

L.N. 109 of 2001

Merchant Shipping (Safety) (Passenger Ship Construction And Survey) (Ships Built On Or After 1 September 1984) (Amendment)

Regulation 2001

(Made under section 107 of the Merchant Shipping (Safety) Ordinance (Cap. 369))

1. Commencement

This Regulation shall come into operation on 13 July 2001.

2. Interpretation and application

Regulation 1(2) of the Merchant Shipping (Safety) (Passenger 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. Inclining and stability information

Regulation 9A(3) is amended, by adding "量" after "空載重" where it first appears.

4. Openings in watertight bulkheads

in passenger ships

Regulation 15A(8)(a)(vi) is amended by repealing "信" and substituting "訊".

5. Watertight doors : signals and communications

Regulation 17(2) is amended by repealing "信" and substituting "訊".

6. Emergency and transitional source of electrical power and emergency switchboards: ships of Classes I, II and II(A)

Regulation 46(7)(e) is amended by repealing "信" and substituting "訊".

7. Emergency electric power services

supplies: ships of Classes I, II

and IIA

Regulation 48(1)(b) and (c)(iv) is amended by repealing "信" wherever it appears and substituting "訊".

8. General precautions against shock, fire

and other hazards

Regulation 52 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".

9. Oil fuel installations: (boilers

and machinery)

Regulation 64 is amended---

- (a) in subregulations (6) and (19), by repealing "門" after "閥" wherever it appears;
- (b) in subregulation (25), by repealing "存櫃" and substituting "存艙".

10. Means of escape

Regulation 76(2)(ca) is amended by repealing "途徑" before "直達".

11. Part added

The following is added---

"PART VIB

Navigation Bridge Visibility

80F. Navigation bridge visibility

(1) Subject to subregulation (3), every ship which is 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 which is 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."

12. Penalties

Regulation 86(1) is amended by repealing "80E" and substituting "80F".

13. Stability in damaged condition

Schedule 3 is amended, in Part 3, in paragraph 3---

(a) in subparagraph (1)(a), by repealing the semicolon and substituting "and this range may be reduced to a minimum of

10 degrees, in the case where the area under the righting lever curve is that specified in sub-subparagraph (b), increase by ratio:

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Range

where range is expressed in degrees;"

(b) in subparagraph (1)(c), by repealing "ranged specified in subparagraph (1)(a)" and substituting "range of positive stability".

Ms. Sandra LEE

Secretary for Economic Services

29 May 2001

Explanatory Note

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