fire protection systems and appliances shall at all times be in good order and available for immediate use while the ship is in service. If a fire protection system is under repair, then suitable arrangements to the satisfaction of the Recognized Organization and Administration shall be made to ensure that safety is not diminished.

FIXED FIRE DETECTION AND ALARM SYSTEMS

Weekly Testing and Inspections

Verify all fire detection and fire alarm control panel indicators are functional by operating the lamp/indicator test switch.

Monthly Testing and Inspections

Test a sample of detectors and manual call points so that all devices have been tested within five years.

Annual Testing and Inspections

1. test all fire detection systems and fire detection systems used to automatically release fire-extinguishing systems for proper operation, as appropriate;
2. visually inspect all accessible detectors for evidence of tampering obstruction, etc., so that all detectors are inspected within one year; and.
3. test emergency power supply switchover.

PUBLIC ADDRESS AND GENERAL ALARM SYSTEM

Weekly Testing and Inspections

Verify all public address systems and general alarm systems are functioning properly.

FIRE DOORS

Weekly Testing and Inspections

Verify all fire door control panel indicators, if provided, are functional by operating the lamp/indicator switch.



Quarterly Testing and Inspections

Test all fire doors located in main vertical zone bulkheads for local operation.

Annual Testing and Inspections

Test all remotely controlled fire doors for proper release.

LOW LOCATION LIGHTING

Weekly Testing and Inspections

Verify low-location lighting systems are functional by switching off normal lighting in selected locations.

5-Yearly Service

Test the luminance of all systems in accordance with the procedures in Resolution A.752(18).

VENTILATION SYSTEMS AND FIRE DAMPERS

Quarterly Testing and Inspections

Test all fire dampers for local operation.

Annual Testing and Inspections

1. test all fire dampers for remote operation;
2. verify galley exhaust ducts and filters are free of grease build-up; and
3. test all ventilation controls interconnected with fire-protection systems for proper operation.

FIRE MAINS, FIRE PUMPS, HYDRANTS, HOSES AND NOZZLES

Monthly Testing and Inspections

1. verify all fire hydrants, hose and nozzles are in place, properly arranged, and are in serviceable condition;
2. operate all fire pumps to confirm that they continue to supply adequate pressure; and
3. emergency fire pump fuel supply adequate, and heating system in satisfactory condition, if applicable.

Quarterly Testing and Inspections

Verify international shore connection(s) is in serviceable condition.

Annual Testing and Inspections

1. visually inspect all accessible components for proper condition;
2. flow test all fire pumps for proper pressure and capacity. Test emergency fire pump with isolation valves closed;
3. test all hydrant valves for proper operation;



4. pressure test a sample of fire hoses at the maximum fire main pressure, so that all fire hoses are tested within five years;
5. verify all fire pump relief valves, if provided, are properly set;
6. examine all filters/strainers to verify they are free of debris and contamination; and
7. nozzle size/type correct, maintained and working.

FIREFIGHTER'S OUTFIT

Monthly Testing and Inspections

Verify lockers providing storage for fire-fighting equipment contain their full inventory and equipment is in serviceable condition.

SELF-CONTAINED BREATHING APPARATUS (SCBA)

Spare Charges

The following spare charges are to be provided for each SCBA

SHIP TYPE	SPARE CHARGES
Cargo ship without dedicated cylinder recharging facility	2
Cargo ship with dedicated cylinder recharging facility	1
Passenger ship carrying less than 36 passengers	1
Passenger ships carrying more than 36 passengers	At least 2

Weekly Testing and Inspections

A general examination of the SCBA, including cylinder gauges to confirm they are in the correct pressure range.

Annual Testing and Inspections

1. Check SCBA air recharging system(s), if provided, for air quality at a laboratory that is accredited to ISO/IEC 17025:2005, in accordance with BS-EN 12021 – *Respiratory protective devices – compressed air for breathing apparatus* or an equivalent national standard;
2. Check SCBA face masks and air demand valves are in serviceable condition; and
3. Check SCBA according to maker's instructions.

5-Yearly Service

1. Steel cylinders should be tested at an approved shore-based servicing station at the test pressure stipulated by the manufacturer and/or Recognized Organization.
2. Aluminium and composite cylinders should be tested at an approved shore-based servicing station at the intervals and the test pressure stipulated by the manufacturer and/or Recognized Organization.



EMERGENCY ESCAPE BREATHING DEVICES (EEBDs)

Maintenance and Records

Maintenance shall be carried out by the ship's crew in accordance with the manufacturer's instruction. Records of inspections and maintenance shall be duly maintained.

Weekly Testing and Inspections

A general examination of the EEBDs, including cylinder gauges to confirm they are in the correct pressure range.

Annual Testing and Inspections

Check EEBDs' according to maker's instructions.

Hydrostatic Pressure Test

Hydrostatic pressure testing shall be carried out at the intervals specified by the manufacturer at a shore based testing facility and records of pressure tests are to be maintained.

MARINE PORTABLE FIRE EXTINGUISHERS

Instructions and Records

Manufacturer's instructions for recharging marine portable fire extinguishers should be available for use on board. Records of inspection, maintenance and tests should be maintained.

Spare Charges

1. For extinguishers of the same type that are capable of being recharged on board, spare charges shall be provided for 100% of the first 10 fire extinguishers and for 50% of the remaining extinguishers. Not more than a total of 60 spare charges need to be provided.
2. For extinguishers that cannot be recharged on board, additional extinguishers of the same quantity, type and capacity shall be provided for 100% of the first 10 extinguishers and for 50% of the remaining extinguishers. Not more than a total of 60 additional extinguishers need to be provided.

Annual Testing and Inspections

1. Service and inspection may be carried out by a ship's officer (appointed by the Company) in accordance with the established and dedicated maintenance schedule of the Safety Management System. The manufacturer's instructions in addition to the below guidance shall be taken into account. On board servicing and inspection is restricted to extinguishers of the non-permanently pressurized type.
2. Servicing and inspection of the permanently-pressurized extinguishers shall be carried out at a shore servicing facility.
3. Water and foam charges to be removed to a clean container. If they are to be reused check if it is still suitable for further use. Check any charge container.
4. If powder charges are to be re-used, ascertained that the powder is free flowing and that there is no evidence of caking lumps or foreign bodies.
5. Gas cartridges to be checked for damage and corrosion



5-Yearly Service

At least one extinguisher of each type manufactured in the same year and kept on board a ship should be test discharged as part of a fire drill.

1. Periodic inspection and inspection after discharge test should comprise of the following:
 - 1.1 Prove clear passage by blowing through vent holes and vent devices in the cap. Check hose, nozzle strainer, discharge tube and breather valve, as applicable. Check the operating and discharge control. Clean and lubricate as required.
 - 1.2 Check that the safety pin is removable and that the lever is undamaged.
 - 1.3 Examine for damage and corrosion. Weigh the cartridge to ascertain that it is within prescribed limits.
 - 1.4 Check o-rings and replace hose diaphragms if fitted.
 - 1.5 Inspect the interior, check for corrosion and lining deterioration. Check separate containers for leakage or damage.
 - 1.6 examine the body and check internally for corrosion and lining deterioration.
2. Inspection after recharge should comprise of the following:
 - 2.1 Replace the charge in accordance with the manufacturer's instructions.
 - 2.2 Reassemble the extinguisher in accordance with the manufacturer's instructions.
 - 2.3 Fill in entry on maintenance label, including full weight.
 - 2.4 Check the mounting bracket or stand.
 - 2.5 Complete a report on the state of maintenance of the extinguishers.

10-Yearly Service

1. Periodic inspection and inspection after discharge test should comprise of the following:
 - 1.1 Prove clear passage by blowing through vent holes and vent devices in the cap. Check hose, nozzle strainer, discharge tube and breather valve, as applicable. Check the operating and discharge control. Clean and lubricate as required.
 - 1.2 Check that the safety pin is removable and that the lever is undamaged.
 - 1.3 Examine for damage and corrosion. Weigh the cartridge to ascertain that it is within prescribed limits.
 - 1.4 Check o-rings and replace hose diaphragms if fitted. Inspect the interior, check for corrosion and lining deterioration. Check separate containers for leakage or damage.
 - 1.5 Examine the body and check internally for corrosion and lining deterioration.
 - 1.6 Extinguishers and propellant cartridges should be hydraulically tested in accordance with the manufacturer's instructions. Notwithstanding, whenever the loss in pressure of permanently pressurized marine portable fire- extinguishers exceeds 10% of the nominal pressure the extinguishers shall be hydrostatically pressure tested before being recharged.



The test pressures should be in accordance with the following table.

<u>Fire Extinguishers and Propellant Cartridges</u>	<u>Test Pressure</u>
<u>Water</u>	At least 1.5 times w.p. (or 2 N/mm ² if the w.p. is unknown)
<u>Foam</u>	
<u>Dry Chemical</u>	
<u>Powder (permanently pressurized)</u>	
<u>Powder (non-permanently pressurized)</u>	
<u>Carbon Dioxide</u>	At least 25 N/mm ²
Propellant Cartridges	At least 2 times w.p. or 25 N/mm ² or 35 N/mm ²
CO ₂ type with safety devices	
CO ₂ type without safety devices	

w.p. – working pressure

During statutory surveys the attending Surveyor of the Recognized Organization may request hydrostatic pressure testing if the condition of the fire-extinguisher(s) so warrant. The test date and test pressure should be “hard-stamped” on the cylinders of CO₂ extinguishers and on propellant cartridges. As regards extinguishers of a type other than CO₂ the test date and test pressure should be entered in the tag attached to the extinguisher.

2. Inspection after recharge should comprise of the following:
 - 2.1 Replace the charge in accordance with the manufacturer’s instructions.
 - 2.2 Reassemble the extinguisher in accordance with the manufacturer’s instructions.
 - 2.3 Fill in entry on maintenance label, including full weight.
 - 2.4 Check the mounting bracket or stand.
 - 2.5 Complete a report on the state of maintenance of the extinguishers.

PORTABLE FOAM APPLICATORS

Monthly Testing and Inspections

Verify all portable foam applicators are in place, properly arranged, and are in proper condition.

Annual Testing and Inspections

1. verify all portable foam applicators are set to the correct proportioning ratio for the foam concentrate supplied and the equipment is in proper order;
2. verify all portable containers or portable tanks containing foam concentrate remain factory sealed, and the manufacturer's recommended service life interval has not been exceeded;
3. portable containers or portable tanks containing foam concentrate, excluding protein based concentrates, less than 10 years old, that remain factory sealed can normally be accepted without the periodical foam control tests required in MSC.1/Circ.1312 being carried out;
4. protein based foam concentrate portable containers and portable tanks should be thoroughly checked and, if more than five years old, the foam concentrate should be subjected to the periodical foam control tests required in MSC.1/Circ.1312, or renewed; and



5. the foam concentrates of any non-sealed portable containers and portable tanks, and portable containers and portable tanks where production data is not documented, should be subjected to the periodical foam control tests required in MSC.1/Circ.1312.

WHEELED (MOBILE) FIRE EXTINGUISHERS

Monthly Testing and Inspections

Verify all extinguishers are in place, properly arranged, and are in proper condition.

Annual Testing and Inspections

1. perform periodical inspections in accordance with the manufacturer's instructions;
2. visually inspect all accessible components for proper condition;
3. check the hydrostatic test date of each cylinder; and
4. for dry powder extinguishers, invert extinguisher to ensure powder is agitated.

5-Yearly Service

Visually examine at least one extinguisher of each type manufactured in the same year and kept on board.

10-Yearly Service

All extinguishers together with propellant cartridges should be hydrostatically tested in accordance with recognized standards or the manufacturer's instructions at an approved servicing and testing station.

GALLEY DEEP FAT COOKING FIRE-EXTINGUISHING SYSTEMS

Annual Testing and Inspections

Check galley and deep fat cooking fire-extinguishing systems in accordance with the manufacturer's instructions.

FIXED AEROSOL EXTINGUISHING SYSTEMS

Monthly Testing and Inspections

1. verify all electrical connections and/or manual operating stations are properly arranged, and are in proper condition; and
2. verify the actuation system/control panel circuits are within manufacturer's specifications.

Annual Testing and Inspections

Verify condensed or dispersed aerosol generators have not exceeded their mandatory replacement date. Pneumatic or electric actuators should be demonstrated working, as far as practicable.



10-Yearly Service

Condensed or dispersed aerosol generators to be renewed in accordance with manufacturer's recommendations.

FIXED DRY CHEMICAL POWDER SYSTEMS

Monthly Testing and Inspections

Verify all control and section valves are in the proper open or closed position, and all pressure gauges are in the proper range.

Annual Testing and Inspections

1. visually inspect all accessible components for proper condition;
2. verify the pressure regulators are in proper order and within calibration; and
3. agitate the dry chemical powder charge with nitrogen in accordance with system manufacturer's instructions.

(Note: Due to the powder's affinity for moisture, any nitrogen gas introduced for agitation must be moisture free.)

Biennial Testing and Inspections

1. blow dry nitrogen through the discharge piping to confirm that the pipe work and nozzles are clear of any obstructions;
2. operationally test local and remote controls and section valves;
3. verify the contents of propellant gas cylinders (including remote operating stations);
4. test a sample of dry chemical powder for moisture content; and
5. subject the powder containment vessel, safety valve and discharge hoses to a full working pressure test.

10-Yearly Service

Subject all powder containment vessels to hydrostatic or non-destructive testing carried out by an accredited service agent.

FOAM FIRE-EXTINGUISHING SYSTEM

Monthly Testing and Inspections

Verify all control and section valves are in the proper open or closed position, and all pressure gauges are in the proper range.

Quarterly Testing and Inspections

Verify the proper quantity of foam concentrate is provided in the foam system storage tank.

Annual Testing and Inspections

1. visually inspect all accessible components for proper condition;
2. functionally test all fixed system audible alarms;



3. flow test all water supply and foam pumps for proper pressure and capacity, and confirm flow at the required pressure in each section (Ensure all piping is thoroughly flushed with fresh water after service.);
4. test all system cross connections to other sources of water supply for proper operation;
5. verify all pump relief valves, if provided, are properly set;
6. examine all filters/strainers to verify they are free of debris and contamination;
7. verify all control/section valves are in the correct position;
8. blow dry compressed air or nitrogen through the discharge piping or otherwise confirm the pipework and nozzles of high expansion foam systems are clear of any obstructions, debris and contamination. This may require the removal of nozzles, if applicable;
9. samples of all foam concentrates carried on board are to be subjected to the periodical control tests in MSC.1/Circ.1312, for low expansion foam, or MSC/Circ.670 for high expansion foam at an approved independent/manufacture laboratory. (Note: Except for non-alcohol resistant foam, the first test need not be conducted until 3 years after being supplied to the ship.); and
10. test all fuel shut-off controls connected to fire-protection systems for proper operation.

5-Yearly Service

1. perform internal inspection of all control valves;
2. flush all high expansion foam system piping with fresh water, drain and purge with air;
3. check all nozzles to prove they are clear of debris; and
4. test all foam proportioners or other foam mixing devices to confirm that the mixing ratio tolerance is within +30 to -10% of the nominal mixing ratio defined by the system approval.

WATER MIST, WATER SPRAY AND SPRINKLER SYSTEM

Weekly Testing and Inspections

1. verify all control panel indicators and alarms are functional;
2. visually inspect pump unit and its fittings; and
3. check the pump unit valve positions, if valves are not locked, as applicable.

Monthly Testing and Inspections

1. verify all control, pump unit and section valves are in the proper open or closed position;
2. verify sprinkler pressure tanks or other means have correct levels of water;
3. test automatic starting arrangements on all system pumps so designed;
4. verify all standby pressure and air/gas pressure gauges are within the proper pressure ranges; and
5. test a selected sample of system section valves for flow and proper initiation of alarms. (Note – The valves selected for testing should be chosen to ensure that all valves are tested within a one-year period.)

Quarterly Testing and Inspection

Assess system water quality in the header tank and pump unit against the manufacturer's water quality guidelines.

