

**REPUBLIC OF
THE MARSHALL ISLANDS**



**Life Saving Appliances and Firefighting Systems
for Private Yachts**

MARITIME ADMINISTRATOR

May/2022

MN 2-011-58

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Marine Notice

No. 2-011-58

May/2022

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

SUBJECT: Life Saving Appliances and Firefighting Systems for Private Yachts

- References:**
- (a) **SOLAS**, *International Convention for the Safety of Life at Sea, 1974*, Consolidated Edition 2020
 - (b) **LSA Code**, *International Life-Saving Appliances Code*, as amended¹
 - (c) **FSS Code**, *International Code for Fire Safety Systems*, 2015 Edition, as amended
 - (d) **IMO Assembly Resolution [A.658\(16\)](#)**, *Use and fitting of retro-reflective materials of life-saving appliances*, adopted 19 October 1989
 - (e) **IMO Resolution [MSC.81\(70\)](#)**, *Revised Recommendation on testing of life-saving appliances*, adopted 11 December 1998, as amended
 - (f) **IMO Circular [MSC.1/Circ.1312](#)**, *Revised guidelines for the performance and testing criteria, and surveys of foam concentrates for fixed fire-extinguishing systems*, issued 10 June 2009, as corrected by [MSC.1/Circ.1312/Corr.1](#)
 - (g) **IMO Circular [MSC.1/Circ.1318/Rev.1](#)**, *Revised guidelines for the maintenance and inspections of fixed carbon dioxide fire extinguishers*, issued 25 May 2021
 - (h) **IMO Circular [MSC.1/Circ.1432](#)**, *Revised guidelines for the maintenance and inspections of fire protection systems and appliances*, issued 31 May 2012, as amended by [MSC.1/Circ.1516](#), issued 08 June 2015
 - (i) **RMI Maritime Regulations ([MI-108](#))**
 - (j) **RMI 2021 Yacht Code ([MI-103](#))**
 - (k) **RMI Marine Notice [2-011-11](#)**, *Onboard Systems Using Halogenated Hydrocarbons (Halons) and Other Ozone Depleting Substances (ODS)*
 - (l) **RMI Marine Notice [2-011-14](#)**, *Maintenance and Inspection of Fire Protection Systems and Appliances*
 - (m) **RMI Marine Notice [2-011-37](#)**, *Life Saving Appliances and Systems*
 - (n) **RMI Marine Notice [4-033-5](#)**, *Frequency, Identification Numbers, Testing and Disposition of Satellite EPIRBs*

1. See *Life-Saving Appliances, including LSA Code*, 2017 Edition, published by the International Maritime Organization, for a consolidated version

- (o) **RMI Marine Guideline [2-11-20](#)**, *Guidance on Life Saving Appliances and Firefighting Systems for Private Yachts*
- (p) **RMI Technical Circular 1 ([TechCirc-1](#))**, *Shipboard Equipment and Service Provider Approvals*

PURPOSE

Under the Republic of the Marshall Islands (RMI) Maritime Regulations ([MI-108](#)), §2.11.7e, private yachts are “guided by the RMI Yacht Code” with respect to “lifesaving and fire detection and suppression appliances.”

Using the Yacht Code and other applicable instruments as a basis, this Marine Notice establishes the minimum requirements for Life Saving Appliances (LSA) and firefighting systems for private yachts. It should be read in conjunction with [MG-2-11-20](#) which provides guidance on how to best meet the requirements of this Notice.

APPLICABILITY

This Marine Notice applies to private yachts as defined in the [MI-108](#). The exceptions to this are:

- Private Yachts Limited Charter;
- Yachts Engaged in Trade;
- Private yachts carrying a Statement of Voluntary Compliance with SOLAS; and
- Private yachts carrying an RMI Yacht Code Statement of Voluntary Compliance.

REQUIREMENTS

1.0 Life Saving Appliances

1.1 Equipment Approvals

- .1 Except as provided in §1.1.1.a–1.1.1.c, below, LSA onboard private yachts, regardless of size or gross tonnage, must meet the applicable LSA Code requirements and undergo testing in accordance with IMO Resolution [MSC.81\(70\)](#), as amended.
 - a. The Administrator will accept for yachts less than 24 meters in length:
 - (1) equipment approved under European Union Marine Equipment Directive [2014/90/EU](#), as amended; and
 - (2) life rafts that comply with [The World Sailing Offshore Special Regulations](#), as amended.
 - b. The Administrator may also accept equipment approvals granted by another State that is a Party to the relevant convention, or an RMI Recognized Organization (RO) acting on behalf of that Party.

c. On a case-by-case basis, equipment approvals granted by another State that is not a Party to the applicable Statutory Convention.

.2 LSA approvals and servicing must be carried out by service providers meeting the requirements of [TechCirc-1](#).

1.2 Operational Readiness, Maintenance, and Inspection

.1 LSA and their associated equipment must be serviced at the intervals specified in MN [2-011-37](#). Refer to [MG 2-11-20](#), §1.1.

.2 Disposable hydrostatic release units approved for a service life of more than one year do not need to be serviced annually. They must be replaced at the end of their service life according to the manufacturer's instructions.

