

New requirements that might need attention

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Bulk carrier 2006

On-Load release hooks

ECDIS

Recovery of persons from the water

A few thoughts

1 July 2006 new requirement's came into force for bulk carrier.

A few years later we found a lot of bulk carrier being ready without fulfilling these requirements, due to keel laying date before 1 July 2006.

Looking at some big shipyards we found that they had many keel laying's in June 2006 and the ship were delivered during many years even after 2012.

Make you wonder if the keel was actually there in ship yard June 2006. How do you control this as Flag state?

For existing ships:

Res. MSC.317(89)

On-load release and retrieval mechanisms which do not comply with the revised LSA Code must be modified or replaced no later than the first scheduled dry-docking of the ship, after 1 July 2014.

If the system were not installed on existing ships with a valid SOLAS Approval Certificate. (Ships delivered after 1 July 2014 or early application 20May 2011 until 1 July 2014)

Manufacturer:

Self-Assessment

Design Review by Administration or RO's

Performance Test witnessed by Administration or RO on its behalf, (Appendix 1 of MSC.1/MSC.1392

Report of evaluated hook system to the GISIS Database by Administration until 01 July 2013.

GISIS has evaluations from 6 EU countries and some of them were contradictory.

It is as IMO states “*undeniable benefits of navigating with Electronic Chart Display and Information Systems*”.

It became mandatory for High-Speed Craft (HSC) 1 July 2008. Subsequently, the mandatory carriage of ECDIS for other ships (depending on the ship type, size and construction date, as required by SOLAS regulation V/19.2.10) commenced in a phased manner from 1 July 2012 onwards.

MSC.1/Circ.1503 ECDIS –Guidance for good practice

In 2015 IMO draw together the relevant guidance from seven previous circulars into one consolidated document related to ECDIS.

In the document they urge the Members of the Organization to bring this document to the attention to different stakeholders and among them, Recognized Organisations, flag State control inspectors and surveyors. It is important that the surveyors knows how the ECDIS works and what to check in the system.

- ✓ Type approved
- ✓ Charts and updates the right charts and for the right area what kind of agreements.
- ✓ Back-up arrangements independent.
- ✓ Sensors, GPS, AIS, Radar etc.
- ✓ Voyage planning mode show all objects
- ✓ Alarms
- ✓ Navigational restrictions.

A large, solid blue arrow points from the left towards the right, containing a list of requirements for ECDIS compliance. The arrow is wide and tapers slightly towards the right, where it points towards a blue circle.

- Type-approved system
- Chart corrections
- Updated Procedures (ISM)

- Official charts-ENC/SENC/ARCS
- Approved installation
- Training

COMPLIANT

Recovery of persons from the water

1 All ships shall have ship-specific plans and procedures for recovery of persons from the water, taking into account the guidelines developed by the Organization.* The plans and procedures shall identify the equipment intended to be used for recovery purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations. Ships constructed before 1 July 2014 shall comply with this requirement by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014, whichever comes first.

Res. MSC. 338(91) Amendments to SOLAS
MSC.1/Circ. 1447 Guidelines



The End

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