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To: Relevant departments of CCS Headquarters, Plan approval centers, CCS surveyors, relevant shipyards, designers and shipping companies

Notice of Implementation of Marine Notice No.2-011-5 of the Republic of the Marshall Islands

The Maritime Administration of the Republic of the Marshall Islands recently amended Marine Notice No.2-011-5, the current Notice Rev.6/12 supersedes Rev.2/12, the requirements are to be implemented when conducting survey.

According to the provisions of the Administration, the servicing facilities approved by this society in compliance with IACS UR Z17 shall also be accepted to provide service to Marshall Islands flag ships.

This circular superseded CCS Circ.176Rev.1

This Circular is published on CCS website (www.ccs.org.cn) and is to be forwarded by CCS branches to relevant shipyards, shipyards and designers in relevance to their business area.

Attachments: Marine Notice No.2-011-5 (Rev.6/12) of the Republic of the Marshall Islands

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

Tel: (010) 58112288 Fax: (010) 58112842 E-mail: so@ccs.org.cn



**REPUBLIC OF
THE MARSHALL ISLANDS**

**OFFICE OF THE
MARITIME ADMINISTRATOR**

Marine Notice

No. 2-011-5

Rev. 6/12

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

SUBJECT: Life-Saving Appliances and Equipment.

- References:**
- (a) International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended
 - (b) International Life-Saving Appliance (LSA) Code, as amended
 - (c) Revised Recommendation on Testing of Life-Saving Appliances, Resolution MSC.81(70), as amended
 - (d) European Union Council Directive 96/98/EC on Marine Equipment Directive (MED)
 - (e) Recommendations on Conditions for the Approval of Servicing Stations for Inflatable Life Rafts, Resolution A.761(18)
 - (f) Adoption of Amendments to the Recommendation on Conditions for the Approval of Servicing Stations for Inflatable Life Rafts (Resolution A.761(18)), Resolution MSC.55(66)
 - (g) Guidelines for Periodic Testing of Immersion Suit and Anti-exposure Suit Seams and Closures (MSC/Circ.1114)
 - (h) Marshall Islands Technical Circular #1 Rev.1
 - (i) Marshall Islands Technical Circular #4 Rev. 3
 - (j) Guidance on wearing immersion suits in totally enclosed lifeboats (MSC.1/Circ.1278)
 - (k) MSC.1/Circ.1243, adopted on 29 October 2007
 - (l) Marshall Islands Marine Notice 2-011-37, Lifeboat Equipment Requirements, Maintenance and Servicing

PURPOSE:

This Notice addresses a number of recent issues and requests involving Life-Saving Appliances aboard Republic of the Marshall Islands (RMI) flag vessels that have been presented to the RMI Maritime Administrator (the "Administrator") for interpretation and clarification of its policy. This Notice supersedes Rev. 2/12 and reflects the updating of reference (k) above and additional clarification to paragraphs 5.2 and 5.3 regarding immersion suits.

APPLICABILITY:

This Notice applies to all ships, mobile offshore drilling units (MODUs) and mobile offshore units (MOUs) subject to reference (a) above.

REQUIREMENTS:

1.0 Approval of Equipment

- 1.1 The Administrator will accept equipment approvals granted by another State that is a Party to the SOLAS Convention, or a Recognized Organization (RO) on behalf of the Administrator or other Party to the SOLAS Convention; provided, the approvals are fully in accordance with Convention requirements. All newly installed lifesaving equipment must comply with references (a) through (c) above.
- 1.2 Existing equipment, which was manufactured and tested in accordance with previous SOLAS Convention requirements, may continue to be used as long as it remains in serviceable condition.
- 1.3 The Administrator will also accept equipment that has been approved under the European Union Marine Equipment Directive (MED) procedures – reference (d) above.
- 1.4 More specific guidance to ROs carrying out this function on behalf of the Administrator is provided in Marshall Islands Technical Circular #1 Rev.1 – reference (h) above.

2.0 Approval of Service Providers

- 2.1 The Administrator recognizes servicing facilities that are approved by a State which is Party to the SOLAS Convention or by an RO on behalf of the Administrator or other Party to the SOLAS Convention; provided the approvals are in compliance with reference (e) above, as amended by reference (f) above. This has become necessary because certain suppliers have not developed networks of service stations to support their products, something that owners should be taking into consideration in the selection of such closely regulated items such as these.
- 2.2 The Administrator does not, however, maintain an exhaustive list of every world-wide service station so recognized. As a result, the Administrator relies upon the local knowledge and the extensive network of RO offices. The RO station offices should know the suitability of such service stations in their area. The service station recommended by the RO will be acceptable to the Administrator.
- 2.3 With regard to the servicing and maintenance of lifeboats, launching appliances and on-load release gear, refer to Marshall Islands Marine Notice 2-011-37 (reference (l) above).
- 2.4 More specific guidance to ROs carrying out this function on behalf of the Administrator is provided in Marshall Islands Technical Circular #1 Rev.1 (reference (h) above).

