



# Dienststelle Schiffssicherheit BG Verkehr

ISM-Circular No.: 05/2011

**Subject:** Amendments to SOLAS Regulation V/18 and V/23

**Rule**  
**Reference:**

- ISM Code 1.2.3, 10
- Res./MSC.308(88)
- MSC.1/Circ.1252
- MSC.1/Circ.1375

**Remark:** This circular needs not be carried on board of ships

**Date:** 07.11.2011

This circular intends to inform about the amendments of SOLAS Chapter V adopted by IMO-Resolution MSC.308(88) entering into force **on 01.07.2012**.

## **Automatic Identification System (AIS)**

According to the new SOLAS Reg. V/18.9 an annual test of the AIS shall be carried out by an approved surveyor or an approved testing or servicing facility. A copy of the test report shall be retained on board of the ship.

In this context we like to draw your attention to IMO-published MSC.1/Circ.1252  
GUIDELINES ON ANNUAL TESTING OF THE AUTOMATIC IDENTIFICATION SYSTEM  
(AIS).

Accordingly concerned ships may carry out this test following the intervals of surveys for the safety certificates;

- up to 3 months before the due date of the passenger ship renewal survey or the cargo ship safety equipment renewal survey; and
- 3 months before or after the due date of the cargo ship safety equipment periodical/annual survey.

The testing should be recorded in the form of the model test report given in the appendix of the IMO-circular. It should be ensured that the test report is available in English language.

Companies are requested to include the required test-interval into the planned maintenance system of the ship, if this has not yet been done.

## **Pilot transfer arrangements**

The existing text of SOLAS Regulation V/23 *Pilot transfer arrangements* is replaced.

There are new requirements especially to the following items:

1. Certification and inspection of pilot ladders (V/23.2.3 - V/23.2.5)
  - A Certificate of the manufacturer shall be presented that confirms, that the pilot ladder is in compliance with an international standard acceptable to the IMO (especially ISO 799:2004). This requirement is met, if the pilot ladder complies with the latest Maritime Equipment Directive (MED) and if the ladder is "wheel" marked.
  - Inspections shall be made within the scope of surveys concerning the Passenger Ship Safety Certificate or the Cargo Ship Safety Equipment Certificate according to SOLAS Reg. I/6 and I/7.
  - Records shall be kept on board about any services and repairs.
2. Use of pilot ladders in conjunction with other arrangements (V/23.3.3.2),
3. Shiplide doors on ships, constructed before 01.01.1994 (V/23.5 in conjunction with V/23.1.5)
  - Shiplide doors used for pilot transfer shall not open outwards from the first survey on or after 01.07.2012,
4. Use of mechanical pilot hoists (V/23.6)
  - They shall not be used anymore.

The new regulations, except items 3 and 4, concern pilot transfer equipment and arrangements,

- installed on or after 01.07.2012, (V/23.1.2),  
On that point MSC.1/Circ.1375 clarifies, that the regulation refers to
  - all pilot transfer equipment and arrangements installed on ships for which the building contract is placed on or after 01.07.2012, or in absence of a contract, constructed on or after 01.07.2012, and
  - to pilot transfer equipment and arrangements reinstalled on ships on or after 01.07.2012,
- installed on or after 01.07.2012, which are a replacement of equipment or arrangements, (V/23.1.4)

The IMO-Resolution and the mentioned MSC-Circulars are attached to this circular for your information.

### **Action required**

Companies concerned are requested to take note of this circular and to inform their masters accordingly.

Copies of this circular, IMO-Resolution MSC.308(88), MSC.1/Circ.1252 and MSC.1/Circ.1375 can be found on our website:

<http://www.bg-verkehr.de/service/downloads/dienststelle-schiffssicherheit/ism/uebersicht-ism-rundschreiben-und-ism-info-mails>

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