



**NOTIS PERKAPALAN MALAYSIA**  
**MALAYSIA SHIPPING NOTICE**

**JABATAN LAUT MALAYSIA**  
**MARINE DEPARTMENT MALAYSIA**

**MSN 13/2010**

Ibu Pejabat Laut Semenanjung Malaysia, Peti Surat 12, 42007 Pelabuhan Klang  
Tel : 03-33467777, Fax : 03-31685289, E-mail : [kpgr@marine.gov.my](mailto:kpgr@marine.gov.my)  
Webpage : <http://www.marine.gov.my>

---

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-2, the Maritime Safety Committee during its 84th session on 4th December 2008 has made the following amendments through [RESOLUTION MSC.269 \(85\)](#)
2. The amendments made to Part C of Regulation 9 – Containment of Fire and Regulation 10 – Fire Fighting of Chapter II-2 are attached as 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 : 1<sup>st</sup> January 2010

**CHAPTER II-2  
CONSTRUCTION . FIRE PROTECTION, FIRE DETECTION AND  
FIRE EXTINCTION**

**Part A  
General**

**Regulation 1 . Application**

- 4      The following new paragraph 2.3 is added:

.2.3      Ships constructed on or after 1 July 2002 and before 1 July 2010 shall comply with paragraphs 7.1.1, 7.4.4.2, 7.4.4.3 and 7.5.2.1.2 of regulation 9, as adopted by resolution MSC.99(73)..

**Part C  
Suppression of fire**

**Regulation 9 Containment of fire**

- 5      The last sentence of paragraph 4.1.1.2 is moved to a new separate paragraph 4.1.1.3 and the existing following paragraphs are renumbered accordingly.

- 6      The following text is added at the end of paragraph 4.1.1.2:

.Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm. A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door..

- 7      The following text is added at the end of paragraph 4.1.2.1:

.Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 mm..

- 8      In paragraph 4.2.1, the following text is added after the first sentence:

.Doors approved as .A. class without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm and a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door. Doors approved as .B. class without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 mm..

- 9      In paragraph 7.1.1, in the first and second sentences, the words .non-combustible. Are replaced by the words .steel or equivalent..

10 At the beginning of paragraph 7.1.1.1, the words .subject to paragraph 7.1.1.2. are added and the word .a. before the word .material. is replaced by the word .any..

11 The following new paragraph 7.1.1.2 is added after the existing paragraph 7.1.1.1 and the existing subsequent paragraphs are renumbered accordingly:

..2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value\*\* not exceeding 45 MJ/m<sup>2</sup> of their surface area for the thickness used;.

---

\*\* Refer to the recommendations published by the International Organization for Standardization, in particular publication ISO 1716:2002, Determination of calorific potential.

12 In paragraph 7.4.4.2, the words .non-combustible. are replaced by the words .steel or equivalent..

13 In paragraph 7.4.4.3, the words .non-combustible. are replaced by the words .steel or equivalent..

14 At the beginning of paragraph 7.4.4.3.1, the words .subject to paragraph 7.4.4.3.2. are added and the word .a. before the word .material. is replaced by the word .any..

15 The following new paragraph 7.4.4.3.2 is added after the existing paragraph 7.4.4.3.1 and the existing subsequent paragraphs are renumbered accordingly:

..3.2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value\* not exceeding 45 MJ/m<sup>2</sup> of their surface area for the thickness used;.

---

\* Refer to the recommendations published by the International Organization for Standardization, in particular publication ISO 1716:2002, Determination of calorific potential.

16 At the end of paragraph 7.5.2.1.2, the words .and, in addition, a fire damper in the upper end of the duct. are added.

## **Regulation 10 . Fire fighting**

17 The following new paragraph 10.2.6 is inserted after the existing paragraph 10.2.5:

.10.2.6 Passenger ships carrying more than 36 passengers constructed on or after 1 July 2010 shall be fitted with a suitably located means for fully recharging breathing air cylinders, free from contamination. The means for recharging shall be either:

.1 breathing air compressors supplied from the main and emergency switchboard, or independently driven, with a minimum capacity of 60 l/min per required breathing apparatus, not to exceed 420 l/min;

or

- .2 self-contained high-pressure storage systems of suitable pressure to recharge the breathing apparatus used on board, with a capacity of at least 1,200 l per required breathing apparatus, not to exceed 50,000 l of free air..