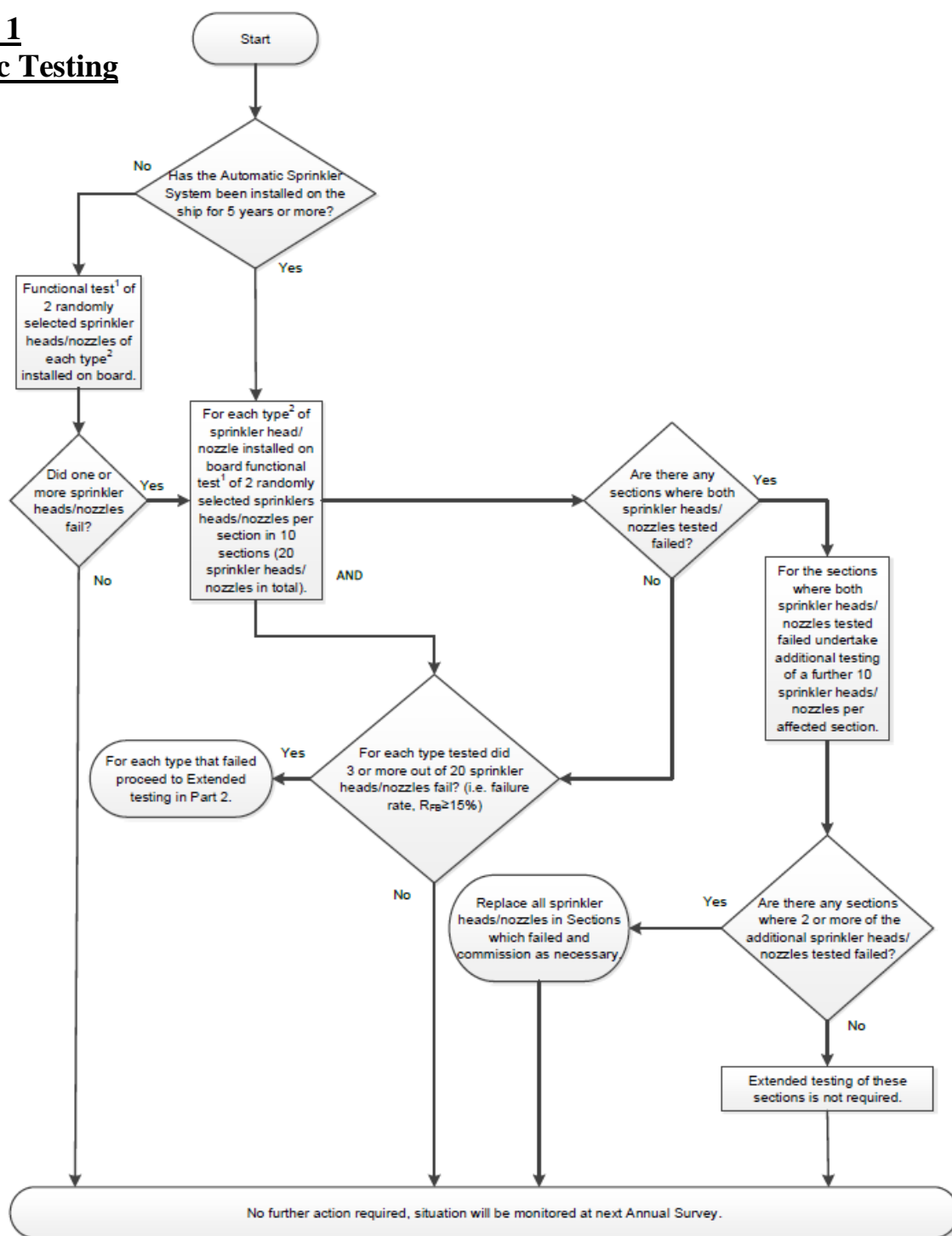


Annual Testing and Inspections

1. verify proper operation of all water mist, water-spray and sprinkler systems using the test valves for each section;
2. visually inspect all accessible components for proper condition;
3. externally examine all high pressure cylinders for evidence of damage or corrosion;
4. check the hydrostatic test date of all high pressure cylinders;
5. functionally test all fixed system audible and visual alarms;
6. flow test all pumps for proper pressure and capacity;
7. test all antifreeze systems for adequate freeze protection;
8. test all system cross connections to other sources of water supply for proper operation;
9. verify all pump relief valves, if provided, are properly set;
10. examine all filters/strainers to verify they are free of debris and contamination;
11. verify all control/section valves are in the correct position;
12. blow dry compressed air or nitrogen through the discharge piping of dry pipe systems, or otherwise confirm the pipework and nozzles are clear of any obstructions. This may require the removal of nozzles, if applicable;
13. test emergency power supply switchover, where applicable;
14. visually inspect all sprinklers focusing in areas where sprinklers are subject to aggressive atmosphere (like saunas, spas, kitchen areas) and subject to physical damage (like luggage handling areas, gyms, play rooms, etc.) so that all sprinklers are inspected within one year. Sprinklers with obvious external damage, including paint, should be replaced and not included in the number of sprinklers tested in subparagraph .17;
15. check for any changes that may affect the system such as obstructions by ventilation ducts, pipes, etc.;
16. test a minimum of one section in each open head water mist system by flowing water through the nozzles. The sections tested should be chosen so that all sections are tested within a five-year period; and
17. test automatic sprinklers and automatic water mist nozzles in accordance with the flow charts *Part 1 – Basic Testing* and *Part 2 – Extended Testing*.
18. during basic testing, and extended testing when applicable, of automatic sprinkler heads/nozzles as outlined in subparagraph 17, water quality testing should be conducted in each corresponding piping section. Note – should a tested sprinkler fail, assessing the corresponding water quality at that time would assist in determining the cause of failure

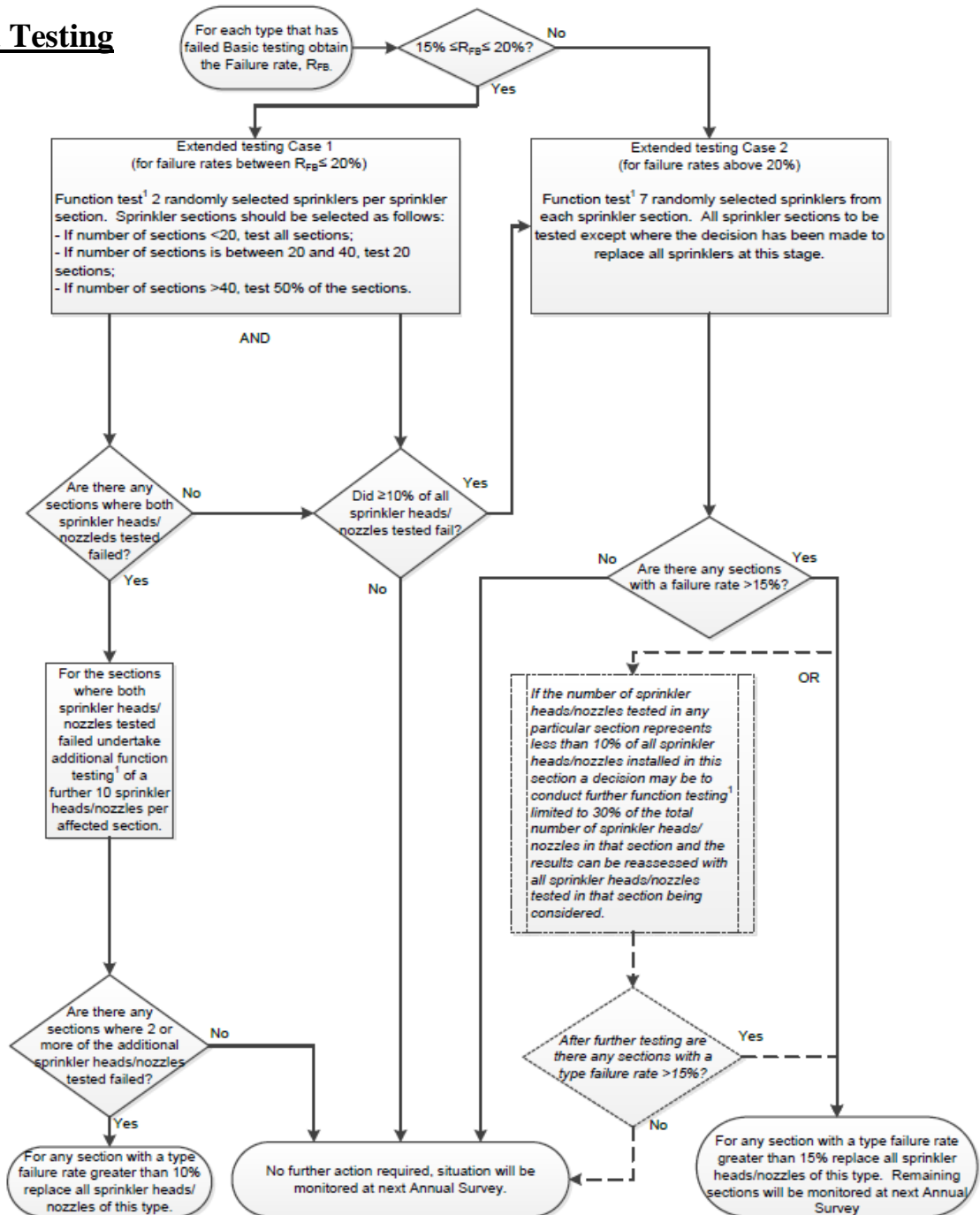


Part 1 Basic Testing





Part 2 Extended Testing



Explanatory Notes to flow charts *Part 1 – Basic Testing* and *Part 2 – Extended Testing*

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- 1 *Functional Test* is defined as a test that demonstrates the operation and flow of water from sprinkler head/nozzle.
- 2 *Type* is defined as each different manufacturer model of sprinkler head/nozzle.
- 3 *Static/standby pressure* is defined as the constant pressure maintained in the system at all times prior to activation.
- 4 All testing should be carried out at static/standby pressure.
- 5 *Failure rate* (R_{FB}) is the number of sprinkler heads/nozzles to fail testing divided by test sample size multiplied by 100.

5-Yearly Service

1. flush all ro-ro deck deluge system piping with water, drain and purge with air;
2. perform internal inspection of all control/section valves; water quality testing should be conducted in all corresponding piping sections, if not previously tested as outlined in paragraph 18 of section *Annual Testing and Inspections* within the last five years;
3. check condition of any batteries, or renew in accordance with manufacturer's recommendations; and
4. for each section where the water is refilled after being drained or flushed, water quality should meet manufacturer's guidelines. Testing of the renewed water quality should be conducted and recorded as a baseline reference to assist future water quality monitoring for each corresponding section

10-Yearly Service

Perform a hydrostatic test and internal examination for gas and water pressure cylinders according to EN 1968:2002 + A1.

FIXED GAS FIRE-EXTINGUISHING SYSTEMS (OTHER THAN CO₂)

Weekly Testing and Inspections

1. verify all fixed fire-extinguishing system control panel indicators are functional by operating the lamp/indicator test switch; and
2. verify all control/section valves are in the correct position.

Monthly Testing and Inspections

Verify containers/cylinders fitted with pressure gauges are in the proper range and the installation free from leakage.

Annual Testing and Inspections

1. visually inspect all accessible components for proper condition;
2. externally examine all high pressure cylinders for evidence of damage or corrosion;
3. check the hydrostatic test date of all storage containers;
4. functionally test all fixed system audible and visual alarms;
5. verify all control/section valves are in the correct position;
6. check the connections of all pilot release piping and tubing for tightness;
7. examine all flexible hoses in accordance with manufacturer's recommendations;
8. test all fuel shut-off controls connected to fire-protection systems for proper operation;



9. the boundaries of the protected space should be visually inspected to confirm that no modifications have been made to the enclosure that have created openings that cannot be closed and thus would render the system ineffective; and
10. if cylinders are installed inside the protected space, verify the integrity of the double release lines inside the protected space, and check low pressure or circuit integrity monitors on release cabinet, as applicable.

Biennial Testing and Inspections

1. all high pressure extinguishing agents cylinders and pilot cylinders should be weighed or have their contents verified by other reliable means to confirm that the available charge in each is above 95 per cent of the nominal charge. Cylinders containing less than 95 per cent of the nominal charge should be refilled; and
2. blow dry compressed air or nitrogen through the discharge piping or otherwise confirm the pipe work and nozzles are clear of any obstructions. This may require the removal of nozzles, if applicable.

5-Yearly Service

Perform internal inspection of all control valves.

10-Yearly Service

1. perform a hydrostatic test and internal examination of 10 per cent of the system's extinguishing agent and pilot cylinders. If one or more cylinders fail, a total of 50 per cent of the onboard cylinders should be tested. If further cylinders fail, all cylinders should be tested;
2. flexible hoses should be replaced at the intervals recommended by the manufacturer and not exceeding every 10 years;

FIXED HIGH PRESSURE CARBON DIOXIDE FIRE-EXTINGUISHING SYSTEMS

Monthly Testing and Inspections

A general visual inspection should be made of the overall system condition for obvious signs of damage, and should include verification that:

1. all stop valves are in the closed position;
2. all releasing controls are in the proper position and readily accessible for immediate use;
3. all discharge piping and pneumatic tubing is intact and has not been damaged;
4. all high pressure cylinders are in place and properly secured; and
5. the alarm devices are in place and do not appear damaged.

Annual Testing and Inspections

The following minimum level of maintenance and inspections should be carried out in accordance with the system manufacturer's instructions and safety precautions:

1. the boundaries of the protected space should be visually inspected to confirm that no modifications have been made to the enclosure that have created openings that cannot be closed and thus would render the system ineffective;



2. all storage containers should be visually inspected for any signs of damage, rust or loose mounting hardware. Cylinders that are leaking, corroded, dented or bulging should be hydrostatically retested or replaced;
3. system piping should be visually inspected to check for damage, loose supports and corrosion. Nozzles should be inspected to ensure they have not been obstructed by the storage of spare parts or a new installation of structure or machinery;
4. the manifold should be inspected to verify that all flexible discharge hoses and fittings are properly tightened; and
5. all entrance doors to the protected space should close properly and should have warning signs, which indicate that the space is protected by a fixed carbon dioxide system and that personnel should evacuate immediately if the alarms sound. All remote releasing controls should be checked for clear operating instructions and indication as to the space served.

2 / 3 – Yearly Testing and Inspections

1. At least biennially (intervals of 2 years \pm 3 months) in passenger ships or at each intermediate, periodical or renewal survey in cargo ships, the following maintenance should be carried out (to assist in carrying out the recommended maintenance, examples of service charts are set out in the appendix):
 - 1.1 all high pressure cylinders and pilot cylinders should be weighed or have their contents verified by other reliable means to confirm that the available charge in each is above 90% of the nominal charge. Cylinders containing less than 90% of the nominal charge should be refilled.
 - 1.2 the hydrostatic test date of all storage containers should be checked.
 - 1.3 the discharge piping and nozzles should be tested to verify that they are not blocked.
 - 1.4 test should be performed by isolating the discharge piping from the system and flowing dry air or nitrogen from test cylinders or suitable means through the piping.
2. At least biennially (intervals of 2 years \pm 3 months) in passenger ships the following maintenance should be carried out by service technicians/specialists that are in possession of a Certificate of Approval as Service Suppliers issued by a Recognized Organization:
 - 2.1 where possible, all activating heads should be removed from the cylinder valves and tested for correct functioning by applying full working pressure through the pilot lines.

In cases where this is not possible, pilot lines should be disconnected from the cylinder valves and blanked off or connected together and tested with full working pressure from the release station and checked for leakage.

In both cases this should be carried out from one or more release stations when installed. If manual pull cables operate the remote release controls, they should be checked to verify the cables and corner pulleys are in good condition and freely move and do not require an excessive amount of travel to activate the system;
 - 2.2 all cable components should be cleaned and adjusted as necessary, and the cable connectors should be properly tightened. If the remote release controls are operated by pneumatic pressure, the tubing should be checked for leakage, and the proper charge of the remote releasing station pilot gas cylinders should be verified. All controls and warning devices should function normally, and the time delay, if fitted should prevent the discharge of gas for the required time period; and
 - 2.3 after completion of the work, the system should be returned to service. All releasing controls should be verified in the proper position and connected to the correct control



valves. All pressure switch interlocks should be reset and returned to service. All stop valves should be in the closed position.

5-Yearly Service

In cargo ships, the following maintenance should be carried out by technicians/specialists that are in possession of a Certificate of Approval as Service Suppliers issued by a Recognized Organization:

1. where possible, all activating heads should be removed from the cylinder valves and tested for correct functioning by applying full working pressure through the pilot lines.
In cases where this is not possible, pilot lines should be disconnected from the cylinder valves and blanked off or connected together and tested with full working pressure from the release station and checked for leakage.
In both cases this should be carried out from one or more release stations when installed.
If manual pull cables operate the remote release controls, they should be checked to verify the cables and corner pulleys are in good condition and freely move and do not require an excessive amount of travel to activate the system;
2. all cable components should be cleaned and adjusted as necessary, and the cable connectors should be properly tightened. If the remote release controls are operated by pneumatic pressure, the tubing should be checked for leakage, and the proper charge of the remote releasing station pilot gas cylinders should be verified. All controls and warning devices should function normally, and the time delay, if fitted should prevent the discharge of gas for the required time period; and
3. after completion of the work, the system should be returned to service. All releasing controls should be verified in the proper position and connected to the correct control valves. All pressure switch interlocks should be reset and returned to service. All stop valves should be in the closed position.

10-Yearly Service

1. At least 10% of the total number of high pressure cylinders and pilot cylinders shall be subjected to internal inspection and hydrostatic testing. If one or more cylinders fail then a total of 50% of the cylinders shall be tested. If further cylinders fail then all cylinders shall undergo a hydrostatic test.
2. Flexible hoses should be replaced at the intervals recommended by the manufacturer but in any case every 10 years;

FIXED LOW PRESSURE CARBON DIOXIDE FIRE-EXTINGUISHING SYSTEMS

Inspections shall be programmed to examine, in so far as it is possible, different areas. If the inspections reveal evidence of deterioration in the pipe work or tank shell this shall be followed up to determine the extent of deterioration and if necessary an internal examination should be conducted. Any repair or replacement shall be carried out the specifications of the Recognized Organization.



Monthly Testing and Inspections

A general visual inspection should be made of the overall system condition for obvious signs of damage, and should include verification that:

1. all stop valves are in the closed position;
2. all releasing controls are in the proper position and readily accessible for immediate use;
3. all discharge piping and pneumatic tubing is intact and has not been damaged;
4. the alarm devices are in place and do not appear damaged.
5. the pressure gauge is reading in the normal range;
6. the liquid level indicator is reading within the proper level;
7. the manually operated storage tank main service valve is secured in the open position; and
8. the vapour supply line valve is secured in the open position.

Annual Testing and Inspections

The following minimum level of maintenance and inspections should be carried out in accordance with the system manufacturer's instructions and safety precautions:

1. the boundaries of the protected space should be visually inspected to confirm that no modifications have been made to the enclosure that have created openings that cannot be closed and thus would render the system ineffective;
2. all storage tank should be visually inspected for any signs of damage, rust or loose mounting hardware;
3. system piping should be visually inspected to check for damage, loose supports and corrosion. Nozzles should be inspected to ensure they have not been obstructed by the storage of spare parts or a new installation of structure or machinery; and
4. all entrance doors to the protected space should close properly and should have warning signs, which indicate that the space is protected by a fixed carbon dioxide system and that personnel should evacuate immediately if the alarms sound. All remote releasing controls should be checked for clear operating instructions and indication as to the space served.

