



INTERNATIONAL SHIP CLASSIFICATION

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CIRCULAR



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ISClass
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MARINE DEPARTMENT OF MALAYSIA SAFETY REQUIREMENT FOR NON CONVENTION SHIPS CALLING AT PORTS IN MALAYSIA

1. This circular is to provide information on the requirement of Marine Department Peninsula Malaysia Safety Requirements for Non Convention Ships.
2. With effect immediately, all ship owners registering their ships under the Tuvalu, Kiribati and Mongolia with “ near coastal voyages “ notations and intending to trade in Malaysia are to fulfill the following:
 - a. To apply to ISClass for an occasional survey to ensure that the safety requirement of the Malaysia Marine Department for Non Convention vessels are complied. Annex 1 to this circular indicates the requirements.
 - b. A Certificate of Compliance will be issued upon satisfactory completion of the occasional survey.
 - c. Using this Certificate of Compliance, the owner can then apply to the respective ship’s registry so that the responsible ship registry can request permission from the Malaysia Marine Department for the ship to trade in Malaysia.
3. Owners who do not wish to comply with the above requirement can approach the respective Administrations directly who will have the prerogatives to waive the above requirements.

Attachment

Annex 1 – MARINE DEPARTMENT PENINSULA MALAYSIA
Safety requirements for Non Convention Vessel.

MARINE DEPARTMENT PENINSULAR MALAYSIA
safety requirements For Non Convention Vessel

Ship type	Cargo Ship		Passenger Ship		Case 1	Case 2
	Port Limit	Malaysian water not exceeding 3 nM from nearest land	Port Limit	Malaysian water not exceeding 3 nM from nearest land		
Plying Limits	Port Limit	Malaysian water not exceeding 3 nM from nearest land	Port Limit	Malaysian water not exceeding 3 nM from nearest land		
1.0 Plan						
.1 Lines Plan						
.2 General Arrangement Plan		√		√		
.3 Construction Plan						
.4 Safety Plan	√	√	√	√	√	√
1.1 Calculation						
.1 Stability	Inclining test report	√	Inclining test report	√	Inclining test report	Inclining test report
.2 Freeboard	√	√	√	√	Existing freeboard to be measured and marked	Existing freeboard to be measured and marked
.3 Tonnage	√	√	√	√	√	√
1.2 Certificate						
.1 TCR	√	√	√	√	√	√
.2 Tonnage Certificate	√	√	√	√	√	√
.3 MLFC	√	√	√	√	√	√
.4 Safe Manning Certificate	√	√	√	√	√	√
.5 RSEC/PC	√	√	√	√	√	√

2.0 Fire Fighting						
2.1 Fire Pumps	1	1	1	1	1	1 / additional fire extinguisher
2.2 Fire Hydrant	1	2	1	2	1	1
2.3 Fire Hoses complete with nozzle	1	2	1	2	1	1
2.4 Portable Fire Extinguishers						
.1 Accommodation and service spaces	2	3	2 in each passenger compartment	3 in each passenger compartment	2	3 in each passenger compartment
.2 Machinery spaces (one extinguisher per 375kW of internal combustion engine)	2<x<6	2<x<6	2<x<6	2<x<6	2<x<6	2<x<6
2.6 Fireman's axe	1	1	1	1	1	1
2.7 Means of escape						
.1 Accommodation and service spaces	2	2	Sufficient in number and size	Sufficient in number and size	2	Sufficient in number and size
.2 Machinery spaces	1	1			1	
3.0 Live saving appliances						
3.1 Survival craft						
.1 Liferaft / Bouyant Apparatus		Each side of ship capable of accommodating the total	40% of total person on board	100% of total person on board	100% of total person on board	100% of total person on board

		number of person on board				
.2 Lifebouy	*i) additional lifebouy in place of buoyant apparatus.					
.1 with light	2	2	2	2	2	2
.2 with line	2	2	2	2	2	2
3.2 Lifejacket with approved lifejacket light	100% of total crew	100% of total crew. In addition, minimum of 2 lifejacket for persons on watch	Adult = 105% of total person on board Child = 10% of total passenger on board	Adult = 105% of total person on board Child = 10% of total passenger on board	100% of total crew. In addition, minimum of 2 lifejacket for persons on watch	Adult = 105% of total person on board Child = 10% of total passenger on board
3.3 Rocket parachute flares		6	4	6	4	4
3.4 Orange smoke signal	2	2	2	2	2	2
3.5 General emergency alarm			√	√	√	√
3.6 Radar Transponder		1		1		
4.0 Radio Installation						
.1 VHF radiotelephone installation	√		√	√	√	√

