



TUVALU SHIP REGISTRY

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MARINE CIRCULAR

MC-2/2014/1

7/2015

FOR: Ship Owners, Ship Managers, Ship Operators, Ship Masters, Ship Officers, Classification Societies

SUBJECT: RECOVERY OF PERSONS FROM WATER

DEFINITIONS:

The following abbreviations stand for:

- “DP” – Dynamically Positioned
- “FSI” – Flag State Inspection
- “GT” – Gross Tonnage in accordance to ITC 69
- “IMO” – International Maritime Organization
- “ISM Code” – International Management Code for the Safe Operation of Ships and for Pollution Prevention
- “ITC 69” – International Convention on the Tonnage Measurement of Ships, 1969
- “LSA” – Life Saving Appliances
- “MOU” – Mobile Offshore Unit
- “MSC” – Maritime Safety Committee
- “RO” – Recognized Organization as defined by IMO Resolution A.789(19).
- “SOLAS” – International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended

The following terms shall mean:

- “Administration” shall mean the Tuvalu Ship Registry;

PURPOSE:

The purpose of this marine circular is to provide the requirements for plans and procedures for recovery of persons from water for vessels under SOLAS III/17-1.

REFERENCES:

- (a) SOLAS 74 Chapter III/17-1, as amended
- (b) IMO Resolution MSC.346(91), Application of SOLAS Regulation III/17-1 to ships to which SOLAS Chapter III does not apply, adopted 30 November 2012
- (c) IMO MSC.1/Circ.1447, Guidelines for the Development of Plans and Procedures for Recovery of Persons from the Water, dated 14 December 2012
- (d) IMO MSC.1/Circ.1182/Rev.1, Guide to Recovery Techniques, dated 21 November 2014

APPLICATION:

This marine circular applies to all Tuvalu flagged vessels that are required to comply with the ISM Code (please refer to Marine Circular MC-2/2005/12/2).

The vessels required to comply include:

- (a) passenger ships (including high speed craft) regardless of tonnage;

(b) oil tankers, chemical tankers, gas carriers, bulk carriers, passengers and cargo high-speed craft, special purpose ships, and other cargo ships of 500 GT and upwards;

(c) self-propelled MOUs and DP MOUs of 500 GT and over engaged on international voyages.

Compliance is required by the first periodical or renewal safety equipment survey to be carried out after 1 July 2014, whichever comes first. Ro-Ro passenger ships meeting SOLAS regulation III/26.4 are already deemed to comply with this requirement.

REQUIREMENTS:

1. Implementation of Plans & Procedures

- 1.1. In order to meet the requirement of SOLAS III/17-1, all Companies and Masters of vessels to which this marine circular applies shall develop vessel specific plans and procedures for the recovery of persons from the water.
- 1.2. In developing such plans and procedures, the guidelines provided in IMO MSC.1/Circ.1447 and MSC.1/Circ.1182/Rev.1 shall be considered.
- 1.3. The plans and procedures shall identify the equipment intended to be used for recovery, purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations.
- 1.4. Companies and Masters shall list any equipment referenced within the LSA on-board maintenance schedule of SOLAS III/36 for vessels subject to the ISM Code.
- 1.5. If the use of specialized equipment is found unnecessary after performing a risk assessment, then the alternative approach shall be clearly and thoroughly described within the plans and procedures.

2. Verification of Plans & Procedures

- 2.1. Verification may be carried out by ROs when performing the statutory survey for safety equipment (initial, annual, periodical, renewal), and/or by Flag State Inspectors during FSI, to confirm that plans and procedures to recover persons from the water exist onboard. This will include verifying the condition of any listed equipment.
- 2.2. Vessels found failing to comply may be subject to restrictions until compliance is demonstrated.

Yours sincerely,

Deputy Registrar
Tuvalu Ship Registry