



# Information to Shipping

No. 5, May 9<sup>th</sup>, 2016

## Content

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- [Preamble](#)
- [Solas Convention](#)
- [MARPOL](#)
- [Maritime Labour Convention](#)
- [European legislation](#)
- [National legislation](#)
- [Instructions to the Recognised Organisations \(ItoRO\)](#)
- [Information](#)

## Preamble

The Netherlands Shipping Inspectorate (NSI) presents the fifth Information to Shipping (ItS). The ItS contains decisions and interpretations and subjects with an informative nature affecting the maritime industry. All information is a result of the outcome as discussed in the so called Tripartite meetings, which are held three times per year, with representatives of the ship-owners, classification societies (in their role as Recognised (Security) Organisations – R(S)Os), policy department, representatives of ship yards and equipment suppliers and NSI. Every subject as a result of this meeting, makes reference to the number of the action item. The ItS no.5 contains results from the Tripartite meetings of 02 April 2015, 02 July 2015 and 12 November 2015. Former ItS's may be found [here](#).

The decisions and interpretations are categorized by Convention, where possible divided by chapter. In some cases, the interpretation is based on strict national legislation and cannot be addressed to one of the Conventions and will be placed under the header 'national legislation'. All items will also be incorporated into [EasyRules](#), according to the same categorisation. The entry into force date of all decisions and interpretations in this ItS may be considered the

publication date of the ItS, if not stated otherwise in the text or related documents.

## Solas Convention

### Inspection equipment within HSSC intervals (Tripartite 09-15 and 11-03)

#### **Replaces the information as contained in ItS no.1**

The question was raised which inspections are part of the HSSC intervals and inspection window. A familiar item is the inspection of the life rafts. These inspections are not part of the +/- 3 months window of the Passenger and Cargo ship safety certificate.

The Harmonized System of Survey and Certification (HSSC) standardizes the period of validity and the intervals between surveys.

Under the HSSC, there are seven types of survey:

- Initial survey;
- Renewal Survey;
- Periodical Survey;
- Intermediate Survey;
- Annual Survey;
- Inspection of the outside of the ships bottom;
- Additional Survey.

Reference is made to the IMO Resolution A.1104(29), Survey guidelines under the Harmonized System of Survey and Certification, 2015, Annex 1, where the survey guidelines, including items to be examined, are mentioned. When subjects are not mentioned in this Annex 1 or there is no clear indication that the inspections should be within the required time windows, the surveyor should verify whether the subject is to his satisfaction and that the certificate of examination, if applicable, is still valid.

For those individual service reports or certificates for components, for which statutory or manufacturers' requirements applies prescribing that these documents shall only be issued with a validity of maximum 12 months, the validity should not be allowed to expire. The window of the SE certificate does not provide the possibility to extend the validity of these individual documents.

With respect to the required periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear according IMO circular MSC.1/Circ.1206/rev.1, reference is made to the Instruction to RO's no. 9. The date of service should be within the window mentioned in the IMO Resolution A.1104(29).

### **Chapter II-1**

#### Automatic switch off for electric heating of tanks (15-05)

Due to the accident on the Coral Favia with an explosion in an empty fuel tank caused by the electric heater which did not switch off automatically, NSI decided to change the status of IMO circular MSC.1/Circ.1321 into policy rule.

#### Periodical testing of the UMS provisions (15-07)

For some ship with former UMS notation of NSI the evidence of the checking/testing of alarms and indicators is missing. This may cause problems by PSC or other authorities.

NSI urges shipowners to instruct crew of concerned vessels and arrange in the Planned Maintenance System of the vessel or otherwise that periodical testing (at least every 4 months) of the Unmanned Machinery Space (UMS) provisions is arranged and sufficiently documented.

ROs should verify during each safety construction survey for concerned vessels that above requirement is sufficiently addressed.