5.0 Navigational Equipment						
.1 Magnetic compass		√		√	√	√
.2 Navigational charts		√		√		
.3 2 black ball & 1 diamond shape	√	√	√	√	√	√
.4 Radar (16 nM)		√		√	Daylight only	Daylight only

Plying Limit	Not exceeding 15 nM from nearest land	
	Cargo	Passenger
Ship Type		
1.0 Plan		
.1 Lines Plan	√	√
.2 General Arrangement Plan	√	√
.3 Construction Plan	√	√
.4 Safety Plan	√	√
1.1 Calculation		
.1 Stability	√	√
.2 Freeboard	√	√
.3 Tonnage	√	√
1.2 Certificate		
.1 TCR	√	√
.2 Tonnage Certificate	√	√
.3 MLFC	√	√
.4 Safe Manning Certificate	√	√
.5 RSEC/PC	√	√
2.0 Fire Fighting		
2.1 Fire Pumps	1	1
2.2 Fire Hydrant	2	2
2.3 Fire Hoses complete with nozzle	2	2
2.4 Portable Fire Extinguishers		
.1 Accommodation and service spaces	3	3 in each passenger compartment

.2 Machinery spaces (one extinguisher per 375kW of internal combustion engine)	2<x<6	2<x<6
2.5 Fireman's outfit	1	1
2.6 Fireman's axe		
2.7 Means of escape		
.1 Accommodation and service spaces	2	Sufficient in number and size
.2 Machinery spaces	1	
3.0 Live saving appliances		
3.1 Survival craft		
.1 Liferaft	Each side of ship capable of accommodating the total number of person on board	100% of total person on board
.2 Bouyant Apparatus		
.3 Lifebouy		
.1 with light and self activating smoke	2	2
.2 with light	1	1
.3 with line	1	1
3.2 Lifejacket with approved lifejacket light	100% of total crew. In addition, minimum of 2 lifejacket for persons on watch	Adult = 105% of total person on board Child = 10% of total passenger on board
3.3 Rocket parachute flares	12	12
3.4 General emergency alarm	√	√

3.6 Radar Transponder	1	1
4.0 Radio Installation		
.1 VHF with DSC	√	
.2 VHF radiotelephone installation		
5.0 Navigational Equipment		
.1 Magnetic compass	√	√
.2 Spare magnetic compass	√	√
.3 Navigational charts	√	√
.4 Tide table	√	√
.5 Notice to mariner	√	√
.6 Full complement of flags and pendant	√	√
.7 Radar (16nM)	√	√

Case 1

- Proposed to be applied on all existing cargo boat operates to surrounding island outside Port Limit (point to point basis). Operation area to be indicates clearly in RSEC.

Case 2

- Proposed to cater all existing passenger ferry operates between;
 - i) Mersing – Tioman – Mersing (distance ± 30 nM)
 - ii) Kuala Terengganu – Pulau Redang - Kuala Terengganu (distance ± 25 nM)
 - iii) Merang – Redang – Merang (distance ± 14 nM)

Condition

Ship carrying not more than 100 passengers only.

Notes

1. Minimum Stability Criteria

- The area under the right lever curve (GZ curve) shall not be less than 0.055 metre-radians up to 30 degrees angle of heel and not less than 0.090 metre-radians up to 40 degrees or the angle of flooding (θ_f) if this angle is less than 40 degrees. In addition, the area under the righting lever curve (GZ curve) between the angles of heel of 30 degrees and 40 degrees or between 30 degrees and θ_f , if this angle is less than 40 degrees, shall not be less than 0.030 metre-radians. θ_f is the angle of heel at which openings in the hull super structure or deckhouses, which cannot be rapidly closed watertight, commence to immerse. In applying this criterion, small openings through which progressive flooding cannot take place need not be considered as open.
 - The righting level GZ shall be at least 200 millimeters at an angle of heel equal to or greater than 30 degrees.
 - The maximum righting lever GZ max shall occur at an angle of heel preferably exceeding 30 degrees but not less than 25 degrees.
 - The initial metacentric height GM shall not be less than 150 millimeters.
2. Ships for more than 150 passengers are proposed to fully comply with requirement Malaysian water not exceeding 3 nM from nearest land for Passenger Ship.