



DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA
MERCHANT SHIPPING SECRETARIAT
MINISTRY OF PORTS AND SHIPPING

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MSN 12/2016

19th April 2016

Notice to All Ship-Owners, Operators, Training Institutes, Authorized Manning Agents, Masters of Sri Lankan Flagged Ships, and Recognized Organizations.

Long Range Identification and Tracking (LRIT) of ships

References:

- (a) IMO Resolution MSC.202(81), Adoption of Amendments to the SOLAS, 1974 as amended, Chapter V, Regulation 19/1
- (b) IMO Resolution MSC.211(81), “Arrangements for the Timely Establishment of the Long-Range Identification and Tracking System”
- (c) IMO Resolution MSC.263(84), Revised Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships, 16 May 2008
- (d) Resolution MSC.216(82), Amendments to the Record of Equipment
- (e) IMO Resolution A.694(17) on Recommendations on General Requirements for Shipborne Radio Equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids
- (f) IMO Resolution A.813(19) on General requirements for electromagnetic compatibility of all electrical and electronic ship’s equipment
- (g) MSC.1/Circ.1290, as amended, Unified Interpretation of the Term “First Survey”
- (h) MSC.1/Circ.1295, Guidance in Relation to Certain Types of Ships which are Required to Transmit LRIT Information on Exemptions and Equivalents and on Certain Operational Matters, 8 December 2008

(i) MSC.1/Circ.1296 revised to Circ.1307, as may be amended, Guidance on the Survey and Certification of Compliance of Ships with the Requirement to Transmit LRIT Information, 9 June 2009

(j) MSC.1/Circ.1298, Guidance on the Implementation of the LRIT System, 8 December 2008

(k) GMDSS.1/Circ.10, Master Plan of Shore-Based Facilities for the Global Maritime Distress and Safety System (GMDSS Master Plan)

1. Purpose

1.1 The purpose of this Notice is to provide guidance on Long Range Identification and Tracking (LRIT) of ships, as required under Chapter V, Regulation 19-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS).

2. Application

2.1 SOLAS Chapter V, Regulation 19-1, LRIT of ships, shall apply to the following types of Srilankan flagged ships engaged on international voyages:

- ❖ passenger ships, including high-speed passenger craft, any gross tonnage;
- ❖ cargo ships, including high-speed craft, of 300 gross tonnage and upwards; and
- ❖ Self-propelled mobile offshore drilling units, not on location.

In accordance with SOLAS Ch V/1.4, LRIT shall also apply to:

- ❖ commercial yachts of 300 gross tonnage and upwards

See Section 9.0 below, for Exceptions (MSC.1/Circ.1295, reference (h) on page 1 of this Notice).

3. Definitions

3.1 Conformance Test Report (CTR) is the document issued by the Approved Service Provider (ASP) to certify that the LRIT equipment has successfully completed a conformance test;

3.2 International voyage is a voyage that is outside the territorial waters of The Sri Lanka and between two or more countries, which may include a voyage between a port/location in the Sri Lanka and another country;

3.3 Recognized ASP means an Application Service Provider which has been recognized by The Merchant Shipping secretariat (MSS) in accordance with the provisions of paragraphs 5.1.1 and 5.1.2 of IMO Maritime Safety Committee (MSC) Resolution MSC.263(84) Revised performance standards and functional requirements for the long range identification and tracking of ships;

TATA Communications Limited, T-1, Alandi Road, Dighi, Pune-411015, India. (Phone +91 20 66153308. Web: www.tatacommunications.com) is authorized as Sri Lankan Recognized Application Service Provider (Recognized ASP) to perform the functions in accordance with the current LRIT performance standards and functional requirements.

4. LRIT data of Sri Lankan flagged ships

4.1. The Sri Lankan flagged vessels' LRIT data managed by the Indian National Data Centre of the Directorate General of shipping of India on behalf of the Sri Lankan administration.

4.2. All applicable Sri Lankan ships will be integrated into the Indian National Data Center, subject to a satisfactory conformance test of the ship borne LRIT equipment.

4.3. The Merchant Shipping Secretariat (MS

S) or Indian National Data Center will notify the Company of any failure of the Recognized ASP, Communication Service Provider (CSP), LRIT Data Centre or any other circumstances that will affect the transmission of LRIT information from the ship. The Master shall record such notifications in the ship's Official Log Book.