2 / 3 – Yearly Testing and Inspections

1. At least biennially (intervals of 2 years \pm 3 months) in passenger ships or at each intermediate, periodical or renewal survey in cargo ships, the following maintenance should be carried out (to assist in carrying out the recommended maintenance, examples of service charts are set out in the appendix):
 - 1.1 The liquid level of low pressure storage tanks should be checked to verify that the required amount of carbon dioxide to protect the largest hazard is available;
 - 1.2 the hydrostatic test date of all storage containers should be checked; and
 - 1.3 the discharge piping and nozzles should be tested to verify that they are not blocked.

MEDICAL OXYGEN CYLINDERS

Annual Testing and Inspections

Cylinders should be inspected annually by the manufacturer or his authorized agent. Alternatively, annual inspection may be carried out on board by a senior member of the ship's staff provided manufacturer's instructions are available on board and adhered to.



3-Yearly Testing and Inspections

1. Cylinders should be re-charged with medical oxygen at intervals not exceeding 3 years but in any case prior to the stipulated expiration date.
2. Pressure pipes connecting the cylinder to the regulator should be subject to a pressure test every 3 years or at more frequent intervals if so prescribed by the manufacturer.

5-Yearly Service

1. Hydrostatic pressure testing of cylinders shall be carried out at an approved shore-based servicing station every 5 years or at more frequent intervals if so prescribed by the manufacturer.
2. Pressure regulators should be serviced at a shore-servicing facility at least every 5 years.
3. Medical oxygen re-charging periods should be harmonized with the due date for hydrostatic pressure testing of the medical oxygen cylinders



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EXAMPLE SERVICE CHART FOR HIGH PRESSURE CO2 SYSTEM

Date:	Name of ship/unit	Imo No.:	
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Technical description

No.	Text	Value
1	Manufacturer	
2	Number of main cylinders	
3	Main cylinders capacity (each)	
4	Number of pilot cylinders	
5	Pilot cylinder capacity (each)	
6	Number of distribution lines	
7	Oldest cylinder pressure test date	
8	Protected space(s)	
9	Date flexible hoses fitted/renewed	

Description of inspection/Tests

No.	Description	Carried out	Not carried out	Not applicable	Comment
1	Release controls and distribution valves secured to prevent accidental discharge				
2	Contents in main cylinders checked by weighing				
3	Contents in main cylinders checked by liquid level indicator				
4	Contents of pilot cylinders checked				
5	All cylinder valves visually inspected				
6	All cylinder clamps and connections checked for tightness				
7	Manifold visually inspected				
8	Manifold tested for leakage, by applying dry working air				
9	Main valve and distribution valves visually inspected				
10	Main valve and distribution valves tested for operation				
11	Time delay devices tested for correct setting*				
12	Remote release system visually inspected				
13	Remote release system tested				
14	Servo tubing/pilot lines pressure tested at maximum working pressure and checked for leakages and blockage				
15	Manual pull cables, pulleys, gang releases tested, serviced and tightened/adjusted as necessary				
16	Release stations visually inspected				
17	Warning alarms (audible/visual) tested				
18	Fan stop tested*				
19	10% of cylinders and pilot cylinder/s pressure tested every 10 years				
20	Distribution lines and nozzles blown through, by applying dry working air				
21	All doors, hinges and locks inspected*				
22	All instruction and warning signs on installation inspected				
23	All flexible hoses renewed and check valves in manifold visually inspected every 10 years				
24	Release controls and distribution valves reconnected and system put back in service				
25	Inspection date tags attached				

* If fitted as part of the CO2 system.

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EXAMPLE SERVICE CHART FOR LOW PRESSURE CO2 SYSTEM

Date:	Name of ship/unit	IMO No.:	
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Technical description

No.	Text	Value
1	Manufacturer	
2	Number of tanks	
3	Tanks capacity (tonnes)	
4	Number of pilot cylinders	
5	Pilot cylinder capacity (each)	
6	Number of distribution lines	
7	Protected space(s)	

Description of inspection/Tests

No.	Description	Carried out	Not carried out	Not applicable	Comment
1	Tank main service valve closed and secured to prevent accidental discharge				
2	Distribution valves verified closed				
3	Check correct function of level indicator				
4	Contents of CO2 tank checked by tank level indicator				
5	Contents of CO2 tank checked by riser tube reading				
6	Contents of CO2 tank checked by level control valve				
7	Supports of tank inspected				
8	Insulation on tank inspected				
9	Safety valves of tank inspected				
10	Safety valves of tank tested				
11	Contents of pilot cylinders checked				
12	Start/stop function of cooling compressors tested				
13	All connected electrical alarms and indicators tested				
14	Main manifold valve inspected				
15	Main manifold valve tested				
16	Distribution valves inspected				
17	Distribution valves tested				
18	Release stations inspected				
19	Total flooding release mechanism inspected				
20	Total flooding release mechanism tested				
21	Time delay devices tested for correct setting*				
22	Warning alarms tested				
23	Fan stop tested*				
24	Distribution lines and nozzles inspected				
25	Distribution lines and nozzles tested				
26	Distribution lines and nozzles blown through				
27	All doors, hinges and locks inspected*				
28	All instruction plates inspected				
29	Tank main service valve reopened and secured open				
30	System put back in service				
31	Inspection date tags attached				

* If fitted as part of the CO2 system.

Merchant Shipping Directorate

11 September 2015

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FIRE CONTROL PLANS – GRAPHICAL SYMBOLS

Technical Notice SLS.7

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference SOLAS 74, as amended, Chapter II-2 Regulation 15.2.4 the graphical symbols as set out in IMO Resolution A.654(16) shall be used for fire control plans onboard all Maltese registered ships. Graphical symbols shall be in colour.

Maltese registered ships are to comply with this requirement by not later than the first safety equipment survey (annual, periodical or renewal) on or after 1 January 2004.

Merchant Shipping Directorate

6 December 2012

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Merchant Shipping Directorate



IMMERSION SUITS AND ANTI-EXPOSURE SUITS

Technical Notice SLS.8 Rev.2

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference is made to SOLAS 74 Chapter III Regulation 32.3, as amended.

In accordance with the provisions of Regulation 32.3.2 cargo ships, other than bulk carriers (as defined in SOLAS 74 Chapter IX Regulation 1), may be exempted from the requirement of Regulation 32.3.2 when such ships are constantly engaged on voyages within "warm climates". Following consideration of the guidance provided in MSC/Circ 1046 – Guidelines for the Assessment of Thermal Protection, this Administration has defined the following sea areas for the scope of application of the exemption provision:

- the sea area between the parallels of latitude 30° North and 30° South;
- the sea area of the Mediterranean Sea south of latitude 35° North;
- the sea area within 20 nautical miles from the coasts of Africa not included in the sea areas above.

On ships that are required to provide every person onboard with an immersion suit complying with the requirements of the Life-Saving Appliances Code Section 2.3, there shall also be available:

- at least two additional immersion suits of the same type located in the navigating bridge
- at least two additional immersion suits of the same type located in the engine room
- at least two additional immersion suits of the same type located at workstations where the crew performs its normal duties (except watch-keeping duties); if the horizontal distance from the workstations to the stowage position of the immersion suits is more than 100 metres.
- an adequate number of immersion suits intended solely for training purposes and marked accordingly..

Immersion Suits may be either stored at clearly identifiable locations close to the survival craft embarkation stations or may also be distributed to each individual member of the crew.

The monthly shipboard inspection of immersion suits and anti-exposure suits as required by SOLAS 74 Chapter III Regulation 20.7 shall take into account the guidelines contained in MSC/Circ.1047.

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Vacuum packed immersion suits which have transparent packaging of sufficient strength durable for stowage during ship operations and are capable of being opened without damaging the suit and with minimal effort, shall meet the following requirements in-lieu of MSC/Circ.1047:

- a) the airtight packaging shall be inspected on a monthly basis in-line with the manufacturer's recommendations, together with a basic check of the visible portions of the package suit
- b) if any defects or damages are noticed to either the airtight packaging or the immersion suit, then the suit shall be removed from its vacuumed package and inspected as per MSC/Circ. 1047. In case of any doubt on the suit's condition inside the vacuumed package, then the immersion suit shall be unpacked and tested in accordance with MSC/Circ. 1047
- c) if after the inspection of the unpacked immersion suit, which was tested in accordance with MSC/Circ. 1047, reveals a defective vacuum pack, then additional immersion suits (25% of the vacuum packed immersion suits onboard), shall be unpacked and tested as per MSC/Circ. 1047. If further defects are revealed, then all vacuum packed immersion suits shall be tested in accordance with MSC/Circ. 1047
- d) sufficient spares shall be made available to replace any defective or damaged immersion suits sent for additional testing
- e) a sufficient number of immersion suits packed in bags similar to vacuum packed immersion suits, shall be made available for drill and training purposes, the number of which shall be included in the Ship's Management System and/or Safety Inventory. Such suits shall be clearly marked to be used for training and drill purposes only
- f) a surveyor may request to open vacuum packed immersion suits to his/her satisfaction in case an inspection in accordance with (a), (b) or (c) warrants such measures
- g) immersion suits that have been removed from their vacuum packaging must be treated as suits in standard packaging and shall be inspected as specified in SOLAS Chapter III, until such time that these are sent away for repackaging as an airtight unit by an approved service station. Adequate and sufficient storage space must be provided for immersion suits removed from their packaging.
- h) Any irregular but frequent defects or abnormalities related but not limited to the storage, condition, quality or function of vacuum packed immersion suits, shall be immediately reported to the administration.

Air pressure testing of immersion suits, including vacuum packed immersion suits and anti-exposure suits is to be carried out in accordance with the manufacturer's recommendations and the guidance contained in MSC/Circ.1114, as applicable, at intervals not exceeding three years. The intervals are counted from the suit's manufacturing date up to three for the first testing interval. Subsequent testing intervals shall be counted from the last of the three year testing interval. Testing should be performed at a suitable shore-based facility or alternatively on board the ship provided that suitable testing equipment is available.

Notwithstanding the above, any immersion suits of over 10 years of age must be serviced annually at an approved service station.



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Any repairs to immersion suits or anti-exposure suits should be carried out by a facility having trained personnel and access to the manufacturer's instructions, parts and adhesives.

Lif jackets required by SOLAS 74 Chapter III Regulation 7.2 shall be available onboard regardless of the type of immersion suits provided.

Additional Information

MSC/Circ.1047 can be downloaded from: www.transport.gov.mt/admin/uploads/media-library/files/MSC.1-Circ.1047%20%20Guidelines%20For%20Monthly%20Shipboard%20Inspection%20Of%20Immersion%20Suits%20And%20Anti-Exposure%20Suits.pdf

MSC/Circ. 1114 can be downloaded from: www.transport.gov.mt/admin/uploads/media-library/files/MSC.1-Circ.1114%20%20Guidelines%20For%20Periodic%20Testing%20Of%20Immersion%20Suit%20And%20Anti-Exposure%20Suit%20Seams%20And%20Closures.pdf

Merchant Shipping Directorate

23 April 2018

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ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS) AND BACK-UP ARRANGEMENTS

Technical Notice SLS.9

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference SOLAS 74, as amended, Chapter V Regulation 19.2.1.4, 19.2.1.5, 27 and IMO Resolution A.817(19) as amended.

Ships fitted with an Electronic Chart Display and Information System (ECDIS), type approved in accordance with relevant international standards, including IMO Resolution A.817(19), as amended, and with adequate back-up arrangements, are accepted as meeting the chart carriage requirements of SOLAS 74 Chapter V Regulation 27 when navigating within waters covered by Electronic Navigation Charts (ENC) officially issued by an authorised Hydrographic Office.

The following arrangements are accepted as fulfilling the back-up requirement:

1. an appropriate folio of up-to-date paper nautical charts; or
2. a second type approved ECDIS; or
3. a type approved electronic back-up arrangement for ECDIS mode of operation (using ENC).

Both the primary and secondary (alternative 2.) ECDIS shall be fully independent and both supplied from the ship's main and emergency source of power. In addition, a reserve power source (UPS mode) with a capacity of at least 30 minutes is to be provided if change-over of the source of power entails restarting of ECDIS.

For alternatives 2 and 3 above, an appropriate folio of up-to-date paper charts is to be available to enable the ship to safely reach a port within or adjacent to its trading areas when coverage by ENC is not available.

When paper nautical charts serve as the only back-up arrangement (alternative 1.), the charts shall include the planned route and, when navigating within restricted waters, the ship's position is to be regularly updated to ensure a safe take-over of ECDIS functions should the need arise.

Merchant Shipping Directorate

6 December 2012



INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE

Technical Notice SLS.10 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Administration takes into consideration that although Part B of the ISPS Code is recommendatory all Companies are still required to consider the guidance in Part B in order to comply with the requirements of SOLAS Chapter XI-2 and the ISPS Code. The EU Regulations¹ on enhancing ship and port facility security include sections of Part B² of the ISPS Code as mandatory. The sections related to ship security are to be considered as mandatory for Maltese ships. Companies are also reminded that a number of contracting governments will be enforcing certain paragraphs of Part B of the ISPS Code thus making the vessel (entering into their ports facilities) subject to port State control inspection vis-à-vis Part A and certain paragraphs of Part B of the ISPS code. The Administration requires that particular consideration be taken for paragraphs 8.1 to 13.8³ of part B of the ISPS Code in order for an ISSC to be issued.

APPLICABLE SHIP TYPE

This Technical Notice and guidelines are applicable to the following Maltese ships engaged in international voyages;

- Passenger ships, including high-speed craft
- Cargo Ships, including high speed craft, of 500 gross tonnage and upwards
- Mobile Offshore Drilling Units

¹ Regulation (EC) N6 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (entry into force 1st July 2004).

² Part B Paragraph 1.12, 4.1, 4.4, 4.5, 4.8, 4.14-4.16, 4.18, 4.24, 4.28, 4.41, 4.45, 6.1, 8.3-8.10, 9.2, 9.4, 13.6, 13.7

³ Ref to MSC/Circ. 1097 paragraph 8 – 9 and IACS procedural requirements No. 24



DEFINITIONS

Administration for the purposes of this notice the term Administration shall mean the Merchant Shipping Directorate of Transport Malta.

Drill means a training event that tests at least one component of the ship security plan and is used to maintain a high level of security readiness.

Emergency response services mean the medical, paramedical and ambulance personnel, fire and rescue personnel, and at sea Search and Rescue (SAR) units responding to or participating in SAR operations.

Exercise means a comprehensive training event that involves several of the functional elements of the ship security plan and tests communications, coordination, resource availability, and response.

Failure means an observed situation where objective evidence indicates the non-fulfilment of a specified requirement of the ISPS Code and this Technical Notice.

*Public authorities*⁴ mean the agencies or officials in a State responsible for the application and enforcement of the laws, regulations, orders and decrees of that State.

LIST OF ABBREVIATIONS

CSO	Company Security Officer
CSR	Continuous Synopsis Record
DoS	Declaration of Security
IMO	International Maritime Organization
ISM	International Safety Management
ISSC	International Ship Security Certificate
PFSO	Port Facility Security Officer
RSO	Recognized Security Organization
SMS	Safety Management System
SSA	Ship Security Assessment
SSO	Ship Security Officer
SSP	Ship Security Plan

⁴ IMO MSC/Circ. 1156



1) SETTING OF SECURITY LEVEL

The setting of security level for Maltese ships is the responsibility of the Administration. The Administration will communicate the security level information as and when deemed necessary to the shipping community by MS Notices. Whenever a higher security level is set by the Administration, the CSO shall confirm the change in the security level onboard ships falling under his/her responsibility. Furthermore the CSO shall, at all times notify the Administration of security related matters that may affect the security level onboard.

2) RECOGNIZED SECURITY ORGANIZATIONS

The following RSOs have been authorized to act for and on behalf of the Administration, to approve SSPs and carry out verification and certification on Maltese ships in accordance with section 19.1 of Part A of the ISPS Code and the applicable requirements of SOLAS Chapter XI-2;

- American Bureau of Shipping,
- Bureau Veritas,
- China Classification Society,
- Class NK,
- Croatian Register of Shipping
- DNV GL AS
- Korean Register of Shipping,
- Lloyd's Register of Shipping,
- Polish Register of Shipping
- Registro Italiano Navale,
- Russian Maritime Register of Shipping,

RSOs shall require specific authorization prior to the ISPS verification and certification. An authorization will be issued by this Administration on a ship-by-ship basis. The authorisation will be issued once and will be applicable for the initial audit and subsequent periodical/renewal audits including approval of the SSP.

3) DURATION OF CERTIFICATE

The validity of ISSC issued after the initial verification shall be for a period of not more than five years and subject to one intermediate verification and renewal verification by the end of the five-year period. If the Company wishes to harmonize the ISSC with the expiry date of the SMC issued in accordance with the ISM Code, the ISSC may be issued for a shorter period. Any additional verification shall be carried out as deemed necessary by the Administration or RSO.



4) INTERIM ISSC

An Interim ISSC valid for six months shall be issued following;

- SSA has been completed,
- The ship has been provided with the SSP,
- The SSP has been reviewed by the CSO and submitted for approval by RSO,
- The company and the ship are operating in accordance with the provisions of the plan. Necessary arrangements have been carried out for the maintenance of records, drills, crew familiarization, crew security training, internal audits, maintenance, calibration and testing of security equipment, including the ship security alert system'
- At least one drill specified in the SSP has been either carried out or planned by the SSO/CSO before the ship's departure.