#### Noise level requirements (CI 2014-06)

For merchant ships Resolution MSC.337(91) is in force from the 1st of July 2014. This resolution concerns the code on noise levels on board ships and is applicable on ships of a gross tonnage of 1600 and above, built on or after this date. Contrary to Resolution A.468(XII), the new code is compulsory on the basis of SOLAS II-1/3-12. For Dutch flagged vessels Resolution A.468(XII) will remain in force regardless of their gross tonnage if they are built before 1 July 2014 and for vessels with a gross tonnage less than 1600 GT, if they are built on or after 1 July 2014. For the time being Resolution A.468(XII) will also remain in force for dredgers with propulsion and high-speed vessels with a gross tonnage of 1600 and above, if they are built on or after 1 July 2014, because they are excepted from the new code. See the ILT-website for [more information](#).

### **Chapter II-2**

#### Pressure testing of pilot bottles (15-02)

Time period of pressure testing of pilot bottles for fire extinguishing systems is prescribed by two IMO documents MSC.1/Circ. 1318 and Resolution A.951(23). These Guidelines provide the minimum recommended level of maintenance and inspections for fixed carbon dioxide fire-extinguishing systems on all ships, and are intended to demonstrate that the system is kept in good working order as specified in SOLAS regulation II-2/14.2.1.2. Portable fire-extinguishing systems should be kept in good working order and readily available for immediate use.:

1. According to MSC.1/Circ. 1318 high pressure cylinders should be subjected to periodical tests at intervals not exceeding 10 years.
2. According to Resolution A.951(23), 9.1.2 all extinguishers together with propellant cartridges should be hydraulically tested in accordance with the recognized standard or the manufacturer's instruction at intervals not exceeding ten years.

The NSI interpretation is that pilot bottles (including < 1 kg) should be hydrostatic tested every 10 years (according to the percentages mentioned). With regard to the percentage of testing, according to §6.1.2 van MSC.1/Circ.1318 the 10% testing percentage applies for all pilot bottles including those of <1 kg.

### **Chapter III**

*Davits without mechanical stored power for the rescue boat (CI 2013-13)*

SOLAS chapter III and the LSA Code stipulate that the launching appliance of a rescue boat shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies.

The Netherlands issued an equivalent arrangement (SLS.14 Circular 153) for slewing out light rescue boats. Rescue boats ( including outboard engine) , under 550kg, are allowed to be slewed outboard using manpower. Cranking up a rescue boat from a stowing cradle, if applicable, the Netherlands consider part of this manual slewing procedure and therefore part of this equivalent arrangement. For rescue boats to which this equivalent arrangement does not apply, the stored power/ gravity rule applies.

Furthermore, SOLAS III/Reg. 14.1 states that: Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 min.

The arrangement of any rescue boat, disregarding its weight, shall be in compliance with this requirement. Meaning including any necessary manual hoisting from a stowing cradle if applicable.

*Soaking insulation rescue- and lifeboats (15-12)*

Recent accident investigations revealed an increase of weight of a rescue boat and a lifeboat as a result of polystyrene soaked with water.

Ship owners, Classification Societies and service companies are advised to pay special attention to surface damages of the polyester outer skin of lifeboats and rescue boats during maintenance and surveys. Especially if damages allow contact of water with the inner polystyrene (open cell) floating compartments. If any doubts arise the actual weight of the boat shall be determined and compared with the original manufacturers weight specification. Overweight boats, exceeding the SWL of the launching appliances, falls etc. and taking into account that the life- or rescue boat is fully loaded, shall be replaced.

*Descent devices used for emergency disembarkation. (15-12)*

SOLAS Chapter III, Regulation 11 and the LSA code under chapter VI regulate embarkation from a ship in case of an emergency. Regulation 11.7 stipulates that administrations may permit that embarkation ladders can be replaced by approved devices to afford access to the survival craft when water born, provided that there shall be at least one embarkation ladder on each side of the of the ship. For remote life rafts required by SOLAS Chapter III, Regulation 31.1.1.4 'other means of embarkation' enabling descent to the water, as long as controlled lowering is guaranteed, may be permitted.

