

## **Explanatory Statement 6 of 2023**

### **AMENDMENT TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974**

#### **REVISED PERFORMANCE STANDARDS FOR WATER LEVEL DETECTORS ON SHIPS SUBJECT TO SOLAS REGULATIONS II-1/25, II-1/25-1 AND XII/12**

MSC.188(79)REV.1

(adopted 28 April 2022)

#### **Practical and legal effect**

This treaty action is Australia's acceptance of amendments to the *Convention for the Safety of Life at Sea 1974* (Convention) relating to revised performance standards for water level detectors outlined in resolution MSC.188(79)REV.1 (Amendment). The Convention establishes minimum international standards for the construction, equipment, and operation of ships. The Convention regulations prescribing the installation of water level detectors were adopted on 13 May 2021.<sup>1</sup> The Amendment sets out the revised performance standards for the water level detectors required in response to the regulations.

The Amendment is expected to have minor regulatory impact for Australian maritime industry stakeholders. The Office of Impact Analysis has advised that an Impact Assessment will not be required.

#### **Nature and timing of proposed treaty matter**

This Amendment was adopted by the Maritime Safety Committee of the International Maritime Organization (IMO) on 28 April 2022 and supersedes resolution MSC.188(79), adopted on 3 December 2004. At paragraph 2 of the Amendment, Governments are urged to ensure that the revised performance standards and guidelines are applied when water level detectors are installed on ships flying their flags.

The Convention regulation II-1/25-1 prescribes the installation of water level detectors to detect and warn of water ingress in cargo holds and other spaces for certain bulk carriers, single hold cargo ships, and multi-hold ships. The Amendment sets out the performance standards for detectors, including what constitutes a water level detector, placement of detectors, accuracy, corrosion resistance and compatibility with cargo carried. The Amendment specifies alarm system requirements, including visual and audible alarms on the navigation bridge, alarm override devices, arrangements for malfunctions and muting. The Amendment also deals with obligations for testing and manuals.

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<sup>1</sup> see Explanatory Statement 16 of 2022, relating to MSC.482(103).

## **Reasons for Australia to take the proposed action relating to the treaty matter**

Australia's acceptance of this Amendment will ensure Australia continues to apply standards in compliance with the Convention's performance standards.

Ensuring consistency between rules applicable to Regulated Australian Vessels and those applied internationally helps support vessel resale value on the global market and, as such, contributes to vessel owners having access to finance.

## **Implementing Legislation**

Marine Order 12 automatically gives effect to the Amendment. Section 342 of the *Navigation Act 2012* provides for the making of Marine Orders and Section 14 provides that a reference to the Convention means a reference to the Convention as amended and in force for Australia from time to time. As such no legislative change is required to give effect to the Amendment.

Maritime and Shipping  
Department of Infrastructure, Transport, Regional  
Development, Communications and the Arts

Submitted to JSCOT  
2023

**ANNEX 35**

**RESOLUTION MSC.188(79)/Rev.1  
(adopted on 28 April 2022)**

**REVISED PERFORMANCE STANDARDS FOR WATER LEVEL DETECTORS ON SHIPS  
SUBJECT TO SOLAS REGULATIONS II-1/25, II-1/25-1 AND XII/12**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution MSC.134(76), by which it, at its seventy-sixth session, adopted amendments to chapter XII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, inter alia introducing new regulation 12 requiring the installation of water level detectors for hold, ballast and dry spaces,

RECALLING FURTHER resolution MSC.194(80), by which it, at its eightieth session, adopted amendments to chapter II-1 of the 1974 SOLAS Convention, introducing new regulation 23-3 requiring the installation of water level detectors on single hold cargo ships other than bulk carriers,

RECALLING resolution MSC.482(103), by which it, at its 103rd session, adopted amendments to chapter II-1 of the 1974 SOLAS Convention, introducing new regulation 25-1 requiring the installation of water level detectors on multiple hold cargo ships other than bulk carriers and tankers, which is expected to enter into force on 1 January 2024,

RECOGNIZING that performance standards against which the operation and efficiency of water level detectors can be measured should be made available in good time before the above entry-into-force date,

RECOGNIZING ALSO the need to ensure that the required water level detectors operate reliably and that, to that extent, they are appropriately tested and installed,

HAVING CONSIDERED, at its 105th session, the recommendations made by the Sub-Committee on Ship Design and Construction, at its eighth session,

1 ADOPTS the *Revised performance standards for water level detectors on ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12* and the appended *Guidelines on installation and testing of water level detection systems for ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12*, as set out in the annex to the present resolution;

