

# **Merchant Shipping (Safety Convention) (Amendment) Regulations 2004**

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**No. S 217**

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## **MERCHANT SHIPPING ACT**

(CHAPTER 179)

MERCHANT SHIPPING (SAFETY CONVENTION) (AMENDMENT)  
REGULATIONS 2004

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 2004 and shall come into operation on 1st July 2004.

**New Regulation 3-6 of Chapter II-1**

2. The Merchant Shipping (Safety Convention) Regulations (Rg 11) (referred to in these Regulations as the principal Regulations) are amended by inserting, immediately after Regulation 3-5 of Chapter II-1, the following Regulation:

“REGULATION 3-6 — *ACCESS TO AND WITHIN SPACE IN CARGO AREA OF OIL TANKER OR BULK CARRIER*

(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 2005.

(ii) 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 within the cargo area of a ship shall be provided with a permanent 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); and
    - (2) the technical provisions for means of access for inspections adopted by the Maritime Safety Committee by resolution MSC.133 (76), as amended by any amendment made by the Organisation 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\* to any cargo hold, cargo tank, cofferdam, ballast tank or other space in the cargo area shall —
    - (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

\* Refer to the recommendations for entering enclosed spaces aboard ships adopted by the Organisation by resolution A.864 (20).

cargo area, as the case may be.

- (ii) Safe access\* to any double bottom space 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.

\* Refer to the recommendations for entering enclosed spaces aboard ships adopted by the Organisation 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 2 means of access, which —
  - (1) shall be located as far apart as practicable; and
  - (2) in general, should be arranged diagonally, for example, one near the forward bulkhead on the port side, and another near the aft bulkhead on the starboard side.

(d) *Ship structure access manual*

- (i) The means of access to carry out overall and close-up inspections and thickness measurements of a ship's structure shall be described in a ship structure access manual approved by the Director, an updated copy of which shall be kept on board the ship.
- (ii) The contents of a ship structure access manual shall include the following for each space in the cargo area:
  - (1) plans showing the means of access to the space, with the appropriate technical specifications and dimensions;
  - (2) plans showing the means of access within the space to enable an overall inspection to be carried out, with the appropriate technical specifications and dimensions, and indicating from where each area in the space can be inspected;
  - (3) plans showing the means of access within the space to enable a close-up inspection to be carried out, with the appropriate

technical specifications and dimensions, and indicating the position of each critical structural area, whether each means of access is permanent or portable, and from where each area in the space can be inspected;

- (4) instructions for inspecting and maintaining the structural strength of all means of access and all means of attachment, taking into account any corrosive atmosphere that may be within the space;
  - (5) instructions for safety guidance when rafting is used for close-up inspections and thickness measurements;
  - (6) instructions for the rigging and use of any portable means of access in a safe manner;
  - (7) an inventory of all portable means of access;
  - (8) records of periodical inspections and maintenance of all means of access.
- (iii) In sub-paragraph (ii), “critical structural area” means an area within a ship which has been identified —
- (1) from calculations, to require monitoring; or
  - (2) from the service history of similar or sister ships, to be sensitive to cracking, buckling, deformation or corrosion which would impair the structural integrity of the ship.

(e) *General technical specifications*

- (i) For access through horizontal openings, hatches or manholes, the dimensions shall be sufficient —
  - (1) to allow a person wearing a self-contained air-breathing apparatus and protective equipment to ascend or descend any ladder without obstruction; and
  - (2) to provide a clear opening of not less than 600 mm x 600 mm to facilitate the hoisting of an injured person from the bottom of the space.
- (ii) Where access to a cargo hold is arranged through a cargo hatch, the top of the ladder shall be placed as close as possible to the hatch coaming.
- (iii) Any access hatch coaming with a height greater than 900 mm shall have steps on the outside in conjunction with the ladder.
- (iv) For access through vertical openings or manholes in swash bulkheads, floors, girders and web frames providing passage through the length and breadth of the space, the minimum opening shall —