



MSN 12

Revised 01/2012

DEPARTMENT OF ECONOMIC DEVELOPMENT

Ship Security Alert Systems (SSAS) Competent Authority as Designated by the Isle of Man Ship Registry

The aim of this notice is to provide guidance on Ship Security Alert Systems (SSAS) and the designation of "Competent Authorities" under the International Ship & Port Facility Security Code and SOLAS Amendments 2002.

Most regulations and notices are available on the Isle of Man Government website: www.iomshipregistry.com or by contacting marine.survey@gov.im

Introduction

A Ship Security Alert System (SSAS) transmits a security alert to the shore to indicate to a "Competent Authority" (CA) that the security of the ship is under threat or has been compromised. It is required on all Manx commercially registered vessels over 500GT (including mobile offshore drilling units), engaged on international voyages.

Ship Security Alert System Specifications / Performance Standards

The requirement for a Ship Security Alert System (SSAS) may be complied with by using the radio installation fitted in compliance with SOLAS CH IV (GDMSS) provided that it meets the requirements set out in SOLAS CH XI-2, Regulation 6, or an equivalent system.

The SSAS shall conform to performance standards not inferior to IMO Resolution MSC 147/77, (adopted 29th May 2003), which is attached for ease of reference in Annex A.

Testing

Ship Security Alert System should be tested routinely at least on an annual basis.

MRCC Falmouth should be contacted by telephone or email before any test message is sent (up to a maximum of sixty minutes before testing).

The preferred method is by using email. Any test email should clearly state "TEST". All Alert Messages should be sent to the Competent Authority as well as MRCC Falmouth.

MRCC Falmouth will regard any message received that does not contain the word "TEST" as real and it will be acted upon accordingly.

Competent Authority

Every ship must have a Competent Authority (CA) ashore who receives ship to shore security alerts transmitted by the Ship Security Alert System (SSAS). The Company¹ or a third party may act as the Competent Authority.

The Isle of Man Ship Registry must be satisfied that the Competent Authority has:

- a) 24 hour monitoring for Ship Security Alert System alerts; and
- b) Procedures/systems in place to provide the coordinating role in the 'Alert Procedure' as detailed below.

The Company¹ is required to complete a Competent Authority Form (CAF) which provides details of the Competent Authority nominated for each ship (see sample CAF in Annex B). Once satisfied the Isle of Man Ship registry will revert to the Company¹ with an approval.

Alert Procedure

1. On activation of the Ship Security Alert System the Security Alert is immediately sent to the Competent Authority, MRCC Falmouth and the Isle of Man Ship Registry.
2. The Competent Authority contacts the ship by agreed, covert means to validate the status of the Security Alert.
3. The Competent Authority telephones MRCC Falmouth within 15 minutes to confirm or cancel the Security Alert.
4. If MRCC Falmouth hears nothing from the Competent Authority within 15 minutes, MRCC Falmouth telephones the Isle of Man Ship Registry.

Contact details for MRCC Falmouth and Isle of Man Ship Registry can be found in Annex C.

Isle of Man Ship Registry

January 2012

Please note - The Isle of Man Ship Registry cannot give Legal Advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.

¹ "Company" means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the International Safety Management Code;

Annex A

RESOLUTION MSC.147(77) **(adopted on 29th May 2003)**

ADOPTION OF THE REVISED PERFORMANCE STANDARDS FOR A SHIP SECURITY ALERT SYSTEM

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.886(21), by which the Assembly resolved that the functions of adopting performance standards for radio and navigational equipment, as well as amendments thereto, shall be performed by the Maritime Safety Committee on behalf of the Organization,

RECALLING FURTHER the provisions of the new chapter XI-2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, and the requirements of regulation XI-2/5, that all ships shall be provided with a ship security alert system,

RECOGNIZING that, for security reasons, a ship security alert system is necessary on board for initiating and transmitting a ship-to-shore security alert to a competent authority designated by the Administration,

HAVING CONSIDERED the recommendation on revision of resolution MSC.136(76) made by the Sub-Committee on Radiocommunications and Search and Rescue at its seventh session,

1. ADOPTS the Revised Recommendation on Performance Standards for a Ship Security Alert System, set out in the Annex to the present resolution;
2. RECOMMENDS Governments to ensure that a ship security alert system:
 - (a) if installed on or after 1 July 2004, conforms to performance standards not inferior to those specified in the Annex to the present resolution;
 - (b) if installed before 1 July 2004, conforms to performance standards not inferior to those specified in the Annex to resolution MSC.136(76).

ANNEX TO MSC 147/77

REVISED RECOMMENDATION ON PERFORMANCE STANDARDS FOR A SHIP SECURITY ALERT SYSTEM

1 Introduction

1.1 The ship security alert system is provided to a ship for the purpose of transmitting a security alert to the shore to indicate to a competent authority that the security of the ship is under threat or has been compromised. It comprises a minimum of two activation points, one of which is on the navigation bridge. These initiate the transmission of a ship security alert. The system is intended to allow a covert activation to be made which alerts the competent authority ashore and does not raise an alarm on board ship nor alert other ships.