5. Shipborne LRIT equipment & requirement for conformance testing

5.1. Companies may utilize any equipment to transmit LRIT information, provided that the equipment:

i. demonstrates compliance with the requirements of SOLAS V/19-1.6 and V/19-1.7, and the revised performance standards as referenced in IMO MSC Circular MSC.1/Circ.1307 Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information; and

ii. has undergone a satisfactory conformance test.

iii. It is recommended that the Sri Lankan shipping companies ensure that the onboard LRIT equipment is compatible as per the list promulgated (List of LRIT equipment compliant Non Compliant - Annexure -1)

5.2. A conformance test is required for all ship borne LRIT equipment in order to ensure that the equipment, as fitted on board, complies with the provisions of SOLAS V/19-1.6 and the current LRIT performance standards and functional requirements.

5.3. Tata communication as Communication Service provider (CSP) is carrying out the necessary tests as per IMO requirements in conjunction with the Indian NDC. Upon successful completion, the Conformance Test Report (CTR) will be issued to Lankan vessels. The Conformance test confirms the equipment (Sat-C) held on the vessel is LRIT compliant. A soft copy will be sent first and later the hard copy will be dispatched by post to the Sri Lankan Shipping Company. A

copy of which has to be retained on board the vessel. Ship owners installing two equipment (Sat-C) on their vessels and having two Ship borne Equipment identities (SEID) are to intimate the Indian National Data Centre (NDC) the SEID being Dedicated to LRIT. For the issuance of LRIT conformance Test certificate.

5.4. The conformance test shall be conducted taking into consideration the criteria noted in paragraph 5.2 and in accordance with the provisions of SOLAS V/19-1.4.1.

5.5. Where the LRIT equipment is being used for another function, e.g. ship security alert system (SSAS) or GMDSS transmission, the equipment shall also comply with the relevant performance standards relating to that function.

5.6. Where existing GMDSS equipment is used for the purpose of transmitting LRIT information and where, for the purpose of complying with the requirements of SOLAS IV/15.6 in relation to availability, duplicated equipment is provided, only one of the sets of duplicated equipment should be used for transmitting LRIT information.

5.7. Notwithstanding 5.6 above, if a ship is fitted with more than one set of ship borne equipment that is intended to be utilized for LRIT purposes and integrated into The TATA Communication LRIT Data Centre, a satisfactory conformance test must be carried out and Conformance Test Report issued for each set of equipment.

5.8. The Conformance Test Report will be annotated to reflect that the LRIT equipment satisfies the applicable type approval and/or certification in accordance with the applicable requirements of:

TATA Communications Ltd ; and, if applicable

SOLAS IV/14 (i.e. where a terminal is approved for GMDSS functions); and, if applicable

SOLAS XI-2/6 (i.e. where a terminal is approved for SSAS functions).

6. Request for LRIT conformance test

6.1 Tata Communication form (Annexure 2) for the complete required data is to be filled and forwarded directly to the NDC (ndclrit@lrit.gov.in) with copy to the MSS (dmsmos@sltnet.lk).

6.2 Tata communication as Communication Service Provider (CSP) will carry out necessary tests as per IMO requirements in conjunction with Indian NDC.

7. Conformance test reports – validity and amendments

7.1. LRIT Conformance Test Report will be issued by TATA Communications Ltd; on behalf of the Directorate General of shipping, Government of India.

7.2. In accordance with the provisions of Sections 7.2, 7.3 and 10 of MSC.1/Circ.1307, the ship borne equipment is required to undergo a conformance test and a new Conformance Test Report is required to be issued where:

- i. There are changes to the LRIT ship borne equipment;
- ii. The LRIT ship borne equipment becomes unserviceable;
- iii. The Merchant Shipping Secretariat has withdrawn authorization to the Recognized ASP that conducted the conformance test;
- iv. The Merchant Shipping Secretariat has been notified by the Recognized ASP that the ship borne equipment is not operating within the parameters of the Conformance Test Report and/or in accordance with the LRIT performance standards;
- v. The affected ship has transferred to the Sri Lankan flag and its Conformance Test Report has been issued by an ASP that is not recognized by the Sri Lanka;
- vi. The ship is intended to operate outside the sea area noted on the Conformance Test Report.

