



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° SOL 030 Rev. 4

Amendment to the International Convention for the Safety of Life at sea, 1974, as amended. Chapter V – Safety of navigation, Regulation 19-1

IMO Resolutions: MSC.202(81), MSC.263(84), IMO Circulars: MSC.1/Circ. 1295, 1296, 1297, 1298, 1299

**TO: SHIPOWNERS, SHIPS' OPERATORS AND MANAGERS, MASTERS
RECOGNIZED ORGANIZATIONS,
ST VINCENT AND THE GRENADINES AUTHORIZED TESTING ASPs AND ST VINCENT AND THE GRENADINES RECOGNIZED ASP
SURVEYORS TO FLAG STATE ADMINISTRATION**

APPLICABLE TO: Passenger ships including High Speed passenger crafts
Cargo ships including high-speed crafts of 300 gross tonnage and upwards
Mobile offshore drilling units

EFFECTIVE AS FROM: Date of this Circular

Monaco, 25th March 2010

Resolution MSC.202 (81) is an amendment to Chapter V (Navigation) of the SOLAS Convention, which establishes the requirements of ships to transmit LRIT information and the rights and obligations of Contracting Governments and of Search and Rescue services to receive LRIT information in a new SOLAS Chapter V, Regulation 19-1. Subject to the provisions of SOLAS Chapter V, Regulation 19-1 will apply to the following types of ships engaged on international voyages:

- passenger ships, including high-speed passenger craft, any gross tonnage;
- cargo ships, including high-speed craft, of 300 gross tonnage and upwards;
- self-propelled mobile offshore drilling units, not on location; and
- Commercial yachts of 300 gross tonnage and upwards.

Ships should be fitted with a system to transmit automatically the following long-range identification and tracking (LRIT) information:

- Ship's identity;
- Ship's position (latitude and longitude); and
- Date and time of the position provided.

LRIT equipment should comply with the requirements of SOLAS regulations V/19-1.6 and V/19-1.7, and the revised performance standards as referenced in the above-mentioned IMO Circulars.

COMPLIANCE DATES

Long Range Identification and Tracking information should be transmitted automatically as follows:

- Ships built on or after 31st December 2008 not later than the initial survey of the radio installation
- Ships built before 31st December 2008 and certified for operation:
 - 1) In sea area A1 and A2, as defined in Regulations IV/2.1.12 and IV/2.1.13; or
 - 2) In sea area A1, A2 and A3 as defined in Regulations IV/2.1.12, IV/2.1.13 and IV/2.1.14; not later than the first survey of the radio installation after
 - 3) 31st December 2008.
 - 4) Ships built before 31st December 2008 and certified for operation in sea areas A1, A2, A3 and A4 as defined in regulations IV/2.1.12, IV/2.1.13, IV/2.1.14 and IV/2.1.15, not later than the first survey of the radio installation after 1st July 2009. However, these ships should comply with the provisions of paragraph 2) above whilst they operate within sea areas A1, A2 and A3.

EXCEPTIONS

Irrespective of the date of construction, ships will not be required to comply with the provision of Regulation 19-1 in the following cases:

- When the vessel is operating exclusively in GMDSS sea area A1 as defined in regulation IV/2.1.12, and fitted with an automatic identification system (AIS), as defined in regulation 19.2.4,
- When the vessel is not engaged in international voyages or is operating exclusively within the territorial waters of a single country,
- There is long term lay-up or conversion with all shipboard system non-operational and without shipboard power,
- Vessel will enter into long term lay-up or conversion with all shipboard systems non-operational and without shipboard power.

FSOs and FSUs, propelled by mechanical means, Special Purpose Ships and Offshore Support vessels tonnage of less than 300 GT, engaged on international voyages do not need to comply with the LRIT requirements.

FSOs and FSUs, propelled by mechanical means, Special Purpose Ships and Offshore Support vessels tonnage of 300 GT or above, engaged on international voyages outside GMDSS sea area A1 (or not fitted with AIS when engaged in voyages within GMDSS sea area A1) should comply with the LRIT requirements.

