NOTIS PERKAPALAN MALAYSIA
MALAYSIA SHIPPING NOTICE

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Notis kepada pemilik kapal, agen perkapalan, Nakhoda, pelaut, pengusaha pelabuhan, badan klasifikasi yang diiktiraf, pengurus kapal dan industri maritim
Notice to shipowners, ship agents, Masters, seafarers, port operators, recognized organization, ship manager and the maritime industry

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

1. The purpose of this Notice is to inform the shipping community on the adoption of the amendments of 1994 and 2000 High Speed Craft Code by the Maritime Safety Committee during its 84th session on 16th May 2008 (RESOLUTION MSC.259 (84) & MSC.260 (84))

2. The above chapter of SOLAS 74 is amended as follows;

CHAPTER 8
LIFE-SAVING APPLIANCES AND ARRANGEMENTS

8.2 Communications

1 In paragraph 8.2.1, subparagraph .2 is replaced by the following:

".2 at least one search and rescue locating device shall be carried on each side of every passenger high-speed craft and every cargo high-speed craft of 500 gross tonnage and upwards. Such search and rescue locating device should conform to the applicable performance standards not inferior to those adopted by the Organization*. The search and rescue locating device should be stowed in such locations that they can be rapidly placed in any one of the life crafts. Alternatively, one search and rescue locating device should be stowed in each survival craft."

* Refer to the Recommendation on performance standards for survival craft radar transponders for use in search and rescue operations, adopted by the Organization by resolution MSC.247(83) (A.802(19)) refer to Appendix 1, as amended) and the Recommendation on performance standards for survival craft AIS search and rescue transmitter (AIS SART), adopted by the Organization by resolution MSC.246(83).

CHAPTER 14
RADIO COMMUNICATIONS

14.6 Radio equipment: General

2 In paragraph 14.6.1, subparagraph .3 is replaced by the following:

".3 a search and rescue locating device which:"

Ketua Pengarah Laut/*Director General of Marine*
Tarikh/Date : 1st January 2010

Appendix 1

IMO RESOLUTION A.802 (19) - PERFORMANCE STANDARDS FOR SURVIVAL CRAFT RADAR TRANSPONDERS FOR USE IN SEARCH AND RESCUE OPERATION- (ADOPTED ON 23 NOVEMBER 1995)

ANNEX- RECOMMENDATION ON PERFORMANCE STANDARDS FOR SURVIVAL CRAFT RADAR TRANSPONDERS FOR USE IN SEARCH AND RESCUE OPERATIONS

1 Introduction

The 9 GHz SAR transponder (SART), in addition to meeting the requirements of the relevant ITU-R Recommendation and the general requirements set out in Resolution A.694 (17), should comply with the following performance standards.

2 General

The SART should be capable of indicating the location of a unit in distress on the assisting units radars by means of a series of equally spaced dots (see Resolution A.530(13)).

2.1. The SART should:

.1. be capable of being easily activated by unskilled personnel;

.2. be fitted with means to prevent inadvertent activation;

.3. be equipped with a means which is either visual or audible, or both visual and audible, to indicate correct operation and to alert survivors to the fact that a radar has triggered the SART;

.4. be capable of manual activation and deactivation; provision for automatic activation may be included

.5. be provided with an indication of the stand-by condition;

.6. be capable of withstanding without damage drops from a height of 20 m into water;

.7. be watertight at a depth of 10 m for at least 5 min;

.8. maintain watertightness when subjected to a thermal shock of 45°C under specified conditions of immersion;

.9. be capable of floating if it is not an integral part of the survival craft;

.10. be equipped with buoyant lanyard, suitable for use as a tether, if it is capable of floating;

.11. not be unduly affected by seawater or oil;

.12. be resistant to deterioration in prolonged exposure to sunlight;

.13. be of a highly visible yellow/orange colour on all surfaces where this will assist detection;

.14. have a smooth external construction to avoid damaging the survival craft; and

.15. be provided with a pole or other arrangement compatible with the antenna pocket in a survival craft in order to comply with 2.4, together with illustrated instructions.

2.2. The SART should have sufficient battery capacity to operate in the stand-by condition for 96 h and, in addition, following the stand-by period, to provide transponder transmissions for 8 h when being continuously interrogated with a pulse repetition frequency of 1 kHz.

2.3. The SART should be so designed as to be able to operate under ambient temperatures of -20°C to +55°C. It should not be damaged in stowage throughout the temperature range of -30°C to +65°C.

2.4. The height of the installed SART antenna should be at least 1 m above sea-level.

2.5. The vertical polar diagram of the antenna and hydrodynamic characteristics of the device should permit the SART to respond to search radars under heavy swell conditions. The polar diagram of the antenna should be substantially omnidirectional in the horizontal plane. Horizontal polarization should be used for transmission and reception.

2.6. The SART should operate correctly when interrogated at a distance of up to at least 5 nautical miles by a navigational radar complying with resolutions A.477 (XII) and A.222 (VII), with an antenna height of 15 m. It should also operate correctly when interrogated at a distance of up to 30 nautical miles by an airborne radar with at least 10 kW peak output power at a height of 3,000 ft.

3 Technical Characteristics

Technical characteristics of the SART should be in accordance with Recommendation ITU-R M.628-2.

4 Labelling

In addition to the items specified in Resolution A.694(17) on general requirements, the following should be clearly indicated on the exterior of the equipment:

1. brief operating instructions; and

2. expiry date for the primary battery used.