



JABATAN LAUT MALAYSIA
MARINE DEPARTMENT MALAYSIA

MALAYSIAN SHIPPING NOTICE

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Notis kepada pemilik kapal serta orang yang mempunyai kepentingan kepada kebenaran pengeluaran sijil-sijil statutory.

Notice to ship owners and persons with interest toward the delegation of statutory certification.

**IMPLEMENTATION OF THE INTERNATIONAL CONVENTION FOR THE SAFETY
OF LIFE AT SEA (SOLAS) 1974/78 AS AMENDED**

1. International Convention for the Safety of Life at Sea (SOLAS) 1974/78 came into effect for Malaysia since 19th January 1984. The enforcement of the SOLAS for Malaysia is done by way of the Merchant Shipping Ordinance 1952.
2. Pursuant to the above, the detail requirements and standards for the implementation of the SOLAS 1974/78 **Chapter VI - Carriage of cargoes** for Malaysian Ship as attached in **Appendix 1**
3. This notice is applicable throughout Malaysia and to all Malaysian ships and all ships while in Malaysian waters.

Ketua Pengarah Laut/ Director General of Marine
Tarikh/Date: 24 DECEMBER 2008

Chapter VI - Carriage of cargoes

Part A - General provisions

Regulation 1 - Application

1. This chapter applies to the carriage of cargoes (except liquids in bulk, gases in bulk and those aspects of carriage covered by other chapters) which, owing to their particular hazards to ships or persons on board, may require special precautions in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage. However, for cargo ships of less than 500 gross tonnage, the Surveyor General, if it considers that the sheltered nature and conditions of voyage are such as to render the application of any specific requirements of [part A](#) or [B](#) of this chapter unreasonable or unnecessary, may take other effective measures to ensure the required safety for these ships.
2. To supplement the provisions of [parts A](#) and [B](#) of this chapter, each Contracting Government shall ensure that appropriate information on cargo and its stowage and securing is provided, specifying, in particular, precautions necessary for the safe carriage of such cargoes.

Regulation 2 - Cargo information

1. The shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information shall be confirmed in writing and by appropriate shipping documents prior to loading the cargo on the ship.
2. The cargo information shall include:
 1. in the case of general cargo, and of cargo carried in cargo units, a general description of the cargo, the gross mass of the cargo or of the cargo units, and any relevant special properties of the cargo. For the purpose of this regulation the cargo information required in [sub-chapter 1.9](#) of the Code of Safe Practice for Cargo Stowage and Securing, adopted by the International Maritime Organization by [resolution A.714\(17\)](#), as may be amended, shall be provided. Any such amendment to [sub-chapter 1.9](#) shall be adopted, brought into force and take effect in accordance with the provisions of [article VIII](#) of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.
 2. In the case of bulk cargo, information on the stowage factor of the cargo, the trimming procedures, likelihood of shifting including angle of repose, if applicable, and any other relevant special properties. In the case of a concentrate or other cargo which may liquefy, additional information in the form of a certificate on the moisture content of the cargo and its transportable moisture limit.
 3. in the case of a bulk cargo not classified in accordance with the provisions of the IMDG Code, as defined in [regulation VII/1.1](#), but which has chemical properties that may create a potential hazard, in addition to the information required by the preceding subparagraphs, information on its chemical properties.
3. Prior to loading cargo units on board ships, the shipper shall ensure that the gross mass of such units is in accordance with the gross mass declared on the shipping documents.

Regulation 3 - Oxygen analysis and gas detection equipment

1. When transporting a bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be to the satisfaction of the Surveyor General .
2. The Surveyor General shall take steps to ensure that crews of ships are trained in the use of such instruments.

Regulation 4 - The use of pesticides in ships

Appropriate precautions shall be taken in the use of pesticides in ships, in particular for the purposes of fumigation

Regulation 5 - Stowage and securing

1. Cargo, cargo units and cargo transport units carried on or under deck shall be so loaded, stowed and secured as to prevent as far as is practicable, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard.
2. Cargo, cargo units and cargo transport units shall be so packed and secured within the unit as to prevent, throughout the voyage, damage or hazard to the ship and the persons on board.
3. Appropriate precautions shall be taken during loading and transport of heavy cargoes or cargoes with abnormal physical dimensions to ensure that no structural damage to the ship occurs and to maintain adequate stability throughout the voyage.
4. Appropriate precautions shall be taken during loading and transport of cargo units and cargo transport units on board ro-ro ships, especially with regard to the securing arrangements on board such ships and on the cargo units and cargo transport units and with regard to the strength of the securing points and lashings.
5. Freight containers shall not be loaded to more than the maximum gross weight indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC), as amended.
6. All cargoes, other than solid and liquid bulk cargoes, cargo units and cargo transport units shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Surveyor General . In ships with ro-ro spaces, as defined in regulation [II-2/3.41](#), all securing of such cargoes, cargo units and cargo transport units, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves the berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the International Maritime Organization .