In accordance to ISPS A/19.4.4 an interim ISSC may not be extended beyond six months. The issuance of subsequent, consecutive interim ISSC shall only be considered by the Administration on a case-by-case basis following specific requests by RSO.

5) REVISING ENTRIES ON THE ISSC

In instances of change of particulars, additional verification will be carried out to confirm necessary amendments to security documentation.

6) INVALIDATION OF THE ISSC

In addition to ISPS Code Section A 19.3.8, the Administration may cancel or suspend an ISSC when;

- Remedial actions for failures set out at the intermediate or additional verification have not been completed within the agreed time period,
- The ship security plan has been amended without approval,

The ISSC is to be reinstated upon satisfactory completion of verification to the scope of initial verification.

7) FAILURES

The ISSC will not be issued in cases where the initial or renewal security verification has identified, by objective evidence, failure(s) from the approved plan or requirements of SOLAS Chapter XI-2, ISPS Code and this Technical Notice. The RSO carrying out the verification is to inform the Administration and a copy of the Statement of Failure is to be forwarded to the Administration, to the company and to the ship. The ISSC will not be issued/endorsed before failure(s) that compromise the ship's ability to operate at security levels 1 to 3 are rectified.



In the case of a failure(s) that have been identified objectively during an intermediate or additional verification and which compromise the ship's ability to operate at security levels 1 to 3, the failure(s) shall be reported immediately to the Administration by the RSO concerned. Unless identified failure(s) can be immediately rectified the company is to implement alternative security measures and develop an action plan including time scale to address identified failure(s). The auditor shall verify the implementation of alternative measures before the ship sails. A copy of the Statement of Failure together with a full report including company's action plan is to be forwarded to the Administration. The Administration may request an additional verification to verify that the action plan has been completed. If the approved action plan is not followed or alternative arrangements not implemented, the Administration may withdraw the ISSC.

In the case of failure(s) identified objectively during an intermediate or additional verification and which do not compromise the ship's ability to operate at security levels 1 to 3, the failure(s) shall be reported immediately to the Administration by the RSO concerned. The company is to forward an action plan, detailing corrective measures including time scale for correction and any alternative security measures that will put in place to address the failure(s) identified. The completion of the action plan shall be verified no later than the next scheduled verification.

8) CERTIFICATION AND VERIFICATION PROCESS

Based on the initial authorization an ISSC may be issued subject to the following;

- The ship has an approved SSP,
- Satisfactory onboard initial verification by a RSO,
- The Company and the ship are operating in accordance with the provisions of the approved plan and that the ship security management system has been operating for at least two months from the date the SSP is logged as received onboard from the CSO. Operation in accordance with the provisions of the approved plan prior to certification should be verified on activity basis i.e. the RSO auditor should verify security related activities such as maintenance of records, drills, crew familiarization, crew security training and internal audits have been carried out. In addition maintenance, calibration and testing of security equipment, including the ship security alert system to be verified,
- All the technical equipment referenced in SSP has been verified,
- Satisfactorily operational security measures verified by sample audit of sufficient level necessary to assess the operating system in its entirety.
- Notification to the Administration of the designated CSO including contact details.

The RSOs are to adopt IACS Procedural Requirements for ISPS Code Certification (IACS PR no. 24 including no. 27 in case of transfer of certification).



9) SHIP SECURITY ASSESSMENT

The SSA is an integral part of the process of developing the SSP. Although provisions are made within the ISPS Code to develop a fleet security plan, the Administration requires that the plan for each ship reflects ship-specific information accurately. To ensure that the information gathered during the SSA is accurate; the SSA is to be carried out by appropriately skilled personnel. Furthermore technical ship security information shall only be achieved by carrying out the on-scene security survey onboard each and every ship of the fleet, including sister ships. A copy of the current SSA is to be retained onboard at all times. The Master and/or SSO shall ensure the protection of the SSA from unauthorized access.

10) DEVELOPMENT OF SHIP SECURITY PLAN

The Company may choose to develop the SSP (including the SSA) using adequately trained SSO and/or a Security Consultant and/or RSO.

Within the ISPS Code no provisions are set for any RSO to assist in the development of the SSP (including the SSA). If a Company chooses to use a RSO to assist in the development of the plan, then that RSO shall not be authorized to approve the SSP or conduct the verification.

In cases where the company has already adopted security procedures⁵ within the safety management system of the ship, such established procedures are to be reviewed and if need be amended to reflect the requirements of Chapter XI-2 and Part A of the ISPS Code.

In accordance to the scope and objective of the convention such established procedures are to be incorporated within the SSP and not cross-referred within the SMS. This would provide smoother verification process of the SSP and such procedures would be protected from unauthorized access or disclosure.

It is recommended by the Administration that procedures are to be included within the SSP to address circumstances when the ship is put out of service and/or the ship is undergoing conversion but still manned. Such procedures would also focus on revitalizing the ship security prior entry into service. Particular care shall be taken with regards the availability of sufficient personnel remaining onboard thereby ensuring that security duties outlined in the approved SSP are not compromised. Furthermore in the case when the ship is located in the shipyard the sharing of security responsibilities between the ship and the shipyard will have to be agreed and this involves the conclusion of a DoS.

If the statutory certificates of the ship, including the ISSC, are suspended or revoked, responsibility for the security of the ship would, in practice, rest with the shipyard.

⁵ Example security procedures to address security related incidents such as stowaways, piracy and armed robbery and access of visitors.



The SSP shall establish, as applicable, details of the procedures and security measures the ship should apply when:

1. it is at a port of a State which is not a Contracting Government;
2. it is interfacing with a ship to which the ISPS Code does not apply;
3. it is interfacing with a fixed or floating platform or a mobile drilling unit on location;
4. it is interfacing with a port or port facility which is not required to comply or which is not complying with chapter XI-2 and Part A of the ISPS Code;

If the ship's approved SSP does not already include provisions as listed in 1 to 4 above, the ship should attempt to conclude a Declaration of Security or to take the following action:

- record the actions taken by the CSO and/or SSO to establish contact with the PFSO, and/or any other person(s) responsible for the security of the port and/or port facility, ship or platform being interfaced;
- record the security measures and procedures put in place by the ship, bearing in mind the security level set by the Administration and any other available security related information; and complete and sign, on behalf of the ship alone, a DoS (particularly in circumstances when the ship is unable to identify the security person(s) responsible for a particular port facility);
- implement and maintain the security measures and procedures set out in the DOS throughout the duration of the interface;
- report the actions taken to the CSO and through the CSO to the Administration; and
- request the CSO to inform the authorities responsible for the exercise of control and compliance measures (Regulation XI-2/9) and the PFSO(s) at the next port(s) of call of the difficulties the ship experienced and of the actions the ship itself took.
- additional to the above it is recommended that prior to departure from port facilities which do not comply with the requirements of the ISPS Code searches are carried out in accordance with the approved SSP. Such additional security measures are to be documented.

Companies are reminded that during routine and normal ship/port interface and ship-to-ship activities it is usual for a variety of commercial, private and Governmental personnel to require access to a ship. Security requirements contained in SOLAS Chapter XI-2 and in the ISPS Code has been developed for the purpose of enhancing the security in the international maritime transport sector and should not be used to delay or inhibit unnecessary or unjustifiably the access on board of public authorities and emergency response services. The approved SSP does not create the right for either the ship or for those on board to invoke the provisions therein, and to claim, in any circumstance and regardless of what is required by the applicable security level, the authority to prevent any public authority from boarding the ship when that ship is within the territory of another SOLAS Contracting Government or of another State.



11) COPIES OF THE APPROVED SHIP SECURITY PLAN

The Administration requires that a copy of the endorsed SSP (including any amendments) be retained in the office(s) of the Company. The Company shall ensure the protection of the SSP against unauthorized access.

12) AMENDMENTS TO THE SHIP SECURITY PLAN

The following list identifies which changes to the SSP are to be forwarded to the RSO for approval.

- Procedures designed to prevent the carriage on board the ship of weapons, dangerous substances and devices intended for use against persons, ships or ports;
- Identification of the restricted areas and measures for the prevention of unauthorized access;
- Procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the ship or ship/port interface;
- Procedures for responding to any security instructions that Contracting Governments may issue whilst at security level 3;
- Procedures for auditing security activities;
- Procedures for associated training, drills and exercises;
- Procedures for interfacing with port facility security activities;
- Procedures for the periodic review and updating;
- Procedures for reporting security incidents;
- Procedures to ensure the inspection, testing, calibration and maintenance of any security equipment provided on board;
- Procedures, instructions and guidance on the use of the ship security alert system, including the testing, activation, deactivation and resetting and to limit false alerts;
- Procedures relating to security record keeping;
- Procedures aimed at preventing unauthorized access/disclosure, deletion, destruction or amendment;
- Procedures relating to the delivery of the ship's stores;

Those amendments, which significantly alter or change the security management system on board, shall be subject to an additional verification audit by the RSO.

13) INTERNAL AUDITS

Internal audits of security activities are to be carried out at least annually. Internal audits are not to be carried out by the personnel responsible of the activities being audited.



14) DESIGNATION OF THE COMPANY SECURITY OFFICER

In meeting its obligations in respect of the provisions contained in ISPS A/11 the Company shall not outsource responsibilities of the CSO to third parties. It is to be borne in mind that the position of the CSO is a 24-hour responsibility. The Company must have the necessary arrangements to ensure that a line of communication (directly or indirectly) exists between the CSO and the ship on a 24-hour basis. The Company must complete and submit the form outlined in Annex I of this Technical Notice, providing information with regards to the designated CSO. Companies that appoint a Deputy / Alternate CSO to assist the CSO shall complete Annex 2 accordingly.

15) SELECTING A SHIP SECURITY OFFICER

Any member of the ship's personnel, including the Master, may be designated as the SSO, provided that the selected member of the ship's personnel is duly trained and has a sound understanding of his duties and responsibilities. Consideration needs to be given in relation to crew size. On ships with a small crew the Master may be the most appropriate choice to be designated as the SSO.

Companies are reminded that it is a fundamental requirement that the SSO should be familiar with the security arrangements of the specific ship on which the SSO serves. In cases where the serving SSO is replaced it is the responsibility of the Company to ensure that the replacing SSO has the opportunity to familiarize himself with the particular ship and the approved SSP.

It is prudent to point out that the workload presented to the ship personnel through the development and implementation of the SSP should not infringe hours of rest, which could promulgate fatigue. Notwithstanding the requirements of the minimum safe manning certificate, the Company shall ensure that sufficient number of personnel is onboard to implement the security measures outlined in the SSP. Human resource availability shall be evaluated during the SSA.

In cases where the SSO is explicitly identified in the SSP, Company procedures shall be in place to amend such details when change of SSO occurs.

16) DECLARATION OF SECURITY

Unless specifically instructed otherwise by the Administration, CSO or SSO, the Master is not obliged to complete the DOS when the ship, port facility or other ship covered by the ISPS Code, are operating at Security Level 1. Section A/5.2 of the ISPS Code specifies instances when a ship can request completion of a DOS.



17) DRILLS AND EXERCISES

To ensure the effective implementation of the provisions of the SSP, the Administration requires that security drills should be conducted at least once every three months. In addition, in cases where more than 25% of the ship's personnel have been changed, at any one time, with personnel that have not previously participated in any drill on that ship within the last 3 months, a drill should be conducted within one week of the change. A tabletop security exercise, which would include the involvement of a port facility and/or the Company, shall be carried out once a year. The SSAS shall be tested at least twice a year. Security training and drills shall be reflected in the ship's training and drill programme. All drills carried out are to be recorded accordingly.

18) RECORD KEEPING

The documentary evidence and records, which need to be maintained, are specified in:

- Regulation XI-2/5;
- Regulation XI-2/9.2.1;
- Section A/10;
- Section A/5;

The Administration requires that all records identified above, including all verification records, shall be maintained by the Company and the ship for a minimum period of three (3) years.

Bearing in mind the provisions of SOLAS Regulation XI-2/9.2.3 the DoS shall be kept onboard for a minimum period of three (3) years.

19) LAI D UP SHIPS

In the case of a ship that is laid up the validity of the ISSC depends on the ship's manning level but as a general rule Companies are to note the following:

- If lay-up is for a period of not more than three (3) months, a security drill must be carried out within one week of re-entry into service. Additional requirements may be stipulated by the Administration as deemed necessary on a case-by-case basis;
- If lay-up is for a period exceeding three (3) month but not more twelve (12) months, the RSO is required to carry out prior to re-entry into service an additional verification for the purpose of ensuring that the security system remains valid and in full compliance with the ISPS Code. The additional verification is to be reflected by endorsement of the ISSC.
- If lay-up period is for over 12 months, interim certification is required and the SSP is to be approved prior to re-entry into service.



20) SECURITY EQUIPMENT

The Administration does not require any specific security equipment to be provided on board Maltese ships, but the outcome of the SSA could result in the need of security equipment to be fitted or provided onboard. During the fitting of security equipment and related electrical installations, the Company shall give due consideration to the safety issues highlighted by SOLAS Regulation II-1/45. Security equipment provided is to be clearly identified in the SSP and procedures have to be included therein for the operation, maintenance, calibration and testing of the security equipment.

21) POSSESSION OF FIREARMS ONBOARD MALTESE REGISTER SHIPS

The Administration has adopted a no firearms policy on board Maltese ships. Considerations are given to applications as provided in MS Notice 106 - [Placement of Privately Contracted Armed Security Personnel \(PCASP\) onboard Maltese ships](#), when ships are operating in high risk areas as defined.

22) ISPS CODE PUBLICATION

The Administration requires that a copy of the latest edition of ISPS Code shall be retained onboard Maltese ships.

23) SHIP SECURITY ALERT SYSTEM

The SSAS, when activated, shall initiate and transmit a ship-to-shore security alert to at least, the mailbox address of the Administration - alert.isps@transport.gov.mt and the Company, identifying the ship, its location and indicating that the security of the ship is under threat or that it has been compromised.

The SSAS is to satisfy the functional requirements outlined in Resolution MSC.136(76), as amended by Resolution MSC.147(77). Further guidance in relation to the design of the SSASs is provided in MSC/Circ.1072.

Identification of the location of the activation points including operational instructions such as testing, deactivation and resetting are to be kept in a separate document accessible only to the Master, SSO and senior management officers.

If the ship has already an approved SSP, the plan must be amended to address the SSAS and the amended parts must be present onboard for review and approval during the verification by the RSO after initial installation of the SSAS.

Once installed the SSAS would be subject to a dedicated verification by the RSO. This verification is not intended to replace the radio survey required by SOLAS Chapter I. The radio survey is an integral part of the statutory survey and certification process undertaken by the recognized organization.



When the SSAS is activated, the security alert message should include the following information:

- Name of Ship;
- IMO Ship Identification Number;
- Call Sign;
- Maritime Mobile Service Identity;
- GNSS position (latitude and longitude) of the ship;
- Date and Time of the GNSS position.

Depending on the equipment, system and arrangements used, the Name of Ship, the IMO Ship Identification Number, the Call Sign and the Maritime Mobile Service Identity may be added to the signal or message transmitted by the shipborne equipment. The SSAS is to be tested twice a year or whenever there is a change in the details or the programming of the unit.

24) REPORTING OF SECURITY INCIDENTS

Companies must immediately notify the Administration upon the activation of the SSAS and of any security incident. The following initial information is to be provided via fax and/or email;

- Name of ship
- IMO number
- Details of Company Security Officer
- Details of Ship Security Officer
- Type of security incident
- Location of ship
- Cargo on board
- Last port of call
- Next port of call
- Copy of crew list

25) POINT OF CONTACT

Transport Malta

Merchant Shipping Directorate

Malta Transport Centre

Marsa MRS1917

Malta

Tel: +356 21 250360

Fax: +356 21 241460

E-mail (General ISPS matters): comms.isps@transport.gov.mt

E-mail (Security Alerts): alert.isps@transport.gov.mt

Name	AOH	Email
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Alternate point of contact;		
Capt. M. Chapelle	+356 99494318	mark.chapelle@transport.gov.mt
Mr. A. Gruppetta	+356 79434317	albert.gruppetta@transport.gov.mt
Mr. P. Zammit Endrich	+356 79434316	pierre.zammit-endrich@transport.gov.mt

Merchant Shipping Directorate

27 April 2016

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ANNEX I

NOTIFICATION OF COMPANY SECURITY OFFICER

DESIGNATION OF COMPANY SECURITY OFFICER (CSO)

Under Section 11.1 of the ISPS Code, the entity responsible for the management of the ship in accordance with the ISM Code shall designate a person, the Company Security Officer (CSO) for the ship/s. In line with the above the undersigned hereby declares that:

Name of CSO

Telephone No. (AOH)

ISM Company details:

Name of Company

Company Address

Telephone No.

E-mail

is the designated Company Security Officer, who has agreed to take over all duties and responsibility imposed by the ISPS Code, for the following named ship(s):

Name of Ship

IMO Number

(Signed) Company Security officer

Date

Company Signatory

Name and position of Company Signatory



ANNEX 2

NOTIFICATION OF DEPUTY / ALTERNATE COMPANY SECURITY OFFICER

DEPUTY / ALTERNATE COMPANY SECURITY OFFICER (D/CSO)

Under Section 11.1 of the ISPS Code, the entity responsible for the management of the ship in accordance with the ISM Code shall designate a person, the Deputy / Alternate Company Security Officer (D/CSO) for the ship/s. In line with the above the undersigned hereby declares that:

Name of D/CSO

Telephone No. (AOH)

ISM Company details:

Name of Company

Company Address

Telephone No.

