SINGAPORE FLAG REQUIREMENTS

Country Title

The Republic of Singapore

Merchant ship Ensign



Contact Details

Maritime and Port Authority of Singapore, Shipping Division 460 Alexandra Road, #21-00, PSA Building, Singapore 119963

http://www.mpa.gov.sg

Office Hour Timings				
Mon to Thurs	- 8.30am to 6.00pm (SG time)			
Fri	- 8.30am to 5.30pm (SG time)			
Sat, Sun, PH	- Closed			

Contact details of various departments in the Shipping Division of MPA are as follows:

Department	Tel	Email
Registry	(+65) 6375 1932	marine@mpa.gov.sg
Seafarers Management	(+65) 6375 6224	mmo@mpa.gov.sg
Flag State Control	(+65) 6375 6251	shipping@mpa.gov.sg
Port State Control	(+65) 6375 6251	shipping@mpa.gov.sg
Training Standards	(+65) 6375 6222	coc@mpa.gov.sg
Ship Regulation & Development	(+65) 6375 6269	shipping@mpa.gov.sg
Investigation	(+65) 6375 6271	ivd@mpa.gov.sg
For urgent matters (after office hours) please call: 24/7 SRS Hotline (+65) 6-CALL-SRS (+65) 6-2255-777		

S/N	Rev.	Rev. Date	Short description of revision history	Paragraph No.
	No.			
1	.1	01/10/19	a) Delete the title of "Assessment of Damage Stability" and renumber the subsequent paragraphs.	Para. 2 of ICLL
			 b) Insert correct reference to ICLL Reg.39(1) on Minimum Bow Height Calculation and insert words "Exemption may be granted on a case by case basis. 	Para. 2 of ICLL
			c) Insert words "that are not supported by a seat or flanges" for wafer type butterfly valves.	Para.4 of SOLAS
			 Amendment to clarify the servicing interval of VDR, S-VDR, AIS and EPIRB to be carried out within the "time window" of surveys under the HSSC. 	Para.16 of SEQ
			e) Delete the additional requirement on maintenance of Low Pressure CO2 Fire Extinguishing Installation and renumber the subsequent paragraph.	Para.17 of SEQ
			 f) Delete the word "bunker" throughout the paragraph. 	Para.2 of MARPOL

General

The Services RO provides are relied upon by the Director as evidence of compliance with the requirements set out in the Acts, and may lead to the issuance of, or support the issuance of, a certificate by or on behalf of the Director. For the ISM Code (International Management Code for the Safe Operation of Ships and for Pollution Prevention), ISPS Code (International Code for the Security of Ships and of Port Facilities) and the MLC 2006 (Maritime Labour Convention, 2006) certification, the RO is authorized to perform the Services on Singapore ships which have been classed by another RO, if the ship-owner so desires.

The Services shall be performed by exclusive surveyors, inspectors and auditors dedicated solely to surveying and auditing respectively ("exclusive surveyors, inspectors and auditors") in the sole employment of the RO or its subsidiary or affiliate entities within the RO's group of organizations, who are duly qualified and trained and authorized to execute all duties and activities incumbent upon the RO, within their level of work responsibility. In the event an exclusive surveyor, inspector or auditor is not available to carry out the Services, the Services may be performed by another RO authorized by the Authority, provided that the **written approval of the Director shall first be obtained**.

The RO shall, upon becoming aware of a situation:

- 1) Involving a major deficiency or a serious safety-related issue that would normally be considered sufficient to detain a ship and prevent her from proceeding to sea pending correction; or
- On board ship or within a company involving a major non-conformity, as defined in the Guidelines on the Implementation of the International Safety Management (ISM) Code by Administration (resolution A.1 071 (28) as amended),

notify the Director without undue delay, by electronic means or otherwise, of the name of the company or ship (as the case may be), the IMO number, the official number and a description of the major non-conformity, deficiency or issue.

The RO shall inform the Administration, as soon as possible, by electronic or other means, of any dangerous occurrences, accidents, machinery or structural breakdowns, or failures that they become aware of on a Singapore ship.

The RO shall report to the Administration by electronic or other means, the name, official number and IMO number of any Singapore ship suspended, terminated or removed from its list of classed ships for which RO has performed any Services as authorised by our Administration. A brief notification shall be made by electronic means or otherwise within three (3) days, and a full notification shall be made within thirty (30) days, from the effective date of the suspension, termination or removal of the ship from the RO's list of classed ships. The full notification shall include a detailed description of the reasons for the suspension, termination or removal.

For a list of the Certificates and Documents which need to be carried on board Singapore flagged ships see MSC.1/Circ.1586.

All instruments of national law giving effect to the provisions of any Applicable Instruments, additions, deletions or revisions thereto, can be accessed via the Attorney-General's Chamber website (Singapore Statues Online) at https://sco.agc.gov.sg

General

NL		
NO.	Item	Reference
I	Exemptions and waivers Exemptions from the requirements of any applicable instruments in respect of any Singapore ship may only be granted by RO on behalf of the Administration on a case-by-case basis, after the Administration has approved the initial issuance of any relevant exemption certificate.	RO Agreement
	However RO may issue an initial and subsequent exemption certificate for any Singapore ship that the RO has assessed, provided that the ship fulfils such conditions or falls within such class or category of ships that the Administration has determined and notified to RO as a class or category of ships that need not be subject to approval on a case- by-case basis (a "Routine Exemption"). Any exemption certificate issued by the RO, including any certificate issued in respect of any Routine Exemption, shall clearly indicate that the exemption has been approved by the Administration.	
	(The initial issuance of the exemption certificate may be issued by RO after the Director of Marine has approved the relevant exemption. ROs shall report to MPA on a yearly basis , the issuance of Exemption certificates and waivers issued on behalf of MPA (including the Routine Exemption/s)	
2	Equivalents	RO Agreement
	RO may interpret the technical requirements of the international instruments and accept equivalents within the limits of those instruments and in accordance with their technical standards, unless otherwise specified or rejected by the IMO or the Administration. RO shall inform the Administration in writing of any such equivalents or alternatives accepted by the RO on Singapore ships.	
	within the limits of their technical standards)	
3	Specialists	
	RO may engage the services of technical specialists in carrying out surveys such as the survey of radio installations provided these technical specialists are qualified and authorized by RO to execute the services they are engaged to carry out and are subject to RO's quality assurance system and regular audits.	
4	Acceptance of statutory equipment	Surveys Circular
	 The RO is authorized to approve and accept the equipment for use on Singapore ships on behalf of MPA when: a) The equipment is approved and fully certificated to the applicable IMO requirements by any of the ROs. Such approved equipment shall bear the marking of the RO that carried out the type approval. The marking shall be traceable to the certification and test documentation for the equipment; 	NO.0172015
	Or, b) The equipment is approved by the PO or by a duly sutherized Natified	
	Body under the Marine Equipment Directive 96/98/EC (EC MED) and	

5 Electronic Certificates Shipping Circular No.26 / 2017 5 Electronic class and statutory certificates are accepted for use on board Singapore registered ships. All electronic certificates that are issued by MPA or the Recognized Organizations on behalf of Singapore that conform to FAL.5/Circ.39/Rev.2 shall be deemed to be valid in accordance with all applicable international instruments that Singapore is a party to. Shipping Circular No.26 / 2017 6 Use of Electronic Log Books Shipping Circular No.7 / 2016 MPA accepts the use of the electronic log book as equivalent to the manual deck and engine log books onboard Singapore registered ships, as a means of keeping a record of navigation and engineering activities and to improve the efficiency and accuracy of record keeping. The electronic log book should meet the guidelines in IMO Resolution A.916(22) "Guidelines for the recording of events related to navigation". Ship owners and managers who propose to use the electronic log book must incorporate procedures in their Company's and Ships' Safety Management System to address the training, use, maintenance, backup and safekeeping of the electronic log book. Survey Circular No.04 / 2000 7 Official Seal and Stamp on Statutory Certificates All statutory certificates issued by Recognized Organization (RO) under the authority of the Republic of Singapore should bear the official seal/stamp (logo) of the RO. The logo of MPA should not be used on the statutory certificates issued by RC. Survey Circular No.04 / 2000 8 Safety Regulations Applicable to Tankers of 500GT and Upwards constructed on or after 1 January 2003 engaged on Singapore 30-mile limit voyages shall be subjected t		 issued with valid and appropriate MED Certificates, and marked accordingly; or, c) The equipment is approved by another SOLAS/ MARPOL contracting government whose approval process is recognised by MPA. 	
6 Use of Electronic Log Books Shipping Circular No.7 / 2016 MPA accepts the use of the electronic log book as equivalent to the manual deck and engine log books onboard Singapore registered ships, as a means of keeping a record of navigation and engineering activities and to improve the efficiency and accuracy of record keeping. The electronic log book should meet the guidelines in IMO Resolution A.916(22) "Guidelines for the recording of events related to navigation". Ship owners and managers who propose to use the electronic log book must incorporate procedures in their Company's and Ships' Safety Management System to address the training, use, maintenance, backup and safekeeping of the electronic log book. Survey Circular No.04 / 2000 7 Official Seal and Stamp on Statutory Certificates All statutory certificates issued by Recognized Organization (RO) under the authority of the Republic of Singapore should bear the official seal/stamp (logo) of the RO. The logo of MPA should not be used on the statutory certificates issued by RO. Survey Circular No.04 / 2000 8 Safety Regulations Applicable to Tankers of 500GT and Upwards constructed on or after 1 January 2003 engaged on Singapore 30-mile limit voyages shall be subjected to SOLAS 74 Regulations and be issued with Safety Certificates under these Regulations. Survey Certificates issued	5	<i>Electronic Certificates</i> Electronic class and statutory certificates are accepted for use on board Singapore registered ships. All electronic certificates that are issued by MPA or the Recognized Organizations on behalf of Singapore that conform to FAL.5/Circ.39/Rev.2 shall be deemed to be valid in accordance with all applicable international instruments that Singapore is a party to.	Shipping Circular No.26 / 2017
 7 Official Seal and Stamp on Statutory Certificates All statutory certificates issued by Recognized Organization (RO) under the authority of the Republic of Singapore should bear the official seal/stamp (logo) of the RO. The logo of MPA should not be used on the statutory certificates issued by RO. 8 Safety Regulations Applicable to Tankers of 500GT and Upwards With effect from 1 January 2003 onwards, tankers of 500GT and upwards constructed on or after 1 January 2003 engaged on Singapore 30-mile limit voyages shall be subjected to SOLAS 74 Regulations and be issued with Safety Certificates under these Regulations. 	6	Use of Electronic Log Books MPA accepts the use of the electronic log book as equivalent to the manual deck and engine log books onboard Singapore registered ships, as a means of keeping a record of navigation and engineering activities and to improve the efficiency and accuracy of record keeping. The electronic log book should meet the guidelines in IMO Resolution A.916(22) "Guidelines for the recording of events related to navigation". Ship owners and managers who propose to use the electronic log book must incorporate procedures in their Company's and Ships' Safety Management System to address the training, use, maintenance, backup and safekeeping of the electronic log book.	Shipping Circular No.7 / 2016
8 Safety Regulations Applicable to Tankers of 500GT and Upwards Engaged on Singapore 30-Mile Limit Voyages Survey Circular No.17 / 2002 With effect from 1 January 2003 onwards, tankers of 500GT and upwards constructed on or after 1 January 2003 engaged on Singapore 30-mile limit voyages shall be subjected to SOLAS 74 Regulations and be issued with Safety Certificates under these Regulations. Survey Circular No.17 / 2002	7	Official Seal and Stamp on Statutory Certificates All statutory certificates issued by Recognized Organization (RO) under the authority of the Republic of Singapore should bear the official seal/stamp (logo) of the RO. The logo of MPA should not be used on the statutory certificates issued by RO.	Survey Circular No.04 / 2000
	8	Safety Regulations Applicable to Tankers of 500GT and Upwards Engaged on Singapore 30-Mile Limit Voyages With effect from 1 January 2003 onwards, tankers of 500GT and upwards constructed on or after 1 January 2003 engaged on Singapore 30-mile limit voyages shall be subjected to SOLAS 74 Regulations and be issued with Safety Certificates under these Regulations.	Survey Circular No.17 / 2002

TONNAGE CONVENTION

No.	Item	Reference
1	Carving and Marking There is no requirement for the Net Tonnage to be marked on a transverse bulkhead onboard a Singapore registered ship.	Section 10(1) of the Merchant Shipping Act
2	The recommendation in IMO Res.A.758(18) which may be applied to Singapore ships, has now been superseded by IMO Res.A.1073(28).	Survey Circular No.01 / 1994

LOAD LINE CONVENTION

No.	Item	Reference
<u>No.</u> 1	 Multiple Load Line Certificates a) The ship shall comply fully with all the requirements appropriate for a ship of the maximum dead weight corresponding to the least freeboard assigned for which a Load Line Certificate has been issued. b) The deepest Summer draught corresponding to the least freeboard shall not be greater than the moulded draught indicated on the International Tonnage Certificate (1969). c) Each set of Load Line marks shall be verified by a surveyor when they are marked on the ship's sides for the first time. Subsequently, during a periodical inspection required by Article 14(c) of the International Convention on Load Lines, 1966, as amended, they shall be verified by the attending surveyors and their corresponding Load Line Certificates endorsed. d) The Stability booklet shall contain information relating to all the freeboards assigned for which a Load Line Certificate has been isourced. 	Reference Survey Circular No.02 / 1990
	 e) The master shall be responsible and accountable for the proper use of the Load Line Certificates, and the display and proper maintenance of the appropriate Load Line marks at all times. 	
	 f) The master shall ensure that only one set of Load Line marks is visible on the ship's sides and the corresponding Load Line Certificate is displayed at any one time. The remaining Load Line marks shall be effectively obliterated and the remaining Load Line Certificates which are not in used shall be in proper safe keeping. g) The master may on his own accord change the set of Load Line marks in use as and when desired at any appropriate time. However, if the 	
	 ship is issued with more than three (3) sets of Load Line Certificates, every change of load line marks in use shall be verified by a surveyor to ensure that they are properly marked and the appropriate Load Line Certificate is displayed on board. h) The master shall make an official entry in the ship's official log book and the deck log book on every occasion the Load Line marks in use 	
	 are changed. A letter of approval issued by the Maritime and Port Authority of Singapore to carry more than one Load Line certificate and a copy of these guidelines shall be kept on board. 	
	Multiple SOLAS and MARPOL certificates with different deadweights to accompany the multiple load line certificates are not to be issued.	
2	Minimum Bow Height Calculation	