The Netherlands Shipping Inspectorate supports this passage under the condition that documentation as well as information regarding the practical use of an alternative descent system, is available. This may be explained via a video instruction.

An example of non compliance would be a system, meant for the last man leaving the ship, having a complicated harness attached to a lowering device which is difficult to use wearing a survival suit in combination with 3 fingered-gloves.

These systems shall, at all times, take the worst possible weather conditions into account.

*Illumination of stowage and launching area of a remote life raft*

SOLAS Chapter III, Regulation 11.4 & 16.7 state that muster and embarkation stations shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by Regulation II-1/42 or II-1/43, as appropriate. For a period of 3h, emergency lighting at every muster and embarkation station including overboard deployment area's are required by Regulations III/11.4 and III/16.7. The IACS unified interpretation SC213 confirms the need of proper illumination of muster and embarkation stations supplied from the emergency source of electrical power.

NSI does not consider a (rechargeable) handheld torch, which does not provide adequate illumination, placed on a non directional 'bracket', as meeting the requirements of these regulations. According to NSI, handheld narrow beam torches will not provide adequate illumination to launch and board a survival craft in dark hours. Especially in bad weather conditions and with a rolling ship.

*Rotation resistant and corrosion resistant steel wire rope.*

MSC Resolution 218(82) entered into force on 1 July 2008, amending, among others, LSA Code 6.1.2.3. This regulation concerns life- and rescue boat falls and their composition, being rotation resistant and corrosion resistant steel wire rope. This regulation is applicable for systems installed on ships with a keel lay date from 01 July 2008.

Since this regulation was amended, practical experience shows that for some launching systems these wires are not always compatible with existing systems.

Sheaves and/or wire drums may have a diameter which do not allow falls to run properly within their normal scope of operation.

In case of the above, NSI is of the opinion that the manufacturers manual specifications and recommendations for fall wires should be used.

In any of these cases NSI shall be informed including a well documented proposal why the LSA Code cannot be adhered to. NSI shall grant permission on a case by case basis.

## **Chapter V**

*Voyage Data Recorder reminder request by the EU Commission (15 -15)*

Chapter V, Regulation 20 of the Safety of Life at Sea Convention (SOLAS) requires a VDR to be fitted to all passenger vessels and all cargo vessels of 3000 gross tons or more. Chapter V, Regulation 18.8 of SOLAS requires VDRs to be subjected to an annual performance test by an approved testing or servicing facility to, inter alia, "...verify the accuracy, duration and recoverability of the recorded data..."

In may 2015 EU member States received a request from the EU Commission to inform ship owners regarding the worrying results of a survey done related to Voyage Data Recorders. In summary, the survey identified that between 2012 and 2014, data could **not** be recovered from more than one third of the VDRs interrogated by marine accident investigators. The reasons for this were mainly either system malfunctions or incorrect procedures when ships' crews attempted to save VDR data following the accident.

European and therefore also Dutch ship owners are kindly reminded of their responsibilities under SOLAS to ensure VDR's are installed, maintained and operated on their vessels in a manner which will allow important data to be saved, stored and available to marine accident investigators following a marine casualty.

*Nautical Publications in electronic format on board Dutch flagged ships*

Nautical publications provided in electronic format shall, as stipulated in SOLAS Chapter V, Regulation 19.2.1.4 & .5, also have back-up arrangements in place. The backup arrangement for nautical publications shall consist of a data storage facility including means of presenting and printing. This arrangement shall be separate from the main facility and preferably be located close to, or on the navigation bridge.

The main computer shall, as a minimum meet the IEC 60945 standard as amended where the backup may meet the EMS requirements from this standard only. Both computers shall meet the requirement of SOLAS V Reg. 17 regarding electromagnetic compatibility.

