

	MARITIME AUTHORITY OF JAMAICA STATUTORY UPDATE	Circular No.	14-08-06	p
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TO:

- (I) ALL OWNERS, MASTERS OF JAMAICAN REGISTERED VESSELS**
- (II) ALL MANAGERS AND OPERATORS OF JAMAICAN REGISTERED VESSELS**
- (III) RECOGNIZED ORGANIZATIONS**

SUBJECT: STATUTORY UPDATE

References: IMO Resolutions MSC 337(91), MSC 338(91), MSC 339(91), MSC 343(91), MSC 344(91), MSC 350(92)

Summary:

IMO adopted Resolutions MSC 337(91), MSC 338(91), MSC 339(91), MSC 343(91) and MSC 344(91) on 30 November, 2012 which made amendments to the 1978 and 1988 Protocols relating to SOLAS 1974. These amendments entered into force on 01 July 2014.

The following is a summary of some new changes that took effect from 01 July 2014:

There is a new SOLAS regulation, Chapter II-1/ regulation 3-12 which requires that all new ships be constructed to reduce on-board noise. In order to protect personnel from noise, the Code on noise levels on board ships sets out mandatory maximum noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships. The Code is intended to provide the basis for design standard, with compliance based on satisfactory completion of sea trials that results in the issuance of a noise survey report. Ongoing operational compliance is predicated on the crew being trained in the principles of personal protection and maintenance of mitigation measures. These would be enforced under the dynamic processes and practices put in place under SOLAS Chapter IX.

New SOLAS regulation, Chapter III/ Regulation 17-1 requires ships to have plans and procedures to recover persons from the water, as well as related Guidelines for development of plans and procedures for recovery of persons from the water.

Also, a related IMO resolution MSC 346(91) on Implementation of SOLAS regulation III/17-1 to ships to which SOLAS Chapter III (Lifesaving Appliances and Arrangements) does not apply.

SOLAS regulation, Chapter II-2/ regulation 10.10.4 on fire-fighting now requires a minimum of duplicate two-way portable Radio-telephone apparatus for each fire party for fire fighters' communication to be carried; existing ships to comply with this requirement not later than the first survey after 01 July 2018; amendments to SOLAS, Chapter II-2/ regulation 15 on instructions, on-board training and drills, to require an on-board means of recharging breathing apparatus cylinders used during drills, or a suitable number of spare cylinders, this regulation applies to all new and existing cargo and passenger ships of greater than 500 GT; and amendments to SOLAS Chapter II-2/regulation 20.6.11 & 6.12 on protection of vehicle, special category and ro-ro spaces related to fixed fire-extinguishing systems, this requirement applies only to new ships with vehicle spaces, ro-ro and special category spaces.

IMO Resolution MSC 339(91) made amendments to the International Code for Fire safety Systems (FSS Code), the amendments affect the following Chapters of the FSS Code and shall enter into force effective 01 July 2014:

- Chapter 5 - Fixed gas extinguishing systems, Chapter 8 - Automatic sprinkler, Fire detection and Fire alarm Systems, Chapter 9 - Fixed fire detection and fire alarm systems, Chapter 12 - Fixed emergency fire pumps and starting of diesel engines, Chapter 13 - Arrangement of means of escape, details of stairways-landings, Chapter 14 - Fixed deck foam systems.

There are also amendments to the appendix to the annex to the SOLAS Convention replacing all forms of certificates and records of equipment, including its 1978 & 1988 Protocol. In some cases the changes are editorial in nature.

Special attention is drawn to the following amendments entering into force for existing ships:

- Operation of bridge navigational watch alarm system (BNWAS) whenever the ship is underway at sea becoming mandatory for cargo vessels between 150-499GT effective 01 July 2014.
- Fitting of Electronic Chart Display & Information System is becoming mandatory for passenger ships greater than or equal to 500GT effective 01 July 2014 or first Passenger Ship Safety Certificate (PSSC) survey after 01 July 2014.

All ship owners, operators, managers and masters of Jamaican registered ships are required to take note of the mandatory amendments as applicable and are required to address them to be in compliance to avoid any deficiencies.

Recognized Organizations and Classification Societies are required to ensure Jamaican vessels comply with the new requirements by the implementation dates.

The various IMO Maritime Safety Committee resolutions introducing the amendment can be accessed from the [IMO website](#) for more detailed information.

**SURVEYOR GENERAL
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