



REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

Marine Notice

No. 2-011-50

Jan/2025

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Use and Maintenance of Non-Steel Wires/Falls on Yachts for Lifeboat/Rescue
Boat/Life Raft Davits

References: (a) SOLAS, *International Convention for the Safety of Life at Sea*,
Consolidated Edition 2024
(b) LSA Code, *International Life-Saving Appliance Code*
(c) IMO Circular [MSC.1/Circ.1618](#), *Unified interpretations of SOLAS
Chapter III*, issued 26 June 2019
(d) RMI Yacht Code 2021 ([MI-103](#))
(e) RMI Marine Notice [2-011-37](#), *Lifesaving Appliances and Systems*
(f) RMI Marine Notice [2-011-58](#), *Life Saving Appliances and Firefighting
Systems for Private Yachts*

PURPOSE

This Marine Notice (MN) addresses the Republic of the Marshall Islands (RMI) Maritime Administrator's (the "Administrator") procedures for replacing corrosion and rotation-resistant steel wire ropes with fiber ropes. It complements other regulations that address lifesaving appliances (LSA) and systems required for both International Convention for the Safety of Life at Sea (SOLAS) and non-SOLAS yachts in MN [2-011-37](#), and Private Yachts in MN [2-011-58](#).

This MN supersedes Rev. Mar/2024 and has been revised to update requirements for fiber rope approval, breaking strength, inspection, and replacement intervals.

BACKGROUND

Designers, naval architects, shipyards, and other stakeholders are increasingly requesting approval of materials on yachts that are not type approved under existing international standards. The Administrator has no objection to the use of ropes made from alternative materials, provided that the relevant requirements are met.

APPLICABILITY

This MN applies to all yachts regardless of registration type or gross tonnage.

REQUIREMENTS

1.0 Approval of Fiber Ropes

The fiber rope must have a type-approval issued by a Recognized Organization (RO)¹ verifying its suitability to use in the marine environment. The approval must confirm that the rope's material properties demonstrate resistance to abrasion and degradation in marine conditions.

2.0 Inspection and verifications

- 2.1 The Classification Society, or the Appointed Representative (AR) in case of unclassified yachts, must verify that the falls have been maintained or replaced within the service or replacement intervals as specified in §§5.0 - 6.0 below.
- 2.2 In case of yachts not subject to compliance with SOLAS Chapter III, the attending inspector must carry out the verification stated in §2.1, as part of the annual RMI Yacht Code Compliance Verification.
- 2.3 Private Yachts not subject to Class surveys or verification for RMI Yacht Code Compliance, must ensure that the falls are inspected and maintained in accordance with MN [2-011-58](#), §§1.1 and 1.2.

3.0 Breaking Strength

- 3.1 The Factor of Safety applied to the fiber rope breaking strength must be a minimum of 7.5, or a value specified by the Rules of an RO, whichever is greater.
- 3.2 The magnitude of the loads used during the supplier or manufacturer's fiber rope strength test raises the risk of creating latent defects. Therefore, conducting the required load test to the actual fall is not appropriate. Instead, the Administrator will accept a load test performed on a rope sample taken from the same drum. These tests must also confirm that any splices used in the fall are adequate. Moreover, the same type of splice(s) must be used in the rope sample test.

4.0 Onboard Load Test

In accordance with the LSA Code, the complete davit or crane arrangement as installed onboard must be subject to an onboard load test. The static load test must be 1.5 times the Safe Working Load (SWL) and the dynamic load test must be 1.1 times the SWL of the fall.

5.0 Inspection of Falls

- 5.1 Fiber rope falls must be inspected in accordance with applicable intervals and requirements regarding the inspection and maintenance of LSA launching appliances in MN [2-011-37](#), *Lifesaving Appliances and Systems*.

¹ Refer to Marine Guideline (MG) [2-11-15](#) for a full list of Administrator-approved ROs.

- 5.2 All inspections, tests, and routine maintenance must be included in the vessel's Safety Management System (SMS) or a simplified International Safety Management System ("Mini-ISM"), as applicable.
- 5.3 Detailed inspection results must be logged and evaluated as per the SMS or Mini-ISM procedures of the yacht. For yachts which are not required to have an SMS or Mini-ISM system, the results must be logged in the maintenance records.

6.0 Replacement of Falls

- 6.1 The fiber rope falls must be replaced at intervals specified by either the manufacturer or the RO. In any case, this interval must not exceed 24 months. The practice of "end-for-ending" falls must not be used.
- 6.2 A spare set of fiber rope falls must always be carried on board to use in cases of significant damage or abrasion. The spare fiber rope falls must be stored and maintained in accordance with manufacturer specifications.
- 6.3 If the replacement interval is based on the number of operating cycles, records of these must be maintained and kept onboard as part of the SMS or Mini-ISM record keeping requirements, as specified in §5.3.