At all times, the computers shall meet any requirements as stated by the supplier of the electronic publications. Furthermore, the following is required:

- Since nautical publication may be consulted during night time hours, displays, screens and peripherals shall be visible, dimmable and clearly readable at all times.
- Software used on both the main as well as the backup computer may differ in format as long as it is compatible with the software used for the nautical publication.
- Both the main as well as the backup facility shall be capable of printing.
- Both the main as well as the backup facility shall have up to date antivirus software installed.
- Both the main as well as the backup facility shall be kept up to date with weekly NtM's.
- If the software is installed on a network, via a LAN application, this network shall be redundant.

LRIT 'Not Reporting Procedure Netherlands' (15-26)

The Netherlands flag State actively monitors LRIT reporting of ships flying her flag. Ship owners of ships which do not report as required, receive a standard notification by e-mail. This e-mail, usually send to the Company Security Officer, requests the ship's crew to perform an LRIT equipment log-out / log in.

A conformation by e-mail, that the log out/ log in took place, is send back to the flag State LRIT department, which on its turn restarts the LRIT unit. If it turns out that the first attempt to reset the unit did not succeed a second standard e-mail is send to the CSO and the procedure is repeated.

The procedure used by the flag State is derived from EMSA (LRIT database manager) technical note 8 latest edition.

Furthermore it is important for ship owners to realize that changing (parts of) Inmarsat and/or LRIT equipment, including change-out of antenna's, subsequently lead to the necessity to perform a new conformance test (CTR) for LRIT. This test shall be done by an ASP (application service provider) as indicated on the website mentioned below. A copy of this CTR must be send to [info@agentschaptелеcom.nl](mailto:info@agentschaptелеcom.nl) with a request to integrate the ships LRIT unit into the EU (EMSA) LRIT database.

Ship owners are responsible to report any changes in existing or new onboard LRIT systems to the correct department of Agentschap Telecom (AT). Please note that the LRIT counter at Agentschap Telecom is a different counter than the MMSI/Inmarsat counter.

More information regarding LRIT on Dutch flagged ships can be found on the [ILT website](#).

## **Chapter VI**

### Safe practice for cargo stowage and securing (15-22)

Both MSC.1/Circ.1352 and 1353 (amendments to the code of safe practice for cargo stowage and securing (CSS Code) as well as MSC.1/Circ. 1354 and 1355 (amendments to the guidelines for securing arrangements for the transport of road vehicles on Ro-Ro ships (Resolution A.581(14)) came into force, for ships built from this date.

NSI is of the opinion that subject circulars, when applied, will significantly enhance the safety of the ship's crew and lashing gangs from the shore during cargo operations and during the voyage whilst checking the lashings. Furthermore, other countries may strictly enforce these guidelines (UK) thus resulting in targeted inspections.

Taking the above mentioned reasons into account the Netherlands Flag State administration consider both MSC.1/Circ.1352 and 1353 policy rule for ships built from 01 January 2017.

## **MARPOL**

### Application Annex VI and Sulphur Directive during sea trials (15-03)

The Netherlands Shipping Inspectorate allows the use of High Sulphur heavy fuel during sea trials in the Netherlands Exclusive Economic zone of ships flying the flag of The Netherlands but the use of high Sulphur Fuel shall be restricted as much as possible and only serve the testing of engines. For example dredging trials, manoeuvring trials etc shall be performed on low sulphur fuel.

## **Maritime Labour Convention**

### Smoking room

#### **Replaces the information as contained in ItS no.4**

For new ships (keel laying date on or after 20-08-2013): the Shipowner's smoking policy is leading - the policy must be documented and available on board. In case no smoking policy exists, The Decree 'implementation smokefree job station' Art. 2(b) is considered applicable: the requirements of Art. 11a, of the Tobacco Act may be complied with by assigning a designated room, clearly marked with a 'Smoking allowed' sign.

## **European legislation**

### F-gas Regulation EU no. 515/2014 (15-04)

Concerning the issue of the shipping sector (i.e. equipment on ships containing f-gasses) under the F-gas Regulation (EU no. 515/2014).