1.2 As required by its Administration, the competent authority receiving the alert notifies the authority responsible for maritime security within its Administration, the coastal State(s) in whose vicinity the ship is presently operating, or other Contracting Governments.

1.3 The procedures for the use of the ship security alert system and the location of the activation points are given in the ship security plan agreed by the Administration.

1.4 The ship security alert system may utilise the radio installation provided for compliance with chapter IV of the SOLAS Convention, other radio systems provided for general communications or dedicated radio systems.

2 General

2.1 In addition to complying with the general requirements set out in resolution A.694(17)¹, the ship security alert system should comply with the following performance standards.

2.2 The radio system used for the ship security alert systems should comply with relevant international standards.

3 Power supply

3.1 Where the ship security alert system is powered from the ship's main source of electrical power, it should, in addition, be possible to operate the system from an alternative source of power.

4 Activation points

4.1 Activation points should be capable of being used on the navigation bridge and in other locations. They should be protected against inadvertent operation. It should not be necessary for the user to remove seals or to break any lid or cover in order to operate any control.

5 Operation

5.1 The activation points should operate a radio system such that transmission of the security alert does not require any adjustment of the radio system, i.e. tuning of channels, setting of modes or menu options. Operation of the activation point should not cause any alarm or indication to be raised on the ship.

5.2 The operation of the ship security alert system should not impair the functionality of the GMDSS installation.

6 Transmission of security alerts

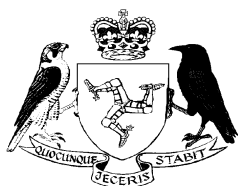
6.1 In all cases, transmission initiated by security alert system activation points should include a unique code/identifier indicating that the alert has not been generated in accordance with GMDSS distress procedures. The transmission should include the ship identity and current position associated with a date and time. The transmission should be addressed to a shore station and should not be addressed to ship stations.

6.2 The ship security alert system, when activated, should continue the ship security alert until deactivated and/or reset.

7 Testing

7.1 The ship security alert system should be capable of being tested.

Annex B



COMPETENT AUTHORITY FORM

(Please see notes overleaf prior to completion of this Form)

Under SOLAS CH XI-2, Regulation 6.2.1 every ship is required to have a Competent Authority for the purposes of receiving ship to shore security alerts. This form is to be completed by the Company who is responsible for providing details of a Competent Authority for each ship. Multiple ships may be entered on one form. The Competent Authority may be the Company, the Company that provides the SSAS equipment and receives the alert, or a Third Party.

COMPANY:¹

NAME OF SHIP(s): (Please use extra sheets if necessary)

NAME AND ADDRESS OF PROPOSED COMPETENT AUTHORITY:²

CONTACT DETAILS - TEL. NO (24 HOURS):

FAX NO:

E.MAIL ADDRESS:

SHIP SECURITY ALERT SYSTEM:³

TYPE OF SHIP SECURITY ALERT SYSTEM:

***APPROVED BY:**⁴

*Please attach copy of approval certificate

Send Completed Application form to:

Email: marine.survey@gov.im
Fax: + 44 1624 688501
Isle of Man Ship Registry
St Georges Court
Upper Church Street, Douglas
Isle of Man
IM1 1EX

Notes to help in completing the Competent Authority Form.

1. **The Company.** The Company is defined in SOLAS Chapter XI-2 Regulation 1.7, which is the owner or manager or any such organisation that has full responsibilities imposed on it by the International Safety Management Code (ISM Code).
2. **Competent Authority.** The Competent Authority is the organisation that is to receive the alert from the Ship Security Alert System (SSAS). The Competent Authority can be any one of three as listed below.
 - a. The Company as in paragraph 1
 - b. The company that provides the SSAS equipment and receives the alert
 - c. A third party contracted by the Company

Details of the Competent Authority must be entered in Section 2 of the form

3. Type of SSAS to be entered to include Make and Model
4. Please attach copy of Approval Certificate from a Recognised Classification Society or Marine Administration. If in doubt please contact this Administration for advice.
5. Please attach names of the ships for which the Competent Authority is responsible for receiving the SSAS alerts. A separate sheet may be used if required.
6. This form may be transmitted by e-mail, fax or by post.

Annex C

Contact Details

Isle of Man Ship Registry

St Georges Court
Upper Church Street
Douglas
Isle of Man
British Isles
IM1 1EX

Telephone: +44 (0) 1624 688500
Out of Hours Telephone: +44 (0) 7624 493467
Fax: +44 (0) 1624 688501
Email: marine.survey@gov.im

Maritime and Coastguard Agency

Maritime Rescue Co-ordination Centre
Pendennis Point
Castle Drive
Falmouth
Cornwall
TR11 4WZ
United Kingdom

Telephone: +44 (0) 1326 317575
Fax: +44 (0) 1326 318342
Email: falmouthcoastguard@mca.gov.uk