



MARINE NOTICE No. 24 of 2006

NOTICE TO ALL OWNERS/ OPERATORS OF PASSENGER SHIPS AND PASSENGER BOATS LOADED IN THE HORIZONTAL DIRECTION, ENGAGED IN THE CARRIAGE OF A LADEN GOODS VEHICLE, TRAILER OR SEMI-TRAILER, NOT FITTED WITH A DRAUGHT GAUGING SYSTEM ACCEPTABLE TO THE MINISTER

Weighing goods vehicles before loading onto ships

Maritime Safety Act 2005

Section 22 of the Maritime Safety Act 2005 (No. 11 of 2005) relates to the requirements for weighing goods vehicles before loading onto ships.

Section 22(1)(a) requires the Minister for Transport to prescribe by regulation the weight of goods vehicle, trailer or semi-trailer that shall not be loaded onto a ship in a harbour in the State unless vehicle weight information is provided by the operator of the vehicle beforehand to the master of the ship.

Merchant Shipping (Weighing of Goods Vehicles) Regulations 2006 (S.I. No. 510 of 2006)

In accordance with section 22(1)(a) of the Maritime Safety Act 2005 the “prescribed weight” has been defined by the Merchant Shipping (Weighing of Goods Vehicles) Regulations 2006, as greater than 7.5 tonnes design gross vehicle weight. These regulations apply to:

- (a) passenger ships of Classes II(A) – VI (within the meaning of the Merchant Shipping (Passenger Ship Construction and Survey)

Rules 1985 (No. 274 of 1985)) and

(b) passenger boats

provided with cargo or vehicle spaces in which vehicles or cargo can be loaded or unloaded in the horizontal direction, engaged in the carriage of a laden goods vehicle, trailer or semi-trailer, not fitted with a draught gauging system acceptable to the Minister. These regulations entered into force on 2 October 2006.

Section 22(2) of the Maritime Safety Act 2005 details the “vehicle weight information” required by section 22(1) of the Act. Section 22(3) of the Maritime Safety Act 2005 details the obligation of the owners of vessel in relation to retention of information.

Draught Gauging Systems

As outlined above where a draught gauging system is fitted the Merchant Shipping (Weighing of Goods Vehicles) Regulations 2006 are not applicable. The technical requirements of the draught gauging system are set out in the Appendix to this Marine Notice. Prior to the installation of any draught gauging system full details should be submitted to the Marine Surveyors’ Office for approval.

Director General
Maritime Safety Directorate
Department of Transport,
Leeson Lane,
Dublin 2.

October 2006

For any technical assistance in relation to this Marine Notice please contact
The Marine Surveyors' Office, Leeson Lane, Dublin 2 +353 1 678 3400
For information in relation to technical specification/type approval of radio equipment
contact the Radio Surveyors +353 1 678 2363/2364/2365/2367.
For general enquiries please contact the Maritime Safety Division at +353-1-678 3418
Any enquiries concerning Marine Notices should be addressed to:
Maritime Safety Directorate, Department of Transport, Leeson Lane, Dublin 2
Email: marinenotices@transport.ie
Or visit us at: www.transport.ie

APPENDIX

Draught Gauge System

General

Each draught gauge system is to have a procedure incorporated for checking that the operation and display are functioning satisfactorily. This check procedure makes use of known datum points provided in the ship, the positions of which should be confirmed by the surveyor at commissioning on board, and recorded for use by the master for his subsequent verifications of the accuracy of the system. Surveyors should undertake the verification of such systems at the ship's annual survey.

Construction and positioning

The system should be constructed of materials suitable for the environment in which its component parts are to be fitted and should be arranged so as to accommodate fluctuations in the ship's electrical power or other associated services supplying the system, as appropriate, if electrically operated. The arrangements should ensure, as far as practicable, that its operation will be accurate and reliable.

The measuring units should be positioned to provide readings during loading and unloading corresponding to the forward and after draught marks. In addition, for vessels greater than 50 meters in length overall, the measuring units should be positioned to provide readings at midships draughts and the vertical distance between the subdivision load line mark and the waterline on both sides of the ship near amidships.

The system should be installed in such a manner that reduces the risk of flooding. Where a sea inlet pipe is used in association with a measuring unit an isolating valve with local control must be fitted at or as close to the shell as is practicable. The units shall be fitted in accessible positions within the ship.

The measuring units should be designed to give readings over the entire range of draughts and trims likely to be encountered and be sufficient for all service and operational requirements.

The measuring units should be placed in positions where the readings obtained will not be significantly affected by turbulence.

Arrangements should be provided whereby the accuracy of the measuring units can be confirmed by comparison with established datum marks fitted within the ship.

The system should include an arrangement whereby a visual warning signal is given if it becomes inoperative, if electrically operated.

Performance

The draught gauge system should be capable of functioning efficiently for a period of not less than 2 years without the need to place the ship in dry dock.

The system should be capable of providing steady readings continuously throughout the loading and unloading of the ship to an accuracy of one centimetre.

The system and the manner in which it is fitted must be to the approval of the Department of Transport.

(The content of this Marine Notice does not purport to be a legal interpretation).