7.2. The Conformance Test Report will also have to be re-issued where there are changes to the following information on the report:

- i. Ship's details.
- ii. Recognized ASP.

8. Survey and certification

8.1. The Recognized Organization (Vessels Class) shall ensure that ships/units have a valid conformance testing document on board, prior to issuing the radio related certificate during the applicable surveys.

8.2. Recognizing that the LRIT ship borne equipment is recorded on the record of safety equipment, where the survey relating to safety equipment is not harmonized with that of the survey of the radio equipment and where the safety equipment related survey is conducted prior to the radio related survey on a ship which has not yet undergone LRIT conformance testing, the Recognized Organization should:

- i. issue the safety equipment related certificate with a validity date not later than the end of the survey window of the radio related certificate; and
- ii. Endorse the certificate to reflect that there is no valid Conformance Test Report for ship borne LRIT equipment on board.

8.3. For cargo ships of gross tonnage of 300 and above but of less than 500, which have not been issued with a Cargo Ship Safety certificate, compliance with the LRIT requirements should be

verified by confirming that a valid Conformance Test Report is on board at annual surveys. Neither the Cargo Ship Safety Radio certificate nor the record of equipment for the Cargo Ship Safety Radio certificate should be amended in any way to document compliance with the obligation to transmit LRIT information.

8.4. Where the radio related survey is carried out for an LRIT applicable ship and there is no Conformance Test Report on board, but the ship has a copy of the results of a satisfactory conformance test carried out by the Recognized ASP, the Recognized Organization shall issue a full term radio related certificate.

8.5. In the event that the radio related survey is carried out for an LRIT applicable ship and there is no Conformance Test Report on board, the existing radio related certificate should remain valid to the end of the survey window. If there is no documentary evidence to attest that efforts were made to carry out the conformance test, the Recognized Organization should notify the body that issued the ISM Safety Management Certificate and the MSS.

8.6. In the event that the radio related survey is carried out for an LRIT applicable ship at the end of the survey window and there is no valid Conformance Test Report on board, the Recognized Organization (RO) shall liaise with the MSS in order to determine the course of action.

8.7. Upon receipt of such notification from a RO the MSS will be notifying the ASP.

8.8. On successful completion of conformance testing, ASP should issue the CTR for the particular vessel.

9. Exemptions and equivalent arrangements

9.1. Ships that are operating exclusively in a GMDSS A1 sea area and are fitted with AIS are not required to install LRIT equipment; in such circumstances no exemption is required even where the vessel is engaged in International Voyages. However, such ships will require an exemption or equivalent arrangement if they engage in an international voyage outside the GMDSS A1 sea area.

9.2. In accordance with ships specified in paragraphs 2.2 and 8.1 above which are not normally engaged in international voyages but are required to undertake a single international voyage, or which are re-positioning from a GMDSS sea area A1, should apply to the RO that issued the affected safety certificate for consideration of exemption or equivalence in accordance with the provisions of SOLAS regulations I/4, IV/3.1, IV/3.2 and V/3.

9.3. Any application for exemption or equivalence should include details of the proposed voyage including dates, length of voyage, port/place of departure and port/location of destination.

9.4. The Recognized Organization will liaise with the MSS and if the exemption is granted or equivalent arrangement accepted, the MSS will authorize the Recognized Organization

accordingly and advise of any applicable conditions in order that the affected certificate can be duly annotated.

9.5. Ships applying for exemptions should note that, in accordance with MSC.1/Circ. 1295 Guidance for certain ship types which are required to transmit LRIT info on exemptions, equivalents and certain operational matters, there may be a requirement for the Company to submit the voyage plan (and any amendments) and/or to report at specified intervals to not only the government(s) of the State(s) where the ship is proceeding but also the government(s) of the coastal State(s) in whose waters the ship might be navigating, subject to those countries being entitled to the information in accordance with the requirements of SOLAS V/19-1. Details of all countries that are entitled to receive LRIT information, and the relevant point of contact, may be obtained from the MSS.

10. Change of flag and ships being taken permanently out of service

10.1. Recognizing the need to ensure a timely integration of a ship to the data centre, companies intending to transfer a LRIT applicable ship to the Flag of Sri Lanka, should provide the MSS and the ASP with the following information:

- i. Ship IMO number;
- ii. current flag;
- iii. the proposed date of transfer; and
- iv. a copy of the existing Conformance Test Report.
- v. .deregistration certificate issued by the previous LRIT flag state's DC.