	For landing craft, jack up rig and column stabilized unit, we accept for using of the USCG Trim Resistivity Method in lieu of ICLL Reg.39(1) to calculate the equivalent bow height. The vessel should have sufficient "reserve buoyancy" as required by Reg. 39(1) of the ICLL, 1988 Protocol. Exemption may be granted on a case by case basis. For other type of vessels, MPA's approval to be sought on case by case basis.	
3	 Door Sill Height/Ventilator coaming height/Height of air pipes for high speed craft built in accordance with the 2000 HSC Code In accordance with MSC/Circ.1028, the HSC craft may be exempted from regulation 18,19,20 of the ICLL, subject to the following conditions: The high speed craft complies with the provisions of the 2000HSC Code, as amended; The exemption shall follow the procedure in Article 6(2) and 6(3) of the 1966 ICLL; The International Load Line Exemption Certificate shall be issued to the High Speed Craft in accordance with the provisions of Article 6(2) and 6(3) of the 1966 ICLL. 	MSC/Circ.1028
4	Closing arrangement for machinery space ventilators Reg. 17(3) & 19(3): Fitting of closing arrangements for machinery space ventilators in position 1 with coamings of less than 4.5 m above the deck, and in position 2 with coamings less than 2.3 m above the deck. The unified interpretations as set out in the annex of MSC.1/Circ.1535 interprets positions 1 and 2. MPA's approval to be sought on case by case basis in accordance with the unified interpretation in MSC.1/Circ.1535.	MSC.Circ.1535

COLREGS (International Regulations for Preventing Collisions at Sea)

No.	Item	Reference
1	Navigation Light Performance Standard	IMO Resolution MSC.253 (83)
	The performance standard, set out in annex to the Resolution MSC.253 (83) shall apply to Navigation Light (LNs), Navigation Light Controllers (NLCs) and associate equipment installed on or after 1 January 2009.	Survey Circular No.06 / 2008
	Some of the essential elements of Resolution MSC.253(83) are as follows;a) A masthead light, sidelights and a sternlight installed on board a ship not less than 50m in length should be duplicated or be fitted with duplicate lamps.	

- b) Navigation lights using Light Emitting Diodes (LEDs), in view of decreasing luminous intensity over time and to prevent shortage of the required luminous intensity, shall –
 - i) Be provided with an alarm function which should be activated to notify the Officer of the Watch that the luminous intensity of the light reduces below the level required by COLREG; or
 - ii) Only be used within the lifespan (practical term of validity) specified by the manufacturer to maintain the necessary luminous intensity of LEDs.
- c) A Navigation Light Controller (NLC) shall be provided on board ships to give indications of ON/OFF status of navigation lights. The NLC on ships of not less than 50m in length shall be provided with an alarm for failure of power supply to navigation lights and for failure, including short circuit, of a lamp which is switched on.

The performance standards for navigation lights, navigation light controllers and associated equipment set out in the Annex of Resolution MSC.253 (83) are mandatory for Singapore ships the keels of which are laid on or after 1 January 2009.

In accordance with COLREG 72 Section III, Resolution MSC.253 (83);

- a) A vessel shall exhibit navigation/signal lights (masthead light, stern light, sidelights, towing light, all-round white light, manoeuvring light, etc.) as required by COLREG 72.
- b) Navigation/signal lights shall be regularly inspected, tested, and maintained in normal working condition.
- c) Navigation/signal lights shall be of correct specification as defined in COLREG rule 21. In particular, ensure masthead light and stern light have correct horizontal arc of visibility.
- d) Navigational/signal lights shall be supplied by main and emergency source of power.

MPA grants the dispensation on case by case basis, under Rule 1(e) of the Regulations, from the following COLREG requirements:

- a) Section 2(*i*)(i) of Annex I Vertical spacing of lights , provided, allowing a closer vertical spacing of not less than 1 meter rather than the requirement of 2 meter.
- b) Rule 21(c) Location of stern light, provided that a searchlight be provided to illuminate the after deck of the ship when necessary to give other ships a warning of the ship's after end. This search light shall be exhibited in such a manner so as not to interfere with the safe navigation of other vessels in the vicinity.
- c) Rule 23(a)(ii) / Rule 30(a)(ii) Carriage of second masthead light / anchor light, provided, that ships may be exempted from the carriage of a second masthead light or an anchor light at or near the stern, subject to the following conditions:

a. Ships of special construction and purpose such as MODUs, offshore support vessels, anchor handling and tug boats provided due diligence is exercised by the shipyard to design and construct the vessel to comply as close as possible with the requirements of COLREG Rule 23(a)(ii) and 30(a)(ii).

b. A searchlight is provided to illuminate the after deck of the ship when necessary to give other ships a warning of the ship's after end. This search light shall be exhibited in such a manner so as not to interfere with the safe navigation of other ships in the vicinity.

- d) Section 3(a) of Annex I Horizontal spacing between two masthead lights, provided the distance between two masthead lights shall not to be less than 10 meters.
- e) Section 3(b) of Annex I Horizontal position of side lights, provided a. Mobile Offshore Drilling Units (MODU) and offshore support vessels / utility vessels of special construction or purpose, and up to 150 metres in length.

b. The distance between two mastheads light shall not to be less than 10 metres.

2 Positioning of All-Round Lights

For ships which do not carry a forward masthead light and an after masthead light in their normal course of navigation, but when engaged in towing, carry two or three masthead lights in a vertical line, the all-round Red-White-Rd lights prescribed in Rule 27(b)(i) shall be placed below the masthead lights. The lowest of these all-round lights shall be placed at a height of not less than 4m above the hull for ships of 20m in length and over, and not less than 2m above the hull for ships of less than 20m.

WRECK REMOVAL CONVENTION

No.	Item	Reference
1	All Singapore-registered ships over 300 GT are required to carry on board a WRC State certificate to attest that insurance or other financial security to cover liability for wrecks is in place.	Shipping Circular No.13 / 2017

Survey Circular

No.02 / 2002

SOLAS CONVENTION

SAFE	FETY CONSTRUCTION			
No.	Item	Reference		
1	Extension of Bottom Survey, Special Survey or statutory certificate All applications for extension of surveys and statutory certificates are to be submitted to MPA via the Recognized Organizations (RO) with proper justification (eg. shipyard letters, weather reports, etc), evaluation and recommendation by the RO for approval on a case by case basis.	SOLAS Chapter I, Reg 14.		
	For extension of inspection of the ship's bottom, generally MPA does not grant extension where the interval between any two such inspections exceeded 36 months. In exceptional circumstance, an in-water inspection of the ship's bottom should be carried out for such extension.			
	Inspections of the outside of the ship's bottom SOLAS I/10 (V) states that a minimum of two inspections of the outside of the ship's bottom during any five year period, except where regulation 14(e) or (f) is applicable. Where regulation 14(e) or (f) is applicable, this five year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall not exceed 36 months.	SOLAS I/10 (V)		
	(Resolution A.1120(30) SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (HSSC), 2017)	Resolution A.1120(30) SURVEY		
	Para 4.6.2.2 states that Inspections of the outside of the ship's bottom should normally be carried out with the ship in a dry dock. However, consideration may be given to alternate inspections being carried out with the ship afloat. Special consideration should be given before ships of 15 years of age and over other than bulk carriers and oil tankers are permitted to have such surveys afloat. Inspection of the outside of the ship's bottom of bulk carriers and oil tankers of 15 years of age and over should be carried out with the ship in dry dock. Inspections with the ship afloat should only be carried out when the conditions are satisfactory and the proper equipment and suitably trained staff are available. For ships subject to enhanced survey, the provisions of paragraph 2.2.2 of the applicable part of annex A or B, of the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) adopted by resolution A.1049(27), as amended, shall apply.	GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (HSSC), 2017		
	<u>Non-ESP Ships</u> Under Resolution A.1120(30) para 4.6.2.2, MPA considers that ships less than 15 years of age and not subjected to the ESP Code will be allowed to alternate inspections of the ship's bottom with the ship afloat during its intermediate surveys. Inspection of the ship afloat should only be carried out when the RO determines that the conditions are satisfactory and proper equipment and suitably qualified staff is available.			
	For non-ESP ships that are 15 years old and above, MPA's approval is to be sought for alternate inspections of the ship's bottom with the ship in afloat conditions, on a case by case basis with recommendations provided by RO.			
	MPA further considers that under normal circumstances, a ship should dock to inspect the ship's bottom during the renewal surveys. Ships that does not dry dock to inspect its bottom during renewal surveys (i.e. ship's			

bottom inspection carried out in Dry dock during intermediate survey and falls within SOLAS requirement for minimum of two inspections of the outside of the ship's bottom during any five year period and less than 36 months interval), is not considered the normal circumstance. In such cases, MPA's approval is to be sought on a case by case basis, with recommendations to be provided by the RO. **ESP-Ships** Bulk carriers as defined in regulation IX/1.6 and oil tankers as defined in regulation II-1/2.22 shall be subject to an enhanced programme of inspections in accordance with the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code). MPA considers that: (i) for ESP ships less than 15 years of age, MPA's approval is to be sought for inspections of the ship's bottom in afloat condition in-lieu of dry-docking during its intermediate survey, on a case by case basis with recommendations to be provided by the RO; (ii) for ESP ships that are 15 years old and above, inspections of the ship's bottom in afloat condition in-lieu of dry-docking during its intermediate survey is not allowed. 2 Resolution MSC.277(85) - Clarification of the Term "Bulk Carrier" and IMO Resolution Guidance for Application of Regulations in SOLAS to Ships which MSC.277(85) occasionally Carry Dry Cargoes in Bulk and are not Determined as **Bulk Carriers** The Administration accepts the provisions contained in the resolution on the application dates and interpretations. A statement of compliance attesting to the application of the provisions of the resolution may be issued by RO and is to be kept on board. 3 Guidelines for Vessels with Dynamic Positioning Systems IMO Circular (MSC/Circ.645) MSC/Circ.645 RO is fully authorised to issue a Flag State Verification and Acceptance Document, including the revised MSC.1/Circ.1580 on behalf of Singapore. 4 Forward Collision Bulkhead Butterfly Valves Survey Circular RO is authorized to accept the use of butterfly valve for pipe(s) piercing No.4 / 2017 the collision bulkhead in all new and existing cargo ships, provided the valve is suitably supported by a seat or flanges and capable of being operated above the freeboard deck, in regard to SOLAS Reg.II•1/12.5.1. The use of "Wafer" type butterfly valves that are not supported by a seat or flanges are not accepted. 5 Testing of Watertight Compartments (SOLAS II-1/Reg. 11.2 and 11.3) Survey Circular The Singapore Flag Administration will consider the following as No.3 / 2016 equivalent arrangements to meet the requirements in SOLAS regulation II-1/11.2 and 11.3: a) For the first and sister ships of a ship-type defined as chemical tanker including petroleum/chemical tanker, hydrostatic test shall be carried out in accordance with the requirements of SOLAS regulation II-1/11.2 and 11.3; b) For the first and sister ships of a ship-type defined as combination carrier, and tanker other than chemical tanker, hydrostatic test shall be carried out for at least one (1) ship for every five (5) or fraction of five (5) ships, in accordance with the requirements of SOLAS regulation II-1/11.2 and 11.3. For other ships, IACS UR S14 may be applied as equivalent to the testing requirements of SOLAS regulation

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II-1/11.2 and 11.3, if the owner and the Class opt to apply the provisions of IACS UR S14;

c) For first and sister ships of a ship-type other than the above mentioned, IACS UR S14 may be applied as equivalent to the testing requirements of SOLAS Reg. II-1/11.2 and 11.3, if the owner and the Class opt to apply the provisions of IACS UR S14.

6 Drainage of closed vehicles and ro-ro spaces and special category spaces

Closed vehicle and ro-ro spaces and special category spaces fitted with fixed pressure water-spraying systems on all ships, regardless of the date of construction, are required to provide means to prevent the blockage of drainage arrangements.

7 Accommodation ladders/pilot ladders

SOLAS Reg. II-1/3.9 states:

1 Ships constructed on or after 1 January 2010 shall be provided with means of embarkation on and disembarkation from ships for use in port and in port related operations, such as gangways and accommodation ladders, in accordance with paragraph 2, unless the Administration deems that compliance with a particular provision is unreasonable or impractical. 2 The means of embarkation and disembarkation required in paragraph 1 shall be constructed and installed based on the guidelines developed by the Organization.

The guidelines in MSC.1/Circ.1331 state:

1 Where means of embarkation and disembarkation other than those specifically covered by these Guidelines are fitted, an equivalent level of safety should be provided.

3.1 Location

As far as practicable, the means of embarkation and disembarkation should be sited clear of the working area and should not be placed where cargo or other suspended loads may pass overhead.

Taking into account the design of the vessel where it is impractical to site the accommodation ladder to avoid cargo or suspended loads passing overhead, or where the most suitable place to site the accommodation ladder is to be near the cargo area, such arrangement of the accommodation ladder can be accepted on a case by case basis with the following measures to achieve an equivalent level of safety:

- a) Warning sign to be posted at the operating station of the provision crane to prohibit its use when the accommodation ladder is in use;
- b) Warning signs to be posted at the accommodation ladder access points to prohibit its use when the provision crane is in use;
- c) Access to the accommodation ladder shall be supervised and the control measures implemented as part of the vessel's Safety Management System;
- d) If located in way of cargo area of tankers, the accommodation ladder shall be sited clear of cargo manifolds, deck cranes, mooring stations and mooring lines, including overboard discharges.

For new delivery oil tankers:

In the event the terminal jetty may not be long enough to access the accommodation ladder if it is fitted at the accommodation block, and that there are also risks to personnel due to mooring lines and other deck equipment in the way, alternate proposal of the location of the accommodation ladder may be accepted on a case by case basis when:

a) The proposed location is sited clear of cargo manifolds, deck cranes, mooring stations and mooring lines, and is as near as possible to the accommodation area.

