



SHIPS CLASSIFICATION MALAYSIA

SCM CIRCULAR

**TO SHIPOWNERS, SHIPYARDS, MASTERS,
AGENTS AND RELEVANT INTEREST PARTIES**



QUALITY MATTERS

Issue No	06/2017	Issue Date	06 APRIL 2017
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TITLE	SCM CLASSRULES V1P1C2 SUPPLEMENT 2017(1)
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To All Owners, Managers, Ship Builder and Designer of Malaysian Vessels,

1. This SCMClassrules Volume 1, Part 1, Chapter 2, Supplement 2017(1) is issued by Ships Classification Malaysia (SCM) to highlight on the updates made to existing rules; Volume 1 - Rules for Ships in Operation and Newbuilding, Part 1 - Classification and Construction of Steel Ships, Chapter 2 – Design & Construction of Hull Structures and Equipment.
2. This V1P1C2 Supplement 2017(1) hereby will be used in conjunction with the latest edition of SCMClassrules which in use at time of its release.
3. The V1P1C2 Supplement 2017(1) is included in this circular as **Annex 1**.

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VOLUME 1

SCM *CLASSRULES*

RULES FOR SHIPS IN OPERATION AND NEWBUILDING

Edition 2017

PART 1

**CLASSIFICATION AND CONSTRUCTION
OF STEEL SHIPS**

CHAPTER 2

**DESIGN & CONSTRUCTION OF
HULL STRUCTURES AND EQUIPMENT**

Supplement 2017 (1)



SHIPS CLASSIFICATION MALAYSIA

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SECTION 24 - UPDATES**ADDITIONAL REQUIREMENT FOR OIL TANKER**

01.	New paragraph 12 inserted in accordance to the MARPOL Annex 1 Ch 4, as per IMO Resolution MEPC. 248(66), MSC. 369(93), MEPC. 249(66), MSC.370(93) and MSC.377(93)
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12 STABILITY INSTRUMENT REQUIREMENT ON OIL TANKERS

12.1 The above requirement is applicable to new and existing oil tankers as follows:

- i. New oil tankers constructed on or after 1st January 2016 is at her delivery.
- ii. Existing oil tankers will have to fit a stability instrument by the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021.

Stability instrument provided to be approved.

12.2 A stability instrument fitted on a ship **constructed before 1 January 2016** need not be replaced provided it is capable of verifying both intact and damage stability to the satisfaction of the Administration and/or SCM.

12.3 Following ships are exempted from the above requirement of stability instrument;

- i. Ships on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved.
- ii. Ships where stability is remotely verified by a means approved by the Administration.
- iii. Ships loaded within an approved range of loading conditions.
- iv. Ships constructed before 1 January 2016, provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

End of V1P1C2 SECTION 24 - UPDATES