



Navigation: Safety of Navigation – Amendments to SOLAS Chapter V and updates to various performance standards

Notice to all shipowners, fleet managers, safety managers, training managers, masters and marine surveyors

This Marine Information Note expires on 31 December 2015

Summary

This Marine Information Note advises on upcoming amendments to International Convention for the Safety of Life at Sea, 1974 (SOLAS), Chapter V with regard to:

- mandatory carriage requirements for bridge navigational watch alarm system (BNWAS) on ships built before 1 July 2002; and
- various revisions and amendments to IMO performance standards for equipment listed in Regulation 19, or voluntarily carried on board.

These amendments will be incorporated into the electronic version of the MCA's 2002 SOLAS V publication which can be accessed from the MCA's website.

1. Introduction and Background

1.1 International Maritime Organization (IMO) has recently adopted various resolutions which provide amendments to SOLAS Ch V Regulation 19 and also to the applicable performance standards for equipment covered by this regulation.

1.2 Whilst regulations relating to mandatory carriage of navigation equipment apply with respect to ship's date of build, the application of amendments to performance standards for them is based on their installation on board. With regard to navigation equipment, the expression "**installed on board**" is to mean:

- set in position, connected to relevant peripheral equipment, ready for use and evidence of proper operation is verifiable by Maritime and Coastguard Agency (MCA), Recognised Organisation surveyors or their representatives.

2. Details of Amendments

2.1 The table on the following page provides details of the upcoming amendments and relevant MCA guidance.

IMO Reference	Adoption Date	Date in Force	Applicability Description
MSC.1/Circ.1474 BNWAS Auto-mode	23 May 2014	23 May 2014	<ul style="list-style-type: none"> Although currently included in the performance standards for bridge navigational watchkeeping alarm system (BNWAS), from the operational point of view, use of Auto function by activation of the ship's heading or track control system is a superfluous function because SOLAS regulation V/19.2.2.3 requires the BNWAS to be in operation whenever the ship is underway at sea. This creates an inconsistency between SOLAS regulation and the "Automatic mode" provisions in the performance standards. Accordingly, as an interim measure and pending a revision of the performance standards for BNWAS, the automatic operational mode, if it is available, should not be employed.
MSC.302(87) Bridge Alert Management performance standards	27 May 2010	01 July 2014	<ul style="list-style-type: none"> UK ships are: <ul style="list-style-type: none"> - encouraged to adopt the use of BAM on board; - encouraged to adopt general requirements of modules A and C of the BAM performance standards, to relevant equipment on the bridge presenting alerts, from 1 July 2014; and - to ensure that 'central alert management' (CAM) and 'central alert management human machine interface' (CAM-HMI), if installed on the bridge on or after 1 July 2014, conform to these BAM performance standards.
MSC.333(90) Voyage Data Recorder <i>revised</i> performance standards	22 May 2012	01 July 2014	<ul style="list-style-type: none"> Although the performance standards have been revised, IMO's performance test guidelines for VDRs have not been updated yet to take note of the same. Until the relevant guidelines are updated, the guidance provided in MGN 272 should be adhered to. This resolution does not affect S-VDRs.
MSC.334(90) SDME performance standards <i>amendments</i>	22 May 2012	01 July 2014	<p>These apply to "Devices to Measure and Indicate Speed and Distance (SDME)" installed on ships constructed on or after 1 July 2014.</p>
MSC.350(92) 21 June 2013 BNWAS	21 June 2013	01 January 2015	<ul style="list-style-type: none"> SOLAS Ch V amendments introduce carriage requirements for BNWAS on ships built before 1 July 2002. Above apply on a three-year rolling schedule for various gross tonnage vessels from 2016 to 2018.
MSC.363(92) Electronic Inclinator performance standards	22 May 2012	01 July 2015	<ul style="list-style-type: none"> These apply to Electronic Inclinator installed on or after 1 July 2015. Currently there is no carriage requirement for electronic inclinometer, however, should one be carried on board it is required to be connected to VDRs which are complying with the revised performance standards as noted above.

More Information

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