



# TECHNICAL BULLETIN TB06-2009

Regarding: Tron SART20 and compliance with SOLAS ammendments  
to chapter III, regulation 6, MSC .247(83) and MSC.256(84)



## A) Regarding SOLAS chapter III, regulation 6 which will be changed from 1.7.2010:

Old text:

### 2.2 Radar transponders

At least one **Radar transponder** shall be carried on each side of every passenger ship and of every cargo ship of 500 gross tonnage and upwards. At least **Radar transponder** shall be carried on every cargo ship of 300 gross tonnage and upwards but less than 500 gross tonnage. Such **Radar transponder** shall conform to the applicable performance standards not inferior to those adopted by the Organization\*. The **Radar transponder** shall be stowed in such location that they can be rapidly placed in any survival craft other than the liferaft or liferafts required by regulation 31.1.4. Alternatively one **Radar transponder** shall be stowed in each survival craft other than those required by regulation 31.1.4. On ships carrying at least two **Radar transponders** and equipped with free-fall lifeboats one of the **Radar transponders** shall be stowed in a free-fall lifeboat and the other located in the immediate vicinity of the navigation bridge so that it can be utilized on board and ready for transfer to any of the other survival craft

**New Text (As amended by MSC. 256(84)):**

### 2.2 Search and rescue locating devices

At least one **search and rescue locating device** shall be carried on each side of every passenger ship and of every cargo ship of 500 gross tonnage and upwards. At least one **search and rescue locating device** shall be carried on every cargo ship of 300 gross tonnage and upwards but less than 500 gross tonnage. Such **search and rescue locating devices** shall conform to the applicable performance standards not inferior to those adopted by the Organization\*. The **search and rescue locating devices**\*\* shall be stowed in such location that they can be rapidly placed in any survival craft other than the liferaft or liferafts required by regulation 31.1.4. Alternatively one **search and rescue locating device** shall be stowed in each survival craft other than those required by regulation 31.1.4. On ships carrying at least two **search and rescue locating devices** and equipped with free-fall lifeboats one of the **search and rescue locating devices** shall be stowed in a free-fall lifeboat and the other located in the immediate vicinity of the navigation bridge so that it can be utilized on board and ready for transfer to any of the other survival craft

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This change in SOLAS is made because of the introduction of AIS-SART, so customer can select if they want to use AIS-SART or normal Radar SART, now under the common name "**search and rescue locating device**" :  
[http://www.imo.org/TCD/mainframe.asp?topic\\_id=262#july2010may](http://www.imo.org/TCD/mainframe.asp?topic_id=262#july2010may)



**B) Regarding MSC.256(84):**

The Amendment described in [MSC.256 \(84\)](#) regarding SART has nothing to do with performance standard of SART. It is only an amendment to open for the possibility to use [AIS-SART](#) as alternative to (Radar) SART from 1.January 2010:

*Record of Equipment for Passenger Ship Safety Certificate (Form P)*

*9 In the Record of Equipment for Passenger Ship Safety Certificate (Form P), in section 2, the existing item 11.1 is replaced by the following:*

- “11.1 Number of search and rescue locating devices*
- 11.1.1 Radar search and rescue transponders (SART)*
- 11.1.2 AIS search and rescue transmitters (AIS-SART)”*

**C) Regarding MSC.247(83):**

Tron SART20 is compliant with SOLAS Res. A.802(19) as described in MED certificate Module B (attached). To be able to get European approval (MED) you need to be compliant with SOLAS resolutions as listed in second attachment.

[MSC.247\(83\)](#) says:

**AMENDMENTS TO PERFORMANCE STANDARDS FOR SURVIVAL CRAFT RADAR TRANSPONDERS FOR USE IN SEARCH AND RESCUE OPERATIONS (RESOLUTION A.802(19))**

*Amend section 2, paragraph 2.5 to read as follows:*

*“2.5 Horizontal polarization or circular polarization should be used for transmission and reception.”*

While the Original [A.802.\(19\)](#) says:

*“2.5 The vertical polar diagram of the antenna and hydrodynamic characteristics of the device should permit the SART to respond to search radars under heavy swell conditions. The polar diagram of the antenna should be substantially omnidirectional in the horizontal plane. Horizontal polarization should be used for transmission and reception.*

**Conclusion:**

The new Amendment give you a choice to select if you want to use horizontal or circular polarization. And as we comply with the old A.802(19) we will also comply with the amendment in MSC.247(83).