10.2. Companies should note that a change of flag may require a ship to undergo a new conformance test of the LRIT ship borne equipment where the ASP is not authorized by Sri Lanka.

10.3. Where a ship is to be transferred from Sri Lankan Registry or will be permanently taken out of service, the company should promptly notify the MSS and settle all outstanding and pending matters in order to enable the timely deletion of the LRIT ship borne equipment from The LRIT Data Centre.

11. Self-propelled and non-self-propelled mobile offshore units, off shore support vessels and special purpose ships

11.1. The MSS will be guided by the principles outlined in MSC.1/Circ.1295 in determining the application of the LRIT requirements for the following ships/units:

i. Self-propelled and non-self-propelled mobile offshore units, including Floating Liquefied Natural Gas Units (FLNG), Floating Storage and Re-gasification Units (FSRU), Floating Production, Storage & Offloading units (FPSO), Floating Storage Units (FSU), Single Buoy Moorings (SBM) and units issued with MSS Mobile Offshore Unit (MOU) certificates;

ii. Special Purpose Ships;

iii. Offshore Support vessels.

11.2. These ships/units should comply with the LRIT requirements if they are 300 gross tonnage or above, propelled by mechanical means, engaged on international voyages outside GMDSS sea area A1 or not fitted with AIS and engaged in voyages within GMDSS sea area A1.

11.3. Self-propelled and non-self-propelled units which are operating solely within the territorial waters of a country other than Sri Lanka should liaise with the government of that country in order to provide information (position and expected time in location) on the ship/unit.

12. Failure of the LRIT equipment

12.1. The Master or CSO shall notify the MSS, Recognized Organization and, if applicable, the port or coastal State authorities of any failure of the LRIT equipment.

12.2. In such cases, the notification shall be recorded in the ship's Official Log Book and all applicable parties shall be advised when the LRIT equipment has been restored to fully operational condition.

12.3. The MSS shall be advised when the LRIT equipment has been repaired in order that it can be re-integrated into the LRIT Data Centre. Note that a new conformance test may be required.

12.4. The MSS and its Recognized ASP routinely monitor all LRIT transmissions. When the LRIT equipment on a ship is not reporting correctly, the MSS or its Recognized ASP will contact the Company to request investigation into the reasons. The MSS and its Recognized ASP can provide limited assistance with fault finding; however in some cases a service engineer visit or replacement of the LRIT equipment may be required. A new conformance test may also be required.

12.5. Persistent failure of the Company to rectify a situation where the LRIT equipment is not reporting correctly, after having been advised by the MSS or its Recognized ASP may be regarded as ISM non-conformity and may lead to additional audits.

13. Guidelines for switching off /on of LRIT equipment on board

13.1. In the event of a vessel requiring switching off LRIT equipment they are required to fill in a form. The required form is attached (Annexure-3) which is to be filled in by the shipping Companies and thereafter, obtain an approval of MSS and NDC LRIT prior switching off /on LRIT equipment. This request should be forwarded at least 48 hrs prior switching off stating the reasons for switching on/off, e.g dry-docking, laid up (for repairs or other reasons such as monsoon etc for Coastal vessels). Vessels should not switch off LRIT Ship Borne equipment without intimation to MSS and Indian NDC. Unsolicited switching off of LRIT equipment is not permitted. In addition, it is important to note that when selling/scrapping, changes of flag, the vessels owners are to take approval from the MSS and the Indian NDC prior to deactivating the LRIT Terminal. The NDC will then remove the DNID and Member Number. If the DNID and member number continues to reside in the Terminal then the Equipment continues to transmit the LRIT positions even after being sold to other Flag states.

13.2. As LRIT is based on satellite message packets each registration, position report and poll command has costs involved. Polling a vessel gives its instant position. Authorities can poll vessels in on board emergencies or other exigencies such as Piracy, and for such circumstance there is a provision to bring down LRIT reporting from the mandatory six hours to a minimum of fifteen minutes.