.3 LSA must be kept in good condition and ready for immediate use before commencing a voyage, and at all times during the voyage. Refer to [MG 2-11-20](#), §1.2.

.4 Life-saving equipment carried on board must be fitted with retro-reflective material as recommended by IMO Resolution [A.658\(16\)](#). Retro-reflective material already fitted on existing LSA in accordance with IMO Resolution [A.274\(8\)](#) will continue to be accepted until it has to be replaced as a result of deterioration or damage.

1.3 Recovery of Persons from the Sea

Yachts of 24 meters or more in length must be provided with means for recovering persons (including if unconscious or unable to assist in the rescue) from the sea onto the yacht. This may be satisfied by an inflatable boat or rescue boat provided with a suitable davit if the yacht itself cannot be used to recover persons from the sea. Refer to [MG 2-11-20](#), §1.3.

1.4 Life Rafts and Embarkation Arrangements

.1 Private yachts must be provided with approved life rafts per §1.1 (above) in the number and capacity to accommodate all persons on board. Refer to [MG 2-11-20](#), §1.4, §1.5, and §1.6.

.2 Approved means of embarking life rafts must be provided where the distance between the embarkation deck and the top of the life raft buoyancy tube exceeds one meter when the yacht is in its lightest condition. Refer to [MG 2-11-20](#), §1.7.

1.5 Life Buoys

- .1 Life buoys must be of an approved type. However, they may be white in color.
- .2 Each life buoy must be marked with the yacht's name and Port of Registry.
- .3 The minimum number of life buoys that must be carried, and their availability and position, are as follows:

Yacht Length	Minimum Number of Life Buoys	Availability and Position
Yachts \geq 24 meters in length	Four life buoys readily available on each side of the yacht	Must be readily available on each side of the yacht. One life buoy must be provided on either side of the bridge and must have self-activating light and smoke signals. Refer to MG 2-11-20 , §1.8
Yachts < 24 meters in length	Two life buoys	

1.6 Lifejackets

- .1 One adult SOLAS approved lifejacket must be provided for each person on board. These must have sufficient means to secure them to persons weighing up to 140 kg and with a chest girth of up to 1.750 mm. Refer to [MG 2-11-20](#), §1.9.
- .2 When children or infants are carried on the yacht, one SOLAS-approved lifejacket for a child or infant must be provided for each, as appropriate.
- .3 There must be at least two approved inflatable lifejackets included in the number of lifejackets for use of the crew of any rescue boat or inflatable boat carried on board.
- .4 Each lifejacket must be fitted with a light and whistle.
- .5 For yachts of less than 24 meters in length, lifejackets may also be of an approved type according to ISO 12402-2, ISO 12402-3, or ISO 12402-8.

1.7 Pyrotechnics

Pyrotechnics must comply with LSA Code, Chapter III. They must be readily accessible in case of emergency. Refer to [MG 2-11-20](#), §1.10.

1.8 Emergency Position-Indicating Radio Beacon and Search and Rescue Transponders

- .1 A 406 MHz Emergency Position-Indicating Radio Beacon (EPIRB) and/or Search and Rescue Transponder (SART) must be provided.

- .2 The EPIRB must be installed in a readily accessible location ready to be manually released, capable of being placed in a survival craft, or floating free. Refer to [MN 4-033-5](#).
- .3 EPIRBs must be registered with the Administrator. They must be tested and serviced annually by an approved service provider.
- .4 The SART must be stowed in an easily accessible position for rapid placement in survival craft. Means must be provided for its mounting in the survival craft at a height of at least 1 m above sea level.

1.9 Lighting

There must be adequate lighting in alleyways, internal and external stairways, and exits that provide access to the muster and embarkation stations.

2.0 Fire Fighting Equipment and Systems

2.1 Approvals

Fire-fighting appliances installed on a private yacht must be of an approved type and be to the satisfaction of the Administrator or its Authorized Representative.

2.2 Operational Readiness, Maintenance, and Inspections

- .1 Certain maintenance procedures and inspections may be performed by competent crewmembers who have completed an advanced fire-fighting training course, while others must be performed by persons specifically trained in the maintenance of such systems by the manufacturer or approved service supplier. If trained crew are not available, the maintenance procedures and inspections must be performed by a shore-based approved service supplier as per [MN 2-011-14](#).
- .2 All fire protection systems and appliances must be in good order and available for immediate use while the yacht is in service.
- .3 If a fire protection system is under maintenance, testing, or repair, then suitable alternative arrangements (such as providing alternative fixed or portable fire protection equipment) must be made to ensure fire protection capability is not diminished.

2.3 Fire Detection and Fire Alarm Systems

Fire detection and fire alarm systems must be installed, appropriate to the hazard identified and space concerned, and meet the following minimum requirements:

- .1 Fire detectors must provide an audible warning that can be heard in the space concerned and in the control position (e.g., wheelhouse) when the vessel is in operation.
- .2 Where the yacht's total installed power (propulsion and electrical generation) is greater than 750 kW, fire detectors must be fitted in all engine spaces. The

alarm must be able to be heard throughout the yacht.