E-mail

is the Deputy Company Security Officer, who shall deputise the Designated CSO over duties and responsibility imposed by the ISPS Code, for the following named ship(s):

Name of Ship

IMO Number

(Signed) Deputy Company Security officer

Date

Company Signatory

Name and position of Company Signatory



Merchant Shipping Directorate



Transport Malta

Technical Notice SLS.10 Rev.1
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Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



ELECTRONIC LOG BOOKS

Technical Notice SLS.11

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference Sections 190-194 of the Merchant Shipping Act, 1973, as amended and Regulation 28 of Chapter V to the International Convention for the Safety of Life at Sea, 1974, and 1988 Protocol relating thereto.

Electronic log books are accepted for use on Maltese registered ships as full replacement for paper log books provided the following are complied with:

- the work station on the bridge where the log book is to be maintained shall comply with the IMO “Guidelines on Ergonomic Criteria for Bridge Equipment and Layout” contained in MSC/Circ.982;
- the presentation of the logbook shall comply with the requirements of Resolution MSC.86 (70) and MSC/Circ.982(5.3.4);
- lighting of the display and keyboard shall comply with the requirements of MSC/Circ.982(5.3.6);
- the electronic log book provides for entry of data required by Section 191 of the Merchant Shipping Act 1973, as amended. Alternatively, the Maltese Official Log Book is to be maintained in conjunction with the electronic log book.
- updates relative to the system’s basic functionality or security shall be available at all times.

The Company’s Safety Management System shall include procedures addressing:

- regular back up of data at the Company’s offices. Back-up shall be carried out at least on a daily basis unless prevailing circumstances dictate otherwise;
- retention of back-up data at the Company’s offices. Data shall be retained for a period of not less than three years;
- immediate availability and access to data by the Administration, upon request.

The following documentation shall be carried on board the ship at all times and be readily available for inspection upon request:

- a declaration from the electronic logbook producer or the installation company that the system has been installed according to current regulations, performance tested and found to be in full functioning order
- a declaration from the Owners that the officers on board have received training in accordance with STCW-95 Regulation I/14.1.4

Merchant Shipping Directorate

6 December 2012



ANNEX I

NOTIFICATION OF COMPANY SECURITY OFFICER

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Name of CSO

Telephone No. (AOH)

ISM Company details:

Name of Company

Company Address

Telephone No.

E-mail

is the designated Company Security Officer, who has agreed to take over all duties and responsibility imposed by the ISPS Code, for the following named ship(s):

Name of Ship

IMO Number

(Signed) Company Security officer

Date

Company Signatory

Name and position of Company Signatory



ANNEX 2

NOTIFICATION OF DEPUTY / ALTERNATE COMPANY SECURITY OFFICER

DEPUTY / ALTERNATE COMPANY SECURITY OFFICER (D/CSO)

Under Section 11.1 of the ISPS Code, the entity responsible for the management of the ship in accordance with the ISM Code shall designate a person, the Deputy / Alternate Company Security Officer (D/CSO) for the ship/s. In line with the above the undersigned hereby declares that:

Name of D/CSO

Telephone No. (AOH)

ISM Company details:

Name of Company

Company Address

Telephone No.

E-mail

is the Deputy Company Security Officer, who shall deputise the Designated CSO over duties and responsibility imposed by the ISPS Code, for the following named ship(s):

Name of Ship

IMO Number

(Signed) Deputy Company Security officer

Date

Company Signatory

Name and position of Company Signatory



NAUTICAL PUBLICATIONS

Technical Notice SLS.12

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Regulation 19.2.1.4 and Regulation 27 of Chapter V of the International Convention for the Safety of Life at Sea, 1974, as amended, requires all ships to carry adequate and up-to-date charts, sailing directions, list of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage.

Paragraph 13.14 of Chapter 13 of the International Code of Safety for High Speed Craft, 1994 and Paragraph 13.8 of Chapter 13 of the International Code of Safety for High Speed Craft, 2000 require craft to be provided with nautical charts and nautical publications to plan and display the craft's route for the intended voyage and to plot and monitor positions throughout the voyage.

The use on board of nautical publications such as Sailing Directions, List of Lights, Notices to Mariners, Tide Tables and List of Radio Signals in digital format is accepted on condition that:

- the nautical publications are issued officially by or under the authority of a SOLAS Contracting Government, by an authorized Hydrographic Office or by other institutions of a SOLAS Contracting Government;
- the updates are original and documentation for receipt of updates and their installation is available onboard. The ship's Safety Management System shall include procedures related thereto;
- the data is protected from editing;
- the nautical publications are installed in a dedicated computer that is supplied from the main and emergency source of power and is readily available to the Officer of the Watch (OOW). The display of data on the monitor shall not compromise the OOW's night vision;
- the nautical publications are installed in one additional computer, as back up, and which can be made available to the OOW in a short period of time;
- the Master and Bridge Team Officers are trained in the use of the system;
- the equipment and installation complies with the requirements of SOLAS Chapter V Regulation 17 regarding electromagnetic compatibility;
- due consideration is given to the guidance contained in MSC/Circ.1091 on issues concerning introduction of new technology on board, MSC/Circ.891 regarding on board use and application of computers and MSC/Circ.982 on ergonomic criteria for bridge equipment and layout.

Merchant Shipping Directorate

6 December 2012



MAGNETIC COMPASSES

Technical Notice SLS.13

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference SOLAS 74, as amended, Chapter V Regulation 19 and, HSC Codes 1994 and 2000 Chapter 13 Paragraph 13.2

Magnetic compasses should be periodically adjusted by a certified compass adjuster at intervals not exceeding three years.

Notwithstanding the above, each magnetic compass should be adjusted by a certified compass adjuster when:

- it is first installed
- the satisfactory operation of the compass is questionable;
- the ship/craft undergoes structural repairs or alterations that could effect its permanent and induced magnetism;
- electrical or magnetic equipment in the vicinity of the compass is added, removed or altered;
- the recorded deviations are excessive
- the compass shows physical defects
- records of compass deviations have not been maintained

If a certified compass adjuster is unavailable and the Master deems that adjustment of the magnetic compass is essential, then adjustment may be carried out by a person holding a Certificate of Competence issued in terms of Regulation II/2 of the STCW Convention 1978, as amended. The magnetic compass must then be re-adjusted by a certified compass adjuster at the first available opportunity.

Repairs required on magnetic compasses shall be carried out by a compass manufacturer, when same is readily available. Alternatively, repairs may be carried out by either:

- a service provided authorised by a SOLAS Contracting Government; or
- a service provider nominated by the Company. The Company is responsible for assessing and selecting the service provider and therefore appropriate procedures relating thereto must be established; or
- a service provider proposed by the vessel's Recognized Organization;

All repair work shall be carried out in accordance with international standards for magnetic compasses and a certificate to this effect is to be issued to the vessel by the compass manufacturer/service provider that carried out the works.

A compass deviation book shall be available for the purpose of recording deviations, details of any adjustments and repairs carried out. Compass errors should be determined at least once every watch.

The Owner/Operator and the Master are responsible for ensuring that compasses on board their ships are maintained in good working order.

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate



SHIP RADIO STATION LICENCE AND SHORT TERM CERTIFICATES

Technical Notice SLS.14

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Upon Change of Flag or Transfer of Ownership vessels are issued with a Provisional Ship Radio Station Licence with a validity period of up to a maximum of six months with the option of a supplementary two or one month extension period. Subsequently, a Permanent Ship Radio Station Licence is issued with a validity period of up to a maximum of 12 months intended for the purpose of harmonizing the renewal of said licence with the renewal of the Certificate of Registry. Thereafter, renewal of the licence is on an annual basis.

If during change of flag/radio surveys a copy of the Provisional or Permanent Ship Radio Station Licence is not yet available on board, the Recognized Organization is instructed to proceed with the issue of the relevant statutory certificate valid for two months on condition that no deficiencies related to the radio installation are identified during the survey.

This office is to be notified whenever such certificate is issued.

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate

INCLINING TEST OF CARGO SHIPS

Technical Notice SLS.15

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference Regulation 5 of Part B-1 of Chapter II-1 of SOLAS as amended by Resolution MSC.216 (82)

The Recognized Organization (RO) may dispense with the Inclining Test of ships in a series provided that reliable stability information for the said ships can be obtained from the basic stability data derived from the inclining test of the lead ship in the series. Dispensation may solely be invoked in favour of subsequent ships within the series that have been built at the same yard, to the same plans and under the supervision of an RO recognized by the Administration.

The Inclining Test shall be carried out on any subsequent ship in the series when the comparison of data with that of the lead ship indicates a deviation in excess of any one of the limits stipulated in Regulation 5.2

The Recognized Organization will notify this office of any ship/s in respect of which the dispensation provision has been invoked or revoked, and the reasons thereof.

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate



EMERGENCY TOWING PROCEDURES ON SHIPS

Technical Notice SLS.16 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference SOLAS 74 Chapter II-1 Regulation 3-4 as amended by Resolution MSC.256 (84), and MSC.1/Circ.1255

Regulation 3-4.2 requires that ship-specific emergency towing procedures be available on:

- all passenger ships not later than 1 January 2010;
- cargo ships constructed on or after 1 January 2010; and
- cargo ships constructed before 1 January 2010 by not later than 1 January 2012.

The emergency towing procedures, which shall complement the “emergency preparedness” element required by Paragraph 8 of Part A of the International Safety Management (ISM) Code, shall be developed by the Company based on the guidance contained in MSC.1/Circ.1255

The emergency towing procedures may be either incorporated in their entirety within the Safety Management System or may be in the form of a stand-alone booklet with explicit reference thereto being contained within the relevant section of the Safety Management System.

Merchant Shipping Directorate

20 August 2013

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Transport Malta
Technical Notice SLS.16 Rev.1
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**INTERNATIONAL MARITIME
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Ref.: T4/3.01

MSC.1/Circ.1255
27 May 2008

GUIDELINES FOR OWNERS/OPERATORS ON PREPARING EMERGENCY TOWING PROCEDURES

- 1 The Maritime Safety Committee, at its eighty-fourth session (7 to 16 May 2008), following a recommendation of the fiftieth session of the Sub-Committee on Ship Design and Equipment, approved Guidelines for owners/operators on preparing emergency towing procedures, set out in the annex, aimed at assisting owners/operators in preparing ship-specific emergency towing procedures for ships subject to SOLAS regulation II-1/3-4.
- 2 The Guidelines are intended to help owners/operators to carry out the necessary steps in establishing emergency towing procedures, provide information on the scope of the emergency towing booklet and give guidance towards creating procedures for towage.
- 3 The procedures developed by means of these Guidelines aim at supporting the crew in establishing the safest and most efficient course of action to be taken when confronted with an emergency that requires towing.
- 4 Member Governments are invited to bring the annexed Guidelines to the attention of all parties concerned for application in conjunction with SOLAS regulation II-1/3-4 (Emergency towing arrangements and procedures).

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ANNEX

GUIDELINES FOR OWNERS/OPERATORS ON PREPARING EMERGENCY TOWING PROCEDURES

1 PURPOSE

The purpose of these Guidelines is to assist owners/operators in preparing ship-specific emergency towing procedures for ships subject to SOLAS regulation II-1/3-4. The procedures should be considered as part of the emergency preparedness required by paragraph 8 of part A of the International Safety Management (ISM) Code.

2 OBSERVATIONS

2.1 Owners, operators and crews should take into consideration that the nature of an emergency does not allow time for deliberation. Accordingly, the procedures should be practiced beforehand.

2.2 The towing procedures should be maintained on board the ship for ready use by the ship's crew in preparing their ship for towage in an emergency.

2.3 The crew should have good knowledge of equipment stowage location and accessibility. Any identified improvements to stowage arrangements should be implemented.

2.4 Crew dealing with an emergency situation should be aware of power availability required for winches and tools, as well as for deck lighting (for bad/low visibility and night time situations).

2.5 It is recognized that not all ships will have the same degree of shipboard equipment, so that there may be limits to possible towing procedures. Nevertheless, the intention is to predetermine what can be accomplished, and provide this information to the ship's crew in a ready-to-use format (booklet, plans, poster, etc.).

3 SHIP EVALUATION

3.1 The owner/operator should ensure that the ship is inspected and its capability to be towed under emergency situations is evaluated. Both equipment on board and available procedures should be reviewed. Items that need to be inspected are described in the following paragraphs.

3.2 The ability of the ship to be towed from bow and stern should be evaluated, and the following items should be reviewed:

- .1 line handling procedures (passing and receiving messenger lines, towlines, bridles); and
- .2 layout, structural adequacy and safe working loads of connection points (fairleads chocks, winches, bitts, bollards), etc.



3.3 The on-board tools and equipment available for assembling the towing gear and their locations should be identified. These should include but not be limited to:

- .1 chains;
- .2 cables;
- .3 shackles;
- .4 stoppers;
- .5 tools; and
- .6 line throwing apparatus.

3.4 The availability and characteristics of radio equipment on board should be identified, in order to enable communication between deck crew, bridge and the towing/salvage ship.

3.5 Unless the safe working loads of connection points are known, these loads should be determined by an engineering analysis reflecting the on-board conditions of the ship. The Guidance on shipboard towing and mooring equipment (MSC/Circ.1175) may be used for guidance.

3.6 The evaluation should be performed by persons knowledgeable in towing equipment and operations.

4 EMERGENCY TOWING BOOKLET

4.1 The Emergency Towing Booklet (ETB) should be ship specific and be presented in a clear, concise and ready-to-use format (booklet, plan, poster, etc.).

4.2 Ship-specific data should include but not be limited to:

- .1 ship's name;
- .2 call sign;
- .3 IMO number;
- .4 anchor details (shackle, connection details, weight, type, etc.);
- .5 cable and chain details (lengths, connection details, proof load, etc.);
- .6 height of mooring deck(s) above base;
- .7 draft range; and
- .8 displacement range.



4.3 All procedures developed in accordance with section 5 should be presented in a clear and easy to understand format, which will aid their smooth and swift application in an emergency situation.

4.4 Comprehensive diagrams and sketches should be available and include the following:

- .1 assembly and rigging diagrams;
- .2 towing equipment and strong point locations; and
- .3 equipment and strong point capacities and safe working loads (SWLs).

4.5 A copy should be kept at hand by the owners/operators in order to facilitate the passing on of information to the towage company as early as possible in the emergency. A copy should also be kept in a common electronic file format, which will allow faster distribution to the concerned parties.

4.6 A minimum of three copies should be kept on board and located in:

- .1 the bridge;
- .2 a forecastle space; and
- .3 the ship's office or cargo control room.

5 DEVELOPING PROCEDURES

5.1 Ship-specific procedures should be identified during the ship's evaluation and entered accordingly in the ETB. The procedures should include, as a minimum, the following:

- .1 a quick-reference decision matrix that summarizes options under various emergency scenarios, such as weather conditions (mild, severe), availability of shipboard power (propulsion, on-deck power), imminent danger of grounding, etc.;
- .2 organization of deck crew (personnel distribution, equipment distribution, including radios, safety equipment, etc.);
- .3 organization of tasks (what needs to be done, how it should be done, what is needed for each task, etc.);
- .4 diagrams for assembling and rigging bridles, tow lines, etc., showing possible emergency towing arrangements for both fore and aft. Rigged lines should be lead such that they avoid sharp corners, edges and other points of stress concentration;
- .5 power shortages and dead ship situations, which must be taken into account, especially for the heaving across of heavy towing lines;
- .6 a communications plan for contacting the salvage/towing ship. This plan should list all information that the ship's master needs to communicate to the salvage/towing ship. This list should include but not be limited to:
 - .1 damage or seaworthiness;



- .2 status of ship steering;
- .3 propulsion;
- .4 on deck power systems;
- .5 on-board towing equipment;
- .6 existing emergency rapid disconnection system;
- .7 forward and aft towing point locations;
- .8 equipment, connection points, strong points and safe working loads (SWL);
- .9 towing equipment dimensions and capacities; and
- .10 ship particulars;
- .7 evaluation of existing equipment, tools and arrangements on board the ship for possible use in rigging a towing bridle and securing a towline;
- .8 identification of any minor tools or equipment providing significant improvements to the "towability" of the ship;
- .9 inventory and location of equipment on board that can be used during an emergency towing situation;
- .10 other preparations (locking rudder and propeller shaft, ballast and trim, etc.); and
- .11 other relevant information (limiting sea states, towing speeds, etc.).

Merchant Shipping Directorate

18 January 2013



EMBARKATION ARRANGEMENTS FOR REMOTELY LOCATED SURVIVAL CRAFT

Technical Notice SLS.17

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference is made to MSC.1/Circ.1243 and its application to all Maltese-registered ships regardless of keel laying date.

The Administration accepts any of the following means of embarkation for remotely located survival craft:

- an embarkation ladder complying with Section 6.1.6 of the LSA Code;
- a Jacob's ladder or aluminium ladder complying with Section 6.1.6 of the LSA Code; and
- other means of embarkation enabling controlled descent to the survival craft, approved by the Recognized Organization on a case-by-case basis.

A knotted rope shall not be accepted as "other means of embarkation".

All means of embarkation should be located clear of any obstructions in way of the vessel's fore part and as far aft of the bow as is reasonable and practicable so as not to compromise safe descent.

In locating the best possible position for the means of embarkation and the liferaft painter securing points, the following should be considered:

- the distance from the means of embarkation to the sea level in all conditions of loading, list and trim;
- the position of the means of embarkation relative to the position of the securing point for the liferaft painter and the length of the painter; and
- preferably, the deployed means of embarkation should be located forward of the liferaft when waterborne.

The Recognized Organization will verify compliance with this requirement at the first scheduled safety equipment survey (i.e. annual, periodical or renewal).

