



# Barbados Maritime Ship Registry

Revision No:

1.1

Issue Date:

18 Jun 2025

Effective Date:

18 Jun 2025

## Notice to: Shipowners, Operators, Officers, Flag State Inspectors and Recognised Organisations.

### 1. References

- a) Barbados Merchant Shipping Act 2024.
- b) SOLAS, International Convention for the Safety of Life at Sea.
- c) [MSC.1/Circ.1307/Rev.1](#) Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information
- d) [Bulletin 008 – Permits Exemptions and Equivalences](#)
- e) [MSC.1/Circ.1295](#) Guidance in relation to certain types of ships which are required to transmit LRIT information on Exemptions and Equivalents on certain operational matters

### 2. Purpose

- 2.1 This bulletin addresses the requirements for Long Range Identification and Tracking (LRIT) for Barbadian vessels, as required under SOLAS V/19-1, which entered into force on 01 January 2008.
- 2.2 This Bulletin revokes Information Bulletins 160 and 252.

### 3. General Information regarding the LRIT service

- 3.1 The LRIT is a method through which the BMSR knows the location of its vessels anywhere in the world, as well as vessels of any other flag States transiting Barbadian waters. The standard accuracy reflects a vessel's position that is 6 hours old; in cases of special concern, the frequency can be increased to provide instantaneous vessel positions. Any necessary changes are made at the Barbados Data Centre; no adjustments are required on board the vessel's equipment.

### 4. Application

- 4.1 LRIT transmission requirements apply to all Barbadian Passenger Ships, including High-Speed Passenger Craft, Cargo Ships, including High-Speed Craft, of 300 gross tonnage and above, and Mobile Offshore Drilling Units (MODUs) engaged in international voyages.
- 4.2 The BMSR provides exemptions from the LRIT transmission requirements in accordance with MSC.1/Circ.1295.
- 4.3 Vessels operating exclusively in a GMDSS A1 sea area and fitted with AIS are not required to install LRIT equipment. However, such vessels will need to obtain an exemption or equivalent arrangement if they engage in an international voyage outside the GMDSS A1 sea area.
- 4.4 Any application for exemption or equivalence shall be submitted as per Sec. 6 of Bulletin 008 with details of the proposed voyage including dates, length of voyage, port/place of departure and port/location of destination.

## 5. The Barbados LRIT Data Centre

- 5.1 In accordance with MSC.1/Circ.1307/Rev.1 Sec. 3.1.1, the Barbados LRIT Data Centre is managed on behalf of the BMSR by CLS UK that is also authorised as the sole Barbados-recognised Application Service Provider (Recognised ASP) to perform the functions in line with the current LRIT performance standards and functional requirements.
- 5.2 Registration for the Barbados LRIT Data Centre and LRIT test can be done either:
- .1 On the CLS UK website [Vessel Registration](#); or
  - .2 Contacting CLS UK Customer Services: [lrit.testing@groupcls.com](mailto:lrit.testing@groupcls.com).
- 5.3 All applicable Barbadian vessels will be integrated into the Barbados LRIT Data Centre, subject to a satisfactory conformance test of the shipborne LRIT equipment.
- 5.4 The BMSR will notify the Company of any failure of the Recognised ASP, Communication Service Provider (CSP), Barbados LRIT Data Centre or any other circumstances that will affect the transmission of LRIT information from the vessel. The Master shall record such notifications in the vessel's Official Log Book.

## 6. Conformance Test Report (CTR)

- 6.1 The equipment used for these transmissions of LRIT information is to be tested by an approved Application Service Provider (ASP). Upon successful completion of the test, the vessel is issued with an LRIT Conformance Test Report (CTR) confirming that the vessel's equipment is ready for activation from the Barbados Data Centre.
- 6.2 One copy of the CTR shall be sent to the BMSR, and another copy shall be kept onboard to provide to the Recognised Organisation (RO) surveyors at the relevant statutory surveys.
- 6.3 The RO will ensure that the vessel has a valid CTR on board before issuing the Cargo Ship Safety Equipment Certificate (CS SEC) during the applicable surveys.
- 6.4 For cargo ships of gross tonnage of 300 and above but of less than 500, which have not been issued with a CS SEC, compliance with the LRIT requirements is verified by confirming that a valid CTR is on board at annual flag inspection.
- 6.5 The conformance test shall be conducted taking into consideration the criteria noted in accordance with the provisions of SOLAS V/19-1.4.1.
- 6.6 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.
- 6.7 Where existing GMDSS equipment is utilised to transmit LRIT information, and where, to comply with the requirements of SOLAS IV/15.6 regarding availability, duplicated equipment on vessels operating in sea areas A1 or A2 is provided; only one set of the duplicated equipment shall be used for transmitting LRIT information. However, a satisfactory conformance test must be carried out and a CTR issued for each set of equipment.
- 6.8 The CTR will be annotated to reflect that the LRIT equipment satisfies the applicable type-approval and/or certification in accordance with the applicable requirements of:
- .1 IEC 60945/IEC 60945 Corr.1; and, if applicable
  - .2 SOLAS IV/14 (i.e. where a terminal is approved for GMDSS functions); and, if applicable
  - .3 SOLAS XI-2/6 (i.e. where a terminal is approved for SSAS functions).
- 6.9 A new LRIT equipment CTR will be required if:
- .1 A vessel registers with the BMSR;
  - .2 The vessel's equipment fails, requiring replacement of the equipment;

