



**REPUBLIC OF  
THE MARSHALL ISLANDS**  
**MARITIME ADMINISTRATOR**

**Marine Notice**

**No. 2-011-50**

**Jan/2020**

**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**

**Reference:** (a) **SOLAS**, *International Convention for the Safety of Life at Sea, 1974*, as amended  
(b) **LSA Code**, *International Life-Saving Appliance Code*, as amended  
(c) **RMI Marine Notice [2-011-37](#)**, *Lifesaving Appliances and Systems*, as amended  
(d) **RMI Publication [MI-103](#)**, *Yacht Code*, as amended  
(e) **IMO Circular [MSC.1/Circ.1206/Rev.1](#)**, *Measures to Prevent Accidents with Lifeboats*, dated 11 June 2009

## **PURPOSE**

This Jan/2020 Marine Notice establishes procedures for replacing corrosion and rotation-resistant steel wire ropes with fiber ropes. It revokes the Sep/2016 version and reflects the new title and content of [MN-2-011-37](#), *Lifesaving Appliances and Systems*.

## **BACKGROUND**

Designers, naval architects, shipyards and other stake holders increasingly request approval to use nonstandard materials on board yachts. In line with the technical evolution in the yacht industry, fiber rope strength and durability has been widely proven in the marine and other industries. Heavy loads are lifted and suspended with these ropes. The Administrator has no objection to using ropes made from alternative materials, provided that the requirements below are met.

## **APPLICABILITY**

This notice applies to all yachts regardless of registration type or Gross Tonnage.

## REQUIREMENTS:

### 1.0 Approval of Equipment

- 1.1 The suggested fiber rope must be accompanied by a marine type approval, to prove its suitability for use in the marine environment. This includes that the rope material has proven properties for low environmental degradation, is covered with protective sheathing to prevent impregnation by salt crystals, and to be protected from abrasion.

### 2.0 Breaking Strength

- 2.1 The breaking strength Factor of Safety (FOS) of the suggested fiber rope must meet the Administrator's requirements.

	<b>Factor of Safety</b>
LSA Code	greater than 6
Administrator's requirements	more than 8 (not greater than 10)

- 2.2 The magnitude of the loads used during the supplier or manufacturer's fiber rope strength test raises the risk of creating latent defects. It is not appropriate to perform the required load test to the actual fall. The Administrator will accept a load test performed on a rope sample which comes from the same drum. These tests must also confirm that any splices used in the fall are adequate. The same type splice(s) must be used in the rope sample test.

### 3.0 Onboard Load Test

- 3.1 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 SWL and the dynamic load test must be 1.1 times the SWL of the fall.

### 4.0 Inspection of Falls

- 4.1 The falls must be inspected monthly as part of the regular onboard inspections by the yacht's crew. Details on the results of the inspections shall be logged and evaluated as per the ISM/SMS procedures or mini-ISM procedures of the yacht. For yachts not required to have an ISM system or mini-ISM system, the results must be logged in the maintenance records.
- 4.2 The RO, Class or AR, must inspect the falls as part of surveys for a Cargo Ship Safety Equipment Certificate (SCCEC) or Passenger Ship Safety Certificates (PSSC). Yachts not issued a CSSEC or PSSC, must have the AR inspect the falls as part of the annual Compliance Verification.

### 5.0 Replacement of Falls

- 5.1 The falls must be replaced at an interval specified by the manufacturer. This must not be longer than 18 months. The practice of "end for ending" falls must not be used.
- 5.2 The falls are to be immediately replaced if any significant damage or abrasion is found. A spare set of falls must be carried on board for this purpose.