LRIT CONFORMANCE TESTING

LRIT equipment should comply with the requirements of SOLAS regulations V/19-1.6 and V/19-1.7, and the revised performance standards as referenced in applicable IMO Circulars and the said equipment should have undergone a satisfactory conformance test.

The conformance test will be conducted taking into consideration the criteria noted in paragraph 5.1 and in accordance with the provisions of SOLAS Regulation V/19-1.4.1. The due date of the conformance test will be as follows:

- For ships built on or after 31st December 2008, the test should be conducted prior to the date of the initial survey of the radio installation after 31st December 2008.
- For ships built before 31st December 2008 which are certified for operations in GMDSS sea areas A1, A2 and A3, the test should be conducted prior to the date of the first survey of the radio installation after 31st December 2008,
- For ships built before 31st December 2008 and certified for operation in GMDSS sea area A4, the test should be conducted prior to the date of the first survey of the radio installation after 1st July 2009 unless the ship is operating in GMDSS sea area A1, A2 and A3. The test should then be conducted prior to the date of the first survey of the radio installation after 31st December 2008.

St Vincent and The Grenadines Maritime Administration highlights that the conformance test should be carried out as soon as possible in order to avoid any delays in the implementation dates indicated above.

Compliance with the LRIT requirements should be recorded respectively on the Record of Equipment for the Cargo Ship Safety Certificate (Form C), the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) or the Record Equipment for the Passenger Ship Safety Certificate (Form P). The format of these records should be amended in accordance with IMO Resolution MSC.227 (82).

When a successful Conformance Test has been carried out by an authorized ASP, the ship borne equipment used for LRIT transmission should be considered as approved in accordance with SOLAS V/19-1, MSC.263 (84) and applicable IMO Circulars.

There are no certification requirement for ships between 300 GT and 500 GT. In these cases, this Administration recommends that the owners retain on board the documentary evidence of compliance. Upon satisfactory conformance test, in addition to the Conformance Test Report, St Vincent and The Grenadines Maritime Administration will issue an attestation which should be kept on board.

If the test has not been successful, the vessel should also have the documentation attesting that a conformance test is being carried out.

In accordance with the provisions of SOLAS Regulation V/19-1.4.1 and applicable IMO Circulars St Vincent and The Grenadines Recognized Organizations should ensure that ships have a valid Conformance Test Report prior issuing or endorsing the Safety Radio Certificate / the Record of Equipment for the Safety Equipment Certificate.

If the survey of the radio installation is carried out on a vessel where LRIT is applicable and the Conformance Test Report is not available on board, the Recognized Organization will issue a Short Term Safety Radio Certificate valid until the end of survey's window.

If the survey of the radio installation is carried out on a vessel where LRIT is applicable at the end of the survey window and a valid Conformance Test Report is not available on board the vessel, the Recognized Organization should immediately contact St Vincent and The Grenadines Maritime Administration.

Owners/Managers should note that a new Ship's Station Licence will also be issued to reflect LRIT equipment. Owners/Managers should therefore apply to this Administration for the issue of Conformance Test Report/ Ship's Station Licence. Priority will be given to those vessels whose survey of the radio installation is due in January, February and March 2009.

LRIT conformance testing concludes with the issue of a formal LRIT Conformance Test Report (CTR) to the ship owner by this Administration. The original LRIT CTR will be placed on board.

As far as the LRIT Testing and St Vincent and The Grenadines Authorized Testing ASPs please refer to Circular SOL 028.

SWITCHING OFF LRIT EQUIPMENT

Systems and equipment used to meet the requirements of Regulation 19-1 should be capable of being switched off on board or be capable of ceasing the distribution of long-range identification and tracking information:

- Where international agreements, rules or standards provide for the protection of navigational information; or
- In exceptional circumstances and for the shortest duration possible where the operation is considered by the Master as jeopardizing the safety or security of the ship. In such a case, the Master should inform this Administration and Fulcrum Maritime Systems Ltd. **without delay** and make an entry in the record of navigational activities and incidents maintained in accordance with Regulation 28 as amended by MSC 142(77) of SOLAS, Chapter V, setting out the reasons for the decision and indicating the period during which the system or equipment was switched off.

