



Maritime and Coastguard Agency

MERCHANT SHIPPING NOTICE

**MSN 1699 (M)**

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## **The Merchant Shipping (Passenger Ship Construction: Ships of Classes III to VI(A)) Regulations 1998**

**Notice to all Shipowners, Certifying Authorities, Shipbuilders, Shiprepairers, Ship Masters and Surveyors**

*This notice amends MSN 1699(M) and amendment 1*

*Amendment 2*

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### **PLEASE NOTE:-**

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

### **Summary**

This Notice rectifies a number of inconsistencies that have been noted in MSN 1699(M) Amendment 1 and advises of related inconsistencies in the Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI(A)) Regulations 1999.

This Notice also, in part, aligns requirements for vessel subdivision and damage stability, with those contained within EC Directive 98/18 as amended.

These amendments are detailed within the Annex.

### **1. Introduction**

- 1.1 This Merchant Shipping Notice (MSN) forms an integral part of The Merchant Shipping (Passenger Ship Construction: Ships of Classes III to VI(A)) Regulations 1998, as amended.
- 1.2 This MSN defines the correlation between a vessel's standards of survivability and its minimum carriage requirements for life saving appliances. These requirements are detailed in the Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI(A)) Regulations 1999 (SI 1999 No 2723, as amended).

### **2. Amendments to MSN 1699(M)**

A number of minor inconsistencies have been noted both in MSN 1699(M) Amendment 1 and in SI 1999 No 2723, as amended.

This Notice rectifies inconsistencies in:

- the content of Tables 1 and 2 in Section 1 of Schedule 2 of MSN 1699(M) Amendment 1
- the text of paragraph 1. (1)(b) in section 4 of Schedule 2 of MSN 1699(M) Amendment 1; and;

aligns stability and subdivision requirements within:

- the text of paragraphs 4.6 and 4.7 in section 2 of Schedule 2 of MSN 1699(M) Amendment 1
- the text of paragraph 3(a) in section 1 of Schedule 3 of MSN 1699(M) Amendment 1

And,

- advises of future amendments to the Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI(A)) Regulations 1999 (SI 1999 No 2723, as amended)

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**Annex to MSN 1699 (M) Amendment 2**

**SCHEDULE 2**

**Survivability and watertight subdivision arrangements**

Section 1 - Standards of survivability

The minimum 'standard of survivability' shall be as indicated in the following Tables -  
*Amendments to text are shown crossed out and with **bold font***

***Table 1 - Standard of Survivability required for ships constructed on or after 31st October 1992:***

<b>1 Class</b>	<b>2 Number of passengers</b>	<b>3 Operating area†</b>	<b>4 Standard of survivability required *</b>	<b>5 Lifesaving appliances†</b>
(1) III	Not more than 250	As defined in <del>the</del> <b>Regulations 3</b>	Unity factor of subdivision	Regulation 5(2)(i)
(2) III	More than 250	As defined in <del>the</del> <b>Regulations 3</b>	0.5 factor of subdivision	Regulation 5(2)(ii)
(3) IV	Not more than 250	As defined in <del>the</del> <b>Regulations 3</b>	Unity factor of subdivision	Regulation 6(2)(i)
(4) IV	More than 250	As defined in <del>the</del> <b>Regulations 3</b>	0.5 factor of subdivision	Regulation 6(2)(ii)
(5) V	Any number	Category A waters	Heeling test as per Section 3	Regulation 7(2)
(6) V	Not more than 50	Category B waters	Unity factor of subdivision	Regulation 7(4)(a)(i)
(7) V	Not more than 50	Category B waters	Buoyancy test as per Section 4	Regulation 7(4)(a)(ii)
(8) V	More than 50 but not more than 250	Category B waters	Unity factor of subdivision	Regulation 7(4)(a)(iii)
(9) V	More than 250	Category B waters	0.5 factor of subdivision	Regulation 7(4)(a)(iv)
(10) V	Not more than 50	Category C waters	Unity factor of subdivision	Regulation 7(8)(a)(i)
(11) V	Not more than 50	Category C waters	Buoyancy test as per Section 4	Regulation 7(8)(a)(ii)
(12) V	More than 50 but not more than 250	Category C waters	Unity factor of subdivision	Regulation 7(8)(a)(iii)
(13) V	More than 250	Category C Waters	0.5 factor of subdivision	Regulation 7(8)(a)(iv)



1 Class	2 Number of passengers	3 Operating area†	4 Standard of survivability required *	5 Lifesaving appliances†
(14)VI	Not more than 100	The 15 miles and 3 miles area of operation is replaced <del>to</del> by 10 miles and 1 mile respectively	<b>Buoyancy test as per Section 4 for "open" ships or</b> Unity factor of subdivision for all other ships	Regulation 8(2)(a)(i)
(15)VI	More than 100 but not more than 250	The 15 miles and 3 miles area of operation is replaced <del>to</del> by 10 miles and 1 mile respectively	<del>Buoyancy test as per Section 4 for "open" ships, or</del> Unity factor of subdivision	Regulation 8(2)(a)(ii)
(16)VI	Not more than 250	As defined in <del>the</del> Regulations <b>3</b>	Unity factor of subdivision	Regulation 8(3)(a)(i)
(17)VI(A)	Not more than 50	As defined in <del>the</del> Regulations <b>3</b>	Unity factor of subdivision	Regulation 9(2)(a)(i)

\* Ships which are required to be subdivided shall also comply with the requirements of section 2 of this Schedule.