Although this shipping sector is not explicitly mentioned in the Regulation, it falls under the scope of the Regulation being mobile equipment. For this type of mobile equipment especially the articles (Article 3) on "Prevention of emissions" and (art 8, sub 3) on "Recovery" are directly relevant.

Article 4, 5 and 6 are not applicable for ships and for that reason ships don't need to use a logbook, don't need to perform leakage checks and don't need to install leak detection equipment.

#### Training F-gas Regulation (15-25)

Concerning the issue of the shipping sector (i.e. equipment on ships containing f-gasses) under the F-gas Regulation. Although this shipping sector is not explicitly mentioned in the Regulation, it falls under the scope of the Regulation being mobile equipment.

For this type of mobile equipment especially the articles (art. 3) on "Prevention of emissions" and (art 8, paragraph 3) on "Recovery" are directly relevant.

The crewmembers carrying out such workings are to be considered the "natural persons" mentioned in the Regulation. It is up to the ship owner to arrange the training of its crewmembers in such a way that it is in compliance with article 8 paragraph 3.

As already stated under the above item (15-04), article 4, 5 and 6 are not applicable for ships. In article 10, paragraph 1 sub a and sub b a reference to article 4 is made. As stated above article 4 is not applicable on sea going vessels therefore article 10 paragraph 1 sub a and sub b are not applicable onboard seagoing vessels.

Furthermore article 10 paragraph 1 sub c is referencing article 8 paragraph 1. The nature of the equipment mentioned in article 8 paragraph 1 is not applicable on equipment onboard seagoing vessels, hence article 10 paragraph 1 sub c is not applicable onboard seagoing vessels.

In conjunction with the above it is highlighted that certificates of competency issued in accordance with Chapter III of the STCW Convention, as amended, covers, in a generic nature, the needed knowledge, understanding and proficiency to carry out the installation, servicing, maintenance, repair, decommissioning or leak checks of the equipment onboard seagoing vessels. The ships specific knowledge, understanding and proficiency is part the Dutch Manning Act via Article 4.

## National legislation

### Speedlog requirement vessels

The evaluation of the Netherlands Ships Decree 2004 has been finalised and one of the subjects which was agreed upon was that the speedlog requirement for ships <300 GT will be deleted in article 24 of the "Regeling Veiligheid Zeeschepen". Due to size and manoeuvrability of these kind of vessels the speedlog is not required (also if ECDIS is used as a primary means of navigation).



## Instructions to the Recognised Organisations (ItoRO)

### Entered into force

ItoRO 27. Speedlog malfunction: 15 April 2015

ItoRO 28. Automatic air pipe closing devices in the damage stability calculation: 3 September 2015

### Amended

ItoRO 20. Hook replacement: 15 April 2015

ItoRO 21. MES Guidelines for servicing and deployment: 15 April 2015

The latest versions of the ItoROs may be found [here](#).

## Information

### Warning household waste (14-13)

The maritime stakeholders warn that the transport of household waste introduces a health risk for the ship's crew. If such a risk is recognized preventive measures should be applied by the ship. When these measures cannot be taken (f.e. for practical reasons) the transport of such cargo is prohibited.

Assuming that health and safety transport is assured the household waste can be transported in CTU's as packed dangerous goods under the IMDG Code regulations for f.e. UN 3077 Environmentally Hazardous Substance, Solid.

When shipped as solid bulk the IMSBC Code is applicable. According to the IMSBC code only solid bulk substances mentioned in the Appendix I of the Code can be shipped. For these substances individual schedules describe the carriage conditions for these substances. These schedules also take in account the specific hazards and preventive measures. To my knowledge there is no specific individual schedule for Household waste. However the IMSBC Code foresees the transport of such substances and therefore section 1.3 of the Code describes the Tripartite agreement option. This Tripartite agreement is initiated by the competent authorities of the country of loading, ship's flag state and receiving country.

