Inspectorate for Transport, Public Works and Water Management
Ministry of Infrastructure and the Environment

> Return address PO Box 8634 3009 AP Rotterdam

Maritime Industry (ship-owners, -managers, -operators, shipyards, classification societies, seagoing crew, etc.)

(Netherlands) Shipping Inspectorate

's Gravenweg 665
Rotterdam
PO Box 8634
3009 AP Rotterdam
T +31 88 489 00 00
F +31-(0)10-202 2400
www.ivw.nl

Contact
Netherlands Shipping Inspectorate

T +31-(0)88-489 0000
nsi@ivw.nl

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Preamble

The Netherlands Shipping Inspectorate (NSI) is proud to present the first Information to Shipping (ItS). Since the withdrawal of the mandatory instrument Notice to Shipping as a result of the amendments made to the Netherlands Ships Decree 2004, it has become clear that there is still need for further clarification on specific issues (e.g. where the legislation refers to 'up to the Administration'). The instrument of Notices to Shipping was abandoned as a result of incorporation of the existing ones in the revised national legislation or by dynamic references to the International legislation. Since then, communication to the maritime industry was resolved by letters on single subjects. In order to give structure to the process and also to make certain points of view or decisions more accessible, the NSI has decided to introduce the instrument of ItS[1] and incorporate this document in the legislative module EaysRules (www.ivw.nl/english/topics/merchant_shipping/legislation/easyrules).
This ItS is the first one of a series, more ItS's are expected to follow with a frequency of, at the utmost, twice per year.

The ItS contains subjects with an informative nature and decisions and interpretations affecting the maritime industry. All information is a result of the outcome as discussed in the so called Tripartite meetings[2], which are held three times per year, with representatives of the ship-owners, classification societies, policy department and NSI. Other parties, like yards, equipment suppliers etc. were consulted depending on the subject.

Information

Report Security compliance published on the internet
Read more about the findings of NSI as a result of the Security inspections performed on board Dutch vessels in the year 2010 (report is in Dutch): http://www.ivw.nl/actueel/nieuws/nederlandsezeeschepenhoudenzichgoedaanbeveiligingsregels.aspx
In general, it was concluded that the compliance with the International Ship and Port Security-code was good.

[1] Besides the Information to Shipping, NSI publishes Instructions to the Recognised Organisations separately. These instructions deal with interpretations and guidance on the execution of statutory survey and certification duties mandated by the Netherlands and can also be found in EasyRules.
[2] Outcome since 30 September 2010, earlier outcome may be incorporated in a future ItS.

Delegation of radio surveys, which were still carried out by NSI (Tripartite 11-01)
NSI delegated the surveys of radio communication equipment on board sea ships to inspection agencies on May 1st, 2011. This concerns radio inspections of GMDSS radio equipment and navigational tools. NSI will continue to issue the certificates. It concerns the following types of ships:

- Fishing vessels including trawlers;
- Sport fishing vessels; SI-class ships (mostly former government ships);
- Non conventional ships up to 24 meters and with a propulsion power of up to 750 kW; and
- Sea-going passenger sailing ships.

Guideline for the carriage of publications (Tripartite 08-03)
The Royal Dutch Ship Owner Association (KVNR) and NSI concurred on a 'Guideline for the carriage of nautical and other publications on board vessels flying the Dutch Flag', that is meant as guidance for relevant parties to have an overview of required publications on board Dutch flagged vessels. The guideline is available via EasyRules (under Information – National instruments).

Implementing a one in five-year dry-docking regime for passenger ships
MSC.1/Circular 1348 describes guidelines for the assessment of technical provisions for the performance of an in-water survey in lieu of bottom inspection in dry-dock to permit one dry-dock examination in any five-year period for passenger ships other than Ro-Ro passenger ships. The Netherlands will allow the application of this equivalent arrangement under the conditions as mentioned in the circular. Circular 1348 will be implemented in the next revision of the Policy Rule Safety seagoing vessels and may be applied in the meantime.

Decisions and interpretations

Extensions on lifejackets (Tripartite 10-53)
The new SOLAS regulation III/7.2.5, in force as of 1 July 2010, reads as follows: "If the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1750 mm, a sufficient number of suitable accessories shall be available on board to allow them to be secured to such persons." This requirement does not specify a certain number or percentage of suitable accessories for corpulent persons to be provided. It is the ship owner's responsibility to ensure that a sufficient number of suitable accessories for corpulent persons is provided, where necessary.

Extended dry dock interval cargo ships (Tripartite 10-55)
Some Flag states apply an extended dry docking interval for cargo ships. Under certain conditions they allow the interval to be extended to 7,5 years. This extension has not been formally established within the IMO and therefore the Netherlands position is not to apply the prolonged timeframe. SOLAS requirements are applicable.

Marking of the Safety Plan (Tripartite 11-02)
According to SOLAS, the Fire Control Plan needs to be approved by the (RO on behalf of the) Administration. For the Safety Plan there is no such requirement. For NSI it is sufficient that the RO marks the Safety Plan with a minimum of noted (or equivalent term used by the RO), meaning that it is verified that a Safety Plan was drawn up and available for placement on board concerning vessel.

Inspection equipment within HSSC intervals (Tripartite 09-15 and 11-03)
During the tri-partite meeting the question was raised which inspections are part of the HSSC intervals and inspection window. A familiar item is the inspection of the liferafts. These inspections are not part of the +/- 3 months window of the Passenger and Cargo ship safety certificate.

The Harmonised System of Survey and Certification (HSSC) standardises 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.997(25), Survey guidelines under the Harmonized System of Survey and Certification, 2007, 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.
Furthermore, the validity of individual certificates of components should not be allowed to expire. If an individual certificate is valid for 12 months, the window of the SE certificate does not provide the possibility to extend the validity of this individual certificate.

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 nr. 9.
The date of service should be within the window mentioned in the IMO Resolution A.997(25).

Bridge Navigational Watch Alarm System (BNWAS; Tripartite 11-14)
IMO resolution MSC.282(86) has become applicable for certain types of vessels as regards to the carriage of a bridge navigational watch alarm system (BNWAS). It concerns the new regulation 19.2.2.3 and 19.2.2.4 of SOLAS chapter V.
Regulation V/19.2.2.4 determines that Administrations may exempt BNWAS's from full compliance with the standards adopted by the IMO (i.e. resolution MSC.128(75)) when they are installed prior to 1 July 2011.

NSI's Regulation Seagoing Vessels already gives effect to MSC.128(75) for BNWAS's installed on or after 1 July 2009.BNWAS's installed on Dutch flag vessels before this date are exempted from full compliance with resolution MSC.128(75) provided they comply with the provisions in force before that date (i.e. Notice to Shipping nr.234/1988) or, when it concerns vessels transferred to Dutch register from a register of another Administration, provided the BNWAS was approved by the Administration of the previous flag.
The Regulation Seagoing Vessels will be amended to incorporate this exemption. Until this has been effected NSI should be consulted in case of comments from – or discussions with- PSC surveyors.

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