- .3 There are changes to the LRIT shipborne equipment;
- .4 There are changes to the vessel's details;
- .5 The vessel is intended to operate outside the sea areas noted on the CTR.

6.10 The CTR shall be deemed invalid if:

- .1 There is a change in the shipborne equipment used to transmit LRIT information;
- .2 The vessel is transferred to another flag State, subject to the provisions of SOLAS V/19-1.10.1;
- .3 The ASP, which issued the CTR, has notified BMSR or the RO, which issued the relevant statutory certificate, is no longer in a position to attest to the validity of the report; and
- .4 The BMSR withdraws the recognition or authorisation of the ASP that conducted the conformance test.

## **7. Failure of the LRIT Equipment and Temporary Permits**

- 7.1 The Master or the Company Security Officer (CSO) shall notify the BMSR, the port or coastal State authorities of any failure of the LRIT equipment, and the notification shall be recorded in the vessel's Official Log Book.
- 7.2 The communication of the LRIT failure to the BMSR shall be conducted in accordance with Sec. 5.2 of Bulletin 008. Upon receipt of this notification, the BMSR will issue a temporary permit to enable the vessel to reach the port or undergo repairs.
- 7.3 The BMSR shall also be advised when the LRIT equipment has been repaired so that it can be re-integrated into the Barbados LRIT Data Centre. Note that a new CTR may be required.
- 7.4 The Recognised ASP routinely monitors all LRIT transmissions. When the LRIT equipment on a vessel is not reporting correctly, the BMSR or its Recognised ASP will contact the company to request an investigation into the reasons. In some cases, a service engineer's visit or replacement of the LRIT equipment may be required. A new CTR may also be necessary.
- 7.5 Persistent failure of the company to rectify a situation where the LRIT equipment is not reporting correctly, after having been advised by the BMSR or its Recognised ASP, may be regarded as an ISM non-conformity and may lead to additional ISM audits.

## **8. Suspension of transmission of LRIT information**

- 8.1 The Master or CSO shall notify the BMSR in writing at [registry@barbadosmaritime.com](mailto:registry@barbadosmaritime.com) of the following circumstances that may warrant the LRIT equipment being switched off and reporting suspended:
  - .1 The vessel is undergoing repairs, modifications or conversions in a dry-dock/repair yard;
  - .2 The vessel is in port or is laid up for a period exceeding 7 days;
  - .3 Circumstances where the vessel is without electrical power for longer than 12 hours.
- 8.2 In the above cases, the notification to the BMSR shall include the time that the equipment was or will be switched off and reporting suspended. Reporting will be automatically unsuspended at the Barbados LRIT Data Centre after the period specified in the initial notification, unless the BMSR is advised otherwise.
- 8.3 The notification and subsequent agreement by the BMSR shall be recorded in the vessel's Official Log Book.
- 8.4 The BMSR shall be advised when the LRIT equipment is switched on, so that it can be re-integrated into the Barbados LRIT Data Centre.

**9. Change of flag and vessels being taken permanently out of service**

- 9.1 Where a vessel is to be transferred from the Barbados flag or permanently taken out of service, the company shall notify the BMSR and settle all outstanding and pending matters to enable the timely deletion of the LRIT shipborne equipment from the Barbados LRIT Data Centre.
- 9.2 As a vessel has to be integrated into the Barbados LRIT Data Centre in order to transmit the required LRIT information, companies should note that the integration/decommissioning of LRIT shipborne equipment is critical to ensuring that affected vessels are not delayed for failing to transmit LRIT information and/or transmitting incorrect information.



Revision No	Description Of Revision
1.0	First Issue – Revoke Information Bulletins 160 and 252
1.1	Sec. 5.1 Change of name from “Fulcrum Maritime Systems Ltd” to “CLS UK”; Sec. 5.2.1&5.2.2 change of name and hyperlink;

