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**SHIPPING NOTICE NO. MACI 06/2008 –  
LONG RANGE IDENTIFICATION AND TRACKING OF SHIPS  
(LRIT) (2)**

**THIS SHIPPING NOTICE CONTAINS UPDATED INFORMATION TO ASSIST IN  
COMPLYING WITH THE REQUIREMENTS OF SOLAS V /19-1 (LRIT)  
FOLLOWING THE EIGHTY FIFTH SESSION OF  
IMO'S MARITIME SAFETY COMMITTEE**

THIS NOTICE IS DIRECTED PRIMARILY AT:

- OWNERS, MANAGERS OR OPERATORS OF CAYMAN ISLAND SHIPS  
AND YACHTS OVER 300 GT
- MASTERS OF CAYMAN ISLANDS SHIPS AND YACHTS OVER 300 GT
- RECOGNIZED ORGANIZATIONS

**This Shipping Notice should be read in conjunction with Shipping Notice 05/2008  
(Long Range Identification and Tracking of Ships), which remains valid.**

**1. Background**

1.1. Long Range Identification and Tracking of Ships (LRIT) is a maritime domain awareness initiative developed at IMO as part of the wider Maritime Security measures adopted following the terrorist attacks of 11 September 2001. LRIT allows Administrations to receive position reports from ships flying their Flag wherever they are in the world. It will also allow Governments to receive similar position reports from all ships in the vicinity of their coastlines and territorial waters.

- 1.2. The Maritime Safety Committee of IMO met for its eighty fifth session between 26 November and 05 December 2008. During this meeting the Committee discussed, *inter alia*, arrangements for the implementation of SOLAS regulation V/19-1 (LRIT) on 01 January 2009.
- 1.3. The Committee agreed that the date of compliance of ships with the requirements to transmit LRIT information was not subject to extension, and regulation V/19-1 did not include any provisions which an Administration might invoke for granting such extensions.

## **2. Conformance Testing:**

- 2.1. Most Cayman Islands ships have now completed LRIT conformance testing, as required by MSC.1/Circ.1296. In addition to completing the conformance testing, all vessels will require a formal Conformance Test Report. This report must be issued either by the Cayman Islands Shipping Registry or by our recognised Application Service Provider.
- 2.2. A “notification of testing results” will not be sufficient to satisfy the requirements for a Conformance Test Report. From 01 January 2009, Port State Control officers will expect an original Conformance Test Report to be onboard all ships required, at the time of inspection, to comply with SOLAS V/19-1.
- 2.3. Such ships without a Conformance Test Report will be subject to control actions such as delay, detention and refusal of port entry.

## **3. Occasions when it is permissible for a ship to suspend the transmission of LRIT data.**

- 3.1. Recognising that it is not practical for ships to transmit LRIT data continuously during periods of dry-dock, modifications or conversions, MSC.1/Circ.1295 gives guidance on when it is permissible to temporarily cease transmitting LRIT data.
- 3.2. Cayman Islands vessels may temporarily cease transmitting LRIT data in the following circumstances:
  - 3.2.1. When the vessel is in dry-dock or undergoing a period of shipyard repairs, or conversion or major modification.
  - 3.2.2. When the vessel is laid up at a single location and has been removed from service for a period expected to be in excess of one month.

3.3. When a vessel ceases to transmit LRIT in the above circumstances the master must comply with the following requirements:

- 3.3.1. The master should notify the Cayman Islands Shipping Register of the intention to cease transmitting LRIT data. This notification should include the reason for ceasing transmission and the expected duration.
- 3.3.2. The master should notify the relevant authorities of the Contracting Government within whose jurisdiction or territory the vessel is located of the intention to cease transmitting LRIT data. This notification should include the reason for ceasing transmission and the expected duration.
- 3.3.3. The master should record the date and times between which the shipborne equipment was switched off with the reason for ceasing the transmission of LRIT data. This record should be made in the Official Log Book and the GMDSS Log Book.

