

Latest SOLAS Requirements



<MSC Shanghai>

- **MSC 76th Session issue new amendments of SOLAS Ch.II-1, Reg.3-6**
- **“Access to and within spaces in the cargo area of oil tankers and bulk carriers” MSC.134(76)**
- **MSC 76th session also approved “Technical Provisions for Means of Access for Inspections” (Res.133)**

■ Application:

Generally, this new regulation applies to
oil tankers of 500 gross tonnage and over, and
bulk carriers of gross tonnage 20,000 and over,
constructed on or after 2005-01-01

- **Each space within the cargo area shall be provided with a permanent means of access**
- **Overall and close-up inspections and thickness measurement of the ship's structure.**
- **Where impracticable to put a permanent means of access, the administration may allow of**
- **portable means of access such as staging, moveable platforms and ladders.**

- Safe access to cargo holds, cofferdams, ballast tanks, cargo tanks and other spaces in the cargo area shall be **direct from the open deck** and such as to ensure their complete inspection.
- Safe access to double bottom spaces may be from a pump-room, deep cofferdam, pipe tunnel, cargo hold, double hull space or similar compartment **not** intended for the carriage of oil or hazardous cargoes.

- **Tanks**, and subdivisions of tanks, having a length of **35m** or more shall be fitted with at least **2 access** hatchways and ladders, as far as practicable.
- Tank less than 35m in length shall be served by at least 1 access.
- **Each cargo hold** shall be provided with at least **2 means of access** as far apart as practicable.
- In general, these accesses shall be arranged diagonally, e.g. one access near the forward bulkhead on the port side, the other one near the aft bulkhead on the starboard side.

■ Ship Structure Access Manual

- ❖ A ship's means of access to carry out overall and close-up inspections and thickness measurements shall be described in a **Ship Structure Access Manual** approved by the Administration, an updated manual shall be kept on board.
- ❖ This manual shall include the means of access to/within the space to enable overall/close-up inspection, instruction for inspection and maintaining the structural, instruction for rigging of portable means, inventory of portable means.

- ***Bulk-carrier Safety***, MSC 76th session approved new SOLAS Ch.XII
- ❖ Reg.12, “Hold, ballast and dry space water level detectors”
- ❖ Reg.13, “Availability of pumping systems”
- The new regulation addresses the crew evacuation in the shortest timescale to give warning signal.
- The date of application of this regulations : **2004-07-01**.
- Application: All **Bulk Carriers** regardless of the date of construction

- **Reg.12, Bulk carriers constructed before 1 July 2004 shall comply with this requirement not later than the date of the 1st annual, intermediate or renewal survey of the ship to be carried out after 1 July 2004.**
- **Reg.13, Bulk carriers constructed before 1 July 2004 shall comply with the requirements of this regulation not later than the date of the first intermediate or renewal survey of the ship to be carried out after 1 July 2004, but in no case later than 1 July 2007.**

- Bulk carriers shall be fitted with water level detectors:
 - ❖ In each **cargo hold**, giving audible and visual alarms, one when the water level above the inner bottom in any hold reaches a height of **0.5m** and another at a height not less than 15% of the depth of the cargo hold but not more than **2.0m**. If hold used for ballast, alarm overriding to be provided.
 - ❖ In any **ballast tanks forward of collision bulkhead**, giving an audible and visual alarm when the liquid in the tank reaches a level not exceeding **10%** of the tank capacity.
 - ❖ Alarm overriding when tank in use.

- Bulk carriers shall be fitted with water level detectors:
 - ❖ In **any dry or void space** other than chain locker, any part of which extends forward of the foremost cargo hold, giving an audible and visual alarm at a water level of **0.1m** above the deck.
 - ❖ The audible and visual alarms shall be located on the navigation bridge.

■ Bulk carriers - Availability of pumping systems

- ❖ The means for draining and pumping ballast tanks forward of the collision bulkhead and bilges of dry spaces any part of which extends forward of the foremost cargo hold shall be capable of being brought into operation from a readily accessible enclosed space, the location of which is accessible **from the navigation bridge or propulsion machinery control position without traversing exposed freeboard** or superstructure decks.
- ❖ Where pipes serving such tanks or bilges pierce the collision bulkhead, valve operation by means of remotely operated actuators may be accepted, as an alternative to the valve control specified in regulation II-1/11.4, provided that the location of such valve controls complies with this regulation.

- Bulk carriers - Availability of pumping systems
- ❖ The rate of dewatering system shall not be less than **320 x A m³/h**, where **A is the cross-sectional area in m² of the largest air pipe or ventilator pipe** connected from the exposed deck to a closed forward space.

(IACS Interpretation M65)

■ Ship identification number

- ❖ For ships constructed **on or after 2004-07-01** ship's ID no. shall be permanently marked.
- ❖ In a visible place either on the **stern of the ship** or on either side of the hull, amidships port and starboard, above the deepest assigned load line or either side of the superstructure, port and starboard or on the front of the superstructure and;
- ❖ In an easily accessible place either on one of the end transverse **bulkhead of machinery space** or one of hatchways, or pump-room/tanker, or one of transverse bulkhead of ro-ro space.