† A reference to a regulation is a reference to that regulation in the Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI(A)) Regulations 1999<sup>1</sup>.

**Table 2 - Standard of Survivability required for ships built before 31st October 1992**

1 Class	2 Number of passengers	3 Operating area†	4 Standard of survivability required *	5 Lifesaving appliances†
(1) III	Not more than 250	As defined in <del>the</del> Regulations <b>3</b>	Unity factor of subdivision	Regulation 5(2)(iii)
(2) III	More than 250	As defined in <del>the</del> Regulations <b>3</b>	0.5 factor of subdivision	Regulation 5(2)(iv)
(3) III	More than 250	As defined in <del>the</del> Regulations <b>3</b>	Unity factor of subdivision	Regulation 5(2)(v)
(4) IV	Not more than 250	As defined in <del>the</del> Regulations <b>3</b>	Unity factor of subdivision	Regulation 6(2)(iii)
(5) IV	More than 250	As defined in <del>the</del> Regulations <b>3</b>	0.5 factor of subdivision	Regulation 6(2)(iv)
(6) IV	More than 250	As defined in <del>the</del> Regulations <b>3</b>	Unity factor of subdivision	Regulation 6(2)(v)

<sup>1</sup> SI 1999 No 2723 as amended

<b>1 Class</b>	<b>2 Number of passengers</b>	<b>3 Operating area†</b>	<b>4 Standard of survivability required *</b>	<b>5 Lifesaving appliances†</b>
(7)V	Any number	Category A waters	Heeling test as per Section 3	Regulation 7(2)
(8)V	Not more than 50	Category B waters	Unity factor of subdivision	Regulation 7(4)(a)(v)
(9)V	Not more than 50	Category B waters	Buoyancy test as per Section 4	Regulation 7(4)(a)(vi)
(10)V	Not more than 50	Category B waters	Heeling test as per Section 3	Regulation 7(4)(a)(vii)
(11)V	More than 50 but not more than 250	Category B waters	Unity factor of subdivision	Regulation 7(4)(a)(viii)
(12)V	More than 50 but not more than 250	Category B waters	Buoyancy test as per Section 4	Regulation 7(4)(a)(ix)
(13)V	More than 50 but not more than 250	Category B Waters	Heeling test as per Section 3	Regulation 7(4)(a)(x)
(14)V	More than 250	Category B waters	0.5 factor of subdivision	Regulation 7(4)(a)(xi)
(15)V	More than 250	Category B waters	Unity factor of subdivision	Regulation 7(4)(a)(xii)
(16)V	More than 250	Category B waters	Buoyancy test as per Section 4	Regulation 7(4)(a)(xiii)
(17)V	Not more than 50	Category C waters	Unity factor of subdivision	Regulation 7(8)(a)(v)
(18)V	Not more than 50	Category C waters	Buoyancy test as per Section 4	Regulation 7(8)(a)(vi)
(19)V	Not more than 50	Category C waters	Heeling test as per Section 3	Regulation 7(8)(a)(vii)
(20)V	More than 50 but not more than 250	Category C waters	Unity factor of subdivision	Regulation 7(8)(a)(viii)
(21)V	More than 50 but not more than 250	Category C waters	Buoyancy test as per Section 4	Regulation 7(8)(a)(ix)
(22)V	More than 50 but not more than 250	Category C waters	Heeling test as per Section 3	Regulation 7(8)(a)(x)
(23)V	More than 250	Category C waters	0.5 factor of subdivision	Regulation 7(8)(a)(xi)
(24)V	More than 250	Category C waters	Unity factor of subdivision	Regulation 7(8)(a)(xii)
(25)V	More than 250	Category C waters	Buoyancy test as per Section 4	Regulation 7(8)(a)(xiii)



