

L.N. 107 of 2001

Merchant Shipping (Safety) (Cargo Ship Construction And Survey) (Ships Built On Or After 1 September 1984) (Amendment) Regulation 2001
(Made under sections 96 and 107 of the Merchant Shipping
(Safety) Ordinance (Cap. 369))

1. Commencement

This Regulation shall come into operation on 13 July 2001.

2. Citation, interpretation, application
and exemption

Regulation 1(2) of the Merchant Shipping (Safety) (Cargo Ship Construction and Survey) (Ships Built On or After 1 September 1984) Regulations (Cap. 369 sub. leg.) is amended by adding---

"conning position" (指揮位置) means the position from which the navigation of a ship is controlled;

"steering position" (操舵位置) means the position from which the ship is being steered;"

3. Regulation added

The following is added in Part IIB---

"13A. Seawater ballast tank corrosion
prevention system

(1) This regulation applies to oil tankers and bulk carriers constructed on or after 1 July 1998.

(2) All dedicated seawater ballast tanks shall have an efficient corrosion prevention system, such as hard protective coatings or equivalent. The coatings should preferably be of a light colour. The scheme for the selection, application and maintenance of the system shall be approved by the Director, based on the guidelines adopted by the International Maritime Organization. Where appropriate, sacrificial anodes shall also be used."

4. General precautions against shock,
fire and other hazards

Regulation 49 is amended---

(a) in subregulation (1)(a), by repealing "55" where it twice appears and substituting "50";

(b) in subregulation (3), by repealing "55" and substituting "50".

5. Part added

The following is added---

"PART VA

Navigation Bridge Visibility

55C. Navigation bridge visibility

(1) Subject to subregulation (3), every ship of not less than 45 metres in length constructed on or after 1 July 1998 shall meet the following requirements---

(a) the view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or 500 metres, whichever is the less, forward of the bow to 10° on either side under all conditions of draught, trim and deck cargo;

(b) blind sector caused by cargo, cargo gear or other obstructions outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall not exceed 10° and the total arc of blind sectors shall not exceed 20° . The clear sectors between blind sectors shall be at least 5° . However, in the view described in paragraph (a), each individual blind sector shall not exceed 5° ;

(c) from the conning position the horizontal field of vision shall extend over an arc of at least 225° , that is from right ahead to not less than 22.5° abaft the beam on either side of the ship;

(d) from each bridge wing the horizontal field of vision shall extend over an arc of at least 225° , that is from at least 45° on the opposite bow through right ahead and then from right ahead to right astern through 180° on the same side of the ship;

(e) from the main steering position the horizontal field of vision shall extend over an arc from right ahead to at least 60° on each side of the ship;

(f) the ship's side shall be visible from the bridge wing;

(g) the height of the lower edge of the navigation bridge front windows above the bridge deck shall be kept as low as possible. In no case shall the lower edge present an obstruction to the forward view as described in this regulation;

(h) the upper edge of the navigation bridge front windows shall allow a forward view of the horizon, for a person with a height of eye of 1 800 millimetres above the bridge deck at the conning position, when the ship is pitching in heavy seas. The Director, if satisfied that a 1 800 millimetres height of eye is unreasonable and impractical, may allow reduction of the height of eye but not to less than 1 600 millimetres;

(i) windows shall meet the following requirements---

(i) framing between navigation bridge windows shall be kept to a minimum and not be installed immediately forward of any workstation;

(ii) to help avoid reflections, the bridge front windows shall be inclined from the vertical plane top out, at an angle of not less than 10° and not more than 25° ;

(iii) polarized and tinted windows shall not be fitted; and

(iv) at all times regardless of weather conditions, at least two of the navigation bridge front windows shall provide a clear view, and in addition depending

on the bridge configuration, an additional number of windows shall provide a clear view.

(2) Every ship of not less than 45 metres in length constructed before 1 July 1998 shall meet the requirements of subregulation (1)(a) and (b) where practicable. However, in complying with such requirements, structural alterations or additional equipment is not required to be made or fitted, as the case may be.

(3) Where the Director considers that a ship of unconventional design, which is not less than 45 metres in length constructed on or after 1 July 1998, cannot comply with subregulation (1), the owner and master of the ship shall provide arrangements to achieve a level of visibility to the satisfaction of the Director."

6. Penalties

Regulation 64(1) is amended---

- (a) by adding "13A," after "13,";
- (b) by adding ", 55C" after "55B".

Ms. Sandra LEE

Secretary for Economic Services

29 May 2001

Explanatory Note

This Regulation amends the Merchant Shipping (Safety) (Cargo Ship Construction and Survey) (Ships Built On or After 1 September 1984) Regulations (Cap. 369 sub. leg.) so as to bring it into conformity with the new provisions of the International Convention for the Safety of Life at Sea, 1974.