IMO Circular

Shipping Circular

No.4 / 2011

MSC.1/Circ.1320

SOLAS Chapter II-1, Reg.3-9

	 b) The proposed location is not placed where suspended loads may pass overhead. c) Access to the accommodation ladder should be supervised and control measures implemented as part of the vessel's Safety Management System. 	
8	Pilot transfer arrangements Ship-owners and ship managers are advised to bring the contents of IMO Resolution A.1045(27) to the attention of their ship's crew and ship suppliers. This is to ensure that all the IMO recommendations regarding the pilot ladder construction, test, material, maintenance , stowage and rigging are adhered to at1all the times. New pilot transfer arrangements installed on or after 1 July 2012 are required to meet the new and more stringent construction standards. In particular, the new regulation also prohibits the use of mechanical pilot hoist on all ships, including existing ships.	IMO Resolution A.1045(27) SOLAS Chapter V, Reg.23
9	 Passenger Ships Modifications and Lightweight Survey Owners and masters of Singapore registered passenger ships are required to obtain approval from the Director, before making any changes to the structural arrangements, machinery, equipment and other items on their passenger ships. Owners and masters of Singapore registered passenger ships to report to the Director, the nature and extent of the alteration or change made to their passenger ships or its equipment, within 7 days of the alteration or change. Owners and masters of Singapore registered passenger ships are also required to report to the Director, the nature and extent of the defect or deficiency in the passenger ship and the probable cause thereof, within 7 days of its discovery. All passenger ships engaged on international voyages are to undergo a periodic lightweight survey at intervals not exceeding five (5) years to verify any changes in lightship displacement and longitudinal centre of gravity. The ship is required to be re-inclined whenever, in comparison with the approved stability information, a deviation from the lightweight displacement exceeding 2%, or a deviation of the longitudinal centre of gravity exceeding 1% of L3 is found or anticipated. 	Shipping Circular No.9 / 2017
10	 Spare Magnetic Compass SOLAS Regulation V/ 19.2.1.1 - All ships irrespective of size shall have a properly adjusted standard magnetic compass, or other means, independent of any power supply, to determine the ship's heading and display the reading at the main steering position. SOLAS Regulation V/ 19.2.2.1 - All ships of 150 gross tonnage and upwards and passenger ships irrespective of size shall, in addition to the requirements of paragraph 2.1, be fitted with a spare magnetic compass interchangeable with the magnetic compass, as referred to in paragraph 2.1.1, or other means to perform the function referred to in paragraph 2.1.1 by means of replacement or duplicate equipment. MSC.1/Circ.1224 (Unified interpretation of SOLAS Chapter V) – the provision of "other means" referred to in Reg.V/19.2.2.1 in lieu of a spare magnetic compass can be a gyro-compass for the purpose of meeting the requirement of Reg.V/19.2.2.1 with the conditions that this gyro-compass; a) Cannot be taken to meet the requirement Reg.V/19.2.5.1, which requires a gyro-compass to determine and display the ship's heading 	Survey Circular No.5 / 2008

by shipborne non-magnetic means and to transmit heading information for input to the equipment referred to in paragraphs 2.3.2 (radar), 2.4 (Automatic Identification System (AIS)) and 2.5.5 (automatic tracking aid) of Reg.V/19;

- b) Shall be fed by both main and emergency power supply and, in addition, it shall be provided with a transitional source of power (e.g. a battery); and
- c) Shall be capable of performing the function referred to in Reg.V/19.2.1.1, i.e. to determine the ship's heading and display the reading at the main steering position.

A gyro-compass, in lieu of a spare magnetic compass, to meet the requirement of Reg.V/19.2.2.1 is acceptable provided that the conditions stipulated above are met.

However, this gyro-compass may be used to transmit heading information for input to the equipment referred to in paragraphs 2.3.2 (radar), 2.4 (Automatic Identification System (AIS)) and 2.5.5 (automatic tracking aid) of Reg.V/19 and to provide input to gyro repeaters referred to in paragraphs 2.5.2 (gyro-compass heading repeater at the emergency steering position) and 2.5.3 (gyro-compass bearing repeater for taking bearings) of Reg.V/19.

SOLAS Regulation V/19.2.1.1 stated that a properly adjusted Standard Magnetic Compass to be provided on board and SOLAS Regulation V/18.2 stated that Standard Magnetic Compass is to comply with IMO Performance Standards contained in Res. A.382(X).

MPA does not have any specific requirements for the maintenance and adjusting the Standard Magnetic Compass. The Owner and Master are responsible for ensuring that Standard Magnetic Compass on their ships is maintained/adjusted in good working order.

11 Speed and distance Measuring Device

MPA no longer exempt vessels restricted to 30 mile limit voyages from the fitting of speed and distance measuring device to indicate speed and distance through the water as required by SOLAS Reg. V/19.2.3.4.

A dispensation from the carriage requirement of a speed and distance measuring device may be allowed on a case by case basis;

- a) For defective speed log which can repaired with the vessel afloat to be repaired at the earliest convenient opportunity when spares are available but not more than 6 months of dispensation.
- b) For defective speed log which can only be repaired or replaced in dry dock until the next scheduled dry docking of the vessel,

Such dispensation is subject to the company and master conducting a Risk Assessment and take appropriate risk control actions for the ship to operate with a defective speed log for an extended period, including the following:

- a) The master and bridge watch keeping personnel to adopt prudent measures to ensure timely action for collision avoidance.
- b) The master to ensure that alternative means for obtaining the ship's speed and distance by GPS and other navigational equipment are available and maintained in good working order.
- c) All available means should be used to obtain "set" and "drift" of the vessel. Speed through water to be manually calculated and input into the ARPA (if fitted) for the purpose of collision avoidance.
- d) The master to notify the pilots and port authorities of the defective equipment prior to entry and departure from the ports

12 Electronic chart display and information system (ECDIS)

For information relating to the use of ECDIS and ENPs please refer to Shipping Circular No. 25 of 2015

Shipping Circular No.25 / 2015 IMO circular MSC.1/Circ.1503 - Guidance for Good Practice draws guidance from previous ECDIS circulars to bring the relevant information into single documents. The ship owners, managers, masters of ships fitted with ECDIS are encouraged to use the guidance to improve their understanding and facilitate safe and efficient usage of ECDIS.

MPA of Singapore may grant a short term dispensation on case by case basis to Singapore registered ships that faces issues in getting the update of ECDIS to the latest IHO standards due to unavailability of manufacturer or not ready yet and/or hardware/software compatibility, subject to the following conditions;

- a) The vessel is provided with appropriate and up to date nautical paper charts for the intended voyage(s) till successfully completion of upgrade;
- b) All navigational watch-keeping personnel must be conversant in using nautical paper charts for safe navigation;
- c) The passage/voyage plan should take into account of the limitation of ECDIS(s);
- All navigational watch-keeping personnel should be made aware of the limitation of ECDIS(s);
- e) Master/pilot exchange information is properly carried out and taking into account of limitation of ECDIS(s);
- f) Master to take into account of the provisions of SOLAS Chapter I / Regulation 11(c) and report the deficiency to the appropriate port State authorities when the vessel is calling at a foreign port; and
- g) The Risk assessment is in place and take appropriate risk control actions for the vessel to operate without update ECDIS software with latest IHO standards.

Self-propelled MODU (1979 and 1989 MODU code) shall comply with Chapter V of the Merchant Shipping (Safety Convention) Regulations, exemption to be granted from carriage of ECDIS on case by basis, subject to following conditions:

- a) Navigation charts and nautical publications to be used for the intended voyage(s) shall be adequate and up to date.
- b) The Master shall ensure that the voyage is properly planned and safely executed.
- c) The Shelf State where the unit will be operating, accept the MODU's arrangement.

13 Bridge Navigational Watch and Alarm System (BNWAS)

MPA issued the Shipping Circular No.21 of 2010 to draw attention to the entry into force of amendments to SOLAS 74 as amended, related to the fitting of a Bridge Navigational Watch Alarm System (BNWAS) for every cargo ship of 150 GT and above; and passenger ships irrespective of size to be fitted with a BNWAS, as per IMO Res.MSC.282 (86).

BNWAS fitted is required to conform to performance standards adopted by IMO Res.MSC.128 (75).

MPA of Singapore requires that all BNWAS, including those fitted prior to 1 July 2011, to be type-approved to conform fully with the performance standards for BNWAS specified in MSC.128 (75). Those fitted prior to 1st July 2011 which are not compliant to MSC.128 (75) shall be replaced accordingly upon the phase-in dates.

MPA is in-line with MSC.1/Circ.1474 on the BNWAS Auto function, which prescribe that "as an interim measure and pending a revision of the Performance standards for a bridge navigational watch alarm system

Shipping Circular No.21 / 2010

IMO Circular MSC.1/Circ.1503 (BNWAS) – (resolution MSC.128 (75)), the automatic operational mode, if it is available, should not be used." Therefore the automatic operational mode is not required for the time being, pending a revision of the Performance standards for a BNWAS - Resolution MSC.128 (75).

MPA further considers that motion sensors or Passive Infra-Red (PIR) devices (even if they are labelled by their manufacturer as "bridge watch alarm systems") do not meet the performance standards (MSC.128(75)) or the intent of the SOLAS regulation on BNWAS and therefore, are not accepted to be installed (instead of a BNWAS) on board Singapore flag ships.

BNWAS connection to the VDR, is not made mandatory by IMO, for vessels fitted with the equipment prior to 1st July, 2014. VDR installed after 01st July 2014 are required to be connected to the BNWAS as required by Res. MSC 333(90). MPA encourages the connection of the BNWAS to VDR installed prior to this date, as having such a connection will allow for a better assessment of the situation onboard prior to an incident / accident and to ascertain if the BNWAS was indeed active, which meets the intent of the Res.A861(20) Para 5.1.2.

Exemption

Cargo and passenger ships plying within the 30-mile limit can be exempted from BNWAS on the following conditions:

- a) The bridge shall be manned by at least two (2) persons.
- b) The duration of the voyage shall be 120 minutes or less.
- c) The voyage shall be undertaken in a region covered by shore-based VTIS or similar system.
- d) The vessel is restricted to operate exclusively within 30 nautical miles from the port limit of Singapore during the course of which the vessel shall not proceed beyond 20 nautical miles from the nearest land.

Self-propelled MODU (1979 and 1989 MODU code) shall comply with Chapter V of the Merchant Shipping (Safety Convention) Regulations. Exemption may be granted from the carriage of BNWAS on case by basis, subject to following conditions:

- a) The navigation bridge shall be manned by two (2) persons at all times while the vessel is engaged on a voyage.
- b) The Master shall ensure that the intended voyage is properly planned and safely executed.
- c) The Shelf State where the unit will be operating, accept the MODU's arrangement.

14 Bridge Alert Management System

Bridge Alert Management System (BAMS) is to be fitted for ships required to comply with SOLAS Regulation V/15, Integrated Navigation Systems (INS), Integrated Navigation Systems (INS) and Bridge design (SN.1/Circ.265): *Ref:* SOLAS Regulation V/19.6.

Ship-owners are required to ensure that the BAMS if fitted, after 1 July, 2014 onboard a vessel having the Central Alert Management (CAM), complies with the relevant provisions as per the Annex of IMO Resolution MSC 302(87).

MPA is in-line with the revised performance standards for Integrated Navigation Systems (INS), IMO Resolution MSC.252 (83), as set out in the annex to the this resolution;

a) if installed on or after 1 January 2011, conform to performance standards not inferior to those specified in the Annex to the present resolution; and

b) 10% of stores (of maximum stores the ship is designed to carry)

- c) 10% of fuel (of maximum fuel the ship is designed to carry).
- 4. It should be noted that the term "on an even keel" in the definition of the lightest sea condition in SOLAS Regulation III/3.13 is irrelevant in the interpretation of paragraph 3.4.1 of MSC.1/Circ.1331 and the determination of the distance of the lowest platform from the waterline in the lightest seagoing condition. (The term "on even keel" in the definition in Reg III/3.13 has its uses in the context of Chapter III of SOL AS 74).
- 5. The key phrase in paragraph 3.4.1 of MSC.1/Circ.1331 is "at a maximum design operating angle of inclination". This key phrase over-shadows the term "on an even keel" and renders it irrelevant in the context of paragraph 3.4.1 of MSC.1/Circ.1331.
- 6. Therefore, the interpretation of paragraph 3.4.1 of MSC.1/Circ.1331 in relation to the waterline in the lightest seagoing condition is the ship's actual waterline in its lightest sea going condition.
- 7. In other words, it is the actual waterline of the ship meeting the conditions in (a), (b) and (c) of paragraph 3 above. Simply put, take the weight of the bare ship, add in 10% of stores and 10% of fuel, how does the ship float on the water, and the waterline so happened to the floating ship is the waterline to determine the 600 mm of the lowest platform of the accommodation ladder.

18 Cargo Hold Fire-Extinguishing Arrangement

SOLAS Regulation II-2/10.7.1.3 - Except for ro-ro and vehicle spaces, cargo spaces on cargo ships of 2,000 gross tonnage and upwards shall be protected by a fixed carbon dioxide or inert gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code, or by a fire-extinguishing system which gives equivalent protection.

SOLAS Regulation II-2/10.7.2 - A ship engaged in the carriage of dangerous goods in any cargo spaces shall be provided with a fixed carbon dioxide or inert gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code or with a fire-extinguishing system which, in the opinion of the Administration, gives equivalent protection for the cargoes carried.

Exemption from these regulation may be granted on a case by case basis subject to the following conditions;

- a) The ship is fitted with steel hatch covers and effective means of closing all ventilators and other openings leading to the cargo spaces.
- b) The ship shall only carry cargoes listed in table 1 of the Annex to MSC.1/Circ.1395/Rev.3, as revised, in its cargo spaces.

For ships carrying only cargoes listed in table 2 of MSC.Circ.1395/Rev3, as revised, the vessels may be exempted from having a fire-extinguishing arrangement in her cargo spaces, subject to the following conditions:

- c) The ship shall be fitted with a fire-extinguishing system that comply with the requirements of SOLAS Reg.II-2/19.3.1 to give equivalent fire protection for the cargo holds; and
- d) The drainage and pumping arrangement for the cargo holds shall be such as to prevent the build-up of free surfaces.

19 Secondary Position Designated for Distress Alerting

IMO Resolution A.807 (19) (Performance standards for INMARSAT-C Ship Earth Stations) - It should be possible to initiate and make distress calls from the position from which the ship is normally navigated and from at least one other position designated for distress alerting.