Part B - Special provisions for bulk cargoes other than grain**Regulation 6 - Acceptability for shipment**

1. Prior to loading a bulk cargo, the master shall be in possession of comprehensive information on the ship's stability and on the distribution of cargo for the standard loading conditions. The method of providing such information shall be to the satisfaction of the Surveyor General refer to Annex 1.
2. Concentrates or other cargoes which may liquefy shall only be accepted for loading when the actual moisture content of the cargo is less than its transportable moisture limit. However, such concentrates and other cargoes may be accepted for loading even when their moisture content exceeds the above limit, provided that safety arrangements to the satisfaction of the Surveyor General are made to ensure adequate stability in the case of cargo shifting and further provided that the ship has adequate structural integrity.
3. Prior to loading a bulk cargo which is not a cargo classified in accordance with the provisions of the IMDG Code, as defined in [regulation VII/1.1](#) but which has chemical properties that may create a potential hazard, special precautions for its safe carriage shall be taken.

Regulation 7 - Loading, unloading and stowage of bulk cargoes

1. For the purpose of this regulation, *terminal representative* means a person appointed by the terminal or other facility, where the ship is loading or unloading, who has responsibility for operations conducted by that terminal or facility with regard to the particular ship.
2. To enable the master to prevent excessive stresses in the ship's structure, the ship shall be provided with a booklet, which shall be written in a language with which the ship's officers responsible for cargo operations are familiar. If this language is not English, the ship shall be provided with a booklet written also in the English language. The booklet shall, as a minimum, include:
 - .1. stability data, as required by [regulation II-1/22](#);
 - .2. ballasting and deballasting rates and capacities;
 - .3. maximum allowable load per unit surface area of the tank top plating;
 - .4. maximum allowable load per hold;
 - .5. general loading and unloading instructions with regard to the strength of the ship's structure including any limitations on the most adverse operating conditions during loading, unloading, ballasting operations and the voyage;
 - .6. any special restrictions such as limitations on the most adverse operating conditions imposed by the Surveyor General or organization recognised by it, if applicable; and
 - .7. where strength calculations are required, maximum permissible forces and moments on the ship's hull during loading, unloading and the voyage.
3. Before a solid bulk cargo is loaded or unloaded, the master and terminal representative shall agree on a plan which shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading, and shall include the sequence, quantity and rate of loading or unloading, taking into consideration the speed of loading or unloading, the number of

pours and the deballasting or ballasting capability of the ship. The plan and any subsequent amendments thereto shall be lodged with the appropriate authority of the port State.

4. Bulk cargoes shall be loaded and trimmed reasonably level, as necessary, to the boundaries of the cargo space so as to minimize the risk of shifting and to ensure that adequate stability will be maintained throughout the voyage.
5. When bulk cargoes are carried in 'tween-decks, the hatchways of such 'tween-decks shall be closed in those cases where the loading information indicates an unacceptable level of stress of the bottom structure if the hatchways are left open. The cargo shall be trimmed reasonably level and shall either extend from side to side or be secured by additional longitudinal divisions of sufficient strength. The safe load-carrying capacity of the 'tween-decks shall be observed to ensure that the deck-structure is not overloaded.
6. The master and terminal representative shall ensure that loading and unloading operations are conducted in accordance with the agreed plan.
7. If during loading or unloading any of the limits of the ship referred to in [paragraph 2](#) are exceeded or are likely to become so if the loading or unloading continues, the master has the right to suspend operation and the obligation to notify accordingly the appropriate authority of the port State with which the plan has been lodged. The master and the terminal representative shall ensure that corrective action is taken. When unloading cargo, the master and terminal representative shall ensure that the unloading method does not damage the ship's structure.
8. The master shall ensure that ship's personnel continuously monitor cargo operations. Where possible, the ship's draught shall be checked regularly during loading or unloading to confirm the tonnage figures supplied. Each draught and tonnage observation shall be recorded in a cargo log-book. If significant deviations from the agreed plan are detected, cargo or ballast operations or both shall be adjusted to ensure that the deviations are corrected.

Part C - Carriage of grain

Regulation 8 - Definitions

For the purpose of this part, unless expressly provided otherwise:

1. *International Grain Code* means the International Code for the Safe Carriage of Grain in Bulk adopted by the Maritime Safety Committee of the International Maritime Organization by resolution MSC.23(59) as may be amended by the International Maritime Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.
2. The term *grain* includes wheat, maize (corn), oats, rye, barley, rice, pulses, seeds and processed forms thereof whose behaviour is similar to that of grain in its natural state

Regulation 9 - Requirements for cargo ships carrying grain

1. In addition to any other applicable requirements of the present regulations, a cargo ship carrying grain shall comply with the requirements of the International Grain Code, and hold a document of authorization as required by that Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory.

2. A ship without such a document shall not load grain until the master satisfies the Surveyor General of the port of loading that the ship will comply with the requirements of the International Grain Code in its proposed loaded condition

1. the Recommendation on intact stability for passenger and cargo ships under 100 metres in length adopted by the Organization by resolution A.167(ES.IV), and to amendments to this Recommendation adopted by the Organization by resolution A.206(VII); and
2. the Recommendation on a severe wind and rolling criterion (weather criterion) for the intact stability of passenger and cargo ships of 24 metres in length and over adopted by the Organization by resolution A.562(14).