2 URGES Governments to ensure that the annexed Revised performance standards and appended Guidelines are applied when water level detectors are installed on ships flying their flags, in compliance with SOLAS regulations II-1/25, II-1/25-1 and XII/12, as appropriate;

3 RECOMMENDS Governments to ensure that water level detectors:

- .1 if installed on or after 1 January 2024, conform to performance standards not inferior to those specified in the annex to the present resolution;
- .2 if installed before 1 January 2024, conform to performance standards not inferior to those specified in the annex to resolution MSC.188(79);

4 DETERMINES that the present resolution supersedes resolution MSC.188(79).

## ANNEX

### PERFORMANCE STANDARDS FOR WATER LEVEL DETECTORS ON SHIPS SUBJECT TO SOLAS REGULATIONS II-1/25, II-1/25-1 AND XII/12

#### 1 PURPOSE

1.1 These standards provide technical functional requirements for water level detection and alarm arrangements installed in:

- .1 bulk carriers for compliance with SOLAS regulation XII/12;
- .2 single hold cargo ships other than bulk carriers for compliance with SOLAS regulation II-1/25; and
- .3 multiple hold cargo ships other than bulk carriers and tankers for compliance with SOLAS regulation II-1/25-1.

1.2 They also provide technical functional requirements for bilge alarms used as water level detectors in multiple hold cargo ships for compliance with SOLAS regulation II-1/25-1.

#### 2 DEFINITIONS

2.1 *Water level detector* means a system comprising sensors and alarms that detect and warn of water ingress in cargo holds and other spaces as required in SOLAS regulations II-1/25, II-1/25-1 or XII/12.1.

2.2 *Sensor* means a unit fitted at the location being monitored that activates a signal to identify the presence of water at the location.

2.3 *Pre-alarm level* means the lower level at which the sensor(s) in the cargo hold space will operate.

2.4 *Main alarm level* means the higher level at which the sensor(s) in the cargo hold space will operate or the sole level in spaces other than cargo holds.

2.5 *Visual indication* means indication by activation of a light or other device that is visible to the human eye in all levels of light or dark at the location where it is situated.

2.6 *Audible indication* means an audible signal that is detectable at the location where it is signalled.

#### 3 FUNCTIONAL REQUIREMENTS

##### 3.1 Means of detecting the water level

3.1.1 The method of detecting the water level may be by direct or indirect means as defined below:

- .1 A direct means of detection determines the presence of water by physical contact of the water with the detection device.
- .2 Indirect means of detection include devices without physical contact with the water.

3.1.2 The sensors should be capable of being located in the aft part of the hold or above its lowest point in such ships having an inner bottom not parallel to the designed waterline, or, in the case of bulk carriers complying with SOLAS regulation XII/12, in the aft part of each cargo hold or in the lowest part of the spaces other than cargo holds to which that regulation applies.

3.1.3 The systems of detecting the water level should be capable of continuous operation while the ship is at sea.

### **3.2 Detector system requirements**

3.2.1 Detector systems should provide a reliable indication of water reaching a preset level.

3.2.2 The system should be capable of the following:

For cargo holds:

- .1 An alarm, both visual and audible, activated when the depth of water reaches the pre-alarm level in the space being monitored. The indication should identify the space.
- .2 An alarm, both visual and audible, activated when the depth of water reaches the main alarm level, indicating increasing water level in a cargo hold. The indication should identify the space and the visual and audible alarm should not be the same as that for the pre-alarm level.

For compartments other than cargo holds:

- .3 An alarm, both visual and audible, indicating the presence of water in a compartment other than a cargo hold when the level of water in the space being monitored reaches the sensor. The visual and audible characteristics of the alarm indication should be the same as those for the main alarm level in a hold space.

3.2.3 Detection equipment should be suitably corrosion resistant for all intended cargoes.

3.2.4 The detector indicating the water level should be capable of activating to an accuracy of  $\pm 100$  mm.

3.2.5 Detection equipment should be of certified safe type appropriate for the intended cargoes. The part of the system which has circuitry in the cargo area should be intrinsically safe or explosion proof with appropriate apparatus group and temperature class which is to be determined depending on the cargo carried.

### **3.3 Alarm system requirements**

3.3.1 The visual and audible alarms should be suitable for location on the navigation bridge.\*

3.3.2 Visual and audible alarms should conform to the Code on Alerts and Indicators, 2009, as may be amended, as applicable to a primary alarm for the preservation or safety of the ship.

