

**ANNEX 10**  
**RESOLUTION MSC.224(82)**

**(adopted on 8 December 2006)**

**ADOPTION OF AMENDMENTS TO THE CODE OF SAFETY FOR  
DYNAMICALLY SUPPORTED CRAFT, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.373(X) by which the Assembly, at its tenth session, adopted the Code of Safety for Dynamically Supported Craft,

NOTING that the Assembly, when adopting resolution A.373(X), authorized the Committee to amend the Code as may be necessary,

HAVING CONSIDERED, at its eighty-second session, amendments to the Code of Safety for Dynamically Supported Craft, prepared by the Sub-Committees on Ship Design and Equipment and on Safety of Navigation,

1. ADOPTS amendments to the Code of Safety for Dynamically Supported Craft, as amended, the text of which is set out in the Annex to the present resolution;
2. DETERMINES that the above-said amendments should become effective on 1 July 2008.

ANNEX

**AMENDMENTS TO THE CODE OF SAFETY FOR  
DYNAMICALLY SUPPORTED CRAFT, AS AMENDED**

**CHAPTER 1  
GENERAL**

1 The following new paragraph 1.1.5 is added after existing paragraph 1.1.4:

“1.1.5 New installation of materials containing asbestos used for the structure, machinery, electrical installations and equipment of a craft to which this Code applies should be prohibited except for:

- .1 vanes used in rotary vane compressors and rotary vane vacuum pumps;
- .2 watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of  $7 \times 10^6$  Pa), there is a risk of fire, corrosion or toxicity; and
- .3 supple and flexible thermal insulation assemblies used for temperatures above 1000°C.”

**CHAPTER 8  
LIFE-SAVING APPLIANCES**

2 The following new paragraph 8.2.9 is inserted after the existing paragraph 8.2.8:

“8.2.9 Periodic servicing of launching appliances

Launching appliances:

- .1 should be serviced at recommended intervals in accordance with instructions for on-board maintenance as required by regulation III/36 of the Convention;
- .2 should be subjected to a thorough examination at the annual surveys required by paragraph 1.5.1(b); and
- .3 should, upon completion of the examination in .2, be subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied should be the mass of the survival craft or rescue boat without persons on board, except that at intervals not exceeding five years, the test should be carried out with a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment.”

3 The following new sections 8.7, 8.8 and 8.9 are inserted after existing section 8.6:

## **“8.7 Servicing of inflatable liferafts, inflatable lifejackets, marine evacuation systems and inflatable rescue boats**

Every inflatable liferaft, inflatable lifejacket and MES should be serviced:

- .1 at intervals not exceeding 12 months, provided where in any case this is not practicable, the Administration may extend this period by one month;
- .2 at an approved service station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.\*

## **8.8 Rotational deployment of marine evacuation systems**

In addition to, or in conjunction with, the servicing intervals of marine evacuation systems required above, each marine evacuation system should be deployed from the craft on a rotational basis at intervals to be agreed by the Administration, provided that each system is to be deployed at least once every six years.

## **8.9 Novel life-saving appliances or arrangements**

8.9.1 Before giving approval to novel life-saving appliances or arrangements, the Administration should ensure that such appliances or arrangements:

- .1 provide safety standards at least equivalent to the requirements of this chapter and have been evaluated and tested in accordance with the recommendations of the Organization;\*\* or
- .2 have successfully undergone, to the satisfaction of the Administration, evaluation and tests which are substantially equivalent to those recommendations.

8.9.2 An Administration which approves new and novel inflatable liferaft arrangements pursuant to 8.9.1 may allow for extended servicing intervals under the following conditions:

- .1 The new and novel liferaft arrangement should maintain the same standard, as required by testing procedures, throughout the extended servicing intervals.
- .2 The liferaft system should be checked on board by certified personnel according to 8.7.
- .3 Service at intervals not exceeding five years should be carried out in accordance with the recommendations of the Organization.

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\* Refer to the Recommendations on conditions for the approval of servicing stations for inflatable liferafts, adopted by the Organization by resolution A.761(18) as amended by resolution MSC.55(66).

\*\* Refer to the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements, adopted by the Organization by resolution A.520(13).

8.9.3 An Administration which permits extension of liferaft service intervals in accordance with 8.9.2 should notify the Organization in accordance with regulation I/5(b) of the Convention.”

## **CHAPTER 13 RADIOCOMMUNICATION AND NAVIGATIONAL EQUIPMENT**

4 In paragraph 13.1, the words “as amended (up to and including resolutions MSC.69(69), MSC.123(75) and MSC.152(78))” are inserted at the end.

5 The text of existing paragraph 13.2 under the heading “Navigation – General” is renumbered as 13.2.1 and the following new paragraph 13.2.2 is inserted:

“13.2.2 The navigation equipment and its installation should be to the satisfaction of the Administration. The Administration should determine to what extent the navigational equipment provisions of this chapter do not apply to craft below 150 gross tonnage.”

6 The following new paragraphs 13.10, 13.11 and 13.12 are inserted after existing paragraph 13.9:

### **“13.10 Automatic identification system**

13.10.1 Craft should be provided with an automatic identification system (AIS) as follows:

- .1 in the case of passenger craft, no later than 1 July 2008;
- .2 in the case of cargo craft of 3,000 gross tonnage and upwards, no later than 1 July 2008; and
- .3 in the case of cargo craft of less than 3,000 gross tonnage, no later than 1 July 2008.

13.10.2 AIS should:

- .1 provide automatically to appropriately equipped shore stations, other craft and aircraft information, including the craft’s identity, type, position, course, speed, navigational status and other safety-related information;
- .2 receive automatically such information from similarly fitted craft;
- .3 monitor and track craft; and
- .4 exchange data with shore-based facilities.

13.10.3 The requirements of 13.10.2 should not be applied to cases where international agreements, rules or standards provide for the protection of navigational information.

13.10.4 AIS should be operated taking into account the guidelines adopted by the Organization.\*

### **13.11 Voyage data recorders (VDR)\*\***

13.11.1 To assist in casualty investigations, all passenger craft, including existing passenger craft, should be fitted with a voyage data recorder (VDR).

13.11.2 The Administration may exempt passenger craft, other than ro-ro passenger craft, from being fitted with a VDR where it can be demonstrated that interfacing a VDR with the existing equipment on the craft is unreasonable and impracticable.

13.11.3 The voyage data recorder system, including all sensors, should be subjected to an annual performance test. The test should be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections should be conducted to determine the serviceability of all protective enclosures and devices fitted to aid location. A copy of the certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards, should be retained on board the craft.

### **13.12 Nautical charts and publications**

13.12.1 All craft, including existing craft, should be provided with nautical charts and nautical publications to plan and display the craft's route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic chart display and information system (ECDIS) may be accepted as meeting the chart carriage requirements of this paragraph.

13.12.2 All craft, including existing craft, should be fitted with an ECDIS not later than 1 July 2010.

13.12.3 Back-up arrangements should be provided to meet the functional requirements of 13.12.1, if this function is partly or fully fulfilled by electronic means.\*\*\* ”

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\* Refer to Guidelines for the onboard operational use of shipborne automatic identification systems (AIS), adopted by the Organization by resolution A.917(22).

\*\* Refer to Recommendation and Performance Standards for voyage data recorders (VDR's), adopted by the Organization by resolution A.861(20).

\*\*\* An appropriate portfolio of paper nautical charts may be used as a backup arrangement for ECDIS. Other backup arrangements for ECDIS are acceptable (see appendix 6 to resolution A.817(19), as amended).

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