

Regulation III/6.2.2 & IV/7.1.3 – SART

The requirements for radar transponders (SARTs) will from 1st January 2010 be replaced by requirements for “search and rescue locating devices”.

The records of the safety equipment certificates will be amended correspondingly. There will be a heading “Number of search and rescue locating devices”, and then two lines specifying how many “Radar search and rescue transmitters (SART)” and “AIS search and rescue transmitters (AIS-SART)”.

Corresponding amendments are made to be the High Speed Craft Codes of 1994 and 2000.

An AIS-SART works both on AIS and radars, while a SART only works on radars.

AIS-SARTs are not mandatory, i.e. the owner may choose.

Regulation XI-1.6, Investigation of Marine Casualties and Incidents

A new Regulation 6 has been added in Chapter XI-1. This regulation makes the Casualty Investigation Code mandatory under SOLAS from 1st January 2010.

The new regulation is expanding on Regulation I/21, which more vaguely requires Administrations to conduct investigations.

Casualty Investigation Code

The Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code) was adopted as Resolution MSC.255(84) IN May 2008, and it will be in force from 1st January 2010.

The Code requires a marine safety investigation into every marine casualty involving the total loss of the ship or a death or severe damage to the environment.