3.3.3 The visual and audible alarms should be capable of the following:

- .1 Visual indication using a light of a distinct colour, or digital display that is clearly visible in all expected light levels, which does not seriously interfere

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\* Reference is made to the requirements of SOLAS regulations V/17 and V/18.

with other activities necessary for the safe operation of the ship. The visual indication should be capable of remaining visible until the condition activating it has returned below the level of the relevant sensor. The visual indication should not be capable of being extinguished by the operator.

- .2 In conjunction with the visual indication for the same sensor, the system should be capable of providing audible indication and alarms in the space in which the indicator is situated. The audible indication should be capable of being muted by the operator.

3.3.4 Time delays may be incorporated into the alarm system to prevent spurious alarms due to sloshing effects associated with ship motions.

3.3.5 An alarm overriding device may be installed for water level detectors in cargo holds or tanks which can be used for water ballast (SOLAS regulations II-1/25-1 and XII/12.1). An override visual indication capability should be provided throughout deactivation of the water level detector for such holds or tanks. Where such an override capability is provided, cancellation of the override condition and reactivation of the alarm should automatically occur after the hold or tank has been de-ballasted to a level below the lowest alarm indicator level.

3.3.6 Requirements for malfunctions, alarms and indications should include a facility for continuous monitoring of the system which, on detecting a fault, activates a visual and audible alarm. The audible alarm should be capable of being muted, but the visual indication should remain active until the malfunction is cleared.

3.3.7 The water level detector system should be capable of being supplied with electrical power from two independent electrical supplies. Failure of any of the two electrical power supplies should be indicated by an alarm.

### **3.4 Testing**

3.4.1 Water level detector systems should be type tested to demonstrate their robustness and suitability under the appropriate internationally recognized conditions and for their continued functioning under the expected service temperature.\*

3.4.2 Detectors serving a cargo hold should be capable of being functionally tested, in situ, when the hold is empty using either direct or indirect methods.

### **3.5 Manuals**

Documented operating and maintenance procedures for the water level detection system should be kept on board and be readily accessible.

## **4 INSTALLATION AND TESTING**

Guidelines on installation and testing of water level detection systems for ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12 are set out in the appendix.

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\* With regard to testing, reference is made to IEC 60092-504 and IEC 60529. Electrical components installed in cargo holds, ballast tanks and dry spaces should satisfy the requirements of IP68 in accordance with IEC 60529.

## **5 BILGE ALARMS USED AS WATER LEVEL DETECTORS**

5.1 Bilge alarms may be used as water level detectors provided that they meet the functional requirements and installation and testing requirements set out in sections 3 and 4.

5.2 Some cargoes require the bilge pumping system to be protected to prevent the spread of contaminated or potentially dangerous fluids.

5.3 Where the cargo hold bilge well will be completely sealed when specific cargoes are carried, and the bilge well therefore cannot be used for the entry of ingress water to the detector(s), a suitable alternative detection point or points are to be provided.

5.4 If the bilge well is used for when specific cargoes are carried, the bilge well is not to be completely sealed in order to allow water ingress for activating the detectors.

## **6 PERIODIC TESTING**

Water level detectors should be periodically tested on board to the same extent as specified in section 3.3 of the appendix and records of the periodic testing should be retained on board.

### **APPENDIX**

#### **GUIDELINES ON INSTALLATION AND TESTING OF WATER LEVEL DETECTION SYSTEMS ON SHIPS SUBJECT TO SOLAS REGULATIONS II-1/25, II-1/25-1 AND XII/12**

### **1 PURPOSE**

1.1 These Guidelines provide procedures for installation and testing of water level detection and alarm systems installed in:

- .1 bulk carriers for compliance with SOLAS regulation XII/12;
- .2 single hold cargo ships other than bulk carriers for compliance with SOLAS regulation II-1/25; and
- .3 multiple hold cargo ships other than bulk carriers and tankers for compliance with SOLAS regulation II-1/25-1.

1.2 They also provide procedures for installation and testing of bilge alarms used as water level detectors in multiple hold cargo ships other than bulk carriers and tankers for compliance with SOLAS regulation II-1/25-1.

### **2 EQUIPMENT**

#### **2.1 Detector equipment type test requirements**

2.1.1 Detector equipment should provide a reliable indication of water reaching a preset level and should be type tested to demonstrate their robustness and suitability under the appropriate conditions of IEC 60092-504 and the following:

- .1 Protection of the enclosures of electrical components installed in the cargo holds, ballast tanks and dry spaces should satisfy the requirements of IP68 in accordance with IEC 60529. The water pressure testing of the enclosure

should be based on a pressure head held for a period depending on the application. For detectors to be fitted in holds intended for the carriage of water ballast or ballast tanks the application head should be the hold or tank depth and the hold period should be 20 days. For detectors to be fitted in spaces intended to be dry the application head should be the depth of the space and the hold period should be 24 h.

