CCS Circular

China Classification Society
（2011）Circ. No.21 Total No.85
Apr. 21, 2011 （Total pages: 2+3+2）

To: CCS surveyors, Auditors, Marshall Islands Ship owners and Ship managers, Radio inspection company

Notice of Requirement for Medical Oxygen Cylinder and EPRIB

The Maritime Administration of Marshall Islands Released MI Marine Notice No.2-011-2 Rev.12/10 and MI Marine Notice No.4-03345 Rev.2/11, details as follows:

一. The Maritime Administration of Marshall Islands provides requirements for Medical Oxygen Cylinder when ships carry dangerous goods (MI Marine Notice No.2-011-2 Rev.12/10):

1. Ships that fall under Column A or B of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) Appendix 14 – List of Equipment[1], are required to carry a minimum of 44 liters/200 bar oxygen as follows:

    - one (1) 40 litre/200 bar medical oxygen cylinder located in the ship's hospital, assembled for direct use, equipped with one (1) flowmeter unit (two ports) for supplying oxygen for two (2) persons simultaneously. and
    - one (1) complete portable set, ready for use, with a 2 litre/200 bar medical oxygen cylinder and a spare cylinder (also 2 litre/200 bar).

2. The single 40 litre/200 bar medical oxygen cylinder may be substituted with either two (2) 20 litre/200 bar cylinders or four (4) 10 litre/200 bar cylinders, provided the equipment / flowmeter units are arranged to supply oxygen to two (2) persons simultaneously.
3. The cylinders are to be hydrostatically tested every five (5) years, or at an interval specified by

1 MFAG refers to the substances, materials and articles covered by the IMDG Code and the materials covered by the International Maritime Solid Bulk Cargoes Code (IMSBC Code).

the manufacturer, whichever occurs sooner.

4. The contents of the cylinders are to be checked and changed as required according to manufacturer's requirements, or every (3) years, whichever occurs sooner.
5. The entire system is to be inspected annually by a competent person in accordance with manufacturer's instructions.

二. The Maritime Administration of Marshall Islands provides requirements for the Identification Code of EPIRB (MI Marine Notice No.4-03345 Rev.2/11):

1. The Identification Code of EPIRB is MMSI Code or 538+ radio call sign
2. The Identification Code of Satellite Communications is MMSI Code

When carrying out appropriate survey/audits, CCS Surveyors/Auditors are responsible for verifying the implementation on board, including documentation, equipment and maintenance, etc..

This circular enters into force from the issued date.

Hereby notify the above.

Appendix 1. MI Marine Notice No. 2-011-2 Rev. 12/10

International Maritime Dangerous Goods Code and Medical Oxygen Cylinder Requirements.

Appendix 2. MI Marine Notice No. 4-033-5 Rev. 2/11

Frequency, Identification Numbers and Testing of Satellite EPIRBs.

Please contact Classed Ship in Service Dept. of the Headquarters in case of any unclarity during the implementation of this Circular.

Appendix 1:

REPUBLIC OF

THE MARSHALL ISLANDS

Marine Notice

No. 2-011-2

OFFICE OF THE

MARITIME ADMINISTRATOR

Rev. 12/10

TO: **ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

SUBJECT: **International Maritime Dangerous Goods Code and Medical Oxygen Cylinder Requirements.**

References:
(a) Marshall Islands Maritime Act, Chapter 4, Part I, Section 404
(b) IMO Resolution MSC.122(75) of 24 May 2002
(c) IMO Resolution MSC.123(75) of 24 May 2002
(d) IMO Resolution MSC.157(78) of 20 May 2004
(e) IMO Resolution MSC.205(81) of 18 May 2006
(f) IMO Resolution MSC.262(84) of 16 May 2008
(g) IMO Resolution MSC 269(85) of 4 December 2008
(h) IMO Resolution MSC.294(87) of 21 May 2010

PURPOSE:

This Notice provides the International Maritime Dangerous Goods Code ("IMDG Code" or "Code") requirements for Marshall Islands (MI) flag vessels and the Administrator's policy on medical oxygen cylinders. This Notice has been updated to include amendments to the IMDG Code made by the International Maritime Organization (IMO) and supersedes Rev. 8/06.