13.3. The notification and subsequent agreement by the MSS shall be recorded in the ship's Official Log Book.

13.4. LRIT equipment must not be turned off either before entry into an area of risk or during transit of such an area. To ensure that Sri Lankan ships are implementing Best Management Practice, the MSS and the military forces use LRIT data to monitor compliance with the reporting schemes and verification of ship's position.

14. Procedure for getting vessel reports:

14.1 The following procedure to be followed for getting vessel reports:-

1. Log in to LRIT web site using the URL:-
https://lrit.gov.in:7443/LRIT_WEB/lrit.htm?actionFlag=validateLogin
2. Enter user ID & Password given to the shipping company by the NDC.
3. After log-in the Shipping Company's General User Interface (GUI) will open.
4. Go to horizontal menu **Report → Archive → ASP Ship Positions.**
5. Click on **ASP Ship Positions.**
6. ASP Ship Position Report page will open.
7. Enter the Duration from /to by clicking on the Calendar icon. Select the Required month & date. (The year can also be selected). Fill in the required time, in the "from" calendar as 00:00:00 & in the "to" as 23:59:59.

8. For all vessels click on **Get Report** at bottom of the menu.
9. A consolidated report will be displayed. (This can be exported as a Pdf document & is for the company reference only).

10. For details of a particular vessel report, click on the **Select button** next to the vessel's name, click **Get Detail** at the bottom of the page & export the data in **Pdf** format by clicking on the options Excel/Pdf. **This individual vessel report is to be generated & hard copies duly signed & stamped by the company CSO are to be retained on board the vessel.**
11. For the report of a single vessel, fill in the IMO No. & click on **Get detail**. Positions of that particular vessel will be displayed with date & time stamp. Export the data in Pdf format.
12. Note that vessel should be reporting its stipulated LRIT positions every six hourly (four reports per day).

13. Also append / note reasons on the above document for non LRIT reporting periods.

15. SAR Surpic:

There are provisions for the authority's i.e MRCC to raise a SAR SURPIC. This is an exclusively free service of LRIT for getting a surface picture required during Search and Rescue operations or if there is an environmental pollution incident where assistance is required which is coordinated by a MRCC.

Issued on 19th April 2016

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Annex -1
LRIT COMPLIANT & NON COMPLIANT EQUIPMENTS

Manufacturer	Model	As per Original Equipment Manufacturer Vendors	Compliance Requirement as per Original Equipment Manufacturer Vendors
ANRITSU			
ANRITSU	RSS 406A	Fully Compliant	
FURUNO			
FURUNO	FELCOM 11	Non Compliant	Cannot be made compliant
FURUNO	FELCOM 12	Can be made compliant. From experience it is not functioning after the adjoining upgrades also, HENCE EQUIPMENT IS NON-COMPLIANT	Software to be upgraded to Ver. 3.0 and terminal 1B-582 to be replaced.
FURUNO	FELCOM 15, 16	Fully Compliant	NA
JRC			
JRC	JUE 75A	Non Compliant	Cannot be made Compliant
JRC	JUE 75C	Non Compliant and not upgradeable if equipment supplied before Year 2000 and before serial nos. GY6464913	Equipments after serial nos GY6464913 can be made compliant by applying the upgrade kit
JRC	JUE 85	Equipments supplied prior LRIT Compliance are not compliant but can be made compliant	Upgrade kit to be applied
JRC	JUE 95	Fully Compliant	NA
JRC	JUE 95L, 95LT	Fully Compliant	NA
NEERA			

NERA	NERA C	Fully Compliant	
PHILIPS			
PHILIPS	DEBOG 3220B/P	Fully Compliant	
PHILIPS	SAFECOM CM	Fully Compliant	
RAYTHEON			
RAYTHEON	SRT 1500C	Fully Compliant	
SKANTI			
SKANTI	SKANTI CTM	Fully Compliant	
SKANTI	SCANSAT CT		Software needs to be upgraded to Version 3.36
SAILOR			
SAILOR	H 2095C, H2095		Software needs to be upgraded to Version 3.36
SAILOR	H 2095 B		Only Equipments 97xxxxxxx series compliant
THRANE AND THRANE			
THRANE & THRANE	TT 3020C		Software needs to be upgraded to version 3.36
THRANE & THRANE	TT 300E		Software needs to be upgraded to version 2.25
THRANE & THRANE	TT 3020B		Software needs to be upgraded.
THRANE & THRANE	TT 3000 TT 3000E TT 3000EB TT 3000L	Fully Compliant	NA