In instances where due to prevailing circumstances at the port of survey a ship is unable to comply with this Technical Notice, the Recognized Organization will proceed with the issue of short-term certification valid for two months by which time compliance should be assured.

The Recognized Organization shall notify the Administration of instances where short-term certification has been issued, the reason/s thereof, and the validity date.

Merchant Shipping Directorate

6 December 2012



MEANS OF EMBARKATION ON AND DISEMBARKATION FROM SHIPS

Technical Notice SLS.18

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference is made to Regulation 3-9 of Chapter II-1 of SOLAS 74, as amended, and MSC.1/Circ.1331.

Unless expressly stated otherwise herein, the guidance contained in MSC.1/Circ.1331 should be taken into account.

Means of embarkation and disembarkation on all ships shall be periodically inspected, maintained and surveyed in accordance with the aforementioned circular.

1 Construction Standards

- 1.1 Accommodation ladders and gangways for installation onboard ships constructed on or after 1 January 2010 shall conform to the standards specified in MSC.1/Circ.1331. Such accommodation ladders and gangways shall be in possession of a Statement of Conformity issued by the shipyard or the manufacturer.
- 1.2 Replacement accommodation ladders and gangways for use on ships constructed before 1 January 2010 should comply with the guidance contained in MSC.1/Circ.1331 as far as is reasonably practicable.
- 1.3 In the context of spacing of steps in accommodation ladders this Administration accepts steps with a spacing of between 300 to 350mm measured tangentially to the step noses.

2 Monthly Maintenance and Inspection

Monthly maintenance and inspection of the accommodation ladders, gangways, associated winches and ancillary fittings may be carried out by the ship's crew in accordance with the manufacturer's instructions.

3 Annual Thorough Examination

During the annual surveys required by SOLAS Regulations I/7 and I/8, the items identified in MSC.1/Circ.1331 should be thoroughly examined for satisfactory condition.

4 Five-Yearly Survey

- 4.1 For ships constructed on or after 1 January 2010 the first five-yearly survey should be carried out in conjunction with the delivery of the ship and thereafter in conjunction with the Class Renewal Survey.



- 4.2 For ships constructed before 1 January 2010 the first five-yearly survey should be carried out at the first scheduled Class Renewal Survey on or after 1 January 2010;
- 4.3 At every five yearly survey, following the satisfactory completion of the scheduled annual thorough examination, the accommodation ladder, gangway and winch shall be subjected to an operational test with the specified maximum operational load.
- 4.4 In instances where maximum load is unknown, the maximum allowed distributed load should be established by loading the accommodation ladder or gangway until the maximum allowable deflection is reached. The maximum distributed load is to be limited to 735 N/step for accommodation ladders and 4000N/m² for gangways;
- 4.5 The established maximum distributed load should be used in the static test of the accommodation ladder arrangement, including the suspension arrangement and holding capacity of the winch.
- 5 Length of Accommodation Ladders
 - 5.1 Notwithstanding Paragraph 3.4.1 of MSC.1/Circ.1331, for ships constructed or after 1 January 2010 the required length of accommodation ladders shall be determined on the basis of the actual ballast arrival condition of the ship in lieu of the lightship condition as defined in SOLAS Regulation III/3.13.
 - 5.2 For ships constructed before 1 January 2010 the length of accommodation ladders should not be subject to verification unless, for safety reasons, the arrangement warrants otherwise.
- 6 Records
 - 6.1 On all ships records of inspections, maintenance and repair of each appliance should be maintained and be readily available on board for inspection. The records should contain, as a minimum, the information outlined in MSC.1/Circ.1331 (Ref. Para. 4.6)
 - 6.2 The record-keeping obligation should be appropriately addressed within the ship's Safety Management System.



BRIDGE-NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS)

Technical Notice SLS.19

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference Resolution MSC.282(86) and Resolution MSC.128(75)

Bridge Navigational Watch Alarm Systems installed prior to 1 July 2011 will be considered eligible for exemption from full compliance with the standards of Resolution MSC.128(75) if the system satisfies the Recognized Organization's rules for the relevant classification notation or the following minimum requirements:

1. The system can be manually switched ON and OFF, and the ON/OFF selection facilities are protected (e.g. key switch, password protected or by location in Master's cabin).
2. The system remains dormant for a period of between 3 and 12 minutes when switched on.
3. A visual indication and an audible alarm are given in the wheelhouse at the end of the dormant period. For the first 15 seconds only a visual indication may be given.
4. The alarm is transferred to the back-up Officer's and/or Master's cabin if not reset in the wheelhouse within 30 seconds.
5. The alarm is sounded in public spaces (e.g. mess room, ship's office, and conference room) if not reset within 30 to 90 seconds from the first visual indication in the wheelhouse (the period may be extended to 3 minutes for larger vessels). This alarm may be combined with the alarm described in Point 4 above.
6. An alarm reset function is provided in the wheelhouse (e.g. push button/s and/or movement detector/s) in position/s providing a proper look out.
7. Electromagnetic compatibility and environmental protection – It should be confirmed that the BNWAS is suited for installation on board ships through a test report, a test certificate or the manufacturer's specification. Alternatively, a declaration by the vessel's manager confirming that the BNWAS operates trouble-free will be sufficient.

Exemption from the standards will be approved by this Directorate following receipt of confirmation from the ship's Recognized Organization (RO) that the aforementioned RO Rules or the listed minimum requirements are satisfied.

Merchant Shipping Directorate

6 December 2012



PERIODICAL BOTTOM INSPECTION OF PASSENGER SHIPS OTHER THAN RO-RO PASSENGER SHIPS

Technical Notice SLS.20

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Resolution A.997 (25) - Survey Guidelines under the Harmonized System of Survey and Certification prescribes that inspection of a passenger ship's bottom, as required by SOLAS regulation I/7, should be carried out annually, with two such inspections carried out in dry-dock in any five-year period¹.

Where acceptable to the Administration, the minimum number of inspections in dry-dock may be reduced from two to one in any five-year period. In such cases, the interval between consecutive inspections in dry-dock shall not exceed 60 months.

This Technical Notice is intended for application to passenger ships of 15 years of age or less² that are not ro-ro passenger ships.

1. Application for In-water Survey

- 1.1 The shipowner submitting the request for an IWS should have completed, during the construction stage or at a previous dry-dock, a survey of the hull to the satisfaction of the RO with a view of establishing and documenting the ship's future suitability for an IWS. The survey should evaluate the condition of the hull and ensure that appropriate preparations, including markings and fittings, have been satisfactorily addressed.
- 1.2 The master of the ship shall provide the RO with written confirmation that the ship, to his best knowledge, has not sustained any grounding or contact damage since the previous bottom inspection and that nothing unusual has been observed to suspect that any part of the ship's bottom or protuberances has been otherwise damaged.
- 1.3 A maintenance regime based upon a five-year cycle should be effectively implemented by the company for the following items:
 - 1.3.1 Shafting and stern tube
Stern tube bearings should be oil lubricated or, in the case of water-lubricated systems, the shafting should be of corrosion resistant material. Where wear-down measurements are cannot be taken, special consideration may be given to ascertaining stern-bush clearances based on a review of the operating history, onboard testing and stern bearing oil analysis.
 - 1.3.2 Shell coating
The hull coating system should be able to perform its functions of corrosion protection and anti-fouling over the anticipated five-year period in water.
 - 1.3.3 Shaft seals
Shaft seals should be capable of five-year service.

¹ The definition of "any five-year period" is the five-year period of validity of the International Load Line Certificate

² If an in-water survey in lieu of dry-docking is proposed for the 15th anniversary of the ship's construction, it should be subject to specific agreement of the Administration based on a dry-dock examination within the previous 30 months



- 1.3.4 Bow thrusters and stern thrusters
Inspection and replacement of propeller blade foot seals of the bow thrusters and stern thrusters should be based upon a five-year interval, taking into account the lubricating oil record. Bow and stern thrusters dismantling for general overhauling may be considered at intervals greater than five years, in accordance with manufacturer's recommendations.
- 1.3.5 Main propellers and shafting for controllable pitch propellers (CPP) ships
Main propeller blade foot seals and the shaft seals replacement interval should be in accordance with the five-year regime, taking into account the lubricating oil record. Main propeller hub dismantling for general overhauling may be considered at intervals greater than five years. Screwshaft surveys should normally be carried out at five-year intervals, unless a screwshaft condition monitoring scheme is in effect.
- 1.3.6 Rudders
Rudders and rudder bearings (e.g. pintles and stocks) should be inspected and bearing clearances taken at those in-water surveys carried out in lieu of dry-dock surveys. Additionally, rudders should be inspected and rudder bearing clearances taken every five years in dry-dock. When clearances of oil lubricated bearing cannot be taken at those in-water surveys carried out in lieu of dry-dock surveys, special consideration may be given to ascertaining bearing clearances on the basis of a review of the operating history and onboard testing.
- 1.3.7 Sea chests
Means, such as hinged gratings, should be provided on all sea chests to allow divers access for inspection of the external sides of through hull connections and sea valves.
- 1.3.8 Anodes and cathodic protection and sea valves
The operator's maintenance regime should include provisions for inspection and replacement of cathodic protection anodes, taking into account that replacement of sacrificial anodes is variable, according to the conditions experienced. Sea valves that are found to be in need of replacement at the in-water survey should be replaced without delay.
- 1.3.9 Hull thickness measurements
Requirements for thickness measurements of hull structure should not be prohibited by any in-water survey.
- 1.3.10 Podded Propulsion Units (PODs)
Scheduled replacement of the drive end and non-drive end bearings on the PODs and inspection and replacement of seals should be based upon a five-year maintenance regime.
- 1.4 The RO should review the ship survey records to confirm current satisfactory condition of hull and machinery.
- 1.5 The design life of components, manufacturer's recommended maintenance, company's implemented ship's maintenance system and RO survey requirements should not conflict with the bottom inspection of passenger ships when the inspection is intended to be carried out in dry-dock only once in any five-year period.
- 1.6 The owner shall submit a request to the Recognized Organization (RO) for the in-water survey at least four weeks in advance of the intended date of the inspection. The owner's proposed schedule and the conditions for performing the in-water survey should allow for effective planning and execution of the survey.



- 1.7 The RO shall seek, on behalf of the Owner, approval for the in-water survey from the Administration.

2. In-Water Survey

- 2.1 The IWS should be carried out in accordance with the plan approved by the RO.
- 2.2 Sufficient information to the satisfaction of the attending RO surveyor, including specific plans to facilitate the survey, should be available on board in order to ensure a full assessment and survey.
- 2.3 The RO surveyor should be satisfied with the hull marking and mapping, as well as with the method of pictorial presentation. To facilitate an efficient survey it is recommended that the underwater hull and fittings are permanently and clearly marked externally (including tank boundaries).
- 2.4 The in-water survey should be carried out at an agreed geographical location with the ship at a suitable draught in an area that has been demonstrated to have sheltered waters and with weak tidal streams and currents. The weather at the time of the survey should be conducive to a safe and effective IWS.
- 2.5 Surveys of the underwater body should be carried out in sufficiently clear and calm waters. Visibility and water conditions should be suitable to provide sufficient evidence to be able to draw a conclusion that the hull inspection requirements have been met and the hull is in satisfactory condition.
- 2.6 Diving companies providing services on behalf of the owner of a ship or a mobile offshore unit (such as measurements, tests, surveys or maintenance of safety systems and equipment), the results of which are used by the RO surveyors in making decisions affecting certification, should be subject to approval by the RO.
- 2.7 The survey should include CCTV monitoring of the IWS, together with electronic video and still picture (if required and where appropriate) recording of the ship's hull, appendages, sea-chests and other elements of the survey. There should be good two-way communication between the diver and the personnel at the surface, including the RO surveyor.
- 2.8 The hull below the waterline should be sufficiently clean to the satisfaction of the RO surveyor and diver so as to be able to ascertain the physical condition of the hull and coating.
- 2.9 Interior sections of the hull plating should be made available for inspection to the same extent as if the ship were in dry-dock.
- 2.10 The in-water survey should be performed to the satisfaction of the attending RO surveyor who is properly trained and authorized to conduct such surveys.

3. Survey Findings and Reporting

- 3.1 If the IWS reveals damage, deterioration or other conditions that require early attention or which can only be assessed reliably out of water, the RO surveyor may require that the ship be dry-docked in order that a fuller survey can be undertaken and the necessary work carried out.
- 3.2 The Administration should be informed of the results of all in-water surveys conducted.



Merchant Shipping Directorate



STEERING GEAR TEST

Technical Notice SLS.21

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate wishes to draw the attention of all concerned to SOLAS Regulations II-1/29.3, II-1/29.4, and MSC.1/Circ.1425 concerning the steering gear test with the ship not at the deepest seagoing draught.

To this effect, provided that the test conditions are in line with the requirements of MSC.1/Circ.1425 and are to the satisfaction of the Recognized Organization (RO) acting for and on behalf of the Administration, no prior authorization is deemed necessary from the Administration, for application of the alternative steering gear test method on Maltese flagged ships.

Any enquires related to the implementation of this Technical Notice may be addressed to this Directorate on tech.tm@transport.gov.mt.

Click the following link to download [MSC.1/Circ.1425](#) Unified Interpretation concerning the Steering Gear Test with the Ship not at the Deepest Seagoing Draught.

Merchant Shipping Directorate

18 January 2013

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Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



RECOGNITION OF LIFERAFT SERVICING STATIONS

Technical Notice SLS.23

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate wishes to draw the attention of all concerned that servicing of liferaft may only be carried out by liferaft servicing stations that are in possession of the manufacturers' approval for the specific liferafts intended to be serviced and approved in accordance with IMO Resolution A.761(18) as amended by Resolution MSC.55(66) by either:

- the Administration of the SOLAS Contracting Government of the State within which the servicing station is located; or
- an IACS Member Society recognized by this Administration¹ acting for and on behalf of the Administration of the SOLAS Contracting Government of the State within which the servicing station is located.

¹ The list of IACS Member Societies that are recognized by this Administration may be downloaded from the following link <http://www.transport.gov.mt/admin/uploads/media-library/files/NOTICE96%20-%20Authorised%20Classification%20Societies.pdf>.

Merchant Shipping Directorate

13 March 2013

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Merchant Shipping Directorate

LAUNCH TEST OF RESCUE BOAT

Technical Notice SLS.24

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate refers to Resolution MSC.81(70), Part 2, Paragraph 5.4, that *inter alia*, states that *it should be demonstrated that the fully equipped lifeboat on cargo ships of 20,000 gross tons or more and rescue boat can be launched from a ship proceeding ahead at a speed of not less than 5 knots in calm water and on an even keel. There should be no damage to the lifeboat or the rescue boat or their equipment as a result of this test.*

In addition to the above production and installation test, Regulation 17.3 of Chapter III of the International Convention for the Safety of Life at Sea, 1974, as amended prescribes a launch test whereby *all rescue boats shall be capable of being launched, where necessary utilizing painters, with the ship making headway at speeds up to 5 knots in calm water.*

For ships built according to the same plans and with identical rescue boat(s) and launching arrangement(s) installed, the successful results from the launch test at 5 knots headway speed for the lead ship are acceptable as documented evidence of the ability to similarly launch the rescue boat(s) from the sister ship(s) in the series. The Recognized Organization, after having verified that the aforementioned requisites are fulfilled, may proceed with documenting accordingly the waiver from the launch test for the sister ship(s).

Merchant Shipping Directorate

13 March 2013



Merchant Shipping Directorate



DEVICES TO MEASURE AND INDICATE SPEED AND DISTANCE

Technical Notice SLS.25

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference is made to SOLAS Regulation V/19.2.9.2, Resolution A.824 (19) as amended by Resolution MSC.96 (72) amended by Resolution MSC.334 (90), and MSC.1/Circ.1429

The Directorate wishes to remind all concerned that the requirement for the measure of speed through the water and speed over the ground in respect of ships of 50,000 gross tonnage and above constructed on or after 1 July 2014, shall be satisfied by the provision of two separate devices.

Merchant Shipping Directorate

20 August 2013

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Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



Transport Malta

GUIDANCE TO REGISTERED OWNERS AND MANAGEMENT COMPANIES ON THE FILING OF INTERNATIONAL SAFETY MANAGEMENT (ISM) JOINT DECLARATION FORMS

Technical Notice SLS.26

Notice to Shipowners, Ship Operators, Managers, Masters, Owners' Representatives and Recognised Organisations

The Merchant Shipping Directorate has reviewed its procedures relating to the filing of International Safety Management (ISM) declaration forms. The purpose of this document is to provide guidance to owners and management companies of Maltese registered vessels.

To this effect, this Directorate will be introducing a new ISM declaration form, as from 1 January 2016. A copy of the form may be downloaded from www.transport.gov.mt/admin/uploads/media-library/files/Technical_Note_SLS_26-ISM_Declaration_of_Company_Form.doc.

The electronic form is to be submitted to this Directorate by email on ism.tm@transport.gov.mt.

When to Complete an ISM Joint Declaration Form

Owners of Maltese registered ships should notify this Directorate using the enclosed ISM Joint Declaration of Company in the following cases:

- Delegation of ISM responsibilities (ISM Ref 1.1.2) from Owner to Management Company of ISM Certificated Maltese Registered ships;
- Change of registered owner;
- Change of ISM Management Company;
- Change in ship's name.

The Completed Form is to reach this Directorate within two working days from agreed date of "Transfer of Responsibility" (Registered Owner to Management Company).

Notification of minor amendments to the Joint Declaration Form

Any minor amendments contained in the form such as, change in telephone numbers and/or changes to DPA details should be communicated by email to this Directorate on the dedicated generic email ism.tm@transport.gov.mt.

The submission of information shall be solely considered as fulfillment of the reporting obligation imposed by ISM Code Section 3.1.