■ Ship identification number

- ❖ **Marking shall be in contrast colour.**
- ❖ **External marking height $\geq 200\text{mm}$**
- ❖ **Internal marking height $\geq 100\text{mm}$**
- ❖ **Marking shall be made by raised letter, or by cutting, or by centre-punching, which is not easily expunged.**

■ Continuous Synopsis Record

- ❖ For new ships on or after **2004-07-01**, CSR shall be provided which includes name of ship, flag state, ID no., register date, register port, owner, class, etc.
- ❖ For existing ships, CSR shall, at least, provide the history of the ship as from 1 July 2004.

- All ships constructed **on or after 2004-07-01** shall provide Ship Security Alert System.
- ❖ Initiate and transmit a ship-to-shore security alert.
- ❖ This alert shall not sent to any other ship, not raise any alarm on-board the ship.
- ❖ Continue the alert until deactivated and/or reset.
- ❖ It shall be capable of being activated from the navigation bridge and in at least one other location.
- ❖ CSR shall be provided which includes name of ship, flag state, ID no., register date, register port, owner, class, etc.
- ❖ For ISSC (international Ship Security Certificate), shall be provided.

- **Load Line convention 2003 amendments, applicable for ships constructed on or after **1 Jan 2005**.**

- ❖ **Reg.16 : new and stricter sea loads on hatches - in general doubled and even more for forward hatches**

- ❖ **Reg.39: new formula for minimum bow height and reserve buoyancy based on deck wetness considerations.**

- **For the ships constructed on or after 1 Jan 2005, PMA by Res.MSC.134(76) and technical provision by Res.MSC.133(76) shall be complied.**
- **For the ships constructed on or after 1 Jan 2006, technical provision by Res.MSC.158(78) shall be applied.**
- **Res. MSC.158(78) may be applied in advance for the ships constructed between 1 Jan 2005 and 1 Jan 2006.**

- Application: **all cargo ships**.
- If ships are constructed before 1 July 2006, they shall be ready at their first safety equipment survey.
- An immersion suit shall be provided for **every person** on board the ship.
- Any **watch or work stations** which are located remotely from the place or places where immersion suits are normally stowed, additional suits shall be provided at these locations for the number of persons normally on watch or working at those locations at any time.
- The immersion suits required by this regulation may be used to comply with the requirements of reg.7.3. - It means the 3 sets for crew the rescue boats is unnecessary.






- **Application: All bulk carriers**
- **Notwithstanding the requirements of paragraph 1,1. bulk carriers as defined in regulation IX/1.6 constructed on or after 1 July 2006 shall comply with the requirements of paragraph 1.2.**
- **It means that all the bulk carriers shall provide “freefall lifeboat”.**

- **Reg.1, Definition of bulk carriers:** *“a ship which is intended primarily to carry dry cargo in bulk, including such types as ore carriers and combination carriers.”*
- **Reg.6, In connection with PMA, new structure requirements for double-side skin construction of bulk carriers.**
- **Reg.12 & 13, The changed definition may affect those double side skin construction bulk carriers (or gear bulk). For example, **water ingress alarm and remote bilge requirement** will have to be complied with not later than the date of the annual, intermediate or renewal survey of the ship to be carried out after 2004-07-01, whichever comes first.**

Fire Control Plan

MANAGING RISK



No.	Graphical symbol	Reference	Comments on use
2.28		Fire extinguisher	Indicate type of extinguishing media (CO ₂ for carbon dioxide, F for foam, H for gas other than CO ₂ (type of gas to be indicated), P for powder, W for water) and capacity (kg for gas and powder, litres for water and foam) at the right side of the symbol. Media should be colour-coded in the lower part of the symbol as follows: grey for carbon dioxide, yellow for foam, brown for gas other than CO ₂ , white for powder, green for water.
2.29		Wheeled fire extinguisher	Indicate type of extinguishing media (CO ₂ for carbon dioxide, F for foam, H for gas other than CO ₂ (type of gas to be indicated), P for powder, W for water) and capacity (kg for gas and powder, litres for water and foam) at the right side of the symbol. Media should be colour-coded in the centre part of the symbol as follows: grey for carbon dioxide, yellow for foam, brown for gas other than CO ₂ , white for powder, green for water.
2.30		Portable foam applicator unit or relevant spare tank(s)	
2.31		Fire locker	Indicate the number of the fire locker at the right side of the symbol. The principal contents of each fire locker should be indicated in the legend.
2.32		Space or group of spaces protected by fire-extinguishing system	Indicate type of extinguishing media (CO ₂ for carbon dioxide, F for foam, H for gas other than CO ₂ (type of gas to be indicated), P for powder, W for water, S for sprinkler or high pressure water extinguishing system) and capacity (kg for gas and powder, litres for water and foam) at the top of the symbol. Add suffix "L" for fixed local application fire fighting system. Media should be colour-coded in the symbol as follows: grey for carbon dioxide, yellow for foam, brown for gas other than CO ₂ , white for powder, green for water, orange for sprinkler or high pressure water extinguishing system.

For the ships constructed on or after 2004-07-01, Fire control plan is recommended to refer to Res.A.952 & ISO 15736 (MSC/Circ.1120)



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