If the LRIT equipment is switched off due to the following circumstances, the Owner, Master or Company Security Officer (**CSO**) **should notify** St Vincent and The Grenadines Maritime Administration (technical@svg-marad.com) and Fulcrum Maritime Systems Ltd. (sstaf@fulcrum-maritime.com) who operate St Vincent and The Grenadines Data Centre:

- Ship is under repairs, modifications/conversions, in dry-dock
- Ship is in port for a long period or is laid up
- When the ship is without electrical power for more than 12 hours

The notification and subsequent agreement should be entered in the Ship's Log Book and St Vincent and The Grenadines Maritime Administration (technical@svg-marad.com) and Fulcrum Maritime Systems Ltd. (sstaf@fulcrum-maritime.com) should **be advised as soon as possible** when the LRIT equipment is switched on again. Failure to comply with this procedure may result in penalties.

PROBLEMS REGARDING SHIPS' POLLING (POSITION TRANSMISSIONS)

Fulcrum Maritime Systems Ltd. should note the problems regarding ships' polling (position transmissions), due either to missed or incorrect intervals. In certain cases the missed polls can be attributed to the ship being in a port where the transmission is blocked by either tail buildings, cranes etc.

Fulcrum Maritime Systems Ltd. should contact directly the ship's owner/operator to identify and rectify as necessary the cause of the apparent polling failure. The ship's owner/operator is required to take a prompt action and advise Fulcrum Maritime Systems Ltd (sstaf@fulcrum-maritime.com) always keeping this Administration (technical@svg-marad.com) in copy.

VESSELS JOINING THE REGISTRY

When registering the vessel, the owner should forward to this Administration a copy of the existing LRIT Conformance Test Report (CTR) or the Authorized Testing ASP issued by the losing Administration.

When the test is conducted by the Authorized Testing ASPs recognized by this Administration (see circular SOL 028), a new LRIT CTR will be issued by this Administration. The ship owner should then contact the Authorized Testing ASP and inform them, in advance, of the situation and request them to re-issue the Conformance Test Confirmation indicating the new particulars of the ship (MMSI number, the distinctive numbers or letters, etc.). Please note that certain types of LRIT equipment are stand alone equipment (not working via INMARSAT System) and they do not require an INMARSAT Number.

This Conformance Test Confirmation must be provided at the earliest possible opportunity so that at the time of registration the vessel can be activated in the St Vincent and the Grenadines Data Centre without delay. In order to register a vessel in St Vincent and the Grenadines Data Centre, please kindly send the following documents to technical@svg-marad.com :

1. When the **LRIT testing is conducted** by St Vincent and the Grenadines' Authorized Testing ASPs (please refer to Circular SOL 028):
 - Request of issue or change of LRIT Conformance Test Report
 - Conformance Test Confirmation by an Authorized Testing ASP
 - Copy of LRIT Conformance Test Report (CTR) issued by/on behalf of the losing Administration
 - Confirmation on new INMARSAT Number associated with LRIT Device (if LRIT device is not stand-alone)

2. When the **LRIT testing is not conducted** by St Vincent and the Grenadines Authorized Testing ASPs (please refer to Circular SOL 028):
 - Confirmation on new INMARSAT Number associated with LRIT Device (if LRIT device is not stand-alone)
 - Confirmation of which Authorized Testing ASP by this Administration will conduct LRIT Test and expected time of testing. Please note that LRIT Testing has to commence as soon as possible.

