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**MERCHANT SHIPPING ACT
(CHAPTER 179)**

**MERCHANT SHIPPING (SAFETY CONVENTION)
(AMENDMENT NO. 2) REGULATIONS 2015**

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, makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2015 and come into operation on 1 January 2016.

Amendment of Regulation 2 of Chapter I

2. Regulation 2 of Chapter I of the Merchant Shipping (Safety Convention) Regulations (Rg 11) (referred to in these Regulations as the principal Regulations) is amended —

(a) by inserting, immediately after the definition of “fishing vessel”, the following definition:

“ “IMO”, “Organisation” or “Organization” means the International Maritime Organization;”; and

(b) by deleting the definition of “Organisation”.

Amendment of Regulation 29 of Chapter II-1

3. Regulation 29 of Chapter II-1 of the principal Regulations is amended —

(a) by deleting sub-paragraph (ii) of paragraph (c) and substituting the following sub-paragraph:

“(ii) capable of putting the rudder over from 35° on one side to 35° on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same

conditions, from 35° on either side to 30° on the other side in not more than 28 seconds, but where it is impractical to demonstrate compliance with this requirement during sea trials with the ship at its deepest seagoing draught and running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch, the ship (regardless of the date of its construction) may demonstrate compliance with this requirement by one of the following methods:

- (1) during sea trials the ship is at even keel and the rudder fully submerged whilst running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch;
 - (2) where full rudder immersion during sea trials cannot be achieved, an appropriate ahead speed must be calculated using the submerged rudder blade area in the proposed sea trial loading condition and the calculated ahead speed must result in a force and torque applied to the main steering gear which is at least as great as if it was being tested with the ship at its deepest seagoing draught and running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch;
 - (3) the rudder force and torque at the sea trial loading condition have been reliably predicted and extrapolated to the full load condition and the speed of the ship must correspond to the number of maximum continuous revolutions of the main engine and maximum design pitch of the propeller;”;
- (b) by deleting sub-paragraph (ii) of paragraph (d) and substituting the following sub-paragraph:

“(ii) capable of putting the rudder over from 15° on one side to 15° on the other side in not more than 60 seconds with the ship at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater, but where it is impractical to demonstrate compliance with this requirement during sea trials with the ship at its deepest seagoing draught and running ahead at one half of the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch or 7 knots, whichever is greater, the ship (regardless of the date of its construction), including a ship constructed before 1 January 2009, may demonstrate compliance with this requirement by one of the following methods:

- (1) during sea trials the ship is at even keel and the rudder fully submerged whilst running ahead at one half of the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch or 7 knots, whichever is greater;
- (2) where full rudder immersion during sea trials cannot be achieved, an appropriate ahead speed must be calculated using the submerged rudder blade area in the proposed sea trial loading condition and the calculated ahead speed must result in a force and torque applied to the auxiliary steering gear which is at least as great as if it was being tested with the ship at its deepest seagoing draught and running ahead at one half of the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch or 7 knots, whichever is greater;
- (3) the rudder force and torque at the sea trial loading condition have been reliably predicted and extrapolated to the full load condition; and”.

Amendment of Regulation 1 of Chapter II-2

4. Regulation 1 of Chapter II-2 of the principal Regulations is amended by inserting, immediately after sub-paragraph (v) of paragraph (b), the following sub-paragraphs:

- “(vi) Vehicle carriers constructed before 1 January 2016, including those constructed before 1 July 2012, must comply with paragraph (b)(ii) of Regulation 20-1, as adopted by resolution MSC.365(93).
- (vii) Tankers constructed before 1 January 2016, including those constructed before 1 July 2012, must comply with Regulation 16(c)(iii) except sub-paragraph (3) of that Regulation.
- (viii) Regulations 4(e)(v)(1)(A) and 4(e)(v)(1)(C) apply to ships constructed on or after 1 January 2002 but before 1 January 2016, and Regulation 4(e)(v)(2)(A) applies to all ships constructed before 1 January 2016.”.

Amendment of Regulation 3 of Chapter II-2

5. Regulation 3 of Chapter II-2 of the principal Regulations is amended by inserting, immediately after paragraph (aaa), the following paragraphs:

- “(bbb) “Fire damper” is, for the purpose of implementing Regulation 9(g) adopted by resolution MSC.365(93), as may be amended, a device installed in a ventilation duct, which under normal conditions remains open, allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of fire, and in relation to this —
 - (i) “automatic fire damper” is a fire damper that closes independently in response to exposure to fire products;
 - (ii) “manual fire damper” is a fire damper that is intended to be opened or closed by the crew by hand at the damper itself; and
 - (iii) “remotely operated fire damper” is a fire damper that is closed by the crew through a control located at a distance away from the controlled damper.

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- (ccc) “Smoke damper” is, for the purpose of implementing Regulation 9(g) adopted by resolution MSC.365(93), as may be amended, a device installed in a ventilation duct, which under normal conditions remains open, allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of smoke and hot gases (but is not expected to contribute to the integrity of a fire-rated division penetrated by a ventilation duct) and in relation to this —
- (i) “automatic smoke damper” is a smoke damper that closes independently in response to exposure to smoke or hot gases;
 - (ii) “manual smoke damper” is a smoke damper intended to be opened or closed by the crew by hand at the damper itself; and
 - (iii) “remotely operated smoke damper” is a smoke damper that is closed by the crew through a control located at a distance away from the controlled damper.
- (ddd) “Vehicle carrier” means a cargo ship with multi-deck ro-ro spaces designed for the carriage of empty cars and trucks as cargo.”.

Amendment of Regulation 4 of Chapter II-2

6. Regulation 4 of Chapter II-2 of the principal Regulations is amended by deleting sub-paragraph (v) of paragraph (e) and substituting the following sub-paragraph:

“(v) Inert gas systems

(1) Application

- (A) For tankers of 20,000 tonnes deadweight and upwards constructed on or after 1 July 2002 but before 1 January 2016, the protection of the cargo tanks must be achieved by a fixed inert gas system in accordance with the requirements of the Fire Safety Systems Code except that the Director may accept other equivalent systems or arrangements as described in paragraph (e)(v)(4).