

# **Merchant Shipping (Safety Convention) (Amendment) Regulations 2006**

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**No. S 282**

**MERCHANT SHIPPING ACT  
(CHAPTER 179)**

**MERCHANT SHIPPING (SAFETY CONVENTION) (AMENDMENT)  
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) Regulations 2006 and shall come into operation on 1st July 2006.

**Amendment of Regulation 2 of Chapter II-1**

2. Regulation 2 of 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 the full-stop at the end of paragraph (*m*) and substituting a semi-colon, and by inserting immediately thereafter the following paragraph:

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

**Amendment of Regulation 18 of Chapter II-1**

3. Regulation 18 of Chapter II-1 of the principal Regulations is amended by deleting paragraph (b) and substituting the following paragraph:

“(b) In passenger ships and cargo ships watertight doors shall be tested by water pressure to a head up to the bulkhead deck or freeboard deck respectively. Where testing of individual doors is not carried out because of possible damage to insulation or outfitting items, testing of individual doors may be replaced by a prototype pressure test of each type and size of door with a test pressure corresponding at least to the head required for the intended location. The prototype test shall be carried out before the door is fitted. The installation method and procedure for fitting the door on board shall correspond to that of the prototype test. When fitted on board, each door shall be checked for proper seating between the bulkhead, the frame and the door.”.

#### **Amendment of Regulation 45 of Chapter II-1**

4. Regulation 45 of Chapter II-1 of the principal Regulations is amended —

(a) by inserting, immediately below the Regulation heading, the following words:

“(Paragraphs (j) and (k) of this Regulation apply to ships constructed on or after 1st January 2007)”;

(b) by deleting paragraph (j) and substituting the following paragraphs:

“(j) No electrical equipment shall be installed in any space where flammable mixtures are liable to collect, for example in compartments assigned principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the Director is satisfied that such equipment is —

- (i) essential for operational purposes;
- (ii) of a type which will not ignite the mixture concerned;
- (iii) appropriate to the space concerned; and
- (iv) appropriately certified for safe usage in the dusts, vapours or gases likely to be encountered.

(k) In tankers, electrical equipment, cables and wiring

shall not be installed in hazardous locations unless it conforms with standards not inferior to those acceptable to the Organization<sup>1</sup>. However, for locations not covered by such standards, electrical equipment, cables and wiring which do not conform to the standards may be installed in hazardous locations based on a risk assessment to the satisfaction of the Director, to ensure that an equivalent level of safety is assured.”; and

<sup>1</sup> Refer to the standards published by the International Electrotechnical Commission, IEC 60092-502:1999 “Electrical installations in ships – Tankers”.

(c) by re-lettering the existing paragraph (k) as paragraph (l).

### **Amendment of Regulation 19 of Chapter III**

5. Regulation 19 of Chapter III of the principal Regulations is amended by deleting sub-paragraph (3) of paragraph (c) (iii) and substituting the following sub-paragraph:

“(3) Except as provided in sub-paragraphs (4) and (5), each lifeboat shall be launched, and manoeuvred in the water by its assigned operating crew, at least once every 3 months during an abandon ship drill.”.

### **Amendment of Regulation 20 of Chapter III**

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

(a) by deleting paragraph (a) and substituting the following paragraph:

“(a) This Regulation applies to all ships. The requirements of paragraphs (c)(ii), (c)(iii) and (f)(ii) shall be complied with, as far as is practicable, on ships constructed before 1st July 1986.”;

(b) by deleting paragraph (c) and substituting the following paragraph:

“(c) *Maintenance*

(i) Maintenance, testing and inspections of life-saving appliances shall be carried out based on the guidelines developed by the Organization<sup>2</sup> and in a manner having due

regard to ensuring reliability of such appliances.

<sup>2</sup> Refer to the Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear (MSC/Circ.1093).

- (ii) Instructions for on-board maintenance of life-saving appliances complying with Regulation 36 shall be provided and maintenance shall be carried out accordingly.
- (iii) The Director may accept, in compliance with the requirements of sub-paragraph (ii), a shipboard planned maintenance programme, which includes the requirements of Regulation 36.”;

(c) by deleting paragraphs (f) and (g) and substituting the following paragraphs:

*“(f) Weekly inspection*

The following tests and inspections shall be carried out weekly and a report of the inspection shall be entered in the official log-book:

- (i) all survival craft, rescue boats and launching appliances shall be visually inspected to ensure that they are ready for use. The inspection shall include, but is not limited to, the condition of hooks, their attachment to the lifeboat and the on-load release gear being properly and completely reset;
- (ii) all engines in lifeboats and rescue boats shall be run for a total period of not less than 3 minutes, provided the ambient temperature is above the minimum temperature required for starting and