3.0 Equipment Servicing

- 3.1 The SOLAS Convention requires that inflatable life rafts, inflatable life jackets, marine evacuation systems, and inflated rescue boats be serviced at approved servicing facilities.
- 3.2 On vessels that have implemented the Harmonized System of Survey and Certification (HSSC) inspection scheme, the inflatable life rafts, any inflatable life jackets, and any installed evacuation systems must be examined and certification of last servicing verified during the annual, periodical, and renewal surveys stipulated in the 1988 SOLAS Protocol. On other vessels, this equipment is to be serviced just prior to, or during, the Cargo Ship Safety Equipment Certificate periodical and renewal surveys.
- 3.3 The RO surveyors must be satisfied that the servicing has been completed satisfactorily prior to endorsing or issuing the Cargo Ship Safety Equipment Certificate or HSSC Cargo Ship Safety Certificate. Attendance of the surveyor during the servicing of the life raft is not mandatory.
- 3.4 The Administrator recognizes that annual servicing of the large numbers of life rafts required for passenger ships under their unique voyage conditions may impose difficulties. The Administrator therefore endorses the servicing of life rafts in smaller more manageable groups throughout the certification year. Each life raft, however, must be serviced in a sequence that ensures that no life raft will exceed a 12-month servicing interval.
- 3.5 The servicing interval and procedures for inflated rescue boats must be in accordance with the manufacturer's requirements. The facility performing the servicing must comply with the requirements of paragraph 2.1 above.
- 3.6 The periodic testing of immersion suits shall be conducted according to reference (g) above. Suits less than 10 years old shall be tested at intervals not exceeding three (3) years; suits older than 10 years, or suits which have seams or closures that are in questionable condition may be required to be tested more frequently. Immersion suit air tests may be conducted on board ship if suitable equipment is available. Any necessary repairs should be conducted by an approved service provider in accordance with manufacturer's recommendations.

4.0 Life Rafts

- 4.1 Life rafts provided in compliance with SOLAS Regulation III/31.1.4 are to be transportable and launchable by one (1) person. They may be stowed in protected positions provided they are readily available at all times. Particular care should be given to their accessibility when deck cargoes are carried. Where appropriate, removable guard rails or bulwarks should be provided to facilitate launching.
- 4.2 As described in reference (k) above, remotely located survival craft such as the life rafts provided in compliance with SOLAS Regulation III/31.1.4 shall be provided with an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner as per SOLAS Regulation III/11.7. For this purpose, knotted ropes are not considered an acceptable means of embarkation.

- 4.3 On occasion, it may be necessary to temporarily carry persons on board in excess of the number currently authorized. When physically possible, the installed lifeboats should be recertified to provide the necessary capacity. If the existing lifeboats are already certified to their maximum capacity, the Administrator may allow, for legitimate verifiable reasons, the substitution of inflatable life raft capacity appropriately installed in accordance with regulatory requirements to augment the required lifeboat complement as a temporary measure of equivalency. These temporary measures will be limited to the minimum period of time required for the additional persons to be on board and, in general, will not exceed two (2) months. This accommodation will only be allowed with the specific approval of the Administrator.

5.0 Immersion Suits and Thermal Protective Aids

- 5.1 Immersion suits shall comply with section 2.3 of reference (b) above.
- 5.2 An immersion suit shall be provided for every person on board the ship, unless expressly provided otherwise under reference (a). Immersion suits and thermal protective aids are to be assigned by the Master. It is recommended that they should be kept in staterooms along with life jackets.
- 5.3 Additional immersion suits as required under SOLAS III/32.3.3 shall be provided for each person on watch or at any normal work location that is remote from where immersion suits are normally stowed. For the purposes of this paragraph, a normal work location is a location where a crewmember regularly carries out normal work functions. Examples may include but are not limited to: control rooms, machine/work shops, galleys, offices, and remote lookout positions. Such a work location would be considered remote if it is not in the direct vicinity of the primary survival craft and/or normal stowage position of the individually assigned immersion suits, and could not reasonably be retrieved in the event of an emergency. At a minimum, additional suits shall be provided to the navigation bridge and the engine control room for all watch standers at those locations.
- 5.4 An immersion suit of appropriate size shall be provided for every person assigned to crew the rescue boat or assigned to the marine evacuation system party in accordance with Regulation 7.3 of Chapter III of reference (a) above. The immersion suits provided under this requirement may be used to comply with paragraph 5.2 above.
- 5.5 A minimum of two (2) immersion suits and two (2) lifejackets must be provided at locations where remotely located survival craft are stowed in accordance with SOLAS Regulation III/31.1.4 and as detailed in reference (k) above.
- 5.6 Reference (a) contains provisions for exempting vessels, other than bulk carriers, as defined in Regulation IX/1 of reference (a) above, that are constantly engaged on voyages in warm climates from the requirement to carry immersion suits and/or thermal protective aids. The Administrator considers voyages in warm climates to be those within the zone between 30° North and 30° South latitudes. The thermal protective aids required by LSA Code Sections 4.1.5.1.24, 4.4.8.31 and 5.1.2.2.13, however, are an integral part of survival craft and rescue boat equipment which must be provided regardless of vessel

route. Procedures for granting the exemption are found in Marshall Islands Technical Circular #4 Rev. 3 (reference (i) above)

6.0 Guidance on wearing immersion suits in totally enclosed lifeboats

The Administrator fully concurs with reference (j) above, and strongly recommends that owners, operators and Masters emphasize those items in paragraph 4 of reference (j) above be followed on their vessels. Abandon ship drills are a good opportunity to examine and demonstrate the use of immersion suits. Crew training during these drills should emphasize that immersion suits are intended primarily to ensure thermal protection in cases where the totally enclosed lifeboats cannot be embarked upon.