



Risk Assessment Solutions

“Prevent, Don’t Cure”

Circular 02/05/14

Subject: Daylight signalling lamp - Important PSC Issue!

Case: It has been noticed, during our visits onboard vessels of 150 gross tonnage and upwards, constructed after the 1st of July 2002, that the fitted ALDIS lamp is not fully in compliance with the SOLAS requirements, Chapter V, regulation 19.

Analysis

In connection to the above, and in order to assist our clients to prevent complications during third parties visits, we would like to remind that according to **SOLAS Reg.19, Chapter V, §1.1 & §2.2:**

1.1 “Ships constructed on or after 1 July 2002 shall be fitted with navigational systems and equipment which will fulfill the requirements prescribed in paragraphs 2.1 to 2.9”

2.2 “All ships of 150 gross tonnage and upwards and passenger ships irrespective of size shall, in addition to the requirements of paragraph 2.1, be fitted with:

.2 a daylight signalling lamp, or other means, to communicate by light during day and night using an energy source of electrical power not solely dependent upon the ship’s power supply.”

Furthermore according to recommendations enclosed in the **Resolution MSC. 95(72) adopted on May 2000, §7.3:**

“7.3.1 Daylight signalling lamps should be solely dependent upon the ship’s main or emergency sources of electrical energy.

7.3.2 Daylight signalling lamps should be provided with a portable battery with a complete weight of no more than 7, 5 kg

7.3.3 The portable battery should have sufficient capacity to operate the daylight signalling lamp for a period of not less than 2h.”

Clients are encouraged to clarify whether the daylight signaling lamp on board their fleet is in compliance with the aforementioned recommendations and for further clarification should contact their Classification Society. In addition, it should be noted that the ALDIS lamp is part of the vessel’s “*Record of Equipment for the ship Safety Equipment*”.



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Our company is offering a wide range of 'deficiencies', case studies, clarification on the PSC deficiencies through our PSC seminar which is delivered on regular intervals in our office or in-house at client's request.

To assist further, we offer our clients the service of assessing onboard or through "Distance Assessment" if a vessel is in conformance with the MLC 2006 or PSC requirements or conducting inspections equivalent to PSC/Flag/Rightship inspections to detect and prevent unpleasant occurrences!

We remain at your disposal for more details,

Prevention at Sea