Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2008

Table of Contents

17 Amendment of First Schedule

No. S 686

MERCHANT SHIPPING ACT
(CHAPTER 179)

MERCHANT SHIPPING (SAFETY CONVENTION) (AMENDMENT NO. 2) REGULATIONS 2008

In exercise of the powers conferred by section 100 of the Merchant Shipping Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, hereby makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2008 and shall come into operation on 1st January 2009.

Deletion and substitution of Part A of Chapter II-1

2. Part A of Chapter II-1 of the Merchant Shipping (Safety Convention) Regulations (Rg 11) (referred to in these Regulations as the principal Regulations) is deleted and the following Part substituted therefor:

"PART A — *GENERAL*

REGULATION 1

APPLICATION

(*a*) (i) Unless expressly provided otherwise, this Chapter shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after 1st January 2009.

(ii) For the purpose of this Chapter, the term "a similar stage of construction" means the stage at which —

(1) construction identifiable with a specific ship begins; and

(2) assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

(iii) For the purpose of this Chapter —

(1) "ships constructed" means ships the keels of which are laid or which are at a similar stage of construction;

(2) "all ships" means ships constructed before, on or after 1st January 2009;

(3) a cargo ship, whenever built, which is converted to a passenger ship shall be treated as a passenger ship constructed on the date on which such a conversion commences;

(4) "alterations and modifications of a major character" means, in the context of cargo ship subdivision and stability, any modification to the construction which affects the level of subdivision of that ship. Where a cargo ship is subject to such modification, it shall be demonstrated that the A/ R ratio calculated for the ship after such modifications is not less than the A/R ratio calculated for the ship before the modification. However, in those cases where the ship's A/R ratio before modification is equal to or greater than unity, it is only necessary that the ship after modification has an "A" value which is not less than "R", calculated for the modified ship.

(*b*) Unless expressly provided otherwise, ships constructed before 1st January 2009 shall comply with the requirements which are applicable under this Chapter in force immediately before that date.

(*c*) All ships which undergo repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to these ships. Such ships, if constructed before the date on which any relevant amendments enter into force, shall, as a rule, comply with the requirements for ships constructed on or after that date to at least the same extent as they did before undergoing such repairs, alterations, modifications or outfitting. Repairs, alterations and modifications of a major character and outfitting related thereto shall meet the requirements for ships constructed on or after the date on which any relevant amendments enter into force, in so far as the Director deems reasonable and practicable.

(*d*) The Director may, if he considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this Chapter unreasonable or unnecessary, exempt from those requirements individual Singapore ships or classes of Singapore ships which, in the course of their voyage, do

not proceed more than 20 miles from the nearest land.

(*e*) In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, the Director, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships from those requirements, provided that they comply fully with the provisions of:

(i) the rules annexed to the Special Trade Passenger Ships Agreement, 1971; and

(ii) the rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973.

REGULATION 2

DEFINITIONS

For the purpose of this Chapter, unless expressly provided otherwise —

(*a*) "subdivision length ("Ls")" of the ship is the greatest projected moulded length of that part of the ship at or below deck or decks limiting the vertical extent of flooding with the ship at the deepest subdivision draught;

(*b*) "mid-length" is the mid-point of the subdivision length of the ship;

(*c*) "aft terminal" is the aft limit of the subdivision length;

(*d*) "forward terminal" is the forward limit of the subdivision length;

(*e*) "length ("L")" is the length as defined in the International Convention on Load Lines in force;

(*f*) "freeboard deck" is the deck as defined in the International Convention on Load Lines in force;

(*g*) "forward perpendicular" is the forward perpendicular as defined in the International Convention on Load Lines in force;

(*h*) "breadth ("B")" is the greatest moulded breadth of the ship at or below the deepest subdivision draught;

(*i*) "draught ("d")" is the vertical distance from the keel line at mid-length to the waterline in question;

(*j*) "deepest subdivision draught ("ds")" is the waterline which corresponds to the summer load line draught of the ship;

(*k*) "light service draught ("dl")" is the service draught corresponding to the lightest anticipated loading and associated tankage, including, however, such ballast as may be necessary for stability or immersion or both. Passenger ships should include the full complement of passengers and crew on board;

(*l*) “partial subdivision draught (“dp”)” is the light service draught plus 60% of the difference between the light service draught and the deepest subdivision draught;

(*m*) “trim” is the difference between the draught forward and the draught aft, where the draughts are measured at the forward and aft terminals respectively, disregarding any rake of keel;

(*n*) “permeability (“i”)” of a space is the proportion of the immersed volume of that space which can be occupied by water;

(*o*) “machinery spaces” are spaces between the watertight boundaries of a space containing the main and auxiliary propulsion machinery, including boilers, generators and electric motors primarily intended for propulsion. In the case of unusual arrangements, the Director may define the limits of the machinery spaces;

(*p*) “weathertight” means that in any sea conditions water will not penetrate into the ship;

(*q*) “watertight” means having scantlings and arrangements capable of preventing the passage of water in any direction under the head of water likely to occur in intact and damaged conditions. In the damaged condition, the head of water is to be considered in the worst situation at equilibrium, including intermediate stages of flooding;

(*r*) “design pressure” means the hydrostatic pressure for which each structure or appliance assumed watertight in the intact and damage stability calculations is designed to withstand;

(*s*) “bulkhead deck” in a passenger ship means the uppermost deck at any point in the subdivision length (“Ls”) to which the main bulkheads and the ship’s shell are carried watertight and the lowermost deck from which passenger and crew evacuation will not be impeded by water in any stage of flooding for damage cases defined in Regulation 8 and in Part B-2 of this Chapter. The bulkhead deck may be a stepped deck. In a cargo ship the freeboard deck may be taken as the bulkhead deck;

(*t*) “deadweight” is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the draught corresponding to the assigned summer freeboard and the lightweight of the ship;

(*u*) “lightweight” is the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, and passengers and crew and their effects;

(*v*) “oil tanker” means an oil tanker as defined in Regulation 1 of Annex I of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973;

(*w*) “ro-ro passenger ship” means a passenger ship with ro-ro spaces or special category spaces as defined in Regulation 3 of Chapter II-2;

(*x*) “bulk carrier” means a bulk carrier as defined in Regulation 1(a) of Chapter XII;

(*y*) “keel line” is a line parallel to the slope of the keel passing amidships through —

(i) the top of the keel at centreline or line of intersection of the inside of shell