

**MANDATORY COMPLIANCE – SOLAS (continued)**

| Regulation/Reference                                       | Ship Type                             | Referent Survey | Compliance Date      | Age Determinant | Age of Ship  | Overview of Regulation<br>(refer to actual regulation for details)   |
|--|---------------------------------------|-----------------|----------------------|-----------------|--------------|--|
| SOLAS II-1/3-6<br>Permanent Means of Access<br>MSC.158(78) | Oil<br>≥ 500 GT                       |                 | 1 Jan 2006           | KL              | ≥ 1 Jan 2006 | The resolution requires access to the under deck or wing ballast and cargo tanks via athwartship platforms on the stiffened side of each transverse bulkhead and longitudinal platforms at each side of the tank. Access to the vertical structures is to be integrated with the structural members of the stiffened side of the longitudinal bulk head or by an alternative means. This resolution supersedes the more onerous requirements in MSC.133(76).   |
| SOLAS II-1/3-6<br>Permanent Means of Access<br>MSC.151(78) | Bulk<br>≥ 20,000 GT                   |                 | 1 Jan 2006           | KL              | ≥ 1 Jan 2006 | Mandates compliance with the Technical Provisions of MSC.158(78) and requires an approved Access Manual (providing arrangement details and maintenance instructions) to be maintained on board for the safe provision of crew and class society inspection and survey. This resolution supersedes MSC.134(76).   |
| SOLAS II-1/3-6<br>Permanent Means of Access<br>MSC.158(78) | Bulk<br>≥ 20,000 GT                   |                 | 1 Jan 2006           | KL              | ≥ 1 Jan 2006 | The resolution requires longitudinal access at each side and in vicinity of cross deck area and athwartship access at the transverse bulkhead. Permanent ladders are to provide access to 25% of the hold frames. Top Side and Hopper Tank Tanks are to be provided with longitudinal access. This resolution supersedes the more onerous requirements in MSC.133(76).   |
| SOLAS VII IMDG Code<br>MSC.157(78)                         | All Ships ≥ 500 GT<br>> 12 Passengers | ≥               | 1 Jan 2006           | KL              | All          | A number of amendments, including security and packaging provisions, are included in the IMDG Code.  |
| SOLAS V/20 VDR and S-VDR<br>MSC.170(79)                    | Cargo<br>≥ 20,000 GT                  | DD              | 1 Jul 2006<br>(2009) | KL              | < 1 Jul 2002 | Ships shall be fitted with a voyage data recorder (VDR) or a simplified VDR (S-VDR) of either fixed or float-free type. The S-VDR should meet the standards contained in resolution MSC.163(78) and record and maintain, for a period of at least 2 years following termination, bridge and communication audio, radar, position, speed, heading, date and time and, if radar data is not possible, AIS data. S-VDR's may be combined with an EPIRB, provided the standards for each piece of equipment are met.               |
| SOLAS/CONF.5/32<br>SLS X1-2 Security Alarm Systems         | SP-MODU<br>≥ 500 GT                   |                 | 1 Jul 2006           | 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.   |
| SOLAS III/32<br>Immersion Suits<br>MSC.152(78)             | Cargo<br>≥ 500 GT                     |                 | 1 Jul 2006           | KL              | ≥ 1 Jul 2006 | An immersion suit is to be provided for every person on board, unless the ships is not a bulk carrier and is constantly engaged on voyages in warm climates as per MSC/Circ.1046. Suits currently required for each member of the rescue boat crew can be credited for compliance with this new requirement.   |
| SOLAS II-1/18<br>Watertight Door Tests<br>MSC.170(79)      | Passenger<br>> 12 Passengers          |                 | 1 Jul 2006           | KL              | All          | Where testing of individual watertight doors by water pressure is impracticable because of possible damage to insulation or outfitting items, testing may be replaced by a prototype pressure test, before installation, of each type and size of door with a test pressure corresponding to the head required for the intended location.  |
| SOLAS XII/7<br>Maintenance of Hatch Covers<br>MSC.169(79)  | Ore<br>≥ 500 GT                       |                 | 1 Jul 2006           | KL              | All          | Once per week during voyages (weather permitting) and when the covers are opened (but not more frequently than once per month) covers are to be externally examined, particularly covers located within the forward 25% length. A maintenance plan and records are to form part of the ISM Code safety management system. Visible checks on corrosion, cracks and deformation of the coamings, stiffeners and brackets, especially in way of the coaming tops and corners, adjacent deck plating and brackets, are to be made. |