Survey Circular No.01 / 2006

Guided by COMSAR/Circ.32, the words "one other position designated for distress alerting" should be interpreted as follows:

- a) If a ship has defined another position, which is not a position from which the ship is normally navigated, for distress alerting, then that defined position should be provided with facility to initiate and make distress calls. "A position from which the ship is normally navigated" means any position on the navigation bridge from which navigation of the ship is conducted. For example, if the ship has defined the master's cabin as a place designated for distress alerting, then, in addition to providing facility to initiate and make distress calls from the position from which the ship is normally navigated, the same facility should be provided in the master's cabin.
- b) If the ship earth station is installed in a place which is not a position from which the ship is normally navigated, then facility to initiate and make distress calls should be provided in a position from which the ship is normally navigated and in the place where the ship earth station is installed.

SAFE	TY EQUIPMENT	
No.	Item	Reference
1	Inspection, Servicing and Maintenance of Life-Saving Appliances The annual inspection, maintenance and annual thorough examination and operational test of lifeboats and their launching appliances and on- load release gear are required to be carried out during the Annual Surveys while the 5-year thorough examination, overhaul and overload operational tests are to be carried out during the Renewal Surveys. Both are to be witnessed and verified by the attending surveyor. In cases where the manufacturer is unable to provide the service mentioned, the Company may engage a service provider to carry out the work if the Company has determined that the service provider has sufficient technical knowledge and experience and is competent to do the work. The service provider shall be acceptable to the Classification Society which issues the Cargo Ship Safety Equipment Certificate or the Passenger Ship Safety Certificate to the vessel.	Shipping Circular No.04 / 2006 IMO Circular MSC/Circ.1093 MSC.1/ Circ. 1206.Rev.1
2	 Inspection, Servicing and Maintenance of Fire-Fighting Systems and Appliances The IMO has approved several guidelines which provided the minimum recommended level of maintenance and inspections for fire protection systems and appliances. Ship owners, ship masters, ship's officers and crew, and all other parties concerned shall apply the inspection and maintenance requirements mentioned in the guidelines, as a basis for the minimum level of inspection and maintenance for the fire protection systems and appliances onboard maintenance plan required by SOLAS II-2/14.2.2.2 and II-2/14.2.2.3. However, these requirements shall not override the manufacturers or Recognized Organizations more stringent maintenance plan, if stipulated. The IMO guidelines are given in the following: a) Resolution A.951(23) on Improved Guidelines for Marine Portable Fire Extinguishers b) MSC.1/Circ.1318 on Guidelines for the Maintenance and Inspections of Fixed Carbon Dioxide Fire Extinguishing Systems 	Shipping Circular No.19 / 2013 Survey Circular No.03 / 2014 IMO Resolution A.951(23) IMO Circular MSC.1/Circ.1318 IMO Circular MSC.1/Circ.1432

c) MSC.1/Circ.1432 on Revised Guidelines for the Maintenance and Inspection of Fire Protection Systems and Appliances

The onboard maintenance plan should also indicate which parts of the inspections and maintenance may be performed by competent crew members, and which parts are to be completed by persons specially trained in the maintenance of such systems. Any aspect of the inspection and maintenance of the systems which was assessed by the Company to be beyond the competence of the ship's personnel should be carried out by a competent maintenance specialist.

Harmonising the 10 yearly hydrostatic Testing of CO2 Bottles

In consideration that the 10 yearly hydrostatic testing of CO2 bottles is intended to be carried out during a vessel's dry dock period and could be impractical to be carried out in afloat condition, MPA will consider allowing the harmonising of the hydrostatic testing with the scheduled dry-docking survey.

3 Immersion Suits

The number of immersion suits as provided under Reg III/32.3 should correspond with the total number of persons indicated in Section 2.1 (Total number of persons for which life-saving appliances are provided) of Form E (Record of Equipment for the Cargo Ship Safety Equipment Certificate).

The immersion suits as provided under Reg III/32.3 may be used for the purpose of compliance with Reg III/7.3 (immersion suits for persons assigned to crew rescue boat or assigned to the marine evacuation system party).

At remote work or watch stations, additional immersion suits are to be provided, commensurate with the number of persons normally working at these locations, the operational shipboard organization and work structure of the ship, so that every person normally working at these locations is provided with an immersion suit. Any watch or work station which is not on the same deck level as the place where immersion suits are stowed should be regarded as remote. Where the watch or work station is on the same deck level, then more than one compartment away should generally be regarded as remote depending on the general arrangement of the ship.

At least two immersion suits are required in the wheelhouse, two in the engine control room and two at remotely located survival craft (the life raft stowed forward (or aft)).

Notwithstanding the 'UMS' capability of the vessel, sufficient number of additional immersion suits is required to be provided for day workers in the engine room, and in any other watch or work stations.

Sufficient number of additional immersion suits is also required to be provided for watch-keeping officers and any lookouts on the bridge. Any onboard deep sea pilots on a voyage on watch keeping duties on the bridge are also to be provided with immersion suits on the watch keeping station.

If the forecastle deck store is a work station where crew members are working in the store, sufficient number of immersion suits is required to be provided for these crew members. However, if crew members simply

Survey Circular No.01 / 2005 go to the forecastle deck store to get anything stored there, it is not necessary to provide immersion suits in that location.

If a forward deck store close to where the forward life-raft required by SOLAS Reg.III/31.1.4 is stowed is designed as a work station, the immersion suits provided for the forward life-rafts can be used to comply, in part or in total depending on the number of people normally working there, with the provision of immersion suits at the forward deck store.

If the cargo control room is required to be manned during periods of time by a person on a voyage while at sea, then the cargo control room is a work station. The same applies to the cargo pump room.

If the ship has other watch or work stations, and life-jackets have already been provided at these stations, the same number of immersion suits as well as life-jackets is to be provided.

Immersion suits are not required for vessels engaged on voyages in warm climates (this does not apply to bulk carriers from 1 July 2006). Voyages within the latitudes of 30°N and 30°S are deemed to be voyages in warm climates.

Exemption certificates for the carriage of immersion suits

RO is authorized to issue exemption certificates for the carriage of immersion suits, under Reg III/32.3.2, including the initial issuance. Subsequent renewals of the exemption certificate may be carried out by the RO surveyor at the Safety Equipment survey.

Inspection and Periodic Testing of Immersion Suit and Antiexposure Suit Seams and Closures

Singapore has adopted both MSC Circ.1047 and 1114. The inspection and periodic testing may be carried out by ship's staff. Records are to be maintained.

4 Additional Life-Rafts in-lieu of Lifeboat Capacity

Where the number of persons on board (POB) onboard exceed the lifeboat capacity or when the lifeboat and/or davit is not operational, a short-term dispensation may be granted on a case by case basis subject to the Administration's approval. Such short-term dispensation can be granted subject to the placement of sufficient life-raft capacities as to compensate for the lifeboat requirement as per SOLAS III, Reg 31.1.1 and life-raft requirement as per SOLAS Ch.III, Reg31.1.2, respectively.

For each side of the ship (port or starboard); LBc + LRc = 2 x POB LBc = Lifeboat capacity LRc = Life-raft capacity

For ships fitted with free-fall lifeboat:

i) if the free fall lifeboat is damaged, equivalent capacity life-rafts compensating the capacity of the free fall lifeboat are to be placed at both port and starboard side of the vessel.

ii) if the ship is carrying more persons than the free fall lifeboat capacity, then the extra persons beyond the capacity of the free fall lifeboat should be covered by the life-rafts at both port and stbd sides of the vessel. Whether additional life-rafts are required or not, depends on the capacity of the existing life-rafts and the number of additional persons beyond the free fall lifeboat capacity. Additional life-raft of less than 185 kg and stowed in a position providing for easy side-to-side transfer at a single open deck level, can be accepted to fulfill the requirements of both port and starboard sides.

Dispensation can be granted no longer than 3 months.

5	Lifeboats The new resolution MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear will revoke Annex 1 to MSC.1/Circ.1206/Rev1 when it comes into force on 1 January 2020. The MSC.1/Circ.1578 Guidelines on safety during abandon ship drills using lifeboats, supersedes annex 2 to MSC.1/Circ.1206/Rev.1. In essence, it emphasises that simulated launching carried out during drills is a means of training the crew in the free-fall release procedure of free-fall lifeboats release mechanism. Any testing of free-fall lifeboat release systems, as required by SOLAS reg. III/20.11.2, should be undertaken separately from the simulated launching drills and must not be carried out during the drill. This testing should be done in accordance with Annex 1 to MSC.1/Circ.1206/Rev1.	IMO Resolution MSC.402(96)
6	 Life-rafts Life-rafts on Singapore passenger ships shall be serviced only at MPA-approved life-raft servicing stations. Ship-owners and operators of Singapore passenger ships shall engage only MPA-approved life-raft servicing stations that are authorized to service the make/type of life-rafts for their Singapore passenger ships. The age limit of inflatable life-rafts carried on board Singapore passenger ships will be capped at 15 years from the date of manufacture of the life-rafts. Life-rafts should be promptly replaced when they reach this age limit. Servicing of liferafts should only carried out by OEM/RO approved service providers in foreign ports. In the absence of OEM/RO approved liferaft servicing stations, an application for the extension of liferaft servicing interval should be submitted to MPA. Use of liferafts with extended servicing intervals Pursuant to SOLAS Reg III/20.8.3, MPA allows the use of extended servicing inflatable liferafts onboard. The model/type of extended servicing inflatable liferafts to be placed onboard must be specifically approved by our MPA. Liferafts makers are to submit the specific models for approval by MPA. Shipowners are required to obtain a Letter of Equivalent before placing liferafts with extended servicing intervals onboard. ROs to ensure adequate maintenance procedures are incorporated in the SMS. Shipowners to be informed that there are no provisions to extend the servicing intervals of such liferafts. 	Survey Circular No.04 / 2016
7	Embarkation Arrangements for Remotely Located Survival Craft	Survey Circular No.01 / 2008

The area where the remotely located survival craft, required by Reg III/31.1.4 of SOLAS 74, are stowed should be provided with an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner. This is in accordance with the interpretation circulated in IMO Circular MSC.1/Circ.1243 dated 29 October 2007.

An embarkation ladder so provided shall comply with Section 6.1.6 of the LSA Code. Jacob's ladder, aluminum ladder and knotted rope are not acceptable.

"Other means of embarkation enabling descent to the water in a controlled manner" is to be subjected to MPA's approval on a case by case basis.

Emergency Escape Breathing Devices (EEBDs) Placement and Number of EEBDs

8

- a) All ships shall carry at least two emergency escape breathing devices within accommodation spaces. In passenger ships, at least two emergency escape breathing devices shall be carried in each main vertical zone. In passenger ships carrying more than 36 passengers, two additional emergency escape breathing devices, shall be carried in each main vertical zone (Reg 3.4).
- b) The following factors should be taken into account when considering placement and number of EEBDs in machinery spaces:
 - the activities or operations in the various spaces, the normal number of people in them and the amount of time they spend there, including unmanned spaces that are frequently visited, e.g. stores. Therefore in addition to the number of persons on watch in machinery spaces (usually at least two), the number of persons normally working in the spaces should be taken into account;
 - the risk of fire hazard in the space and potential for fire development and smoke generation;
 - the distance of the escape routes or ease of access to an emergency exit or shelter [fresh open air] from the hazardous atmosphere, taking note that the EEBD could have a service duration of only about 10 minutes, and vertical routes may shorten the service duration further;
 - the criteria of "easily visible places" and "be reached quickly and easily at any time" mentioned in Reg. 13.4.3;
 - the protection of the stowed EEBD, e.g. from extreme heat, etc.;
 - the machinery spaces layout, particular attention being paid to any hard to-exit spaces;
 - the number of engine room personnel in the engine room work space at any one time and the practical working requirements of the particular vessel. Each and every workshop might not need to have an EEBD; and
 - any unique configuration or situation of a ship or engine room.
- c) Since engine room layouts differ from ship to ship, each specific ship proposal should be based on common/practical sense, bearing in mind the purpose of EEBDs, and shall be to the satisfaction of the attending surveyor, taking into consideration the guiding criteria mentioned above. This is comparable to the placement of portable fire extinguishers, which, although the regulations also do not state the required quantities and their location, have always been based on practical considerations, e.g. they have to be prominently and strategically placed, easily reached, fire hazard, etc.

Shipping Circular No.4 / 2002 Annex d) Although the new regulations require a minimum of two EEBDs in the accommodation spaces, placement of additional EEBDs in work spaces [control stations, service spaces] within accommodation spaces should be considered where there are a number of crew spending a considerable amount of time in them.

Size and type of ships

The number of EEBDs to be placed on board is not dependent on the size or type of ship.

UMS and manned engine rooms

The number of engine room personnel performing activities in the engine room at any one time and their access to EEBDs should be the prime considerations, whether the engine room is UMS or manned.

Approval of EEBD

Type-approval certificates issued by any of our recognized organizations are acceptable.

<u>Spares</u>

- Regulation 13.3.4.1 requires the provision of spare EEBDs. MPA would consider the provision of a minimum of two fully functional spares – one for accommodation spaces and another for engine room as sufficient to meet this requirement.
- b) The spare for accommodation spaces need not be kept in the "accommodation spaces" as defined in SOLAS, but may be kept in the navigation bridge, fire control station or cargo operations control room.
- c) EEBDs placed in machinery spaces and accommodation spaces would be considered as operational EEBDs, and cannot be considered as inclusive of spares; and would have been clearly marked as such in the fire control plan. Spare EEBDs would be those kept in store with other LSA or FFA spares, ready to be used as replacement for any operational EEBD which has become unusable. This simplifies the arrangement and will not create confusion.

