



IMO: Information to Master and Owners re. the most significant SOLAS amendments – applicable for existing ships from 1 July 2014

I Fire-fighter's Outfits – Self-contained compressed air breathing apparatus

By revised SOLAS regulation II-2/10.10.1, as amended by the resolution MSC.338(91) a new requirement now applies to ***all*** existing ships constructed before 1st July 2014 (not just tankers).

As per FSS code chapter 3, item. 2.1.2.2, *"compressed air breathing apparatus shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 l"*.

Full compliance must be ensured not later than 1 July 2019.

II Two-way portable radiotelephone apparatus

By revised SOLAS regulation II-2/10.10.4, as amended by the resolution MSC.338(91), there is a new requirement to a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication to be carried on board. Those two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe.

The requirement of number of radio telephones should be based on the number of fire parties indicated in the Ship's muster list and not on the number of fire-fighters' outfits.

Existing ships, constructed before 1 July 2014, shall comply with the requirements of this paragraph not later than the first survey after 1 July 2018.

III Instructions, on board training and drills

By a new SOLAS regulation II-2/15.2.2.6, as amended by the resolution MSC.338(91), it is now required that for all ships to ensure on board means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used.

An IACS UI is currently under development regarding the term "suitable number". As a general guidance, FMA accepts IMO and IACS unified interpretations as appropriate.

The existing text of SOLAS Reg. III/19.2.2 requiring that the passengers shall muster within 24 hours after embarkation has been replaced with *"muster of newly embarked passengers shall take place prior to or immediately upon departure"*.

IV Recovery of persons from the water – see also *FMA Operational Newsletter 18/2013*

A new SOLAS regulation III/17-1 now requires all ships to have ship-specific plans and procedures for recovery of persons from the water.

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.

Note: 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.

Ro-ro passenger ships which comply with SOLAS regulation III regulation 26.4 shall be deemed to comply with this regulation.

The MSC.1/Circ.1447 – "Guidelines for the Development of Plans and Procedures for Recovery of Persons from the Water" has been issued to assist owners/operators in preparing ship-specific procedures for recovery of persons from the water. These Guidelines should be read in conjunction with the Guide to recovery techniques (MSC.1/Circ.1182) and the Guide for cold water survival, MSC.1/Circ.1185/Rev.1, now also added to FMA Operational Newsletter 18/2013.

Note: The plans and procedures should be considered as a part of the emergency preparedness plan required by paragraph 8 of part A of the International Safety Management (ISM) Code.

V Revised Performance Standard for VDR

1. if installed on or after 1 July 2014, the VDR shall conform to performance standards not inferior to those specified in the resolution MSC.333(90) – attached – and

2. if installed before 1 July 2014, shall conform to performance standards not inferior to those specified in the annex to resolution A.861(20), as amended by resolution MSC.214(81).

IACS UI SC261 gives a clarification of Res.MSC.333(90) and the definition of the “installed on or after 1 July 2014”. In cases of doubt about the applicability for a given vessel, this unified interpretation may be conferred.

VI Streamlining of SOLAS certificates and records

Form of certificates and records are modified and replaced by those contained in IMO Resolutions MSC.338(91), MSC.343(91) and MSC.344(91).

These amendments have been developed in order to reduce the number of records of equipment and updating the records of equipment (Form P, Form E, Form R and Form C) to reflect the current requirements as appropriate. Among others, the records of equipment have been updated for items related to

- marine evacuation system,
- fast rescue boats,
- anti-exposure suits,
- child and infant lifejackets and
- Inmarsat Satellite EPIRB.

Existing certificates and records will be replaced by the new versions at next ship survey. However, because this change does not imply any technical modifications, shipowners and operators may, as soon as the new versions have been issued, request a replacement on a ship-by-ship basis and prior to the expiry of the old documents, or prior to the next survey.

VII Protection against noise

New Regulation Ch. II-1 Reg. 3-12.2 contains the same provisions of the regulation Ch. II-1 Reg. 36, which was deleted at the entry into force of SOLAS amendments by Res. MSC.338(91) entry into force 1 July 2014). Until this recent modification of the SOLAS, Faroese regulations have been stricter than the international standard.

While awaiting FMA’s new internet page of rules and regulations (to be launched at the turn of the year), we provide you with the English version of the equivalent Danish Notice A, which fully reflects the Faroese regulation in respect of occupational health: [English version here](#)

Please be advised that, for existing ships and ships delivered before 1 July 2018 and:

- 1) contracted for construction before 1 July 2014 and the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015; or
- 2) in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015, no new requirements are applicable.

Encls.: MSC.214(81)
MSC.333(90)
MSC.338(91)
MSC.343(91)
MSC.344(91)
MSC.1/Circ.1182
MSC.1/Circ.1185/Rev.1
MSC.1/Circ.1447

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