

# **Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2006**

## **Table of Contents**

### **Enacting Formula**

#### **1 Citation and commencement**

#### **2 Deletion and substitution of Part A-1 of Chapter II-1**

#### **3 New Regulation 23-3 of Chapter II-1**

#### **4 Amendment of Regulation 31 of Chapter II-1**

**No. S 691**

## **MERCHANT SHIPPING ACT (CHAPTER 179)**

### **MERCHANT SHIPPING (SAFETY CONVENTION) (AMENDMENT NO. 2) REGULATIONS 2006**

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 2006 and shall come into operation on 1st January 2007.

#### **Deletion and substitution of Part A-1 of Chapter II-1**

**2.** Part A-1 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-1 — STRUCTURE OF SHIPS

REGULATION 3-1 — *STRUCTURAL, MECHANICAL AND ELECTRICAL REQUIREMENTS FOR SHIPS*

In addition to the requirements contained elsewhere in the present regulations, ships shall be designed, constructed and maintained in compliance with the structural, mechanical and electrical requirements of a classification society which is recognised by the Director in accordance with the provisions of Regulation 1 of Chapter XI-1, or with requirements determined by the Director which provide an equivalent level of safety.

REGULATION 3-2 — *CORROSION PREVENTION OF SEAWATER BALLAST TANKS IN OIL TANKERS AND BULK CARRIERS (THIS REGULATION APPLIES TO OIL TANKERS AND BULK CARRIERS CONSTRUCTED ON OR AFTER 1ST JULY 1998)*

All dedicated seawater ballast tanks shall have an efficient corrosion prevention system, such as hard protective coatings or equivalent. The coatings should preferably be of a light colour. The scheme for the selection, application and maintenance of the system shall be approved by the Director, based on the guidelines adopted by the Organization<sup>1</sup>. Where appropriate, sacrificial anodes shall also be used.

<sup>1</sup> Refer to the Guidelines for the selection, application and maintenance of corrosion prevention systems of dedicated seawater ballast tanks, adopted by the Organization by resolution A.798(19).

REGULATION 3-3

*SAFE ACCESS TO TANKER BOWS*

(a) For the purpose of this Regulation and Regulation 3-4, tankers include oil tankers as defined in Regulation 2(*l*), chemical tankers as defined in Regulation 8(*b*) of Chapter VII and gas carriers as defined in Regulation 11(*b*) of Chapter VII.

(b) Every tanker shall be provided with the means to enable the crew to gain safe access to the bow even in severe weather conditions. Such means of access shall be approved by the Director based on the guidelines developed by the Organization<sup>2</sup>.

<sup>2</sup> Refer to the Guidelines for Safe Access to Tanker Bows, adopted by the Maritime Safety Committee of the Organization by resolution MSC.62(67).

REGULATION 3-4

*EMERGENCY TOWING ARRANGEMENTS ON TANKERS*

(a) Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight.

(b) For tankers constructed on or after 1st July 2002:

- (i) the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship. At least one of the emergency towing arrangements shall be pre-rigged ready for rapid deployment; and
- (ii) emergency towing arrangements at both ends shall be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of the emergency towing arrangements shall be approved by the Director, based on the Guidelines developed by the Organization.

(c) For tankers constructed before 1st July 2002, the design and construction of emergency towing arrangements shall be approved by the Director, based on the Guidelines developed by the Organization<sup>3</sup>.

<sup>3</sup> Refer to the Guidelines on emergency towing arrangements for tankers adopted by the Maritime Safety Committee by resolution MSC.35(63), as may be amended.

#### REGULATION 3-5

##### *NEW INSTALLATION OF MATERIALS CONTAINING ASBESTOS*

(a) This Regulation shall apply to materials used for structure, machinery, electrical installations and equipment covered by the present Convention.

(b) For all ships, new installation of materials which contain asbestos shall be prohibited except for:

- (i) vanes used in rotary vane compressors and rotary vane vacuum pumps;
- (ii) watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 7 X 10<sup>6</sup> Pa), there is a risk of fire, corrosion or toxicity; and
- (iii) supple and flexible thermal insulation assemblies used for temperatures above 1,000°C.

