

**MANDATORY COMPLIANCE - SOLAS**

Regulation/Reference	Ship Type	Relevant Survey	Compliance Date	Age Determinant	Age of Ship	Overview of Regulation (refer to actual regulation for details)
2000 SOLAS II-2/4.5, 10 & II-2/1.6.7 Cargo Pump Rooms (MSC.99(73))	Tanker ≥ 500 GT	DD	1 Jul 2002	KL	< 1 Jul 2002	The bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms). Continuous monitoring of the pump room's atmosphere shall be provided and automatically set off a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the hydrocarbon gas concentration exceeds a pre-set level which is not to be more than 10% (or 30% for existing systems) of the lower flammability limit. Bilge level monitoring with alarms shall also be provided. Latest date for compliance is 1 July 2005.
SLS XI-1 IMO Number Marking SOLAS/CONF 5/32	Cargo ≥ 300 GT	DD	1 Jul 2004	KL	< 1 Jul 2004	The IMO Number is to be permanently marked (raised lettering or center punching for steel): on the ship's stern; or amidships (port and starboard); or on the superstructure (port and starboard sides or on the front); or in the case of passenger ships, on a horizontal surface visible from the air. Additionally, the IMO No. is to be marked on: a machinery space transverse bulkhead; or a hatchway coaming; or the tanker cargo pump room bulkhead; or a ro-ro space transverse bulkhead.
SLS XI-1 IMO Number Marking SOLAS/CONF 5/32	Passenger > 12 Passengers ≥ 100 GT	DD	1 Jul 2004	KL	< 1 Jul 2004	The IMO Number is to be permanently marked (raised lettering or center punching for steel): on the ship's stern; or amidships (port and starboard); or on the superstructure (port and starboard sides or on the front); or in the case of passenger ships, on a horizontal surface visible from the air. Additionally, the IMO No. is to be marked on: a machinery space transverse bulkhead; or a hatchway coaming; or the tanker cargo pump room bulkhead; or a ro-ro space transverse bulkhead.
SOLAS XII/13 Dewatering System MSC.134(76)	One Combo Bulk ≥ 500 GT	I P	1 Jul 2004	KL	< 1 Jul 2004	A means of dewatering is to be provided to every ballast and dry space, any part of which extends forward of the collision bulkhead. Means of operation shall be readily accessible from an enclosed space that can be accessed from the navigation bridge or propulsion control position without having to traverse exposed decks.
SOLAS XII/12 Water Detection and Alarm System MSC.134(76)	One Combo Bulk ≥ 500 GT	I P A	1 Jul 2004	KL	< 1 Jul 2004	A means of detecting water is to be provided to every forward ballast tank and dry space (at one designated level) and to every cargo hold (at two designated levels). Audible and visual alarm is to be indicated on the navigation bridge.
SOLAS III/26 Radar Transponder MSC.134(76)	RoRo > 12 Passengers	I, P A	1 Jul 2004	KL	< 1 Jul 2004	Liferafts fitted onboard are to be provided with a Radar transponder meeting the requirements of A.802(19). One transponder is required for every four liferafts.
SLS XI-2 Security Alarm Systems SOLAS/CONF 5/32	Tanker Bulk ≥ 500 GT	SLR	1 Jul 2004	KL	< 1 Jul 2004	A ship security alarm that automatically alerts shore authorities (designated by the Contracting Government) that the ship's security is under threat or is being compromised is to be fitted onboard.
SLS II-1/8-2 Damage Stability Upgrades SOLAS 1997 Edition	RoRo ≥ 400 Passengers	P	1 Oct 2004	KL	< 1 Jul 1997	With any one compartment flooded ships with A/Amax > 95 but < 97.5 must possess a residual GZ with an area ≥ 0.015 m-rad, a magnitude ≥ 0.10m and sufficient to resist the larger moment due to passenger crowding, wind pressure or launching of all lifeboats fully loaded from one side.
SLS II-1/8-1 Damage stability upgrades SOLAS 1997 Edition	RoRo > 12 Passengers	P	1 Oct 2004	KL	< 1 Jul 1997	With any one compartment flooded ships with A/Amax > 95 but < 97.5 must possess a residual GZ with an area ≥ 0.015 m-rad, a magnitude ≥ 0.10m and sufficient to resist the larger moment due to passenger crowding, wind pressure or launching of all lifeboats fully loaded from one side.