THRANE & THRANE	TT 3026C TT 3026M TT 3606E TT 3926C TT 3926 TT	Fully Compliant	NA
TRIMBLE			
TRIMBLE	TNL 700	Fully Compliant	
TRIMBLE	TNL 8001	Fully Compliant	
TRIMBLE	IME 7001	Fully Compliant	



Annex -2

IMO NO	
MMSI NO	
SHIP'S NAME	
CALL SIGN	
YEAR OF BUILT	
GROSS TONNAGE	
DEADWEIGHT (DWT)	
OFFICIAL NO.	
PORT OF REGISTRY	
VESSEL TYPE	
VESSEL CATEGORY	
P & I CLUB	
SAT C ID (IMN No.)	
EQUIPMENT MAKE	
EQUIPMENT MODEL	
EQUIPMENT SERIAL NUMBER	
SEA AREA CERTIFIED TO OPERATE (A1, A2, A3, & A4)	
WHETHER SHIP IS EQUIPPED WITH SSAS ? (YES or NO)	
REASON FOR REGISTRATION : 1) NEW REGISTRATION DUE TO CHANGE OF FLAG (KINDLY ATTACH DE-REGISTRATION CERT. FROM PREVIOUS DC) 2) NEWLY ACQUIRED VESSEL 3) NEW LRIT EQUIPMENT INSTALLED	
OWNER NAME	
OWNER IMO ID	
OWNER ADDRESS & CONTACT DETAILS	
MANAGER NAME	
MANAGER IMO ID	
MANAGER CONTACT ADDRESS & CONTACT DETAILS	
CSO & ACSO NAME / CONTACT DETAILS	
CSO & ACSO E-MAIL IDs	
BILLING ADDRESS FOR TATA COMMUNICATIONS	

<p>Sri lankan Authority to which proforma to be submitted SRI LANKA LRIT ID 1136 Merchant Shipping Secretariat of Ministry of Ports and Shipping 1st Floor Bristol Building, 43-89, York Street, Colombo 01, Sri Lanka. Tel : Fax: Email:dgms@sltnet.lk; dmsmos@sltnet.lk NOTE: THE INDIAN LRIT NDC TO BE NOTIFIED WITH A SIGNED & STAMPED COPY OF THIS PROFORMA BY THE CSO AS INDICATED.</p>	<p>LRIT Centre Providing Services to Sri Lanka INDIAN DATA CENTRE ID 3065; LRIT ID: 1065; ASP ID 4005 Directorate General Of Shipping Indian National Data Centre Long Range Identification & Tracking Nav Bhavan, Ramjibhai Kamani Marg, Ballard Estate, Fort, Mumbai 400001. India. Tel LRIT Dept: 22612351/56 Fax : 22613667 Email : ndclrit@lrit.gov.in ; THE NDC OPERATES 24 x 7.</p>
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LRIT REPORTING FORMAT

		Date :				
Name of the Company/Managers						
Company/Managers IMO Code						
Name of Company Security Officer						
Company Contact details (Tel/Mob/Email)						
1. Request for Switching off LRIT Equipment						
Switch off Period		From		To		
No.	Vessel Name	IMO No.	SEID	Reasons *		
2. Removal of Equipment						
No.	Vessel Name	IMO No.	SEID	Reasons **		
** Repairs, Discarding, Fitting on another vessel (In case of fitting on another vsl Item 3. also to be filled)						
3. Installation of New Equipment						
No.	Vessel Name	IMO No.	SEID	Make	Model	Serial No.
4. Equipment De-Activation and Deletion of record from Database						
No.	Vessel Name	IMO No.	SEID	Reasons ***		
*** Change of Flag, Vessel Sold, Vessel scrapped						
<p>Note : 1) For Item 2 & 4. The Form to be submitted at least 2 DAYS prior to the Removal / de-activation process to enable the NDC to delete the downloaded DNID and Member number. 2) All ships names to be entered in CAPITAL LETTERS without the Prefix M.V. /M.T./OSV/MSV etc....</p>						
<hr style="width: 25%; margin-left: auto; margin-right: 0;"/> Signature of CSO						
FOR OFFICIAL USE ONLY						