



JABATAN LAUT MALAYSIA

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Notis kepada pemilik kapal, agen perkapalan, Nakhoda, pelaut, pengusaha pelabuhan dan industri maritim
Notice to shipowners, ship agents, Masters, seafarers, port operators and the maritime industry

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED – CORROSION PROTECTION OF CARGO OIL TANKS OF CRUDE OIL TANKERS

1. The purpose of this Notice is to inform the maritime community of the amendments to SOLAS CHAPTER II-1 adopted through resolution by Maritime Safety Committee on its 87th session on 30th June 2010 adopted on 21st May 2010, which will be entered into force on 1 January 2012 ([RESOLUTION MSC.291\(87\)](#))
2. This requirement is for Corrosion protection of cargo oil tanks of crude oil tankers, which require all cargo oil tanks of crude oil tankers being coated during the construction of the ship in accordance with the Performance standard for protective coatings for cargo oil tanks of crude oil tankers adopted by the Maritime Safety Committee.
3. The details of the amendments to Chapter II-1 of (SOLAS 74 as amended) are as follows:

**CHAPTER II-1
CONSTRUCTION STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS**

**Part A-1
Structure of ships**

- 1 The following new regulation 3-11 is added after regulation 3-10:

**"Regulation 3-11
Corrosion protection of cargo oil tanks of crude oil tankers**

1 Paragraph 3 shall apply to crude oil tankers^{*}, as defined in regulation 1 of Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, of 5,000 tonnes deadweight and above:

- .1 for which the building contract is placed on or after 1 January 2013; or

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Refer to items 1.11.1 or 1.11.4 of the Supplement to the International Oil Pollution Prevention Certificate (Form B).

- .2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2013; or
- .3 the delivery of which is on or after 1 January 2016.

2 Paragraph 3 shall not apply to combination carriers or chemical tankers as defined in regulations 1 of Annexes I and II, respectively, to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto. For the purpose of this regulation, chemical tankers also include chemical tankers certified to carry oil.

3 All cargo oil tanks of crude oil tankers shall be:

- .1 coated during the construction of the ship in accordance with the Performance standard for protective coatings for cargo oil tanks of crude oil tankers, adopted by the Maritime Safety Committee by **resolution MSC.288(87)**, as may be amended by the 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; or
- .2 protected by alternative means of corrosion protection or utilization of corrosion resistance material to maintain required structural integrity for 25 years in accordance with the Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers, adopted by the Maritime Safety Committee by **resolution MSC.289(87)**, as may be amended by the 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.

4 The Administration may exempt a crude oil tanker from the requirements of paragraph 3 to allow the use of novel prototype alternatives to the coating system specified in paragraph 3.1, for testing, provided they are subject to suitable controls, regular assessment and acknowledgement of the need for immediate remedial action if the system fails or is shown to be failing. Such exemption shall be recorded on an exemption certificate.

5 The Administration may exempt a crude oil tanker from the requirements of paragraph 3 if the ship is built to be engaged solely in the carriage of cargoes and cargo handling operations not causing corrosion^{**}. Such exemption and conditions for which it is granted shall be recorded on an exemption certificate.

Ketua Pengarah Laut/*Director General of Marine*
Tarikh/Date : 1st January 2011

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Refer to the guidelines to be developed by the Organization."