BACKGROUND:

The IMDG Code has been published by the IMO since 1965. It describes in detail the requirements for packaging, marking, documentation, stowage, and reporting of incidents involving dangerous goods. The IMDG Code, contained in Resolution MSC.122(75), was made mandatory 1 January 2004 through SOLAS Chapter VII (see Resolution MSC.123(75)) and has undergone a series of amendments since that time. On 1 January 2010, the provisions of the

IMDG Code as contained in the 2008 edition entered into force **(**see MSC.262(84)).

The IMDG Code may be purchased in hard copy or electronic format from the IMO Publications section. The Code consists of Volume 1, Volume 2 and a Supplement that must be purchased separately when in hard copy.

APPLICABILITY:

The provisions contained in the IMDG Code are applicable to:

- all ships to which SOLAS 74, as amended, applies and which are carrying dangerous goods (as defined in regulation 1 of Part A of Chapter VII of that Convention). Dangerous goods is defined in regulation 1, Part A of Chapter VII to mean the substances, materials and articles covered by the IMDG Code.
- all ships, irrespective of type and size, carrying substances, material or articles identified in the IMDG Code as marine pollutants. Marine pollutants mean substances which are subject to the provisions of Annex III (Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form) of MARPOL 73/78, as amended.

REQUIREMENTS:

1.0 <u>General</u>

1.1 Dangerous goods and marine pollutants shall be carried and shipped in accordance with the IMDG Code, as amended. See references (b), (c), (d), (e), and (f) of this Notice, above.

.1 Amendments contained in Resolution MSC.294(87) (reference (h), above) may be applied in whole or in part on a voluntary basis from 1 January 2011. They are expected to enter into force on 1 January 2012, at which time they shall become mandatory.

1.2 The IMDG Code is legally treated as a mandatory instrument under Chapter VII of SOLAS 74. However, certain provisions of the Code remain recommendatory and should be treated as such. These recommendatory provisions are contained in IMDG Code, Chapter 1.1 and are as follows:

- Paragraphs 1.3.1.4 to 1.3.1.7 (Training);
- Chapter 1.4 (Security provision) except 1.4.1.1, which is mandatory;
- Section 2.1.0 of chapter 2.1 (class 1-explosives, introductory notes);
- Section 2.3.3 of chapter 2.3 (Determination of flashpoint);
- Columns (15) and (17) of the Dangerous Goods List in Chapter 3.2;
- Section 5.4.5 of Chapter 5.4 (multimodal Dangerous Goods Form), insofar as the layout of the form is concerned;

- Chapter 7.3 (Special provisions in the event of an incident and fire precautions involving dangerous goods only);
- Section 7.9.3 (Contact information for the main designated national competent authorities); and
- Appendix B.

1.3 Compliance with all relevant requirements of SOLAS, Chapter II-2-Construction-fire protection, fire detection and fire extinction, as amended, is required. (See also MSC.269(85).)

2.0 Carriage of Publications

2.1 The latest version (electronic or hard copy) of the IMDG Code (Volume 1, Volume 2 and the Supplement) shall be carried on board all MI ships to which the IMDG Code applies.

3.0 Medical Oxygen Cylinders

3.1 Ships that fall under Column A or B of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) Appendix 14 – List of Equipment[1], are required to carry a minimum of 44 liters/200 bar oxygen as follows:

- one (1) 40 litre/200 bar medical oxygen cylinder located in the ship's hospital, assembled for direct use, equipped with one (1) flowmeter unit (two ports) for supplying oxygen for two (2) persons simultaneously. and
- one (1) complete portable set, ready for use, with a 2 litre/200 bar medical oxygen cylinder and a spare cylinder (also 2 litre/200 bar).

3.2 The single 40 litre/200 bar medical oxygen cylinder may be substituted with either two (2) 20 litre/200 bar cylinders or four (4) 10 litre/200 bar cylinders, provided the equipment / flowmeter units are arranged to supply oxygen to two (2) persons simultaneously.

3.3 The cylinders are to be hydrostatically tested every five (5) years, or at an interval specified by the manufacturer, whichever occurs sooner.