#### **4. The conduct of Radio Surveys after 31 December 2008.**

- 4.1. After 31 December 2008 it will not be possible to complete any survey of the radio installation onboard unless the vessel fully complies with the requirements for LRIT contained in SOLAS V/19-1.
- 4.2. To ensure compliance, the following instructions have been issued to surveyors conducting radio surveys on behalf of the Cayman Islands Shipping Registry:

*“These requirements shall apply to the initial, periodical and renewal surveys required by regulation 1/9 or regulation 1/7.*

*No such survey shall be considered complete unless the ship is in possession of a valid Conformance Test Report issued in accordance with MSC.1/Circ.1296 or MSC.1/Circ.1257. The Conformance Test report must be issued by either the Cayman Islands Shipping Registry or by a Cayman Islands authorized ASP.*

*No such survey shall be completed until the surveyor has received confirmation from the Cayman Islands Shipping Registry that the ship has been successfully integrated into the Cayman Islands Data Centre.*

*This confirmation will normally be included on the Survey Authorisation Form. In cases where no specific authorisation is required, this confirmation can be obtained from [lrir@cishipping.com](mailto:lrir@cishipping.com) prior to commencing the survey.*

*On satisfactory completion of the survey, the "Form E" (Cargo Ship Safety Equipment Certificate) or "Form P" (Passenger Ship Safety Certificate) should be amended to reflect the provision of LRIT capability."*

- 4.3. In summary, no Cargo Ship Safety Radio Certificate or Passenger Ship Safety Certificate can be issued or endorsed after 31 December 2008 unless the requirements for LRIT have been fully complied with.**

## **5. Ships "Flagging In" to the Cayman Islands**

- 5.1. Vessels which register in the Cayman Islands after 31 December 2008 will be required to demonstrate compliance with LRIT requirements as part of the registration process.
- 5.2. To ensure compliance, the following instructions have been issued to surveyors conducting "Flag In" surveys on behalf of the Cayman Islands Shipping Registry:

*"It is to be confirmed that the GMDSS installation has been reprogrammed with all relevant information relating to registration in the Cayman Islands.*

*It is to be confirmed that the ship is in possession of a valid Conformance Test Report issued in accordance with MSC.1/Circ.1296 on behalf of the Government of the Cayman Islands. The Conformance Test report should be issued by either the Cayman Islands Shipping Registry or by a Cayman Islands authorized ASP. An electronic copy of the Test Report will be sufficient for Transfer of Flag.*

*It is to be confirmed by the Cayman Islands Shipping Registry that integration onto the Cayman Islands Data Centre has commenced.*

*This confirmation will normally be included on the Survey Authorisation Form. In cases where this is not included in the Survey Authorisation, the confirmation can be obtained from [lrit@cishipping.com](mailto:lrit@cishipping.com) prior to or during the survey.*

*Until the above points are confirmed, no Cargo Ship Safety Radio Certificate, Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate is to be issued to the ship on behalf of the Government of the Cayman Islands."*

- 5.3. When a vessel intends to register in the Cayman Islands it is important that the owners send a copy of the existing Conformance Test Report to [lrit@cishipping.com](mailto:lrit@cishipping.com) as soon as possible. Failure to send the Conformance Test Report may result in delays in the ship being registered and issued with the required "Trading Certificates".

## 6. New Ships on Delivery

- 6.1. When a vessel delivers after 31 December 2008, it will be required to comply with the requirements for LRIT at delivery.
- 6.2. To ensure compliance, the following instructions have been issued to surveyors conducting Initial Surveys on behalf of the Cayman Islands Shipping Registry:

*“The ship shall ship be in possession of a valid Conformance Test Report issued in accordance with MSC.1/Circ.1296. The Conformance Test report must be issued by either the Cayman Islands Shipping Registry or by a Cayman Islands authorized ASP.*

*It shall be confirmed by the Cayman Islands Shipping Registry that integration onto the Cayman Islands Data Centre has commenced or has been completed. This confirmation is to be obtained from [lrit@cishipping.com](mailto:lrit@cishipping.com).*

*Until the above items are completed; no Cargo Ship Safety Radio Certificate, Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate is to be issued to the ship on behalf of the Government of the Cayman Islands.”*

- 6.3. For the reasons above, it is important the LRIT Conformance Testing forms part of the vessel’s commissioning regime prior to delivery.

## 7. Contact Details

- 7.1. For general enquiries on LRIT matters and the application of SOLAS V/19-1 to individual ships and yachts, contact the Cayman Islands Shipping Registry on:

- [lrit@cishipping.com](mailto:lrit@cishipping.com)

- 7.2. For information regarding LRIT testing with the Recognised Application Service Provider, contact Pole Star Space Applications Limited on:

- (Email) [lrittesting@polestarglobal.com](mailto:lrittesting@polestarglobal.com)
- (Telephone) +44 (0)20 7313 7402
- (Fax) +44 (0)20 7313 7401