### ISO certification

On June 18<sup>th</sup>, 2015 NSI has acquired ISO 9001:2008 certification for its entire organization (before only the flag State related activities were certified). For the certificate see:

[www.ilent.nl/english/merchant\\_shipping/ship\\_owners\\_dutch\\_flag/](http://www.ilent.nl/english/merchant_shipping/ship_owners_dutch_flag/)

### Accident reporting

Reporting of accidents on sea-going vessels is mandatory in many cases; see the '[Table for mandatory reporting of shipping accidents](#)' for more information.

### **How to report**

Accidents involving sea-going vessels must be reported to ILT by telephone at +31 (0)88 489 00 00.

The option of providing a written notification is no longer available. This is because it is not always possible to adequately respond to written notifications – a situation that the authorities

would like to avoid.

You will be contacted if ILT requires more information.

#### Airpipe closing devices

Under certain conditions, The Netherlands accept that air pipe openings on dry cargo ships are not considered as a opening in the probabilistic damage stability calculation. The equivalent arrangement containing the technical details related to the air pipe closing devices and the procedures to be followed is notified to the IMO and circulated to the member states with circular letter 3573. The information below only applies to ships where this principle is applied.

#### **Existing ships**

For ships delivered before the 1st of June 2016, automatic air pipe closing devices can be accepted when the strengthened maintenance regime is followed until the first SOLAS renewal survey after the 1st of June 2016. After this renewal survey, the requirements of the equivalent arrangement as communicated by the IMO in circular letter 3573 is mandatory.

#### **New ships**

For ships for which the first SOLAS safety certificate is issued after the 1st of June 2016, the equivalent arrangement of circular letter 3537 is also mandatory.

Whether the air pipe openings are considered as opening in the damage stability calculation or not can be checked in the damaged stability booklet or damage stability computer input file. In case of doubts further guidance can be obtained with your classification society.

#### Asbestos

With reference to the ItS no.4, where was indicated that the asbestos case note was prepared to be send to the Minister, meanwhile this case note was approved by our Minister and our Secretary of State.

The Policy Department has consulted the ILT, Social Partners and later this year the other relevant parties to discuss and to concretize the required actions.

REACH in relation to asbestos, will be enforced through the SOLAS requirements.

Actions are to be taken on:

- The asbestos instruction, ItoRO's no. 24.
- Issue of exemptions and risk assessment in relation to the health danger.
- Asbestos inventarisation for all ships.
- Labour conditions in case of maintenance by the crew.
- Subjects to be further decided.

#### Sulphur level in SECA areas

Since January 1, 2015, the sulfur content of marine fuel may contain up to 0.10% sulfur. This

requirement applies to the fuel used in the SECA (Sulphur Emission Control Area). This is the North Sea with the connecting Baltic Sea. Member States shall take all necessary measures to ensure that marine fuels are not used in the areas of their territorial seas, exclusive economic zones and pollution control zones falling within SO<sub>x</sub> Emission Control Areas if the sulphur content of those fuels by mass exceeds 0,10%.

The use of approved exhaust gas-cleaning systems in order to wash the sulfur from the exhaust gas is permitted. Also, for example, natural gas used as fuel, commonly referred to as LNG (Liquefied Natural Gas).

The fuel used outside the ECA may now contain 3.5% sulfur. This applies until January 1, 2020, probably after which the maximum sulfur returns worldwide to 0.5%. The decision of the global sulphur cap will be made in 2018 by IMO. At present there are three ECA areas, namely the area around the US, the North Sea and the adjacent Baltic Sea region.

#### Amendments of the towing procedure (CI 2014-03)

Towing operations at sea are not always clear in case, for example, the following vessels are involved:

- inland waterway vessels
- inland waterway vessels and registered as yachts
- sea-going vessels without flag, under a foreign flag or under a Dutch flag, whether or not damaged

Towages occur in various conformations and are certified and/or insured in different ways. For that reason requirements and procedures are stipulated and mentioned on the [ILT website](#).