- .3 On yachts where an area (e.g., engine space, galley, sleeping accommodation) is identified as posing a fire risk to either passengers or crew, fire detection equipment must be installed to protect that area.

2.4 Fixed Gas Fire-extinguishing Systems

- .1 Every two years, fixed gas fire-extinguishing systems must be checked by an authorized service facility. For fixed carbon dioxide (CO₂) extinguishing systems. Refer to §2.4.3, below.
 - a. All high-pressure extinguishing agents, cylinders, and pilot cylinders must be weighed or have their contents verified by other reliable means to confirm that the available charge in each is above 95% of the nominal charge. Cylinders containing less than 95% of the nominal charge must be refilled.
 - b. Blow dry, compressed-air or nitrogen through the discharge piping or otherwise confirm the pipe work and nozzles are clear of obstructions. This may require removing the nozzles, if applicable.
- .2 At least once every 10 years, a hydrostatic test and internal examination of 10% of the system's extinguishing agent and pilot cylinders must be conducted. If one or more cylinders fail, a total of 50% of the onboard cylinders must be tested. If further cylinders fail, all cylinders must be tested.
- .3 Fixed CO₂ extinguishing systems must be checked by an authorized service facility every two years. Refer to [MG 2-11-20](#), §2.1.
 - a. They must be maintained and inspected in accordance with IMO Circular [MSC.1/Circ.1318](#). These guidelines supplement the fire-extinguishing system manufacturer's approved maintenance instructions; and
 - b. The control valves of fixed CO₂ systems must be internally examined at least once every five years, according [MSC/Circ.1432](#).
- .4 For use of fire protection systems containing halon, refer to [MN 2-011-11](#).
- .5 Yachts provided with foam concentrates for fixed fire-extinguishing systems must comply as follows:
 - a. the first periodical control test of foam concentrates (except for protein-based, alcohol-resistant foam concentrates) must be performed not more than three years after being supplied to the yacht, and after that, every year. These tests must be conducted by laboratories or authorized service suppliers; or

- b. protein-based, alcohol-resistant foam concentrates must undergo a chemical stability test before delivery to the yacht and annually thereafter.
- c. Portable containers or portable tanks containing foam concentrate (excluding protein-based ones), less than 10 years old, that remain factory sealed, may normally be accepted without carrying out the periodical foam control tests referred to in [MSC.1/Circ.1312](#). Protein-based foam concentrate portable containers and portable tanks must be thoroughly checked. If more than five years old, the foam concentrate must be given the periodical foam control tests required in [MSC.1/Circ.1312](#) or renewed.

2.5 Portable Fire Extinguishers

.1 Requirements for fire extinguishers:

Tonnage/Length	Requirement
500 GT and more	The number, location, capacity, and fire extinguishing medium type must be in accordance with the requirements of MI-103 , Chapter II, §16.1.
More than 24 meters in length but less than 500 GT	MI-103, Chapter IV, §§ 9.2.4 and 9.2.5.
Less than 24 meters in length	Compliance with MI-103, Chapter IV, §§ 9.2.4 and 9.2.5, if practicable; if not, alternative capacities may be considered by the Administrator

- .2 CO₂ portable fire extinguishers are prohibited from being located or provided for use in accommodation spaces.
- .3 Fire extinguishers with a medium that is neither electrically conductive nor harmful to the equipment or appliances must be installed in locations containing electrical or electronic equipment, batteries, or appliances necessary for the safe operation of the yacht. Where lithium-ion or other rechargeable batteries are stowed, the type of fire extinguishing medium must specifically be considered for effectiveness. Refer to [MG 2-11-20](#), §2.2.
- .4 Portable fire extinguishers must be serviced at intervals not exceeding one year. Refer to [MG 2-11-20](#), §2.3.
- .5 Fire extinguishers together with propellant cartridges must be hydrostatically tested in accordance with the recognized standard or the manufacturer's instructions at intervals not exceeding ten years. A hydrostatic test may be also required by the Administrator or its representative if visual examination indicates a potential defect in the cylinder. The hydrostatic test date must be permanently and clearly marked on the bottles. Refer to [MG 2-11-20](#), §2.4.

- .6 The servicing facility performing the hydrostatic tests must be:
 - a. certified by a government agency or a Classification Society; and
 - b. accepted by the extinguisher manufacturer.

2.6 Fireman’s Outfit

If fireman’s outfits are provided, they must be in accordance with SOLAS/II and the FSS Code. Refer to [MG 2-11-20](#), §2.5.

2.7 Self-Contained Breathing Apparatus

- .1 If SCBAs are provided, they must be in accordance with SOLAS/ II and the FSS Code. Refer to MG 2-11-20, §2.6.
- .2 SCBA inspections must be carried out as follows:

Equipment	Interval	By Whom
SCBA	Weekly	Crew
SCBA and onboard means of recharging (if provided)	Annually	Competent crew member, unless the manufacturer requires servicing by an authorized agent
Hydrostatic testing of SCBA cylinders	Once every five years or for ultra-lightweight cylinders per the manufacturer’s requirements	Authorized agent

- .3 Hydrostatic test dates must be permanently marked on the bottles.