An electronic acknowledgement of the form and/or the necessary amendments will be sent to the registered owner and the ISM managers by email. A copy of the correspondence shall be maintained aboard the ships.

Merchant Shipping Directorate

11 December 2015

Malta Transport Centre
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www.transport.gov.mt/ship-registration



Merchant Shipping Directorate
ISO 9001:2008 certified

INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE JOINT DECLARATION FORM

In accordance with Section 3.1 of the ISM Code.

Name of Vessel:

IMO No:

Registered Owner:

Registered Name:

Address:

Tel. No.:

Fax. No.:

Email:

IMO Owner ID:

AOH Tel. No.:

Management Company (DOC Holder)

ISM Company:

Address:

Tel. No.:

Fax. No.:

Email:

IMO Managers ID:

Designated Person Ashore:

Name:

Identification Document:

Tel. No.:

Fax. No.:

AOH Tel/Mob:

Email:

Office Address if different form ISM Company Address:

Back-up Designated Person Ashore (if any):

Name:

Identification Document:

Tel:

Fax:

AOH Tel/Mob:

Email:

Office Address if different form ISM Company Address:

Joint Declaration

Owner:

I the undersigned hereby declare that:

The above information is true and correct. A management agreement between the owner and the above mentioned Management Company has been executed.

Signature:

Name:

Date:

Management Company:

I the undersigned hereby declare that:

The above information is true and correct and I am duly authorized by the Company to provide the aforesaid information. A management agreement between the Owner and the Management Company, stated above has been concluded (formalized).

Signature:

Name:

Date:

Transfer of ISM Responsibility (Registered Owner to Management Company)

The Owner and the Management Company do hereby declare that the transfer of ISM responsibilities to the Management Company will take effect as from:

Date:

INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE JOINT DECLARATION FORM

In accordance with Section 3.1 of the ISM Code.

Name of Vessel:

IMO No:

Bareboat Charterer:

Registered Name:

Address:

Tel. No.:

Fax. No.:

Email:

IMO BB Charterer ID:

AOH Tel. No.:

Management Company (DOC Holder)

ISM Company:

Address:

Tel. No.:

Fax. No.:

Email:

IMO Managers ID:

Designated Person Ashore:

Name:

Identification Document:

Tel. No.:

Fax. No.:

AOH Tel/Mob:

Email:

Office Address if different form ISM Company Address:

Back-up Designated Person Ashore (if any):

Name:

Identification Document:

Tel:

Fax:

AOH Tel/Mob:

Email:

Office Address if different form ISM Company Address:

Joint Declaration

Bareboat Charterer:

I the undersigned hereby declare that:

The above information is true and correct. A management agreement has been concluded.

Signature:

Name:

Date:

Management Company:

I the undersigned hereby declare that:

The above information is true and correct and I am duly authorized by the Company to provide the aforesaid information. A management agreement between the Bareboat Charterer and the Management Company, stated above has been concluded (formalized).

Signature:

Name:

Date:

Transfer of ISM Responsibility (Registered Bareboat Charterer to Management Company)

The Bareboat Charterer and the Management Company do hereby declare that the transfer of ISM responsibilities to the Management Company will take effect as from:

Date:



Merchant Shipping Directorate



REPORTING OBLIGATIONS AND DETENTIONS

Technical Notice SLS.27

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate would like to remind all concerned of the reporting obligations under:

SOLAS Regulation I/11(c); MARPOL Annex I Regulation 6.4.3; MARPOL Annex II Regulation 8.3.3; MARPOL Annex IV Regulation 4.9; MARPOL Annex VI Regulation 5.6.

This Administration has noted that one of the main contributing factors leading to detentions of ships is due to failure to meet reporting obligations. To this effect, it is important that companies review their Safety Management System (SMS) to ensure that procedures with regards to reporting are in place. If this is already included in the SMS, ways to enhance such procedure to ensure effective implementation are to be introduced.

In instances where Port State Authorities identify deficiencies that had not been duly reported by the Master or where appropriate corrective action had not been initiated, port State control may be led to believe that the ship intends to sail with such deficiencies unaddressed. Such situations may lead to the detention of the ship. Therefore, Ship owners, DPAs and Masters of Maltese ships are to ensure that:

- 1 The Directorate is duly notified by e-mail of any defective and/or inoperable equipment, system, etc, on tech.tm@transport.gov.mt, preferably prior to the vessel's call at port. Such early notification would place the Administration in a better position to render any assistance that may be requested such as the authorization of additional time needed for proper repair or other alternative course of action deemed appropriate under the circumstances and agreed to in conjunction with the Recognized Organization.
- 2 The Master and crew are to report all defective and/or inoperable equipment, system, etc., to the Owner/Company and ensure initiation of appropriate corrective action in accordance with dedicated procedures within the Safety Management System.
- 3 The correct port State control section of the Port Authority is contacted and therefore Masters are encouraged to maintain a worldwide list of such contacts. The list is to be maintained updated. Contact details may be obtained from IMO's MSC-MEPC.6 Circulars, the latest published being [MSC-MEPC.6/Circ.13](#) of 31 December 2014.
- 4 The Recognized Organization is contacted/informed immediately and arrangements for the earliest possible attendance by the Surveyor, Auditor, Inspector, as the case may require, is made as necessary.

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Email: mershipmalta.tm@transport.gov.mt

www.transport.gov.mt/ship-registration Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate
ISO 9001:2008 certified



Examples of pre-existing deficiencies which could avoid detention if reported in advance and corrective action initiated include the following:

- defective, inoperable cargo hold ventilator covers, and/or gooseneck vents
- defective sewage treatment plant
- defective fire dampers
- defective fire detection sensor
- defective lifeboat, rescue boat and/or the on load release arrangement
- problems related to emergency generator
- defective radio and communication equipment
- defective Emergency fire pump
- defective OWS

Furthermore, deficiencies such as the following may lead to an immediate detention and Masters/DPAs should ensure compliance at all times:

- Required charts and navigational publications are missing or not up to date
- Provisions are not adequate
- Rest hours are not as required
- Vessel operator is behind in monthly payment to the crew
- The crew was not able to successfully demonstrate the operation of the: OWS / ECDIS / Emergency fire pump
- Boat & Fire drills are not competently carried out

More detailed information regarding port State control inspections, in particular to detainable items, may be obtained from [IMO Resolution A.1052\(27\)](#) as may be amended or superseded.

Merchant Shipping Directorate

21 December 2015



Merchant Shipping Directorate



CARRIAGE OF BAUXITE THAT MAY LIQUEFY

Technical Notice SLS.28

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate draws the attention of all concerned to [IMO Circular CCC.1/Circ.2](#) concerning the possible dangers of liquefaction associated with carriage of bauxite.

Inter alia, the circular notes that while bauxite is currently classified as a Group C cargo (cargoes that do not liquefy or possess a chemical hazard) under the International Maritime Solid Bulk Cargoes (IMSBC) Code more awareness is needed regarding the possible dangers of liquefaction associated with the carriage of such cargo. If a Group A cargo (cargo which may liquefy) is shipped with moisture content in excess of its transportable moisture limit (TML), there is a risk of cargo shift, which may result in capsizing of the ship.

The mandatory IMSBC Code requires Group A cargoes to be tested, before loading, to determine their TML and their actual moisture content. The testing should confirm the cargo is below the maximum moisture content considered safe for carriage.

To this effect, Masters of Maltese registered ships are urged not to accept bauxite for carriage unless:

- The moisture limit for the specific cargo is certified as less than the indicative moisture limit of 10% and the particle size distribution as is detailed in the individual schedule for bauxite in the IMSBC Code; or
- The cargo is declared as Group A (cargoes that may liquefy) and the shipper declares the transportable moisture limit (TML) and moisture content; or
- The cargo has been assessed as not presenting Group A properties.

Merchant Shipping Directorate

22 January 2016

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Merchant Shipping Directorate

BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS) ON COMMERCIAL YACHTS

Technical Notice SLS.29

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

This Notice revokes Technical Notice SLS.22.

The Directorate draws the attention of all concerned that Technical Notice SLS.22 is hereby revoked. To this effect the attention is drawn to the revised Chapter V of the International Convention for the Safety of Life at Sea (SOLAS), as amended by Resolution MSC.350 (92), which came into force on 1 January 2015.

In view of these amendments a clear time schedule is set to fit a Bridge Navigational Watch Alarm System (BNWAS) for all Commercial yachts constructed before 1 July 2002.

To this effect, all Commercial yachts of 150 gross tonnage and over constructed prior to 01 July 2002 that are certified under the provisions of the Commercial Yacht Code, 2015 shall be fitted with a Bridge Navigational Watch Alarm System (BNWAS). The time schedule is set as follows:

- 1) Commercial yachts of 150 gross tonnage and over but less than 500 gross tonnage, not later than the first survey on or after 1 January 2018.
- 2) Commercial yachts of 500 gross tonnage and over but less than 3,000 gross tonnage not later than the first survey on or after 1 January 2017.
- 3) Commercial yachts of 3,000 gross tonnage and over, not later than the first survey after 1 January 2016.

Merchant Shipping Directorate

17 June 2016



Merchant Shipping Directorate

FIRE CONTROL PLAN GRAPHICAL SYMBOLS

Technical Notice SLS.30

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organizations*

The purpose of this Notice is to revoke our previous Technical Notice SLS.7 regarding the use onboard of graphical symbols on Fire Control Plans.

SOLAS consolidated edition 2001 Chapter II-2 regulation 20 and SOLAS amendments 2000 Chapter II-2 regulation 24 require the use of fire control symbols on Fire Plans in accordance with IMO Resolution A.654 (16).

SOLAS 74, consolidated edition 2004 & 2009, Chapter II-2 Regulation 15.2.4 requires that the graphical symbols used in Fire Control Plans onboard all Maltese registered ships shall be in accordance with the symbols set out in the IMO Resolution A.952 (23).

IMO Resolution A.654 (16) Graphical Symbols for Fire Control Plans, adopted on 19 October 1989, is applicable for ships constructed before 1 January 2004.

Graphical symbols shall be in colour.

Whilst as from 1 January 2004, any Fire Control Plans shall be prepared and show graphic symbols in accordance with the provisions of the updated resolution IMO A.952 (23).

The Fire Control Plans of vessels being keel laid before 1 January 2004 can continue to apply the previous IMO Res. A.654 however should for any reason; such plans would have to be reissued or updated, the graphical symbols set out in the latest resolution A.952 (23) would need to be incorporated.

Merchant Shipping Directorate

01 August 2017



Merchant Shipping Directorate



CALIBRATION MEANS FOR PORTABLE GAS DETECTION INSTRUMENTS

Technical Notice SLS.31

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organisations*

Reference is made to Regulation 7 of SOLAS Chapter XI-1 which stipulates that “Every ship to which chapter I applies shall carry an appropriate portable atmosphere testing instrument or instruments. As a minimum, these shall be capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Instruments carried under other requirements may satisfy this regulation. Suitable means shall be provided for the calibration of all such instruments.”

Taking note that there are numerous different atmosphere testing instruments available on the market, with differing calibration requirements, along with the fact that the above regulation refers to the term “suitable means”, this Administration accepts the practice of sending such an instrument to manufacturer’s approved shore facilities for calibration (with the corresponding calibration certificate issued as a documentary evidence) as one of the “suitable means”.

Notwithstanding the above, should the manufacturer’s instructions require that calibration gases should be carried onboard for functional testing, so called “bump testing”, such gases need to be made readily available onboard.

In line with the above, such a calibration procedure shall be in accordance with the manufacturer’s instructions and operations/maintenance manual of such an instrument. It is of utmost importance that whatever such a calibration procedure entails, the procedure is duly included into the vessel’s safety management system and related onboard manuals.

The above is in line with the unified interpretation IMO MSC.1/Circ.1561 developed in order to clarify this matter.

This Administration is also adopting the same rationale related to the interpretation of Regulation 4.5.7 of SOLAS II-2 concerning the requirement of portable gas detection equipment for tankers. Reference is also being made to the unified interpretation MSC.1/Circ.1581 approved during MSC 98 held in June 2017.

Finally, it is to be noted that such a calibration does not include any pre-operational accuracy tests that may be recommended by the manufacturer.

Merchant Shipping Directorate

15 September 2017

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Merchant Shipping Directorate



LABELLING OF MEDICAL STORES

Technical Notice SLS.32

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to draw the attention of all those concerned to the interpretation of rule 101 (1) (a) of the Merchant Shipping (Maritime Labour Convention) Rules.

The said rule provides that:

“Without prejudice to any other law, any container of medical stores required by rule 98 to be kept on board a ship shall have in English on a label the particulars specified in sub-rule (3).”

The Directorate would consider on a case by case basis and upon request, equivalent arrangements on the use of other languages other than the English language provided that such language is understood by both the medical professional administering the medicine and the patient receiving it.

On ships having persons of multiple nationalities, it is always recommended that the use of the English language is retained to avoid confusion.

Merchant Shipping Directorate

31 October 2017

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Merchant Shipping Directorate

MARPOL ANNEX IV REGULATION 10.1 STANDARD DISCHARGE CONNECTIONS

Technical Notice MARPOL.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Regulation 10.1 of MARPOL Annex IV requires that a standard discharge connection be fitted to the ship's discharge pipeline to facilitate connection to reception facilities.

With reference to the Unified Interpretation of MARPOL Annex IV Regulation 10.1 adopted by IMO's MEPC Committee at its 55th Session (Ref. MEPC 55/23 Annex 17), all Maltese ships certified as compliant with the requirements of MARPOL Annex IV shall, irrespective of the sewage treatment/holding system installed, be provided with a dedicated discharge pipeline and a standard discharge connection complying with the requirements of Regulation 10.

This Technical Notice is to be complied with at the first scheduled Annex IV survey.

Unified Interpretation to Regulation 10.1 of MARPOL Annex IV

All ships subject to Annex IV, irrespective of their size and of the presence of a sewage treatment plant or sewage holding tank, shall be provided with a pipeline and the relevant shore connection flange for discharging sewage to port sewage treatment facility.

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate



MARPOL ANNEX IV REGULATION 11.1.1 RATE OF DISCHARGE OF UNTREATED SEWAGE

Technical Notice MARPOL.2 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Regulation 11.1.1 of Annex IV to MARPOL requires that the discharge of untreated sewage be carried out at specific distances from shore, with the ship enroute proceeding at a speed of not less than 4 knots and at a rate of discharge approved by the Administration.

The rate(s) of discharge should be based on the guidelines contained in Resolution MEPC.157 (55) and subject to review and approval by the ship's respective Recognized Organization, for and on behalf of the Administration.

Merchant Shipping Directorate

20 August 2013

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Merchant Shipping Directorate



REVISED CONSOLIDATED FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES

Technical Notice MARPOL.3 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference MEPC.1/Circ.834 - *Consolidated Guidance for Port Reception Facility Providers
and Users*

The Directorate wishes to draw the attention of all concerned to the adoption of MEPC.1/Circ.834 on 15 April 2014 that consolidates and supersedes a number of Circulars, namely, MEPC.1/Circ.469/Rev.2, MEPC.1/Circ.470/Rev.1, MEPC.1/Circ.644/Rev.1, MEPC.1/Circ.645/Rev.1, and MEPC.1/Circ.671/Rev.1,

Consequently, Companies are hereby reminded to update as necessary their procedures for shipboard operations required under Section 7 of the ISM Code by incorporating the provision of the aforementioned Circular. Masters of Maltese ships encountering difficulties in discharging waste to reception facilities are thus expected to report the pertinent information to this Directorate in the format contained in Appendix 1 to the Circular. The report shall also include the Master's own report and any supporting documentation.

An electronic copy of the MEPC Circular may be downloaded from the following link:
www.transport.gov.mt/admin/uploads/media-library/files/MEPC.1-Circ.834%20-%20Consolidated%20Guidance%20For%20Port%20Reception%20Facility%20Providers%20And%20Users.pdf.

Merchant Shipping Directorate

26 June 2014

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Merchant Shipping Directorate



SOLID BULK CARGOES CLASSIFIED AS HAZARDOUS TO THE MARINE ENVIRONMENT (HME) – DISCHARGE OF CARGO HOLD WASH WATER

Technical Notice MARPOL.4

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference MEPC.1/Circ.810 – Adequate reception facilities for cargoes declared as harmful to the marine environment under MARPOL Annex V

The attention of all concerned is directed to the provisions of MEPC.1/Circ.810 of 27 June 2013 and the conditions prescribed therein in respect of the dispensation being granted until 31 December 2015 for the discharge overboard of cargo hold wash water from holds previously containing solid bulk cargoes classified as Harmful to the Marine Environment (HME).

In this context, once all the conditions are satisfied and discharge overboard is therefore permissible, full details of the operation shall be duly recorded in the Garbage Record Book.

Furthermore, the reporting on the inadequacy of port reception facilities to the Flag State shall be drawn up in the form presented in the Annex to MEPC.1/Circ.469/Rev.2. The Reporting Form is to be supplemented with the Master's Report and any supporting documentation.

Merchant Shipping Directorate

17 October 2013

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Merchant Shipping Directorate



FUEL AVAILABILITY FOR VESSELS OPERATING IN ECA AREAS

Technical Notice MARPOL.5

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to remind all concerned that as from 1 January 2015, all vessels operating in Emission Control Areas (ECA) are required to reduce their sulphur emissions from 1.00 % level to 0.1% S m/m, in accordance with Annex VI Regulation 14 of the International Convention for the Prevention of Pollution from Ships (MARPOL).

Furthermore, the attention of those concerned is drawn to the Paris MoU Guidelines relating to onboard procedures and documentary evidence and procedures of notification to port authorities in the Paris MOU region when compliant fuel oil is not available.