Maintenance and training

- a) The regulations contain additional requirements of a maintenance plan and crew training in the use of EEBDs (Regs. 14 and 15).
- b) On-board safety management manuals under the ISM Code should be modified to reflect these changes.
- c) Means to identify unauthorized tampering of the devices should be incorporated.
- d) All training EEBDs should be clearly marked, for example, using special labels or colour. They should be stowed away from operational EEBDs, e.g. in the training officer's locker. This is to avoid mistakenly using a training unit during an emergency when darkness or smoke may make seeing the labels or colour difficult. The training units allow personnel to remain proficient in the use of the EEBD without expending an actual EEBD unit. Personnel should receive adequate training prior to use, including the limitations to which the equipment is subject.
- e) Training EEBDs would include special trainer sets or dummies (nonfunctional copies), with accompanying spare parts, so that they can be reused.
- f) Operational EEBDs are "one-time use throw away" devices, and condemned/unusable EEBDs should be promptly and properly disposed of, e.g. fully release all air or oxygen; no "recycling" of such EEBDs for training purposes should be attempted.

	 g) The ship's weekly safety appliances and equipment inspection/testing routine should be modified to incorporate training and inspection of EEBDs. <u>Service Life</u> According to some manufacturers, EEBDs may have a service life of up to 15 years. In any case, EEBDs which have exceeded their service life as indicated by the manufacturer should be discarded. MPA does not require periodic hydrostatic testing for EEBD cylinders. 	
9	 Paint and flammable liquid lockers Paint lockers and flammable liquid lockers having a deck area of 4 m² or more shall be provided with a fire-extinguishing system enabling the crew to extinguish a fire without entering the space. One of the fixed arrangements as specified below may be provided: a) A CO2 system designed for 40% of the gross volume of the space. b) A dry powder system, designed for at least 0.5 kg powder/m³. c) A water spraying systems may be connected to the ship's fire main system. Other equivalent systems other than a halon fire-extinguishing system may be accepted. For lockers having a deck are less than 4 m², CO2 or dry powder fire extinguisher(s) may be accepted, stowed outside and adjacent to the access. 	Survey Circular No.03 and 04 / 1992
10	<i>Halon</i> Singapore registered ships built from 1992 onwards shall not be fitted with halon fixed fire-extinguishing systems.	Survey Circular No.01 / 1992
4.4	On and Ohenness for Fire Futin mulakers	
11	Spare Unarges for Fire Extinguisners	SOLAS
	 3.3 Spare charges 3.3 Spare charges 3.3.1 Spare charges (for each type of extinguishers) shall be provided for 100% of the first 10 extinguishers and 50% of the remaining fire extinguishers capable of being recharged on board. Not more than 60 total spare charges are required. Instructions for recharging shall be carried on board. 3.3.2 For fire extinguishers which cannot be recharged on board, additional portable fire extinguishers of the same quantity, type, capacity and number as determined in paragraph 3.3.1 above shall be provided in lieu of spare charges. 	SOLAS regulation II- 2/10.3.3
12	 Spare Charges for Fire Extinguishers 3.3 Spare charges 3.3.1 Spare charges (for each type of extinguishers) shall be provided for 100% of the first 10 extinguishers and 50% of the remaining fire extinguishers capable of being recharged on board. Not more than 60 total spare charges are required. Instructions for recharging shall be carried on board. 3.3.2 For fire extinguishers which cannot be recharged on board, additional portable fire extinguishers of the same quantity, type, capacity and number as determined in paragraph 3.3.1 above shall be provided in lieu of spare charges. Fire Control Plans Resolution A.952(23) The graphical symbols used for fire control plans onboard ships constructed on or after 1 January 2004 should be of the same shapes and colour as shown in Resolution A.952(23). 	SOLAS regulation II- 2/10.3.3

	 3. MSC/Circ.451 The location and sign of fire control plans stored in weather tight enclosure outside deckhouse for the assistance of shore side fire-fighting personnel shall be in accordance with MSC/Circ.451. 4. Resolution A.756(18) Fire control plans for ships carrying more than 36 passengers shall be in accordance with Resolution A.756(18) also. 	
13	Self-Contained Breathing Apparatus/ Suitable number of spare air cylinders for fire-fighter's outfit	IACS UI SC275
	SOLAS regulation II-2/15.2.2.6 (as added by Res. MSC.338(91), applicable from 1 July 2014): "2.2.6 An on-board means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used." This is in addition to the spare cylinders required by SOLAS regulation II-2/10.	
	To follow the IACS UI SC275 (MSC 97 approved the interpretation); to be applied for all ships from 1 January 2017:	
	"A suitable number of spare cylinders" to be carried on board to replace those used for fire drills shall be <u>at least one "set of cylinders" for each</u> <u>mandatory breathing apparatus</u> , unless additional spare cylinders are required by the shipboard safety management system (SMS). "Set of cylinders" means the number of cylinders which are required to operate the breathing apparatus. No additional cylinders are required for fire drills for breathing apparatus sets required by SOLAS regulation II-2/19, IMSBC Code, the IBC Code or IGC Code.	
14	Survival suits and Fire-fighting suits	
	SOLAS regulation II-2/10.4 (Fire-fighter's communication) requires "For ships constructed on or after 1 July 2014, a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. Those two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with the requirements of this paragraph not later than the first survey after 1 July 2018."	SOLAS regulation II- 2/10.4
	MPA views that there is no mandatory requirement to separately keep the two two-way radiotelephone apparatuses. Existing two-way radiotelephone apparatuses provided onboard that satisfies the technical requirements/specification to be explosion-proof type or intrinsically safe can be used to fulfil the requirements of SOLAS II- 2/10.10.4, excluding those two way radiotelephone apparatuses that are currently provided onboard to satisfy the other regulatory requirements i.e. SOLAS III/6.2.	
15	SVDR for Passenger Ferries and Passenger High Speed Craft	Shipping Circular
-		No.17 / 2008

	In lieu of a VDR, passenger ferries and passenger high speed craft operating within the special limits will be required to install a simplified voyage data recorder (S-VDR). VDRs installed on board passenger ferries and passenger high speed craft shall conform to performance standards not inferior to resolution A.861(20) <i>Performance standards for shipborne voyage data recorders</i> (<i>VDRs</i>), as amended by MSC.214(81) and S-VDRs shall meet performance standards not inferior to MSC.163(78) <i>Performance Standards for Shipborne Simplified Voyage Data Recorders</i> (<i>S-VDRs</i>), as amended by MSC.214(81).	
16	 Servicing Interval Extension of LSA and Radio Equipment under HSSC The servicing intervals of inflatable life-rafts, inflatable lifejackets, marine evacuation systems, inflated rescue boats and hydrostatic release units may be extended up to a maximum period of 17 months in accordance to SOLAS III/20.8.1.1. For the annual performance testing of the VDR and S-VDR, as required by SOLAS regulation V/18.8 and automatic identification system (AIS) as required by SOLAS regulation V/18.9, the annual performance test shall be carried out within the "time window" of the annual / periodical / renewal survey under the Harmonized System of Survey and Certification (HSSC), but not later than the date of completion of the survey for endorsement / renewal of the relevant Certificate. For the annual test of EPIRB as required by SOLAS regulation IV/15.9, the annual test of the EPIRBs shall be carried out within the "time window" of the relevant Certificate. 	Shipping Circular No.14 of 2018 and MSC.1/Circ.1576
17	 Carriage of Rescue Boat For Oil Tankers of 500GT and Upwards Operating Within The Singapore 30-Mile Limits Tankers of 500GT and upwards, constructed on or after 1 January 2003, engaged on Singapore 30-mile limit voyages are subjected to SOLAS 74 Regulations, unless exempted by the Director of Marine from some of the requirements. Tankers carrying cargoes whose flash point exceeds 60°C may be exempted from carrying lifeboats, upon application to, and subject to the approval of, the Director of Marine. These tankers, upon approval of the exemption by the Director of Marine, shall carry life-rafts on each side of the ship of aggregate capacity sufficient to accommodate the total number of persons on board. Such tankers are required to carry a rescue boat complying with Chapter 5 of the LSA Code. 	Survey Circular No.02 / 2008

SAFETY RADIO		
No.	ltem	Reference
1	<i>LRIT Conformance Testing and Certification</i> MPA has also appointed Fulcrum Maritime Systems Ltd (Fulcrum), part of CLS Group and Pole Star Space Applications Limited (Pole Star), as authorized testing Application Service Providers (ASP) to conduct conformance testing for Singapore ships, in accordance with procedures and provisions set out in MSC.1/Circ.1307.	Shipping Circular No.7 / 2017

2	EPIRB Testing and Maintenance Regulation IV/15.9 of SOLAS 74 as amended, which came into force on 1 July 2002, requires 406 MHz satellite EPIRBs to be tested in accordance with the guidelines annexed to IMO circular MSC/Circ.1040 dated 28 May 2002 at intervals not exceeding 12 months. The guidelines annexed to IMO circular MSC/Circ.1039 dated 28 May 2002 established standardised procedures and minimum levels of service for the testing and maintenance of satellite EPIRBs. Paragraph 4.2 of the guidelines of MSC/Circ.1039 advises that shore-based maintenance of all satellite EPIRBs should be carried out in accordance with these guidelines at intervals not exceeding 5 years. For the purpose of Regulation IV/15.9, MSC/Circ.1039 shall be treated as mandatory, and for any 5 consecutive annual testing of a satellite EPIRB required by Regulation IV/15.9, there shall be at least one shore-based maintenance, which will take the place of an annual testing, in accordance with the guidelines annexed to MSC/Circ.1039.	Survey Circular No.02 / 2003
3	 Radio Personnel for Ships Fitted with GMDSS Equipment Ships fitted with GMDSS equipment which fully comply with the revised Chapter IV of SOLAS 74 (1988 Amendments) are required by Regulation 16 of the revised Chapter IV to carry personnel qualified for distress and safety radio communication purposes. The ROC or GOC holder or one of the GOC holders if two are carried, shall be designated to have primary responsibility for radio communications during distress incidents. ROC or GOC holders may be members of the crew, but when only one GOC holder is employed in ships operating in Sa Areas A1, A2 and A3, the GOC holder must be exclusively employed for the purpose of Regulation 16. 	Survey Circular No.02 / 1992
4	 Carriage of GPS in lieu of Radio Direction Finder (RDF) Singapore registered ships may be exempted from fitting a radio direction-finding apparatus as required by Regulation V/12(p) of SOLAS 74, provided that one GPS receiver is fitted, subject to the following conditions: a) The GPS receiver shall comply with the Performance Standards not inferior to the Performance Standards of IMO Resolution A.819 (19), as revised by IMO Resolution MSC.112(73). b) The GPS receiver shall be able to function independently of any other radio communication or navigational equipment. This is in view of the fact that the radio direction-finding apparatus is no longer be required for ships constructed on or after 1st July 2002 under the revised Chapter V which came into force on 1st July 2002. Ship-owners may continue to follow the advice of Survey Circular No.1/1996, i.e. fitting two GPS receivers which are not certified to comply with the Performance Standards of IMO Resolution A.819(19), as revised by IMO Resolution MSC.112(73). 	Survey Circular No.01 / 1996 and Survey Circular No.01 / 2001
5	Compliance with GMDSS Sea Area A1 for Ships Operating Within The Singapore 30-Mile Limits Ships operating within the Singapore 30-Mile Limits shall comply fully with radio equipment prescribed in Regs. IV/7 (Radio equipment – General) and 8 (Radio equipment – Sea Area A1) of Chapter IV of SOLAS 74.	Survey Circular No.03 / 2008
6	Annual Testing of Automatic Identification System (AIS)	Survey Circular

survey in respect of Cargo Ship Safety Equipment Certificate, and as set out in paragraph 1 of MSC.1/Circ.1252 that "the annual testing of the AIS should be carried out by a qualified radio inspector", the annual inspection and testing of the AIS is best carried out as part of the survey in respect of the Cargo Ship Safety Radio Certificate.

MARPOL	CONVENTION

MAR	POL ANNEX I	
No.	ltem	Reference
1	 Oil/water filtering system Ship of 400 gross tonnage and above but less than 10,000 gross tonnage shall be fitted with oil filtering equipment that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million. Any ship of 10,000 gross tonnage and above shall be fitted with oil filtering equipment that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million. Any ship of 10,000 gross tonnage and above shall be fitted with oil filtering equipment that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million and provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 parts per million. For high speed craft, MPA may on case by case basis, under the provision of Regulation 14.5.2 provided that the craft fulfil Regulation 14.5.3 of MARPOL Annex I. 	Regulation 14 of MARPOL Annex I
2	 Waiver from Regulation 29 (Slop Tank), Regulation 31 (Oil discharge monitoring and control system) and Regulation 32 (Oil/Water interface detector). MPA may grant the following waiver to tanker: Port limit tanker may be granted wavier from the requirements of regulations 29, 31 and 32 under the provision regulation 3(4) of MARPOL Annex I <u>30 mile limit tanker</u> may be granted wavier from requirements of regulations 31 and 32 under the provision regulation 3(5) of MARPOL Annex I 	
3	 Waive the requirement of stability instrument (regulation 28.6) All oil tankers shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration having regard to the performance standards recommended by the Organization: a) oil tankers constructed before 1 January 2016 shall comply with this regulation at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021; b) notwithstanding the requirements of subparagraph .1 a stability instrument fitted on an oil tanker constructed before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration; and 	Survey Circular No.3 of 2015

c) for the purposes of control under regulation 11, the Administration shall issue a document of approval for the stability instrument

Regulation 3(6) - The Administration may waive the requirements of regulation 28(6) for the following oil tankers if loaded in accordance with the conditions approved by the Administration taking into account the guidelines developed by the Organization (MSC.1/Circ.1461):

- oil tankers which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with regulation 28(5);
- oil tankers where stability verification is made remotely by a means approved by the Administration;
- oil tankers which are loaded within an approved range of loading conditions; or
- oil tankers constructed before 1 January 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

ROs have been authorized to grant the waiver from the installation of stability instrument to 30 mile limit tanker as required by regulation 28.6 under the provision of regulation 3(6) of MARPOL Annex I.

