

Subject:

Procedures for dealing with RDF, GPS receiver, AIS, Periodical Test of Satellite EPIRBs and Position-Updating on Ships (except Japanese Flag) constructed before 1 July 2002

ClassNK

Technical Information

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To whom it may concern

In accordance with effectuation of SOLAS 2000 amendments on 1 July 2002, the Society provides the procedures for dealing with

1. Radio Direction Finder,
2. GPS Receiver,
3. AIS,
4. Periodical Test of Satellite EPIRBs, and
5. Position-Updating on Two-way Radio Equipment for GMDSS

on ships constructed before 1 July 2002 in accordance with Regulations IV/13, 15, 18 and V/19 of the SOLAS as follows:

1. Removal, Modification and Installation of Equipment

(1) Radio Direction Finder (RDF)

Carriage requirements for an RDF prescribed in Regulation V/12(p) of the present SOLAS is in force until 30 June 2002. For the exemption from the installation of an RDF before 1 July 2002, it is necessary for the ship to be issued the exemption certificate from the flag government.

On and after 1 July 2002, an RDF shall no longer be required on board a ship subject to the ship fits a GPS receiver by the first SE survey after 1 July 2002 in accordance with Regulation V/19(2.1.2) of the SOLAS.

For a ship which has already been exempted from the installation of an RDF with a GPS receiver, or a ship which is at stages of construction before 1 July 2002 and will be delivered on and after 1 July 2002 with a GPS receiver, it is not necessary to have an exemption certificate for an RDF.

(2) GPS receivers

In case a GPS receiver, whom the Society accepted as appropriate, is fitted on board a ship before 1 July 2002 and is continuously used on board the ship on and after 1 July 2002, this GPS receiver is regarded as one specified in Regulation V/19(2.1.6) of the SOLAS.

On and after 1 July 2002, a ship should be fitted with a GPS receiver specified in Regulation V/19(1.2.2) of the SOLAS by the first SE survey after 1 July 2002.

GPS receivers newly installed on board on and after 1 July 2002 should be of a type approved as conforming to the requirements set out in IMO Resolution A.819(19).

NOTES:

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(3) Automatic Identification System (AIS)

In accordance with Regulation V/19(2.4) of the SOLAS, AIS should be installed;

- (a) in case of tankers, not later than the first SE survey on and after 1 July 2003;
- (b) in case of ships, other than tankers, of 50,000 gross tonnage and upward, not later than 1 July 2004;
- (c) in case of ships, other than tankers, of 10,000 gross tonnage and upward but less than 50,000 gross tonnage, not later than 1 July 2005;
- (d) in case of ships, other than tankers, of 3,000 gross tonnage and upward but less than 10,000 gross tonnage, not later than 1 July 2006;
- (e) in case of ships, other than tankers, of 300 gross tonnage and upward but less than 3,000 gross tonnage, not later than 1 July 2007; and
- (f) ships not engaged on international voyages, not later than 1 July 2008

AIS installed on board should be of a type approved as comforting to the requirements set out in IMO Performance Standards MSC.74(69) Annex 3.

Whether “the first SE survey” mentioned above could include the survey under construction or not will be decided at MSC75 held on May 2002. Proposal to advance the installation date of AIS for ships less than 50,000 gross tonnage from “not later than 1 July 2008” to “not later than 1 July 2004” or to “not later than 31 December 2004.” will also be discussed at MSC75.

(4) Ship's Position Update to Two-way Radio Equipment.

Regulation 18 “Position-updating” is added to Chapter IV of the SOLAS. This regulation prescribes VHF, MF and MF/HF radio equipment and Inmarsat Ship Earth Stations required to GMDSS to be provided with ship's position information from a navigation receiver (e.g. a GPS receiver). This receiver may be a GPS receiver built in GMDSS equipment or a stand-alone GPS receiver. In case such a receiver is not available on board, the ship's position shall be manually updated at intervals not exceeding four hours.

Regulation IV/13(8) of the SOLAS is amended in connection with this matter. This amendment prescribes a navigation receiver (i.e. a GPS receiver) used for automatic position-updating to be provided with means ensuring continuous operation in the event of failure of the ship's main or emergency source of electrical power. In this respect, the GPS receiver should be supplied with electrical power from general batteries or radio reserve batteries.

(5) Periodical Test of Satellite EPIRB

Paragraph 9 is added to Regulation IV/15 “Maintenance Requirements” of the SOLAS. This paragraph prescribes satellite EPIRBs to be tested at intervals not exceeding 12 months for all aspects of operational efficiency with particular emphasis on frequency stability, signal strength and coding. However, in case where it appears proper and reasonable, the Administration may extend this period to 17 month. The test may be conducted on board the ship or at an approved testing or servicing station.

Details of procedures for a yearly at-sea maintenance and for a shore-based maintenance carried out once every four or five years are under consideration at IMO. Unless otherwise instructed from the flag governments, inspection of satellite EPIRB is carried out as present manner until IMO comes to the conclusion on this matter.

2. Drawings Assessment

The Society does not carry out drawing assessment for the above-mentioned removal, modification and installation of equipment.

3. Application for Survey

Special survey is carried out in case of;

- (a) newly installing a GPS receiver and removing the RDF, and
- (b) installing AIS.

Other items concerning modification to be inspected at periodical SE/SR surveys.

4. Methods of Surveys

- (1) On inspecting a GPS receiver, the following items to be verified;

- (a) A GPS receiver complies with conditions described 1. 1) above.
- (b) Electrical power of a GPS receiver is supplied from emergency power or general batteries with a properly laid cable.
- (c) In case a GPS receiver provides ship's position data to GMDSS radio equipment as specified in Regulation IV/18 of the SOLAS, electrical power of the GPS receiver should be supplied from general batteries or radio reserve batteries.
- (d) Ship's position is to be properly displayed.

- (2) On inspecting an AIS, the following items to be verified;

- (a) AIS should be of a type approved as conforming to the relevant performance standards,
- (b) Safety distance to the Magnet Compass indicated on the AIS is ensured,
- (c) Electrical power of a GPS receiver is supplied from emergency power or general batteries with a properly laid cable,
- (d) The antenna, when it is sited on compass deck, is in the front part of the deck without obstacles, if possible. Main display unit of AIS should be near conning position or chart table.
- (e) Own ship information and the sensor data are input to AIS correctly,
- (f) Bearings and distances of other ships with AIS and/or shore-based AIS stations, if any, are displayed properly.

- (3) On inspecting ship's position-updating to GMDSS radio equipment, the following item to be verified;

- (a) Ship's position data to be properly input to GMDSS radio equipment

For any questions about the above, please contact:

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