To this effect, vessels operating in such areas shall ensure that they have sufficient fuel oil available for compliance with the above requirements. Moreover, it is of utmost importance that the crew are trained and familiarized with the fuel oil change-over procedures.

The electronic version and full text of the Guidelines are available on Paris MoU website and can be downloaded from:

<https://www.parismou.org/sites/default/files/Guidelines%20on%20fuel%20availability.pdf>

Merchant Shipping Directorate

30 December 2014

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AMENDMENTS TO MARPOL ANNEX V

Technical Notice MARPOL.6

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organizations*

The Directorate would like to remind all concerned to the entry into force on 1 March 2018, of the latest amendments to MARPOL Annex V adopted through Resolution MEPC.277 (70).

Attention is also drawn to Resolution MEPC.295 (71) containing the revised Guidelines for the Implementation of MARPOL Annex V.

By 1 March 2018, vessels are required to implement the changes associated with the handling procedures, management and record keeping of garbage onboard. These include;

1. Solid bulk cargoes other than grain shall be classified in accordance with Appendix I of MEPC.277 (70), and declared by the shipper as to whether or not they are Harmful to the Marine Environment (HME).
2. Amended form (including amendment of garbage category for the purpose of recording- e waste has been included such as electronic cards, gadgets, instruments, equipment, computers, printer cartridges, etc) of Garbage Record Book has to be kept onboard and entries shall be made in the amended form.
3. Garbage is to be handled taking into account amended garbage category.

Ship-owners/managers are encouraged to order new format Garbage Record Books at the earliest opportunity to ensure that the correct format is on board and to voluntarily use the new format prior to 1 March 2018. There is no objection to the use of Garbage Record Books issued by suppliers and other Administrations, provided that they are in the format specified in MARPOL Annex V, Appendix I, as amended.

In addition to the above, there are also consequential changes to the standard format of the advance notification form for waste delivery to port reception facilities. The new category of waste "e-waste" is to be included. The revised MEPC Circular (Appendix 2 of MEPC.1/Circ.834 Consolidated Guidance for Port Reception Facility Providers and Users) will be issued following the entry into force of the amendments to MARPOL Annex V after 1 March 2018.

Merchant Shipping Directorate

24 January 2018

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ELECTRONIC RECORD BOOKS FOR MARPOL RELATED RECORD KEEPING

Technical Notice MARPOL.7

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organizations*

The purpose of this Notice is to inform all interested stakeholders regarding the acceptance of electronic Record Books (e-RBs) on board Malta flagged vessels for record keeping requirements related to the International Convention for the Prevention of Pollution from Ships (MARPOL Convention).

This Directorate recognises the burdens arising from the use of traditional paper versions of MARPOL record books and the complexity of recording proper operational entries.

Taking note of the amendments to the MARPOL Convention, IMO Guidance for the use of electronic record books under MARPOL (to be applicable also to the NOx Technical Code) currently being developed. Furthermore the Procedures for port State control, 2011 (Resolution A.1052(27)), and unified interpretation to MARPOL Annexes I, II V and VI are also under review in relation to the said use of electronic record books.

Pending the entry into force of the said Guidance, it is important to note that this Directorate, while accepting the use of e-RB onboard Malta flagged ships, would still require that a sequentially ordered print out of all entries in the e-RB, be signed by the officers in charge of the operations with each completed page, and signed and dated by the Master (may be electronically through the e-RB). Printed copies of the entries made into the e-RB shall, until further notice, continue to be considered as the official RB and must be made available for examination when requested by flag State and port State control inspectors.

Should the e-RB be maintained onboard, the following requirements must be met:

- i) Each page of entries from the electronic system is to be printed in the format specified in the relevant Annex to the MARPOL Convention;
- ii) A printed version of the following shall accompany the printed record book entries:
 - a) Annex I, Appendix III-Form of Oil Record Book (ORB) 'Introduction', 'List of items to be Recorded (Part I)' 'List of items to be Recorded (Part II)' and 'Plan View of Cargo and Slop Tanks';
 - b) Annex II, Appendix II-Form of Cargo Record Book (CRB) 'Introduction', 'List of items to be Recorded' and 'Plan View of Cargo and Slop Tanks';

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- c) Annex V, Appendix II - Form of Garbage Record Book (GRB) 'Introduction' Part I & II (as applicable), Garbage and garbage management, Description and entries to be made the GRB.
- iii) Each printed entry to be physically signed by the Officer in Charge;
- iv) Each printed page of entries to be physically signed by the Master;
- v) Each page of entries to be sequentially numbered.

The printed version shall not have any handwritten corrections or additions that are not reflected in the e-RB. Any corrections or additions shall be done in the e-RB followed by the reprinting of the applicable pages.

Approvals of e-ORBs will be considered upon the entry into force of the above-mentioned IMO Guidance for the use of electronic record books under MARPOL.

Merchant Shipping Directorate

15 June 2018

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Merchant Shipping Directorate



BALLAST WATER EXCHANGE IN THE NORTH SEA

Technical Notice BWM.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Merchant Shipping Directorate would like to draw the attention of all concerned to the designation of areas for ballast water exchange in the North Sea in accordance with regulation B-4.2 of the Ballast Water Management Convention by Belgium, Denmark, France, Germany, Norway, the Netherlands, Sweden and the United Kingdom.

Regulation B-4.2 of the Convention allows ports States to designate areas, in consultation with adjacent or other States, as appropriate, where ships may conduct ballast water exchange. Regulation B-4.2 determines that such sea areas can be designated in sea areas where the distance from the nearest land or the depth does not meet the parameters described in paragraph 1.1 or 1.2 of the regulation

Furthermore Norway has implemented parts of the Ballast Water Management Convention (Regulation D-1; the exchange standard) in its national regulations which entered into force on 1 July 2010. Three exchange areas have been designated within Norway's exclusive economic zone (EEZ).

To this end a ship, on a voyage between 2 ports located in the North Sea, which under the Convention shall at least meet the standard described in regulation D-1, may conduct ballast water exchange in the designated ballast water exchange area in the North Sea. A ship conducting ballast water exchange in this area shall comply with all the regulations for ballast water exchange in the Convention, with the exception of regulation B-4.1.

The ballast water exchange areas have been identified assessed and designated taking into account the relevant the "Guidelines on Designation of Areas for Ballast Water Exchange (G14)" and the precise geographical co-ordinates of the areas may be found in BWM.2/Circ.56 which may be downloaded from: www.transport.gov.mt/admin/uploads/media-library/files/Technical%20Notice%20BWM.1%20-%20BWM%202-Circ%2056%20-%20Communication%20received%20from%20the%20Government%20of%20the%20Netherlands.pdf.

Merchant Shipping Directorate

31 July 2015

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Merchant Shipping Directorate

MULTIPLE LOAD LINE CERTIFICATES

Technical Notice LL.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

This Administration accepts the provision of more than one International Load Line Certificate on Maltese registered ships.

At the request of the Owner, the Recognized Organization may proceed with the issuing of the additional load line certificate/s. The Recognized Organization shall forward a copy of the International Load Line Certificate/s issued and confirm the vessel's maximum deadweight value corresponding to the assigned freeboard.

The following procedures must be followed when more than one International Load Line Certificate has been issued:

1. The load line marks corresponding to the assigned freeboard shall be welded to the side shell and verified by the attending Surveyor;
2. The load line marks corresponding to the additional certificate/s shall be cut or punched into the side shell;
3. Only one set of load line marks and corresponding certificate shall be in use at any one time;
4. Statutory certificates, other than the additional International Load Line Certificate/s, shall reflect only the maximum deadweight corresponding to the vessel's assigned freeboard;
5. Upon Owner's request for change of freeboard a surveyor from the Recognized Organization must supervise/verify that the un-associated marks are painted out and that the new marks are painted in. The certificate/s pertaining to the unused marks shall be placed in a sealed envelope by the Surveyor of the Recognized Organization and left in the custody of the Master;
6. In instances where a Surveyor to the Recognized Organization is not available, the change of load line marks and certificate may be carried out by the Master provided that arrangements for verification at the next port of call have been agreed with the Recognized Organization;
7. If a ship is engaged on regular voyages to and from remote ports where the ship's Recognized Organization has no representation, a one time written request for waiver from the verification survey called for in Point 6 above may be submitted to the Administration. The application shall contain full details, including the names of the ports of call and expected duration of operations on the specified route. Requests will be dealt with on a case by case basis.

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8. The Master is to make an entry in the ship's official logbook and deck logbook on every occasion that the load lines are changed. All entries in the official log book on particulars relating to depth of loading shall be as required by Section 259 of the Merchant Shipping Act 1973, as amended;
9. Procedures for change in load lines shall be included in the vessel's safety management system;
10. When sailing at reduced deadweight there shall be no reduction in safety standards;
11. During statutory surveys, regardless of the deadweight value in use at the time, the vessel shall be surveyed for compliance with the statutory requirements applicable to the maximum deadweight value corresponding to the assigned freeboard. Upon satisfactory completion of statutory surveys, the attending Surveyor shall endorse all the load line certificates.



Merchant Shipping Directorate



Transport Malta

CERTIFICATES OF SURVEY AND INTERNATIONAL TONNAGE CERTIFICATE

Technical Notice ITC.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference Merchant Shipping (Tonnage) Regulations, 2002 and Merchant Shipping Directorate Notice No.55

Prior to issuing Certificates of Survey and International Tonnage Certificates (1969) on behalf of the Administration, all Recognized Organizations and Malta Government Surveyors shall apply for and obtain specific written authorisation from the Directorate. Authorisations are dealt with on a ship by ship basis.

It is recommended that when Recognized Organizations or Malta Government Surveyors are approached on such matters, the shipowner should be advised to submit to the Directorate a request for authorization of the pertinent Recognized Organization or Malta Government.

This authorisation is distinct from the authorisation for statutory surveys and certification that is issued at the time of a ship's provisional registration under the Malta Flag.

Recognized Organizations and Malta Government Surveyors should note that:

- Certificates of Survey and International Tonnage Certificates (1969) should be issued in terms of the Merchant Shipping (Tonnage) Regulations, 2002.
- Certificates of Survey and International Tonnage Certificates (1969) should be issued in the format prescribed by the Merchant Shipping (Tonnage) Regulations, 2002.
- Pleasure yachts having a length under 24 metres (Article 2(8) of the International Convention on Load Lines, 1966 as modified by the Protocol of 1988 relating thereto, as amended) should only be issued with a *Certificate of Survey (Tonnage Measurement) for Maltese Ships under 24 metres length, other than Fishing Vessels of more than 15 metres length overall* (Form MS(R) 19c).
- upon the issuance of the certificates, Recognized Organizations and Malta Government Surveyors should ensure that the original Certificate of Survey and a copy of the International Tonnage Certificate (1969) are forwarded to the Directorate.

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Merchant Shipping Directorate



Transport Malta

*Technical Notice ITC.1
Page 2 of 2*

- under the section headed “Remarks” in the International Tonnage Certificate (1969), there should be inserted a breakdown of the gross and net volumes.
- in instances where the ship's Official Number and IMO Number differ, the IMO Number should also be entered in the space allocated to the Official Number

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate



CERTIFICATE OF SURVEY AND INTERNATIONAL TONNAGE CERTIFICATE (1969) FORMS

Technical Notice ITC.2 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate wishes to remind all Recognized Organizations making use of computer-generated forms for the Certificate of Survey and International Tonnage Certificate (1969) that these forms shall reflect the contents of formats contained in the Merchant Shipping (Tonnage) Regulations, 2002.

In cases where the ship's Official Number and the IMO Number differ, both numbers shall be entered in the space allocated to the Official Number.

A copy of the Merchant Shipping (Tonnage) Regulations can be downloaded from <http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=9605&l=1>.

Merchant Shipping Directorate

13 March 2013

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Merchant Shipping Directorate

CHANGE OF FLAG PROCEDURES

Technical Notice IRO.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Whenever a vessel is changing flag to Malta the vessel's Recognized Organization shall submit the following information to the Administration:

- Confirmation of class, including any limitations, and a copy of the class certificate or attestation clearly stating the type of ship and assigned class notations.
- Expiry dates of all statutory certificates, issued for and on behalf of the previous flag.
- Full details of any outstanding recommendations, exemptions and/or equivalents. When no recommendations, exemptions or equivalents exist, then a statement by the Recognized Organization to this effect will suffice.

With respect to the existing Shipboard Oil Pollution Emergency Plan and the Cargo Securing Manual, the Recognized Organization may proceed with the issue of a Short Term International Oil Pollution Prevention Certificate and Short Term Cargo Ship Safety Construction Certificate valid for two months pending the review, approval and placing on board of the plan or manual.

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate

HARMONISED SYSTEM OF SURVEY AND CERTIFICATION SOLAS CERTIFICATION FOR CARGO SHIPS

Technical Notice IRO.2

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

SOLAS 74/88 Chapter I Part B Regulation 12(a)(v)(1) refers.

Recognized Organizations are notified that SOLAS Safety certificates are to be issued in accordance with Regulation 12(a)(ii), 12(a)(iii) and 12(a)(iv) and that these are not to be consolidated into one certificate (Cargo Ship Safety Certificate) as provided for by Regulation 12(a)(v)(1).

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate



CARGO GEAR SURVEYS

Technical Notice IRO.3

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

All recognised Classification Societies are kindly requested to note that the Dock Safety Regulations, 1953 were recently amended by Legal Notice 114 of 1999 and this Administration has now adopted the "Five Year Cycle" with respect to the thorough examination and re-testing of Cargo Gear and Lifting Appliances onboard Maltese registered vessels. This is also applicable to foreign ships calling at ports in Malta.

This amendment is to be adopted with immediate effect.

Merchant Shipping Directorate

6 December 2012

Malta Transport Centre
Marsa, MRS 1917 Malta

Tel: +356 2125 0360 Fax: +356 2124 1460
Email: mershipmalta.tm@transport.gov.mt
www.transport.gov.mt/ship-registration

Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Merchant Shipping Directorate



ATTENDANCE DURING SURVEYS, AUDITS, VERIFICATIONS AND INSPECTIONS HELD IN MALTA

Technical Notice IRO.4 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

All Recognized Organizations are hereby informed that officials from this Administration will be attending statutory surveys, ISM audits, ISPS verifications and MLC inspections that are carried out on board Maltese registered ships whilst within Maltese ports or territorial waters. Similarly, officials from this Administration will attend any ISM audits carried out at Companies based in Malta that operate Maltese registered ships.

The Recognized Organization shall notify this office in writing, as early as possible, but at least 2 working days in advance, thereby enabling officials from this Administration to proceed with the necessary arrangements to attend the surveys/audits/verifications/inspections.

Merchant Shipping Directorate

20 August 2013

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Merchant Shipping Directorate



AUTHORISATION FOR ISM CERTIFICATION

Technical Notice IRO.5

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

With immediate effect Recognized Organizations acting for and on behalf of this Administration shall require specific authorization solely in instances of first time ISM certification of a Company and/or a Ship.

Notwithstanding the above, authorization shall be sought whenever there is a change of Company or a change in Type of Ship

Upon issuance, a copy of the ISM Certificates shall be forwarded to this office.

ISM related matters requiring urgent response should be referred to Mr Albert Gruppetta:

Office hours	-	+356 2125 0360
Outside office hours (Mob No.)	-	+356 7943 4317

Merchant Shipping Directorate

6 December 2012

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Merchant Shipping Directorate

PERSONNEL LIFTS AND ELEVATORS

Technical Notice IRO.6

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Personnel lifts and elevators installed onboard Maltese-registered ships shall be subject to periodical inspections, maintenance and testing. The requirements and recommendations of the manufacturer as well as the relevant survey requirements of the Recognized Organization shall be taken into account.

Periodic inspection, maintenance and testing should be carried out by a lift/elevator service provider that is approved or recognized by the manufacturer.

In instances where the Company is unable to source a lift/elevator service provider approved or recognized by the manufacturer, the inspection, maintenance and testing may be carried out by either:

- a lift/elevator service provider nominated by the Company. The Company shall be responsible for assessing and selecting a suitable service provider and therefore appropriate procedures relating thereto must be established. Shipboard staff should not be nominated for such task/s ; or
- a lift/elevator service provider proposed by the vessel's Recognized Organization;

The Company should notify the vessel's Classification Society on arrangements.

Records of inspections, maintenance and testing should be duly maintained and be readily available on board for inspection.

Merchant Shipping Directorate

6 December 2012



Merchant Shipping Directorate



DYNAMICALLY SUPPORTED CRAFT GENERAL REQUIREMENTS FOR LIFEJACKETS

Technical Notice DSC.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference Section 8.3 of Chapter 8 of the "Code of Safety for Dynamically Supported Craft" (IMO Resolution A.373(X) as amended).

All craft to which the Code applies shall be equipped with lifejackets compliant with the requirements laid down in Section 2.2 of Chapter 2 of the International Life-Saving Appliances Code.

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INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT, 2000 EVACUATION DEMONSTRATION

Technical Notice HSC.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Paragraph 4.8.10 of Chapter 4 to the International Code of Safety for High-Speed Craft, 2000 refers.

This Administration will invoke the provisions of Section 4.8.10 of the HSC Code subject to the following conditions:

- the evacuation time can be accurately determined from either the data obtained from the type-approval tests incremented with the factor derived from MSC/Circ.1166 or the time extrapolated from trials using a number of participants;
- the evacuation analysis is based on the guidelines in IMO MSC/Circ.1166;
- the evacuation demonstration involves the deployment of all MES units (i.e.100%) on both port and starboard side and at least 25% of the link liferafts (i.e. 12.5% on either side).

Merchant Shipping Directorate

6 December 2012