#### REGULATION 3-6

##### *ACCESS TO AND WITHIN SPACES IN, AND FORWARD OF, THE CARGO AREA OF OIL TANKERS AND BULK CARRIERS*

(a) *Application*

- (i) This Regulation shall apply to —
  - (1) oil tankers of not less than 500 tons; and
  - (2) bulk carriers, as defined in Regulation 1 of Chapter IX, of not less than 20,000 tons,  
that are constructed on or after 1st January 2006.

- (ii) Oil tankers of not less than 500 tons; and bulk carriers, as defined in Regulation 1 of Chapter IX, of not less than 20,000 tons that are constructed on or after 1st January 2005 but before 1st January 2006 shall comply with Regulation 3-6 in force before 1st January 2006.
- (iii) Regulation 12-2 of Chapter II-1 shall apply to oil tankers of not less than 500 tons that are constructed on or after 1st October 1994 but before 1st January 2005.

(b) *Means of access to cargo and other spaces*

- (i) Each space of a ship shall be provided with means of access to enable, throughout the life of the ship, overall and close-up inspections and thickness measurements of the ship's structure to be carried out by —
  - (1) any authorised organisation, as defined in Regulation 2 of Chapter I;
  - (2) the Company, as defined in Regulation 1 of Chapter IX;
  - (3) the ship's personnel; or
  - (4) other persons.
- (ii) Each permanent means of access shall comply with —
  - (1) the requirements of paragraph (e);
  - (2) the technical provisions for means of access for inspections adopted by the Maritime Safety Committee by resolution MSC.158(78), as amended by any amendment made by the Organization that has been adopted and brought into force, and that has taken effect, in accordance with article VIII of the Convention concerning the amendment procedures applicable to the Annex other than Chapter I.
- (iii) Where —
  - (1) a permanent means of access may be susceptible to damage during normal cargo loading and unloading operations; or

(2) it is impracticable to provide a permanent means of access,

the Director may allow a portable means of access that is specified in the technical provisions referred to in sub-paragraph (ii)(2) to be provided, in lieu of a permanent means of access, if the means of attaching, rigging, suspending or supporting the portable means of access forms a permanent part of the ship's structure.

- (iv) The equipment for providing a portable means of access shall be capable of being readily erected or deployed by the ship's personnel.
- (v) The construction and materials of each means of access, and the attachment of each means of access to the ship's structure, shall be to the satisfaction of the Director.
- (vi) Each means of access shall be subjected to a survey prior to, or in conjunction with, the use of the means of access in carrying out surveys in accordance with Regulation 10 of Chapter I.

(c) *Safe access to cargo holds, cargo tanks, ballast tanks and other spaces*

- (i) Safe access<sup>4</sup> to any cargo hold, cargo tank, cofferdam, ballast tank or other space in the cargo area shall —

<sup>4</sup> Refer to recommendations for entering enclosed spaces aboard ships adopted by the Organization by resolution A.864(20).

- (1) be provided direct from the open deck; and
- (2) be such as to allow the complete inspection of the cargo hold, cargo tank, cofferdam, ballast tank or space in the cargo area, as the case may be.

- (ii) Safe access<sup>5</sup> to any double bottom space or to forward ballast tanks may be provided from a pump-room, deep cofferdam, pipe tunnel, cargo hold, double hull space or any similar compartment not intended for the carriage of oil or hazardous cargoes.

<sup>5</sup> Refer to recommendations for entering enclosed spaces aboard ships adopted by the Organization by resolution A.864(20).

- (iii) Any tank or subdivision of a tank that is not less than 35 m in length shall be fitted with at least two access hatchways with ladders, which shall be located as far apart as practicable.
- (iv) Any tank that is less than 35 m in length shall be fitted with at least one access hatchway with ladder.
- (v) Where any tank is subdivided by any swash bulkhead or other similar obstruction which does not allow ready means of access throughout the tank, the tank shall be fitted with at least two access hatchways with ladders.
- (vi) Each cargo hold shall be provided with at least two means of access, which —