

# Amendments of the Guidance Relating to the Rules for Classification of Steel Ships

Pt. 7 Ships of Special Service (Ch.1 - 4, 7 - 10)

(For External opinion inquiry)



2022.8.

Machinery Rule Development Team

## - Main Amendments -

- (1) Effective date : on or after 1 Jan. 2024 (conditions below as per SOLAS Reg. II-1/1.3.2)
- .1 for which the building contract is placed on or after 1 January 2024; or
  - .2 in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2024; or
  - .3 the delivery of which is on or after 1 January 2028.
- Reflected of Res. MSC.482(103) (SOLAS Reg.II-1/25-1)
- : Annex 7-6-1 “Water Level Detectors on Multiple Hold Cargo Ships other than Bulk Carriers and Tankers” is newly added.

<Newly added>

## Annex 7-6-1 Water Level Detectors on Multiple Hold Cargo Ships other than Bulk Carriers and Tankers (2023)

### 1. Application

- (1) Multiple hold cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024<sup>1</sup> shall be fitted with water level detectors<sup>2</sup> in each cargo hold intended for dry cargoes. Water level detectors are not required for cargo holds located entirely above the freeboard deck.
- (2) The water level detectors required by paragraph (1) shall:
  - (A) give audible and visual alarms at the navigation bridge, one when the water level above the bottom of the cargo hold reaches a height of not less than 0.3 m, and another at a height not less than 15% of the depth of the cargo hold but not more than 2 m; and
  - (B) be fitted at the aft end of the cargo holds. For cargo holds which are occasionally used for water ballast, an alarm overriding device may be installed. The visual alarms shall clearly discriminate between the two different water levels detected in each hold.
- (3) As an alternative to the water level detector at a height of not less than 0.3 m as per sub-paragraph (2).(A), a bilge level sensor<sup>2</sup> serving the bilge pumping arrangements required by SOLAS II-1 regulation 35-1 and installed in the cargo hold bilge wells or other suitable location is considered acceptable, subject to:
  - (A) the fitting of the bilge level sensor at a height of not less than 0.3 m at the aft end of the cargo hold; and
  - (B) the bilge level sensor giving audible and visual alarm at the navigation bridge which is clearly distinctive from the alarm given by the other water level detector fitted in the cargo hold.

#### \* Footnotes:

1. "constructed on or after 1 January 2024" means ships (SOLAS Reg. II-1/1.3.2):
  - .1 for which the building contract is placed on or after 1 January 2024; or
  - .2 in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2024; or
  - .3 the delivery of which is on or after 1 January 2028.
2. For the performance standards, Refer to Resolution **MSC.188(79)/Rev.1** as may be amended.