4 Oil residue (sludge) tanks

Oil residue (sludge) tank(s) shall be provided and:

- a) shall be of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex;
- shall be provided with a designated pump that is capable of taking suction from the oil residue (sludge) tank(s) for disposal of oil residue (sludge) by means as described in regulation 12.2;
- c) shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators, except that:
 - the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge discharge piping system; and
 - the sludge tank discharge piping and bilge-water piping may be connected to a common piping leading to the standard discharge connection referred to in regulation 13; the connection of both systems to the possible common piping leading to the standard discharge

Regulation 12 of MARPOL Annex I

	 connection referred to in regulation 13 shall not allow for the transfer of sludge to the bilge system; d) shall not be arranged with any piping that has direct connection overboard, other than the standard discharge connection referred to in regulation 13; and e) shall be designed and constructed so as to facilitate their cleaning and the discharge of residues to reception facilities. 	
5	 IOPP for Unmanned and Non Self-Propelled Barges Article 2 (Definition) of MARPOL 73/78 define "ship" mean a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms Article 3 (Application) of MARPOL 73/78 specifies that present convention shall apply to: ships entitled to fly the flag of a Party to the Convention; and ships not entitled to fly the flag of a Party but which operate under the authority of a Party. MARPOL Annex I shall be applicable to UNSP Barges and subject to survey and certification. (Annex 1 Chapter 2) MPA may, on a case by case basis, exempt the USNP barge from compliance with Chapter 3 (Requirements for Machinery Spaces of All Ships) under the provision Regulation 3 (Exemptions and Waiver) of MARPOL Annex I. 	Article 2 and 3 of MARPOL 73/78 Regulation 3 of MARPOL Annex I
6	Phasing out of Single Hull Tankers	
0	 Oil Tankers of 600 deadweight and above delivered on or after 6 July 1996 are required to comply with Regulation 19 of MARPOL Annex I, i.e. the double hull requirements stated therein. For oil tankers of 5000 deadweight and above that are delivered before 6 July 1996, they are required to comply with the relevant double hull requirements in Regulation 19 according to the schedule as set out in Regulation 20.4. Applicable single hull oil tankers that do not meet the requirements under the schedule shall be phased out. However in the case of Category 2 or 3 oil tankers which meet the conditions laid out in Regulation 20.5, we may allow continued operation of such ships beyond their phase out date set out in Regulation 20.4 provided such continued operation does not go beyond the date on which the ships reach 25 years after the date of delivery. The oil tankers seeking continued operation shall also comply with the Condition Assessment Scheme (CAS) under Regulation 20.6 	Regulation 19 Regulation 20 MARPOL Annex I Shipping Circular No. 24 of 2005

	Under Regulation 20.7, we may also consider continued operation for Category 2 or 3 oil tankers that do not meet the conditions of Regulation 20.5 beyond the phase out date set out in Regulation 20.4 provided that they comply with the CAS and the operation shall not go beyond the anniversary of the date of delivery in 2015 or the date which the oil tanker reaches 25 years after the date of its delivery, whichever is earlier.	
7	Prevention of oil pollution from oil tankers carrying heavy grade oil as cargo (Regulation 21)	Regulation 21 of MARPOL Annex I
	Applicable to oil tankers of 600 deadweight and above carrying heavy grade oil regardless of date of delivery	Shipping Circular No. 24
	Oil tankers which this regulation applies shall also comply with applicable provisions of Regulation 20.	of 2005
	 Heavy grade oil" means any of the following: crude oils having a density at 15 °C higher than 900 kg/m3; oils, other than crude oils, having either a density at 15°C higher than 900 kg/m3 or a kinematic viscosity at 50°C higher than 180 mm2/s; or bitumen, tar and their emulsions. 	
	 Oil tanker to which this regulation applies shall: if 5,000 tonnes deadweight and above, comply with the requirements of regulation 19 of this Annex not later than 5 April 2005; or if 600 tonnes deadweight and above but less than 5,000 tonnes deadweight, be fitted with both double bottom tanks or spaces complying with the provisions of regulation 19.6.1 of this Annex, and wing tanks or spaces arranged in accordance with regulation 19.3.1 and complying with the requirement for distance was referred to in regulation 19.6.2, not later than the anniversary of the date of delivery of the ship in the year 2008. 	
	For single hull oil tanker of 5000 deadweight and above carrying HGO which meets the conditions laid out in Regulation 21.5, we may allow continued operation for such tanker beyond their phase out date set out in Regulation 21.4.1 provided such continued operation does not go beyond the date on which the ships reach 25 years after the date of delivery.	
	Under Regulation 21.6.1, for single hull oil tanker of 5000 deadweight and above which do not meet the conditions of Regulation 21.5, we may allow continued operation beyond the phase out date set out in Regulation 21.4.1 provided such continued operation does not go beyond the date on which the ships reach 25 years after the date of delivery. The oil tankers seeking continued operation shall also comply with the Condition Assessment Scheme (CAS) under Regulation 20.6 and shall only	

carry crude oil having a density at 15°C higher than 900 kg/m3 but lower than 945 kg/m3.

Under Regulation 21.6.2, for single hull oil tanker of 600 deadweight and above but less than 5,000 deadweight carrying heavy grade oil as cargo, we may allow continued operation beyond the phase out date set out in Regulation 21.4.2 provided that in our opinion, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, and that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

We have informed the industry of the phasing out of single hull tanker by shipping circular.

MARPOL ANNEX II		
No.	Item	Reference
1	No additional requirements from the Administration.	

MARPOL ANNEX IV		
No.	Item	Reference
1	No additional requirements from the Administration.	

MARPOL ANNEX V		
No.	ltem	Reference
1	No additional requirements from the Administration.	

MAF	IMARPOL ANNEX VI		
No.	Item	Reference	
1	SOx		
	The sulphur content of any fuel oil used on board ship shall not exceed 0.5%m/m on and after 1 January 2020.		
	While ships are operating within an Emission Control Area, the sulphur content of fuel oil used on board ships shall not exceed 0.10%m/m on and after 1 January 2015.		
	 Emission control areas shall include: a) the Baltic Sea area as defined in regulation 1.11.2 of Annex I and the North Sea area as defined in regulation 1.14.6 of Annex V; b) the North American area as described by the coordinates provided in Appendix VII to this Annex; c) the United States Caribbean Sea area as described by the coordinates provided in Appendix VII to this Annex; and d) any other sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in Appendix III to this Annex. 		

Equivalent (Regulation 4)

MPA may allow any fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex if such fitting, material, appliance or apparatus or other procedures, alternative fuel oils, or compliance methods are at least as effective in terms of emissions reductions as that required by this Annex, including any of the standards set forth in regulations 13 and 14.

ROs to approach MPA for acceptance of equivalent i.e. EGCS, on a case by case basis.

Fuel Oil Changeover Procedures

Ships using separate fuel oils to comply with paragraph 4 of this regulation and entering or leaving an Emission Control Area set forth in paragraph 3 of this regulation shall carry a written procedure showing how the fuel oil change-over is to be done, allowing sufficient time for the fuel oil service system to be fully flushed of all fuel oils exceeding the applicable sulphur content specified in paragraph 4 of this regulation prior to entry into an Emission Control Area. The volume of low sulphur fuel oils in each tank as well as the date, time, and position of the ship when any fuel-oil-change-over operation is completed prior to the entry into an Emission Control Area or commenced after exit from such an area, shall be recorded in such log-book as prescribed by the Administration.

** MPA does not prescribe the log book to be used on board the Singapore flag ships. As long as the recording comply with the regulation and the shipping companies have detailed which log book to be used and the procedures of recording are specified in the company's Safety Management System.

2 IMO Data Collection System (DCS)

Shipping Circular No.8 / 2018

IMO DCS shall apply to all Singapore-registered ships of 5,000 gross tonnage and above, except:

a) ships solely engaged within the port limits of Singapore;

b) ships not propelled by mechanical means; and

c) platforms including FPSOs, FSUs and drilling rigs.

Ship Fuel Oil Consumption Data Collection Plan (Part II of SEEMP)

On or before 31 December 2018, the Ship Energy Efficiency Management Plan (SEEMP) Part II – Ship Fuel Oil Consumption Data Collection Plan of all applicable ships shall include a description of the methodology that will be used to collect the data required by Regulation 22A of MARPOL Annex VI, and the processes that will be used for reporting of data to any of the eight Recognised Organisations (ROs) recognised by MPA.

The ship's SEEMP Part II must be submitted to any of the eight ROs for review. Upon satisfactory review, the RO will provide a confirmation of compliance for the ship's SEEMP Part II. This confirmation of compliance must be retained on board the ship. The review of SEEMP Part II and issuance of the confirmation of compliance can be carried out by any of our eight ROs and need not necessarily be the same RO that issues the ship's International Energy Efficiency Certificate (IEEC).

Companies are strongly encouraged to submit their ships' SEEMP Part II to the RO of their choice on or before 1 September 2018 to ensure smooth implementation of the IMO DCS and to avoid any backlog that may delay the ship's collection and reporting of data.

Collection and verification of data

Singapore-registered ships that are above 5000 gross tonnage are required to collect the data specified in Appendix IX of MARPOL Annex VI, for calendar year 2019 (e.g. 01 January until 31 December), and each subsequent calendar year or portion thereof, as appropriate, according to the methodology in SEEMP Part II.

The ship must aggregate the data collected or portion thereof, as appropriate, and submit them to any of our eight ROs within three months after the end of each calendar year (e.g. before 31 March 2020 for the calendar year 2019 data). The data collected must be submitted electronically using a standardised format approved by the RO.

The verification of data can be carried out by any of the eight ROs and need not necessarily be the same RO that issues the ship's International Energy Efficiency Certificate (IEEC) or the ship's confirmation of compliance for SEEMP Part II.

Statement of Compliance

Upon receipt of the reported ship's fuel oil consumption data and accompanying documents, RO will verify if the data has been reported in accordance with Regulation 22A of MARPOL Annex VI.

Upon verification, the RO will issue a Statement of Compliance related to fuel oil consumption of the ship no later than five months from the beginning of the calendar year. The Statement of Compliance is valid for the whole calendar year in which it is issued and the first five months of the following calendar year. All Statements of Compliance must be kept on board during the entire period of its validity.

The RO will ensure that the reported data is transferred to the IMO Ship Fuel Oil Consumption Database not more than one month after issuance of the Statement of Compliance. The disaggregated data, which is the basis for the reported data, must be retained for a minimum period of 12 months starting from the end of the calendar year and made available to MPA upon request.

ANTI-FOULING SYSTEM CONVENTION

No.	Item	Reference
1	Application The Convention applies to ships registered with Singapore and also to ships calling at the Port of Singapore. Ships of 400 gross tonnage and above engaged in international voyages (excluding fixed or floating platforms, FSUs and FPSOs) will be required to undergo an initial survey before the ship is put into service or before the International Anti-fouling System Certificate is issued for the first time, and a survey when the anti-fouling systems are changed or replaced. Ships of 24 metres or more in length but less than 400 gross tonnage engaged in international voyages (excluding fixed or floating platforms, FSUs and FPSOs) will have to carry a Declaration on Anti-fouling Systems signed by the owner or authorized agent. The Declaration will have to be accompanied by appropriate documentation such as a paint receipt or contractor's invoice.	Shipping Circular No.5 / 2010

BALLAST WATER MANAGEMENT CONVENTION

No.	Item	Reference
1	Type Approval of Ballast Water Management System (BWMS) The BWMS to be installed or have been installed on board Singapore registered ships are required to be type approved under Resolution MEPC.174(58) "Guidelines for approval of Ballast Water Management Systems (G8)", or preferably Resolution MEPC.279(70) "2016 Guidelines for approval of ballast water management systems (G8)". BWMS installed on Singapore registered ships on or after 28 October 2020 should be approved under the Resolution MEPC.279(70). From 13 th October 2019, MEPC.279(70) shall be superseded by MEPC.300(72) i.e CODE FOR APPROVAL OF BALLAST WATER MANAGEMENT SYSTEMS (BWMS CODE). BWMS approved taking into account the 2016 Guidelines (G8) adopted by resolution MEPC.279(70) shall be deemed to be in accordance with the BWMS Code.	Shipping Circular No.8 / 2017
	The country of manufacture of the BWMS has to approve the BWMS that is being installed on-board a SRS ship. If the country of manufacture does not approve the equipment, MPA's specific approval will be required. MPA or our Recognised Organization's (RO's) will not be issuing a separate type approval certificate for BWMS installed on board which has been type approved by/on behalf of other Administration, and accepted by us. The issuance of the International Ballast Water Management Certificate by RO on behalf of MPA is considered as acceptance of the BWMS fitted on board.	
2	 Article 3 of BWMC The BWMC applies to all Singapore Registered Ships (SRS) unless otherwise accepted by MPA. For SRS that make modifications to have on board ballast tanks sealed with ballast that is not subject to discharge, the arrangement has to be accepted and verified by our ROs based on class rules, including the review of the ships loading and stability manual to ensure that safety requirements (trim, list, draught, stability, bending moments of the ship etc.) shall be met under the 	Shipping Circular No.8 / 2017

sealed tank condition. For such ships, the Company's Safety Management System shall include, to the satisfaction of our ROs, procedures to guide the Master for safe inspection, surveys and maintenance of the ships ballast tanks and also procedures to apply in case of an emergency (grounding, collision etc.).

MPA authorization is required for the application of article 3.2 (f), except for the case when a SRS ship from new built is delivered as a "permanent ballast which is not subject to discharge". Same applies for Article 3.2 (a).

SRS ships trading solely within Singapore port need not comply with the BWMC. RO's to update MPA for such ships after consultation with owners.

Appropriate entries made in the class status. A "statement of fact" may be issued if requested by the owners.

3 Application of BWMC for ships less than 400 GT

The BWMC applies to ships less than 400. Ships less than 400 GT are required to have an approved Ballast Water Management Plan (BWMP) and Ballast Water Record Book (BWRB). BWRB are to be retained as per regulation B 2.2. During annual survey RO to ensure that ships (other than those to which Article 3.2 apply) complies with the same. Such ships to comply with regulation D2 not later than 08th September 2024.

Entry to be made in the class status after approval of the BWMP.

4 Ballast Water Record Book

Ballast Water Record Book to comply with Appendix II of the BWMC. MODU's (400 GT and above) will be required to have an IBWMC, except when the IBWMC is withdrawn in line with applicable circulars. Irrespective of the fact if the IBWMC is withdrawn, the owners/managers have to ensure retention of the BWRB in line with Regulation B 2.2 of the Convention.

5 Contingency Measure

An approved contingency measure procedure to be included in the BWMP. It should comply with the BWM Circ 62 (and as updated). This should be done at the earliest convenience of the owners but not later than when the ship is required to comply with D2 discharge standards only, in line with regulation B3, as amended.

6 Application of BWMC for MODU's spud cans

Spud cans are to be considered as similar to preload tanks, whereby the seawater and sediment in the spud cans may be discharged, without management, **at the same location** provided that no mixing with unmanaged seawater and sediments from other areas has occurred. When the ship is relocated the discharge standards apply to the ballast water in the spud cans.

MPA approval to be sought for any other method of management that meets the intent of the Convention.

