



JABATAN LAUT MALAYSIA
MARINE DEPARTMENT MALAYSIA

MSN 11/2010

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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*

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

1. The purpose of this Notice is to inform the shipping community of the adoption of the amendments to SOLAS CHAPTER II, the Maritime Safety Committee during its 84th session on 5 June 2008 has made the following amendments through [RESOLUTION MSC.256 \(84\)](#)
2. The requirement shall apply to ships constructed on or after 1 January 2010. Ships constructed on or after 1 July 2002 and before 1 January 2010 shall comply with the previously applicable requirements of paragraph SOLAS Chapter II-2 regulation 20 para 6.1.4, as amended by resolution MSC.99 (73). Details of the amendment is attached in Appendix 1
3. Shipping Communities are advice to take note the date of entry into force and comply fully with the requirements of the above amendments

Ketua Pengarah Laut/*Director General of Marine*
Tarikh/Date : 1st January 2010

Regulation 20 – Protection of vehicle, special category and ro-ro spaces

5- The existing paragraph 6.1.4 is replaced by the following paragraph 6.1.4 and new paragraph 6.1.5 is added after paragraph 6.1.4 as follows:

“6.1.4 The requirement of this paragraph shall apply to ships constructed on or after 1 January 2010. Ships constructed on or after 1 July 2002 and before 1 January 2010 shall comply with the previously applicable requirements of paragraph 6.1.4, as amended by resolution MSC.99 (73). When fixed pressure water spraying systems are fitted, 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 fixed pressure 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, taking into account the guidelines developed by the Organization*;

.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, taking into account the guidelines developed by the Organization*. 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, taking into account the guidelines developed by the Organization*. 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.

6.1.5 On all ships, for closed vehicles and ro-ro spaces and special category spaces, where fixed pressure water-spraying systems are fitted, means shall be provided to prevent the blockage of drainage arrangements, taking into account the guidelines developed by the Organization*. Ships constructed before 1 January 2010 shall comply with the requirements of this paragraph by the first survey after 1 January 2010.”

* Refer to the Guidelines for drainage systems in closed vehicle and ro-ro spaces and special category spaces, to be developed by the Organization. Please refer to [MSC.1/Circ.1320](#)

** Refer to the Recommendation on fixed fire-extinguishing systems for special category spaces, adopted by the Organization by [resolution A.123 \(V\)](#).