- .2 Operation in cargo/water mixture for a selected range of cargo groups such as iron ore dust, coal dust, grains and oils using seawater with a suspension of representative fine material for each cargo group. For type test purposes an agitated suspension of representative fine materials in seawater, with a concentration of 50% by weight, should be used with the complete detector assembly including any filtration fitted. The functioning of the detection assembly with any filtration arrangements should be verified in the cargo/water mixture with immersion repeated 10 times without cleaning any filtration arrangements.

2.1.2 Protection of the enclosures of electrical equipment located on the deck above ballast and cargo spaces should satisfy the requirements of IP56 in accordance with IEC 60529.

2.1.3 Equipment which is to be used in refrigerated cargo spaces should satisfy the requirements of a suitable industry standard covering the relevant service temperatures.

## **2.2 Detector equipment installation requirements**

2.2.1 The sensors should be located in a protected position that is in communication with the specified part of the cargo hold (usually the aft part) such that the position of the sensor detects the level that is representative of the levels in the actual hold space. These sensors should be located:

- .1 either as close to the centreline as practicable, or
- .2 at both the port and starboard sides of the cargo hold.

2.2.2 The sensors should be located at the height specified in the regulations. These heights are to be measured from the upper surface of the inner bottom and if the bottom of the bilge well is below the upper surface of the inner bottom, its heights are to be measured from the bottom of the bilge well.

2.2.3 When a lining or insulation is fitted, if the lining or insulation is not constructed to a watertight standard, then the height is to be measured from the upper surface of the inner bottom. If the lining or insulation is tested as watertight, then the heights may be measured from the upper surface of the lining/insulation.

2.2.4 The detector installation should not inhibit the use of any sounding pipe or other water level gauging device for cargo holds or other spaces.

2.2.5 Detectors and equipment should be installed where they are accessible for survey, maintenance and repair.

2.2.6 Any filter element fitted to detectors should be capable of being cleaned before loading.



2.2.7 Sensors, electrical cables and any associated equipment installed in cargo holds should be protected from damage by cargoes or mechanical handling equipment associated with bulk carrier operations, such as in tubes of robust construction or in similar protected locations.

2.2.8 Any changes/modifications to the ship's structure, electrical systems or piping systems that involves cutting and/or welding should be approved by the classification society before work is carried out.

### **3 SYSTEMS**

#### **3.1 Alarm system requirements**

3.1.1 Alarm systems should be type tested in accordance with IEC 60092-504, as appropriate.

3.1.2 A switch for testing audible and visual alarms should be provided at the alarm panel and the switch should return to the off position when not operated.

#### **3.2 Alarm system testing requirements**

The visual and audible alarms should be tested to demonstrate the following:

- .1 the visual indication may not be extinguished by the operator;
- .2 they should be set at a level that alerts operators but does not interfere with the safe operation of the ship; and
- .3 they should be distinguishable from other alarms.

#### **3.3 System test requirements**

3.3.1 After installation, a functionality test should be carried out. The test should represent the presence of water at the detectors for every level monitored. Simulation methods may be used where the direct use of water is impracticable.

3.3.2 Each detector alarm should be tested to verify that the pre-alarm and main alarm levels operate for every space where they are installed and indicate correctly. Also, the fault monitoring arrangements should be tested as far as practicable.

3.3.3 Records of testing of alarm systems should be retained on board.

### **4 MANUALS**

4.1 Manuals should be provided on board and should contain the following information and operational instructions:

- .1 a description of the equipment for detection and alarm arrangements together with a listing of procedures for checking that, as far as practicable, each item of equipment is working properly during any stage of ship operation;
- .2 evidence that the equipment has been type tested to the requirements of 2.1 above;

- .3 line diagrams of the detection and alarm system showing the positions of equipment;
- .4 installation instructions for orientation, setting, securing, protecting and testing;
- .5 list of cargo groups for which the detector is suitable for operating in a 50% seawater slurry mixture (see 2.1.1.2);
- .6 temperature range for which the equipment is suitable;
- .7 procedures to be followed in the event of equipment not functioning correctly; and
- .8 maintenance requirements for equipment and system.

4.2 Manuals for bilge alarm systems used as water level detection systems are to contain the following information in addition to that in 4.1 (see paragraph 5.3 of these performance standards):

- .1 procedure for switching to the alternative arrangements provided for occasions when the bilge alarm system cannot be used as a water level detection system; and
- .2 list of cargoes for which alternative provisions are to be used.

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