STCW CONVENTION

No.	ltem	Reference
1	Authenticity and Validity of Seafarers' Certificates issued by MPA The authentication and validity check of seafarers' certificates issued by the Maritime and Port Authority of Singapore can be carried out on-line at www.mpa.gov.sg. The "E-Services" page could be opened by clicking the "E-Services" tab at the top of the home page. Scroll down the "E- Services" page till "e-Certification for seafarers" and search for the "Authentication of Seafarers' Certificate". Certificates issued to seafarers include a QR (Quick Response) code. This is an additional feature to facilitate authentication of certificates using QR enabled devices.	Shipping Circular No.31 / 2015
2	Security Related Training under the 2010 Manila Amendments Seafarers employed or engaged in any capacity on board a ship are required to complete a security-awareness training meeting the competence standards given in table A-VI/6-1 of Section A of the STCW Code. Seafarers who have completed such training shall hold a certificate of proficiency (COP) issued by an MPA approved training provider in Singapore. A seafarer who is designated to perform security-related duties, such as antipiracy and anti-armed robbery related activities, shall be appropriately trained and be competent to perform onboard security duties. The training shall meet the competence standards given in table A-VI/6-2 of Section A of the STCW Code. Seafarers who have completed training shall hold a COP issued by an MPA approved training provider in Singapore. MPA will recognise COP for Security Awareness Training and Seafarers with Designated Security Duties issued in accordance with the STCW Convention if they are issued by or under the authority of a maritime authority which is in the STCW "white" list. There is no need for any endorsement by MPA to recognise such COP.	Shipping Circular No.16 / 2013
3	 Guidelines on The Medical Examination of Seafarers MPA accepts IMO's circular STCW.7/Circular 19 on the guidelines on the medical examination and certification of seafarers. MPA will accept valid medical certificate issued to seafarers by the following medical practitioners: a) Registered medical practitioners licensed to practice in Singapore and familiar with the guidelines on the medical examination and certification of seafarers. The list of registered medical practitioners in Singapore is given in the website http://www.healthprofessionals.gov.sg; or b) A medical practitioner recognized by a STCW State Party on the "STCW White List" (see IMO document MSC.1/Circ.1163/Rev.4 dated 8 June 2009, as updated from time to time); or c) A medical practitioner recognized by a MLC State Party and familiar with the guidelines on the medical examination and certification of seafarers; or d) Any other medical practitioner whose medical qualifications are accepted by the Director. 	Shipping Circular No.13 / 2013

Amendments to the format of the Certificate of Endorsement (COE) 4 issued to Deck Officers, Marine Engineer Officers and Radio No.26/2016 **Operators**

Certificates of Endorsement (COE) issued prior to 24 Nov 2016 currently contain the phrase "STCW, 1978, as amended in 1995". With effect from 24 Nov 2016, a COE issued on or after 24 Nov 2016 will have that phrase replaced with "STCW 1978, as amended". A COE that was issued prior to 24 Nov 2016 containing the phrase "STCW 1978, as amended in 1995" will remain valid until the date of expiry stated in that COE.

ILO-MLC CONVENTION

No.	Item	Reference
1	 Compulsory Financial Security Requirements Relating To Repatriation of Abandoned Seafarers and Work Injury Compensation Singapore registered ships are required to carry on board certificates attesting that contracts of insurance or other financial security are in place to cover ship-owners' liabilities for a) outstanding wages and repatriation in accordance with MLC Regulation 2.5, Standard A2.5.2 and Guideline B2.5; and b) compensation for death or long-term disability in accordance with MLC Regulation 4.2, Standard A4.2 and Guideline B4.2. 	Shipping Circular No.3 / 2017
2	 Application The MLC will not apply to Singapore ships which comply with the International Maritime Organization (IMO) MODU Code and hold a MODU Safety Certificate The MLC will not apply to a Singapore ship which navigates exclusively within the Singapore Port Limits. The following categories of persons working on board Singapore ships should not be regarded as seafarers for the purposes of application of the MLC; a) Harbour pilots b) Port workers c) Persons temporarily employed on the ship in port d) Guest entertainers e) Surveyors f) Ship inspectors g) Superintendents h) Scientists i) Researchers j) Divers k) Repair technicians l) Specialist offshore technicians m) Privately contracted security personnel 	Shipping Circular No.14 / 2013
3	<i>Crew Accommodation</i> The Merchant Shipping (Crew Accommodation) Regulations have been amended to incorporate the requirements of the MLC. The Regulations have been amended with certain provisions in the Regulations only	Survey Circular No.04 / 2014

Shipping Circular

applicable to a certain group of ships. The grouping of ships and the relevant provisions to be considered are as follows:

- For Non-MLC ships, and MLC ships that are keel-laid before 20 Aug i) 2013, the crew accommodation requirements that are already in existence prior to the amendments incorporating the MLC will continue to apply to these ships.
- ii) For MLC ships which are keel-laid on or after 20 Aug 2013, the provisions which had incorporated the MLC requirements will be applicable to these ships.
- iii) MLC ships which are keel-laid on or after 20 Aug 2013, and are less than 500 gross tonnage or which are tugs, will now have to comply with the Merchant Shipping (Crew Accommodation) Regulations.

Any crew accommodation certificate or exemption certificate for crew accommodation issued under Regulation 5 of the Merchant Shipping (Crew Accommodation) Regulations, valid and in force immediately before 01 Apr 2014, shall continue to be valid until a survey of the ship is required under Regulation 5(2).

This means that there is no need to re-issue existing valid certificates that were issued to a Singapore ship before 01 Apr 2014 until its crew accommodation has been substantially altered or reconstructed; or the Director has reason to believe that its crew accommodation does not comply with the provisions of these Regulations. The Recognized Organization (RO) should inform the Director of any non-compliance for the Director's decision.

On natural lighting, there may be doubts on the interpretation of Regulation 9(1) which states:

Subject to such special arrangements as may be permitted by the Director in passenger ships, sleeping rooms and mess rooms shall be properly lighted by natural light and shall be provided with adequate artificial light. There has been no change to this requirement even after the MLC implementation to which the Regulations apply. However, special arrangements may be permitted by the Director in passenger ships.

Pursuant to Regulation 3(4) of the Merchant Shipping (Crew Accommodation) Regulations, Special Purpose Ships (SPS) may be exempted on a case by case basis from Regulation 10(9A) of the Merchant Shipping (Crew Accommodation) Regulations (the number of persons allowed to occupy sleeping rooms of new MLC ships, which are not passenger ships, shall not exceed one person per room), subject to the following conditions:

- a) the vessel is certified to be in compliance with the SPS Code;
- b) individual sleeping rooms shall be provided for all officers in charge of a watch or department;
- c) sleeping rooms for officers not in charge of a watch shall not be occupied by more than two (2) persons;
- d) sleeping rooms for ratings shall not be occupied by more than four (4) persons; and
- e) the maximum number of persons to be accommodated in any sleeping room should be indelibly and legibly marked where it can conveniently be seen.

Additional Guidance to Standard A2.3 (Hours of Work/Rest) 4 MLC Standard A2.3, Paragraph 5 The limits on hours of work or rest shall be as follows:

(a) maximum hours of work shall not exceed: (i) 14 hours in any 24-hour period; and

Survey Circular No.01 / 2016

Regulation 10(9A) of the Merchant Shipping (Crew Accommodation) Regulations

(ii) 72 hours in any seven-day period.

or

(b) minimum hours of rest shall not be less than:

(i) 10 hours in any 24-hour period; and

(ii) 77 hours in any seven-day period.

Additional guidance:

(a) A 24-hour period should be counted from the start of any period of work.

(b) A seven-day period should be taken from the start of a 24-hour period, as defined above.

(c) For ease of accounting, MPA encourages companies to fix the start point of a seven-day period. This may be done individually or collectively for the entire set of crew, depending on operational requirements on board. Such shipboard policies are encouraged to be documented on the DMLC Part 2 for avoidance of doubt.

(d) Singapore has legislated "minimum hours of rest" as limits in enacting the MLC Standard A2.3 in the Merchant Shipping (Maritime Labour Convention) Act 2014. Notwithstanding this, companies are encouraged to adhere, as far as possible, to the maximum hours of work set by MLC Standard A2.3 – 5(a) in terms of maximum hours of work in any 24 hour and seven-day periods.

MLC Standard A2.3, Paragraph 6

Hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the interval between consecutive periods of rest shall not exceed 14 hours.

Additional guidance:

(a) Since the hours of rest may be divided into no more than two periods in a 24-hour period, only the two longest rest periods should be counted towards the 24-hour requirement given in Standard A2.3 – 5(b)i.

(b) Any periods of rest additional to the two periods counted towards the 24-hour requirement may be counted towards the seven-day requirement given in Standard A2.3 – 5(b)ii.

(c) All periods of rest must be of one hour or more to be counted towards the requirements of Standard A2.3. Short breaks and meal breaks should not be counted towards meeting the requirements of Standard A2.3.

ISM CODE (Safety Management)

No.	ltem	Reference
1	RO is authorised to perform the Services on Singapore ships which have been classed by another RO, if the ship-owner so desires.	RO Agreement
2	MPA is to be informed as soon as possible if any serious SMS failures are found.	

ISPS CODE (Security of Ships and of Port Facilities)

No.	Item	Reference
1	RO is authorized to perform the Services on Singapore ships which have been classed by another RO, if the ship-owner so desires.	RO Agreement
2	 Testing of Ship Security Alerts System (SSAS) a) The frequency of SSAS alert testing involving MPA should not exceed more than once a year and should coincide with the annual safety radio survey. b) Companies and ships are to ensure that when testing the SSAS with the flag state, they should notify the flag state - not more than 2 days in advance and not less than 4 hours prior to the test - by sending a pre-test notification email to Shipalert@mpa.gov.sg. c) In the event of a test, the SSAS alert test message should be configured to have the word "TEST" either in the message or in the subject heading. This is to ensure that the testing of the SSAS does not inadvertently lead to unintended emergency response actions. The alert message is to be configured back to the original wordings after the test is completed. d) In instances where the SSAS equipment is verified to be faulty and continue to transmit repeated false alerts, the designated CSO shall notify flag state via email to Shipalert@mpa.gov.sg and make relevant arrangements with shore maintenance staff to rectify the technical fault as soon as practically possible. The CSO is also obligated to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when the SSAS equipment has been restored to notify the flag state when th	Shipping Circular No.15 / 2015

LSA CODE (Life-Saving Appliance)

No.	Item	Refe	rence
1	<i>Markings on containers and life-rafts</i> Markings on inflatable life-rafts for Singapore ships shall comply with the provisions of paragraphs 4.2.7.1 and 4.2.7.2 of Chapter IV of the LSA Code: 4.2.7.1 The life-raft shall be marked with:	Survey No.02 / 2	Circular 2016

 .1 maker's name or trade mark; .2 serial number; .3 date of manufacture (month and year); .4 name of approving authority; .5 name and place of servicing station where it was last serviced; and .6 number of persons it is permitted to accommodate over each entrance in characters not less than 100 mm in height of a colour contrasting with that of the life-raft. 4.2.7.2 Provision shall be made for marking each life-raft with the name and port of registry of the ship to which it is to be fitted, in such a form that the ship identification can be changed at any time without opening the container. To comply with paragraph 4.2.7.2, MPA allows the use of a liferaft ID tube kit, which is connected to the liferaft and contains an identification card detailing the required information. 	
<i>First Aid Outfit</i> Notwithstanding the revised Chapter III of the 1996 SOLAS Amendments which apply to ships constructed on or after 1 July 1998 unless expressly provided otherwise, MPA allows ships built before 1 July 1998 to comply with the revised Chapter II of the 1996 SOLAS Amendments in respect of first-aid outfits. Ship-owners may choose to carry first-aid outfits for lifeboats, life-rafts and rescue boats respectively with items as prescribed in Merchant Shipping (Safety Convention) Regulations in force immediately prior to 1 July 1998 or with items as prescribed and approved by a Maritime Administration of an IMO member State for the purpose of paragraphs 4.4.8.20 (for lifeboats), 4.1.5.1.8 (for life-rafts) and 5.1.2.2.9	Survey Circular No.02 / 2000

FSS CODE (Fire Safety Systems)

is for international voyages.

No.	ltem	Reference
1	No additional requirements from the Administration.	

(for rescue boats) respectively of the LSA Code, as long as the approval

IS CODE (Intact Stability)

2

No.	Item	Reference
1	No additional requirements from the Administration.	

ESP CODE (Enhanced Survey Program for Bulk Carriers and Oil Tankers)

No.	Item	Reference
1	No additional requirements from the Administration.	

IMDG CODE (Carriage of Dangerous Goods)

No.	Item	Reference
1	No additional requirements from the Administration.	

IMSBC CODE (Carriage of Solid Bulk Cargoes)

No.	Item	Reference
1	No additional requirements from the Administration.	

NOISE CODE (Noise Levels on Board Ships)

No.	Item	Reference
1	 The Noise Code is made mandatory through SOLAS Reg. II-1/13-12 and had entered into force on 01 July 2014. The Code is applicable to ships of 1600GT and above. For Singapore flagged ships below 1600GT, the following standards and noise exposure limit applies; a) Seafarers without hearing protection should not be exposed to noise levels exceeding 85 dB(A) for a period not exceeding 8hrs. Suitable hearing protection should be given to seafarers if the noise level exceed 85dB(A) for a period exceeding 8hrs. b) No seafarer, even when wearing hearing protectors, should be exposed to levels exceeding 120 dB(A). c) The noise level in crew accommodation spaces shall be kept as low as possible to facilitate the communication within the space and external radio communications and in general, the noise level shall not exceed 70dB(A). RO's surveyor should witness the noise measurement survey and endorse on the survey report. The standards are applicable to ships of below 1600GT keel laid or constructed on/after 1st July 2018. For ships below 1600GT which are keel laid on/after 1st July 2018 and change to Singapore registry after delivery, the ship should carry out the noise measurement survey on their 1st scheduled statutory renewal survey to ensure that the standards can be complied with. 	Shipping Circular No.28 / 2017 Survey Circular No.06 / 2017

CSS CODE (Cargo Stowage and Securing)

No.	Item	Reference
1	Cargo Securing Manual The Administration has issued Survey Circular 2 of 2015_on the	Survey Circular No.02 / 2015
	application of Annex 14 of the Cargo Securing and Stowage Code.	

Existing containerships shall apply sections 4.4 (Training and familiarization), 7.1 (Introduction), 7.3 (Maintenance) and section 8 (Specialized container safety design) by the first survey relating to the ship's safety construction certification on or after 1 January 2016.