3.4 The contents of the cylinders are to be checked and changed as required according to manufacturer's requirements, or every (3) years, whichever occurs sooner.

3.5 The entire system is to be inspected annually by a competent person in accordance with manufacturer's instructions.

1 MFAG refers to the substances, materials and articles covered by the IMDG Code and the materials covered by the International Maritime Solid Bulk Cargoes Code (IMSBC Code).

REPUBLIC OF THE MARSHALL ISLANDS

OFFICE OF THE MARITIME ADMINISTRATOR

Marine Notice

No. 4-033-5

Rev. 2/11

TO: **ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

SUBJECT: **Frequency, Identification Numbers and Testing of Satellite EPIRBs.**

References: **(a)** **IMO MSC/Circ.1040**
(b) **COSPAS-SARSAT Guidelines on 406 MHz Beacon Coding, Registration and Type Approval, section 3.3.2, dated October 2010**

PURPOSE:

This Notice describes the frequency and unique identification code assigned to satellite Emergency Position-Indicating Radio Beacons (EPIRBS) to enable Rescue Coordination Centers (RCCs) responsible for Search and Rescue (SAR) operations to detect and identify vessels in distress and how they differ from Maritime Mobile Service Identity (MMSI) numbers. This Notice supersedes Rev. 10/06 and reflects the addition of reference (b) above and the resulting changes to section 2.0.

APPLICABILITY:

This Notice applies to all Marshall Islands flag vessels outfitted with EPIRBs.

REQUIREMENTS:

1.0 It has been determined by the COSPAS-SARSAT Council that:

"A unique beacon identification code, including the 3-digit MID (Maritime Identification Digits) followed by either:

(a) the trailing 6 digits of the ship station identity, or
(b) a unique serial number, or
(c) a radio call sign

should be part of all messages."

Inquiries concerning the subject of this Notice should be directed to the Office of the Maritime Administrator, Republic of the Marshall Islands, c/o Marshall Islands Maritime and Corporate Administrators, Inc., 11495 Commerce Park Drive, Reston, VA 20191-1506 USA.

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2.0 Taking this into consideration, the Republic of the Marshall Islands Maritime Administrator (the "Administrator") has decided to use alternatives (a) or (c) incorporating the vessel's MMSI or unique radio call sign. This would be preceded by the Maritime Identification Digit Code assigned to the Republic of the Marshall Islands by the International Telecommunication Union, Geneva. This three (3) digit code is 538.

Those concerned should ensure that the above instruction is followed by the supplier of satellite EPIRBs being installed on board Marshall Islands flag vessels.

3.0 COSPAS-SARSAT has also decided to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons. Mariners will have to switch to emergency beacons operating at 406 MHz only in order to be detected by satellites. Although the year 2008 has been targeted for the discontinuance of the processing of signals at the lower frequencies, with a cutoff date of 1 February 2009, mariners should plan now for the replacement of their lower frequency emergency position-indicating radio beacons with those operating at 406 MHz and not wait until the last minute. Approximately 600,000 such units will have to be converted by then.

4.0 Please note that this unique identification code is not to be confused with the MMSI number that is assigned to ships for satellite communications purposes. MMSI numbers are constructed differently, consisting of nine (9) digits. The first three (3) digits are the Maritime Identification Digits for the Marshall Islands (538). One (1) or two (2) zeros depending on how many numbers there are in the vessel's Official Number follow this. If there are only four (4) digits in the Official Number, then two (2) zeros follow. If there are five (5) digits in the Official Number, then only one (1) zero follows. Obviously, the next four (4) or five (5) digits to follow the appropriate number of zeros are those of the Official Number of the vessel.

Example One: Vessel Official Number 90123 – MMSI = 538090123;

Example Two: Vessel Official Number 1234 – MMSI = 538001234.

5.0 To assure that the EPIRBs are transmitting the correct identification number on the correct frequency, an annual test conducted by a qualified technician, in accordance with the guidelines provided in MSC/Circ.1040, is required. With each such test a certificate authenticating the test results must be attached to the EPIRB. It is essential that this test be performed and the certificate made available for both flag State and port State inspections.