CHANGES IN LRIT CONFORMANCE TEST REPORT (CTR) DUE TO CHANGE OF NAME, CHANGE OF LRIT DEVICE OR INMARSAT NUMBER

When the vessel changes name, tonnage, changes or upgrades the LRIT device (Serial number of LRIT device is also subject to change in this case) it will also be necessary to amend the LRIT Conformance Test Report (CTR) and register the change in St Vincent and The Grenadines' Data Centre

To amend LRIT Conformance Test Report (CTR) the following documents should be sent to technical@svg-marad.com :

- Request for issue or change of LRIT Conformance Test Report
- Copy of existing LRIT Conformance Test Report (CTR)

When a change of INMARSAT Number of equipment associated with LRIT device on board occurs, it is also necessary to amend the LRIT Conformance Test Report (CTR) and register the change in St Vincent and The Grenadines Data Centre. Please note that certain types of LRIT equipment are stand alone equipment (not working via INMARSAT System) and they do not require an INMARSAT Number.

To amend LRIT Conformance Test Report (CTR) the following documents should be sent to technical@svg-marad.com :

- Request of issue or change of LRIT Conformance Test Report
- Copy of the existing LRIT Conformance Test Report (CTR)

Please also note that the Ship Station Licence should be amended accordingly.

VESSELS LEAVING THE REGISTRY

Owners/Companies who intend to leave St Vincent and The Grenadines Flag or to permanently withdraw their vessel from service should inform St Vincent and The Grenadines Maritime Administration (technical@svg-marad.com).

Deleted vessels which are in possession of LRIT CTR issued by this Administration will be rapidly de-registered from our National data base. To de-register a vessel, the following document should be sent to technical@svg-marad.com :

- Request for deletion from LRIT National data base indicating Ship's Name, Official Number and deletion date.

THE NATIONAL DATA CENTRE

St Vincent and The Grenadines Maritime Administration has appointed the following company as the only Recognized ASP (Authorized Testing ASP and LRIT Data Centre):

Fulcrum Maritime Systems Ltd
London (Head Office)
Park Mews, 15 Park Lane
Hornchurch
Essex RM11 1BB
United Kingdom
Tel: +44 (0) 1708 788 400
Fax: +44 (0) 1708 788 402
E-mail: enquiries@fulcrum-maritime.com

Please note that all other Authorized Testing ASPs (authorized to conduct LRIT Testing only) are indicated in our Circular SOL 028.

FEES

The following fees for LRIT documentation issued by St Vincent and The Grenadines Maritime Administration are:

- Initial Conformance Test Report: US\$ 400.
- Amended and/or subsequent Conformance Test Report: US\$ 200
- Exemption / Equivalent Arrangement Document: US\$ 150

The normal fee for the Radio Licence will be applied.



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

APPLICATION FOR THE ISSUE OR CHANGE OF LRIT CONFORMANCE TEST REPORT

Name of ship: <i>(In case of change of name indicate ex name)</i>	
Distinctive number or letters <i>(Call Sign with St Vincent and The Grenadines Flag):</i>	
IMO Number:	
Maritime Mobile Service Identity <i>(MMSI with St Vincent and The Grenadines Flag):</i>	
Gross tonnage:	
Sea areas in which the ship is certified to operate:	
Application Service Provider conducting the test:	
Ship borne Equipment Maker:	
Ship borne Equipment Model:	
Ship borne Equipment Serial number:	
Ship borne Equipment Identifier: <i>(INMARSAT No associated with LRIT equipment with St Vincent and The Grenadines Flag)</i>	
Date of issue of St Vincent and The Grenadines provisional Certificate of Registry:	

IMPORTANT NOTE:

- **PLEASE ATTACH THE CONFORMANCE TEST REPORT TO THIS APPLICATION FORM IF THE LRIT TEST IS CONDUCTED BY FULCRUM , POLE STAR, TRANSAS OR CLS**
- **IF THE LRIT TEST IS NOT CONDUCTED BY ANY OF THE ABOVE-MENTIONED AUTHORIZED TESTING ASPs, PLEASE CONTACT ONE OF THEM URGENTLY IN ORDER TO START THE LRIT TESTING.**

Place and date:

Signature: