



JABATAN LAUT MALAYSIA
MARINE DEPARTMENT MALAYSIA

MSN 09/2010

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Notis kepada pemilik kapal, agen perkapalan, Nakhoda, pelaut, pengusaha pelabuhan, badan klasifikasi yang diiktiraf, pengurus kapal dan industri maritim
Notice to shipowners, ship agents, Masters, seafarers, port operators, recognized organization, ship manager and the maritime industry

AMENDMENT TO INTERNATIONAL CONVENTION ON SAFETY OF LIVE AT SEA

1. The purpose of this Notice is to inform the maritime community of the amendments to SOLAS CHAPTER II-1 which was adopted through resolution by Maritime Safety Committee on its 86th session on 5th June 2009. ([MSC RESOLUTION 282 \(86\)](#)).

2. The amendments made to Chapter II-1 of (SOLAS 74 as amended) are as follows

2.1.1 *Part A-1 Structure of ships*

Regulation 3-5 – New installation of materials containing asbestos

The existing text of paragraph 2 is replaced by the following:

From 1 January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited.

2.1.2 **Part C Machinery installations**

Regulation 35-1. Bilge pumping arrangements

The following new paragraph 2.6.3 is added after the existing paragraph 2.6.2

.2.6.3 Provisions for the drainage of closed vehicle and ro-ro spaces and special category spaces shall also comply with regulations II-2/20.6.1.4 and regulations II-2/20.6.1.5, please refer to Appendix 1

3. The Shipping Community is advised to ensure the amendment to Regulation 3-5 and regulation 35-1 of Chapter II-1 SOLAS 74 as amended are complied with by 1st January 2011.

Ketua Pengarah Laut/*Director General of Marine*

Tarikh/Date : 1st January 2010

**SOLAS- INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA
CHAPTER II-2- CONSTRUCTION- FIRE PROTECTION, FIRE DETECTION AND
FIRE EXTINCTION**

PART G- SPECIAL REQUIREMENTS

**REGULATION 20 – PROTECTION OF VEHICLE, SPECIAL CATEGORY AND RO-
RO SPACES**

6- FIRE EXTINCTION

6.1.4. When fixed pressure water-spraying fire-extinguishing systems are provided, in view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks during the operation of the water-spraying system, the following arrangements shall be provided:

.1. in passenger ships:

.1.1. in the spaces above the bulkhead deck, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard;

.1.2.1. in ro-ro passenger ships, discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea;

.1.2.2. Any operation of valves referred to in paragraph 6.1.4.1.2.1 shall be recorded in the log-book;

.1.3. in the spaces below the bulkhead deck, the Administration may require pumping and drainage facilities to be provided additional to the requirements of regulation II-1/35-1. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water spraying system pumps and the required number of fire hose nozzles. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment;

.2. in cargo ships, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water spraying system pumps and the required number of fire hose nozzles. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible the adverse effect upon stability of the added weight and free surface of water shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information. Such information shall be included in the stability information supplied to the master as required by regulation II-1/5-1.

The requirement of this paragraph shall apply to ships constructed on or after [date of entry into force]. Ships constructed on or after 1 July 2002 and before [date of entry into force] shall comply with the previously applicable requirements of paragraph 6.1.4, as amended by resolution MSC.91(72).

6.1.5 In addition to provisions in paragraph 6.1.4 for closed vehicles and ro-ro spaces and special category spaces, [measures shall be taken] to prevent the blockage of drainage arrangements, [to the satisfaction of the Administration,] taking into account the guidelines developed by the Organization*. Ships constructed before [date of entry into force] shall comply with