Ship owners are encouraged to apply the relevant provisions of section 6 (Design) and 7.2 (Operational procedures) as far as practicable. As a minimum, existing container ships the keels of which were laid or which are at a similar stage of construction before 1 January 2015 shall comply with the requirements as stated in Survey Circular No.02 of 2015, at their first scheduled dry-docking survey on or after 1 January 2016, but not later than 1 January 2021.

For container ships the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015, Annex 14 of the CSS Code shall be applied in its entirety.

MODU CODE (Mobile Offshore Drilling Units)

No.	Item	Reference
1	 All "off-shore industry mobile unit" as defined in Section 2 of the Merchant Shipping Act would have to comply with the Mobile Offshore Drilling Unit (MODU) Code as promulgated by the IMO. "Off-shore industry mobile unit" are required to be issued with Mobile Offshore Unit Safety certificates. RO is fully authorized to carry out surveys and issue related certification in accordance with the 1979, 1989 and 2009 MODU Code. "off-shore industry mobile unit" means: a vessel that is used or intended for use in exploring or exploiting the natural resources of the subsoil of any seabed, or in any operation or activity associated with or incidental thereto, by drilling the seabed or its subsoil, or by obtaining substantial quantities of material from the seabed or its subsoil, with equipment that is on or forms part of the vessel; and a barge or like vessel fitted with living quarters for more than 12 persons and used or intended for use in connection with the construction, maintenance or repair of any fixed structure used or intended for use in exploring the subsoil of any seabed, or in any operation or activity associated with living quarters for more than 12 persons and used or intended for use in connection with the construction, maintenance or repair of any fixed structure used or intended for use in exploring the natural resources of the subsoil of any seabed, or in any operation or activity associated with or incidental thereto. 	Shipping Circular No.6 of 2005
2	Acceptance aluminum helideck for "off-shore industry mobile unit	DM's blanket
	2009 MODU Code, Chapter 9.16.2	approvai
	Helideck should be constructed of steel or other equivalent material. If the helideck forms the deckhead of a deckhouse or superstructure, it shall be insulated to "A-60" class standard. If the Administration permits aluminum or other low melting point metal construction that is not made equivalent to steel, the following provisions shall be satisfied:	

	 if the helideck is cantilevered over the side of the unit, after each fire that may have an effect on the structural integrity of the helideck or its supporting structures, the helideck should undergo a structural analysis to determine its suitability for further use; and if the helideck is located above the unit's deckhouse or similar structure, the following conditions should be satisfied: the deckhouse top and bulkheads under the platform shall have no openings; windows under the platform shall be provided with steel shutters; and after each fire on the helideck or supporting structure the helideck should undergo a structural analysis to determine its suitability for further use. MPA will consider on a case by case basis, to accept aluminum helideck on the conditions that the windows under the platform shall be provided with steel shutter. 	
3	 Acceptance of "A-60" window as an equivalent to steel shutter for window below aluminum helideck Chapter 9.16.2 of the 2009 MODU Code specified that window under the platform of aluminum helideck shall be provided with steel shutter. MODU Code Chapter 9.1 allows the vessel to have alternative design and arrangements if the fire safety design or arrangements deviate from the prescriptive provisions of the Code. With reference to Chapter 9.3.22.1 and 9.3.22.3, it allows crew accommodation windows and side-scuttles facing the drill floor area to be constructed to A-60 standard or provided with steel shutters. 9.1 Alternative design and arrangements: When fire safety design or arrangements deviate from the prescriptive provisions of the Code, engineering analysis, evaluation and approval of the alternative design and arrangements should be carried out in accordance with SOLAS regulation II-2/17. 9.3.22 (Protection of accommodation spaces, service spaces and control stations) - Windows and side scuttles in boundaries which are required to meet an "A-60" standard which face the drill floor area should be: .1 constructed to an "A-60" standard; or .2 protected by a water curtain; or .3 fitted with shutters of steel or equivalent material. The provision under the Chapter 9.1 and 9.3.22 could be cited as a basis to accept A-60 arrangement in-lieu of steel shutters for crew accommodation under the helideck. When referring to Chapter 9.16.2.2.1 and Chapter 9.16.2.2.2 of the 2009 MODU Code, it is clear that if aluminium helideck has been used, steel shutters shall be provided. The purpose of the steel shutters is to provide an additional boundary for the protection of crew accommodation in the event of helicopter crash. However, this is not similar to the requirement as stated in Chapter 9.3.22. of the MODU Code, where the use of A-60 arrangements can be used as an equivalent of steel shutters. 	Chapter 9.1 of 2009 MODU Code

MPA will consider on a case by case basis, to accept "A-60 windows" as an equivalent arrangement to steel shutters for windows under the aluminum heli-deck as required by Chapter 9.16.2.2 of the 2009 MODU Code, subject to the following conditions:

- a) The window of the superstructure under the heli-deck shall be constructed to A-60 standard and this is to be verified to the satisfaction of Classification Society; and
- b) This equivalent arrangement shall be clearly indicated in the unit's fire control plan.

4 REQUIREMENT FOR ECDIS AND BNWAS FOR SELF-PROPELLED MODUS CONSTRUCTED UNDER DIFFERENT MODU CODE

MODU Constructed in compliance with 1979 and 1989 MODU Code

The 1979 and 1989 MODU Code neither specify the requirement for navigation equipment nor made reference to the SOLAS Chapter V. However, our Merchant Shipping (Safety Convention) Regulations requires all ships (including MODUs) to be fitted with Navigation Equipment in compliance with the Chapter V.

Since self-propelled MODUs constructed in accordance to these Codes (1979 and 1989) have been in operation with the means of nautical charts and publications and considering the operation mode of MODU where they are usually moving at a slower speed (i.e. 4 or 5 Knots) and once in station/position they may not move until the operations end, it is recommended that for self-propelled MODUs that are constructed in compliance with the 1979 and 1989 MODU Codes, we grant blanket exemption for these MODUs from fitting with ECDIS and BNWAS as required by Reg.V/19 under the provision of Reg. V/3(b) of the MS(NC) Regulations.

Reg. V/3(b) (Exemption and Equivalent) – The Director may grant to individual ships exemptions or equivalents of a partial or conditional nature, when any such ship is engaged on a voyage where the maximum distance of the ship from the shore, the length and nature of the voyage, the absence of general navigational hazards, and other conditions affecting safety are such as to render the full application of this chapter unreasonable or unnecessary, provided that the Director has taken into account the effect such exemptions and equivalents may have upon the safety of all other ships.

The exemption from the installation of ECDIS and BNWAS for selfpropelled MODUs constructed in compliance with 1979 and 1989 MODU Codes shall be subjected to the following conditions:

a) ECDIS EXEMPTION

- i. The self-propelled MODU shall comply with Chapter V of the Merchant Shipping (Safety Convention) Regulations.
- ii. Navigation charts and nautical publications to be used for the intended voyage(s) shall be adequate and up to date.
- iii. The Master shall ensure that the voyage is properly planned and safely executed.

iv. The Shelf State where the unit will be operating, accept the MODU's arrangement.

b) BNWAS EXEMPTION

- i. The navigation bridge shall be manned by two (2) persons at all times while the vessel is engaged on a voyage.
- ii. The Master shall ensure that the intended voyage is properly planned and safely executed.
- iii. The Shelf State where the unit will be operating, accept the MODU's arrangement.

MODU Constructed in Compliance with 2009 MODU Code

The 2009 MODU Code has mandate MODUs (self and non-self-propelled) to comply with SOLAS Chapter V. However, considering the mode of operations for MODUs, it is recommended that on a case by case basis, we may grant exemption to self-propelled MODUs from the installation of ECDIS and BNWAS as required by SOLAS Reg. V/19.2.10 and V/19.2.2.3 respectively under the provisions of SOLAS Reg. V/3(2).

It is recommended that we may exempt self-propelled MODUs constructed in compliance with the 2009 MODU Code from the installation of ECDIS and BNWAS if they are not engaged on "International Voyage" as defined in SOLAS Reg. I/2(d), subject that these self-propelled MODUs have to comply with the conditions:

- I. The self-propelled MODU shall comply with Chapter V of the Merchant Shipping (Safety Convention) Regulations.
- II. Navigation charts and nautical publications to be used for the intended voyage(s) shall be adequate and up to date.
- III. The Master shall ensure that the voyage is properly planned and safely executed.
- IV. The Shelf State where the unit will be operating, accept the MODU's arrangement.

SOLAS Reg. I/2(d) defines "International voyage" means a voyage from a country to which the present Convention applies to a port outside such country, or conversely.

If the self-propelled MODUs that have been exempted from ECDIS and BNWAS were to engage on an "International Voyage" under exceptional circumstances, we may grant the exemption on case by case basis under the provision of SOLAS Reg. I/4.

SOLAS Reg. I/4 – A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of the present regulations provided that it complies with safety requirement which are adequate in the opinion of the Administration for the voyages which is to be undertaken by the ship.

SPS CODE (Special Purpose Ships)

No.	Item	Reference
1	 Application and Implementation The SPS Code in its entirety is a set of Regulations that may be applied in lieu of SOLAS Chapters II-1, 1-2, III, IV, V, X and XI-2 of SOLAS 74. The authority to apply the SPS Code in lieu of the respective chapters of SOLAS 74 is conferred by Reg.I/4(b) (Exemptions) of SOLAS 74 whereby the Director of Marine may exempt cargo ships, which carry more than 12 persons other than the crew, from the provisions of Chapters II-1, II-2, III, IV, V, X and XI-2 of SOLAS 74. The definition of "passenger ship", "passenger", "other persons", "supernumeries" and "special personnel" are detailed out in Survey Circular No.03 of 2009. A ship carrying "special personnel" is treated as a passenger ship. However, "special personnel" are expected to be able bodied with a fair knowledge of the layout of the ship and to have received some training in safety procedures and the handling of the ship's safety equipment before leaving port. For this reason, a set of somewhat less stringent requirements of SOLAS 74 for Special Purpose Ships, 2008 (2008 SPS Code) adopted by Resolution MSC.266(84) on 13 May 2008 supersedes the Code of Safety for Special Purpose Ships (1983 SPS Code) adopted by Resolution A.534(13) on 17 Nov 1983. The 2008 SPS Code is applicable to ships certified on or after 13 May 2008. RO is fully authorized to carry out surveys and issue certification in relation to the 1983 and 2008 SPS Code. MPA adopts Resolution MSC.418(97) in relation to the safe carriage of more than 12 Industrial personnel. Industrial Personnel as defined within Resolution MSC.418(97), may be carried onboard ships meeting the provisions of the 2008 SPS Code. 	Survey Circular No.03 / 2009

HSC CODE (High Speed Craft)

No.	Item	Reference
1	No additional requirements from the Administration.	

IBC CODE (Carriage of Dangerous Chemicals in Bulk)

No.	Item	Reference
1	Carriage of dual certificate of fitness (COF) for IMO ship Type 2 and 3 chemical tankers MPA may allow Singapore flagged chemical tankers to be issued with dual	
	COF on a case by case basis, subject to the following conditions: a) The approval for dual COF is for each individual ship only:	
	 b) The ship shall be maintained and surveyed to the stringent Type 2 standard at all times; c) Division both Type 2 cost to be and the stringent to be an additional to be an additional to be an additional to be additi	
	c) During surveys, both Type 2 and Type 3 COF are to be endorsed by the attending Class surveyor;	

- d) The changeover process of the COF is to be implemented under the ship's SMS and the SMS shall provide procedures for the handling of both MARPOL Annex II Type 2 and Type 3 cargoes;
- e) The ship's Procedures and Arrangements (P&A) Manual shall contain procedures for handling both Type II and Type III cargoes. This may be accomplished by using two separate manuals or one combined manual;
- f) At any given time, only 1 COF shall be in use and the other COF to be locked and sealed in the Master's safe;
- g) The individual COF for Type 2 and Type 3 shall respectively list down clearly the cargoes that they are entitled to carry;
- h) During operation as a Type 3 ship, no carriage of cargoes and cargo residues permitted under a Type 2 ship is allowed;
- i) During operation as a Type 2 ship, no carriage of cargo beyond 3000m3 per tank is allowed;
- j) During operation as a Type 3 ship, carriage of vegetable oil cargo with notation 2(k) beyond 3000m3 per tank is allowed only when the ship is issued with exemption under Reg. 4.1.3 of MARPOL Annex II;
- k) The change in ship type shall be properly recorded in the ship's log book;
- I) The ships shall be mindful of the restrictions by the Port States where the ships will be calling.

IGC CODE (Carriage of Liquefied Gases in Bulk)

No.	ltem	Reference
1	No additional requirements from the Administration.	

IGF CODE (Ships Using Gases or Other Low-Flashpoint Fuels)

No.	ltem	Reference
1	No additional requirements from the Administration.	

POLAR CODE (Ships Operating In Polar Waters)

No.	Item	Reference
1	Authorization to Perform Statutory Certification and Services Shipping Circular No.30 of 2016 informs that Government of the Republic of Singapore has accepted the amendments. The Merchant Shipping (Safety Convention) Regulations and the Prevention of Pollution of the Sea Regulations have been amended to give effect to the amendments	Shipping Circular No.30 / 2016 Survey Circular No.01 / 2017
	and the gazetted regulations will come into operation on 1 January 2017. In accordance to the terms and conditions of the Instrument to appoint and authorise Recognized Organization (RO), the List of Applicable Instrument is amended to include the above amendment. With effect from 1 January 2017, the respective RO is authorized to perform the statutory certification and services in relation to the "Polar Code", applicable to Singapore ships and companies operating Singapore ships, on behalf of the Director.	

ROs to provide MPA a copy of the Polar Certificate, as and when issued for Singapore ships.

OSV CODE (Carriage of Cargoes and Persons by Offshore Supply Vessels)

No.	ltem	Reference
1	No additional requirements from the Administration.	

NON-CONVENTION REGULATIONS

No.	Item	Reference
1	Safety Regulations Applicable to Tankers of 500GT and Upwards Engaged on Singapore 30-Mile Limit Voyages	Survey Circular No.17 / 2002
	With effect from 1 January 2003 onwards, tankers of 500GT and upwards constructed on or after 1 January 2003 engaged on Singapore 30-mile limit voyages shall be subjected to SOLAS 74 Regulations and be issued with Safety Certificates under these Regulations.	