

Palau International Ship Registry



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MARINE CIRCULAR 174.1

To: ALL SHIPOWNERS, MANAGERS, MASTERS, AND REGISTRATION OFFICERS OF MERCHANT SHIPS AND RECOGNIZED ORGANIZATIONS.

Subject: MEANS TO ENSURE COMPLIANCE WITH THE CODE ON NOISE LEVEL ON BOARD SHIPS

1. References

1.1 Resolution MSC.337(91) *Code on Noise Levels on Board Ships*, adopted on November 30th, 2012

2. Purpose

2.1 The purpose of this Marine Circular is to promulgate IMO Resolution MSC.337(91) and to advise the parties concerned of the adoption of the Code on noise levels on board ships.

3. Applicability

3.1 The Code will apply to new ships of 1600 GRT or above unless the Palau Ship Registry Administrator deems that compliance with a particular provision is unreasonable or impractical.

3.2 New ships that are:

- With a building contract placed on or after July 1st, 2014
- In the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction on or after January 1st, 2015,
- Regardless of the building contract or keel laying date, the delivery is on or after July 1st, 2018.

3.3 The following ships may be exempted from compliance:

- High-speed craft,
- Pile driving vessels,
- Dredgers and mobile offshore drilling units
- Dynamically supported craft;
- Crane barges;
- Pleasure yachts not engaged in trade;
- Ships of war and troopships;
- Ships not propelled by mechanical means;



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4. Background Information

4.1 Resolution MSC.337(91) contains a new Code (with mandatory and recommendatory provisions) which sets out to prevent the occurrence of potentially hazardous noise levels on board ships and to provide standards for an acceptable environment for seafarers.

4.2 Compliance with the Code requires measurement of noise levels in work, navigation, accommodation and service spaces under simulated port conditions and at normal service speed at not less than 80% of the maximum continuous rating (MCR).

5. Requirements

5.1 The Noise Code contains requirements and recommendations for:

- Measurement of noise levels and exposure;
- Protecting the seafarer from the risk of noise-induced hearing loss under conditions where at present it is not feasible to limit the noise to a level which is not potentially harmful;
- Limits on acceptable maximum noise levels for all spaces to which seafarers normally have access; and
- Verification of acoustic insulation between accommodation spaces.

6 Warning Notices

6.1 Where the noise level in machinery spaces (or other spaces) is greater than 85 dB(A), entrances to such spaces shall carry a warning notice comprising symbol and supplementary sign in the working language of the ship (see below an example of the warning notice and signs in English). If only a minor portion of the space has such noise levels the particular location(s) or equipment shall be identified at eye level, visible from each direction of access. Signs at the entrance to noisy rooms

Signs at the entrance to noisy rooms (example in English)	
80-85 dB(A)	HIGH-NOISE LEVEL – USE HEARING PROTECTORS
85-110 dB(A)	DANGEROUS NOISE – USE OF HEARING PROTECTORS
110-115 dB(A)	CAUTION: DANGEROUS NOISE – USE OF HEARING PROTECTORS MANDATORY – SHORT STAY ONLY
>115 dB(A)	CAUTION: EXCESSIVELY HIGH-NOISE LEVEL – USE OF HEARING PROTECTORS MANDATORY – NO STAY LONGER THAN 10



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7 Compliance

7.1 Vessels for which the NOISE CODE applies should be in compliance by July 1st, 2018.

7.2 Vessels should comply while navigating and at port.

8 Contact

8.1 Any inquiries concerning the subject for this Marine Circular should be directed to the Palau Ship Registry Administrator at technical@palaureg.com

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