#### MLC for vessels

Recently various foreign competent authorities raised question on the MLC conformity of Dutch vessels with a tonnage of less than 500 GT. The inspection kindly draws your attention towards the policy in this matter as stated on our website. A limited excerpt is shown below, the full text can be found here: [MLC information vessels](#).

A Maritime Labour Certificate (MLC certificate) is not compulsory for seagoing vessels smaller than 500 GT or seagoing vessels of at least 500 GT that are not engaged in international voyages. Although the certificate is not compulsory, these ships must still meet the MLC requirements.

In order to prevent MLC related non-conformities during inspections from competent authorities, such as port State control, in other countries, the Netherlands Shipping Inspectorate recommends applying for a voluntary certificate or written proof of compliance via an application for a MLC-inspection by Netherlands Shipping Inspectorate instead for these ships.

### Vacuum packed immersion suits

Monthly inspection of Immersion suits which are not packed in a vacuum bag must be carried out in accordance with MSC/Circulars 1047 and 1114 onboard Dutch flagged ships. These circulars are Policy Rules. Vacuum packed immersion suits, which are periodically exchanged, are also accepted on ships flying the flag of the Netherlands provided:

- Instructions for the monthly inspection of the vacuum pack are provided onboard by the immersion suits manufacturer (original equipment manufacturer) or his representative. These instructions substitute the monthly inspection procedure required by SOLAS III/20.7.2, SOLAS III/20.36 and elaborated in MSC/Circular 1047.
- If any doubt arise after a visual inspection regarding the condition of a vacuum packed immersion suit, this suits shall be unpacked and inspected in accordance with MSC/Circular 1047. If this inspection shows defects which are likely to be present at the other vacuum packed suits, such as mouldered seals, all the suits shall be unpacked and inspected in accordance with MSC/Circular 1047.
- Damaged immersion suits must, upon the first available opportunity, be replaced.
- There is a sufficient number of similar immersion suits onboard, packed in similar bags, which can be used by the crew for unpacking, practice and drills.
- Any vacuum packed immersion suit shall be unpacked, serviced and pressure tested according to MSC/Circular 1114 at least once every 5 years.
- Notwithstanding the above: Any immersion suit over 10 years of age must be serviced annually at a service station, authorized by the original equipment manufacturer or his representative.

### Amendment of SOLAS Chapter VI regarding Verified Gross Mass of containers

From 01 July 2016 shippers of containers loaded on seagoing vessels shall provide information regarding the verified gross mass of these containers to terminal representatives and ship owners/masters. This in order create ample time for ship owners to produce accurate ship stability and cargo loading plans. The master shall not load any container of which the weight has not been verified. Verification shall take place according to one of the methods describes in SOLAS Chapter VI, Regulation 2.4 and 2.5. elaborated in MSC.1/Circular 1475 which is considered a policy rule.

All ship owners and masters shall adhere to SOLAS Chapter VI, Regulation 2.6 from 01 July 2016. Consequently this means that masters, of also Dutch flagged ships, shall be able to provide VGM information extracted from shipping/cargo documents to both flag and foreign port State authorities on request. This information may be provided both in paper as well as in electronic format.

Ship-owners, transporting containers under the applicable conditions described in SOLAS Chapter VI, Regulation 2 and MSC.1/Circ.1475 are advised to include a procedure regarding this verification information, into the ships ISM system. Integration of such a procedure may take place as from 01 July 2016 and should preferable be in place 6 months from this date.

*Other subjects*

The following items were published on the NSI (ILT) website:

**[Wreck Removal Convention comes into force on 19 April 2016](#)**

**[NSI publishes a new version of the Areas of special attention](#)**

**[ILT publishes the Safety Balance 2015 \(Dutch\)](#)**

**[ILT publishes the Multiannual programme \(Dutch\)](#)**

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