1 Class	2 Number of passengers	3 Operating area†	4 Standard of survivability required *	5 Lifesaving appliances†
(26)VI	Not more than 100	The 15 miles and 3 miles area of operation is replaced <del>to</del> <b>by</b> 10 miles and 1 mile respectively	Buoyancy test as per Section 4 for “open” ships or Unity factor of subdivision for all other ships.	Regulation 8(2)(a)(iii)
(27)VI	Not more than 100	The 15 miles and 3 miles area of operation is replaced <del>to</del> <b>by</b> 10 miles and 1 mile respectively	Heeling test as per Section 3	Regulation 8(2)(a)(iv)
(28)VI	More than 100 but not more than 250	The 15 miles and 3 miles area of operation is replaced <del>to</del> <b>by</b> 10 miles and 1 mile respectively	Buoyancy test as per Section 4 for “open” ships, or Unity factor of subdivision for all other ships	Regulation 8(2)(a)(v)
(29)VI	Not more than 250	As defined in <del>the</del> Regulations <b>3</b>	Buoyancy test as per Section 4 for “open” ships, or Unity factor of subdivision for all other ships	Regulation 8(3)(a)(ii)
(30)VI	Not more than 250	As defined in <del>the</del> Regulations <b>3</b>	Heeling test as per Section 3	Regulation 8(3)(a)(iii)
(31)VI(A)	Not more than 50	As defined in <del>the</del> Regulations <b>3</b>	Unity factor of subdivision	Regulation 9(2)(a)(ii)
(32)VI(A)	Not more than 50	As defined in <del>the</del> Regulations <b>3</b>	Buoyancy test as per Section 4 for “open” ships	Regulation 9(2)(a)(iii)

\* Ships which are required to be subdivided shall also comply with the requirements of section 2 of this Schedule.

† A reference to a regulation is a reference to that regulation in the Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI(A)) Regulations 1999<sup>2</sup>.

<sup>2</sup> SI 1999 No 2723 as amended.

**Modifications to Schedule 2, section 2 (modifications are shown in bold font)**

*Section 2 - Ships required to be subdivided*

4. Special rules for subdivision

*Minimum spacing of bulkheads*

(6) If the distance between the two adjacent main transverse bulkheads required to be watertight, or their equivalent plane bulkheads, or the distance between the transverse planes passing through the nearest stepped portions of the bulkheads is less than 3 metres plus 3 per cent of the length of the ship, or 11 metres, **or 10% of the length of the ship**, whichever is the least, only one of these bulkheads shall be regarded as forming part of the subdivision of the ship.

*Allowances for local subdivision*

(7) Where in a ship a main transverse watertight compartment contains local subdivision and it can be shown that, after any assumed side damage extending over a length of 3 metres plus 3 per cent of the length of the ship, or 11 metres, **or 10% of the length of the ship**, whichever is the least, the whole volume of the main compartment will not be flooded, a proportionate allowance may be made in the permissible length otherwise required for such compartment. In such a case the volume of effective buoyancy assumed on the undamaged side shall not be greater than that assumed on the damaged side.

**Modifications to Schedule 2, section 4**

*Section 4 - The buoyancy test*

(1) (b) .....

Where the deck is not fully ~~watertight~~ **weathertight** the ship should be considered as a partially decked ship.

**Modifications to Schedule 3, section 1**

*Section 1 - Assumptions on which the calculations are to be based*

(3) The extent of damage shall be assumed to be as follows -

(a) longitudinal extent; 3 metres plus 3 per cent of the length of the ship, or 11 metres, **or 10% of the length of the ship**, whichever is less. Provided that where the required factor of subdivision is 0.33 or less, the assumed longitudinal extent of damage shall be increased as necessary so as to include any two consecutive main transverse watertight bulkheads;

**Future amendments to the Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI(A)) Regulations 1999 (SI 1999 No 2723, as amended)**

*Text amendments are shown crossed out and with **bold font***

**Ships of Class V**

7. - (1) This regulation applies to ships of Class V, and.....

.....

(8)

(a) Every ship shall carry the appliances specified in column (4) of the capacity specified in column 5 in relation to a ship specified in columns (1) to (3) of the following table -

(1)	(2)	(3)	(4)	(5)
<i>Type of ship</i>	<i>Number of passengers ship is certified to carry</i>	<i>Standard of survivability ship complies with</i>	<i>Life-Saving Appliances (LSA)</i>	<i>Minimum aggregate percentage of LSA for the total number of persons the ship is certified to carry</i>

.....

xii Existing passenger ship	More than 250	Table 2, (24) <del>(Buoyancy Test)</del> <b>(one compartment standard)</b>	†Lifeboats, liferafts or open reversible liferafts	60
			AND *buoyant apparatus	50

**Ships of Class VI**

8. - (1) This regulation applies to ships of Class VI, and.....

.....

(2)

(a) Every ship shall carry the appliances specified in column (4) of the capacity specified in column 5 in relation to a ship specified in columns (1) to (3) of the following table -



(1)	(2)	(3)	(4)	(5)
<i>Type of ship</i>	<i>Number of passengers ship is certified to carry</i>	<i>Standard of survivability ship complies with</i>	<i>Life-Saving Appliances (LSA)</i>	<i>Minimum aggregate percentage of LSA for the total number of persons the ship is certified to carry</i>
i New passenger ship	Not more than 100	Table 1, (14) (one-compartment standard) <b>OR Table 1, (14) (Buoyancy Test)</b>	Buoyant apparatus	100
			<del>OR Table 1, (15) (Buoyancy Test)</del>	

.....

iii Existing passenger ship	Not more than 100	Table 2, (26) (one-compartment ship) OR Table 2, <del>(27)</del> (26) (Buoyancy Test)	Buoyant apparatus	100
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