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**MERCHANT SHIPPING ACT
(CHAPTER 179)**

**MERCHANT SHIPPING
(SAFETY CONVENTION) (AMENDMENT)
REGULATIONS 2013**

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) Regulations 2013 and shall come into operation on 1st January 2014.

Deletion and substitution of Regulation 8-1 of Chapter II-1

2. Chapter II-1 of the Merchant Shipping (Safety Convention) Regulations (Rg 11) (referred to in these Regulations as the principal Regulations) is amended by deleting Regulation 8-1 and substituting the following Regulation:

“Regulation 8-1

*System Capabilities and Operational Information
after a Flooding Casualty on Passenger Ships*

(a) Application

Passenger ships having length, as defined in Regulation 2(e) of Chapter II-1, of 120 metres or more, or having 3 or more main vertical zones, shall comply with the provisions of this Regulation.

(b) *Availability of essential systems in case of flooding damage**

A passenger ship constructed on or after 1st July 2010 shall be designed so that the systems specified in Regulation 21(d) of Chapter II-2 remain operational when the ship is subject to flooding of any single watertight compartment.

* Refer to the Interim Explanatory Notes for the Assessment of Passenger Ship Systems' Capabilities after a Fire or Flooding Casualty (MSC.1/Circ.1369).

(c) *Operational information after a flooding casualty*

For the purpose of providing operational information to the Master for safe return to port after a flooding casualty, passenger ships constructed on or after 1st January 2014 shall, based on guidelines developed by the Organisation*, have:

- (i) on-board stability computers; or
- (ii) shore-based support.

* Refer to the Guidelines on Operational Information for Masters of Passenger Ships for Safe Return to Port by Own Power or Under Tow (MSC.1/Circ.1400).”.

Amendment of Regulation 20 of Chapter III

3. Regulation 20 of Chapter III of the principal Regulations is amended —

- (a) by deleting the word “and” at the end of paragraph (k)(ii)(2); and
- (b) by deleting the full-stop at the end of sub-paragraph (3) of paragraph (k)(ii) and substituting the word “; and”, and by inserting immediately thereafter the following sub-paragraph:

“(4) in the case of free-fall lifeboat release systems, operationally tested either by a free-fall launch with only the operating crew on board or by a simulated launching carried out based on guidelines developed by the Organisation**, notwithstanding sub-paragraph (3).

** Refer to Measures to Prevent Accidents with Lifeboats (MSC.1/Circ.1206/Rev.1).”.

Amendment of Regulation 14 of Chapter V

4. Regulation 14 of Chapter V of the principal Regulations is amended by deleting paragraph (b) and substituting the following paragraph:

- “(b) For every ship to which Chapter I applies, the Director shall —