RESOLUTION A.263(VIII)

Adopted on 20 November 1973
Agenda item 9

AMENDMENTS TO CHAPTERS II, III, IV AND V OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

THE ASSEMBLY,

RECOGNIZING the need to improve safety of life at sea,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization, concerning the functions of the Assembly with regard to regulations relating to maritime safety,

NOTING FURTHER that Article IX of the International Convention for the Safety of Life at Sea, 1960 provides for procedures of amendment involving participation of the Organization,

HAVING CONSIDERED certain amendments to the International Convention for the Safety of Life at Sea, 1960, forming the subject of recommendations adopted by the Maritime Safety Committee at its twenty-fourth, twenty-fifth, twenty-sixth and twenty-seventh sessions and directed towards improvement of safety of navigation,

RESOLVES to adopt the following amendments to the International Convention for the Safety of Life at Sea, 1960:

(a) replacement of Regulations 35(a) and 94(a), Chapter II, by a new text which is at Annex I to this Resolution;

(b) addition of a new sentence to Regulation 5(j), Chapter III, the text of which is at Annex II to this Resolution;

(c) addition of a new sentence to Regulation 15(b), Chapter III, and replacement of Regulation 15(p), Chapter III, by a new text; these are reproduced at Annex III to this Resolution;

(d) amendment to Regulation 36(c), Chapter III, the text of which is at Annex IV to this Resolution;

(e) replacement of Regulation 6(d), Chapter IV, by a new text which is at Annex V to this Resolution;

(f) addition of a new sub-paragraph (viii) to Regulation 16(a), Chapter IV, the text of which is at Annex VI to this Resolution; and

(g) amendment to Regulation 17, Chapter V, the text of which is at Annex VII to this Resolution,

REQUESTS the Secretary-General of the Organization in conformity with Article IX(b)(i) to communicate, for purposes of acceptance, certified copies of this Resolution and its Annexes to all Contracting Governments to the International Convention for the Safety of Life at Sea, 1960, together with copies to all Members of the Organization, and

INVITES all governments concerned to accept each of the amendments at the earliest possible date.

ANNEX I

AMENDMENTS TO PARAGRAPH (a) OF REGULATIONS 35 AND 94 OF CHAPTER II OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Paragraph (a) is replaced by the following:

"(a) *Incombustible material* means a material which neither burns nor gives off inflammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C (1382°F), this being determined to the satisfaction of the Administration by an established test procedure. Any other material is a combustible material."

ANNEX II

AMENDMENT TO PARAGRAPH (j) OF REGULATION 5 OF CHAPTER III OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Paragraph (j) is replaced by the following:

"(j) The block coefficient of the cubic capacity as determined in accordance with Regulation 6 of this Chapter of all life-boats, except wooden life-boats made of planks, shall be not less than 0.64 provided that any such life-boat may have a block coefficient of less than 0.64 if the Administration is satisfied with the sufficiency of the metacentric height and freeboard when the life-boat is loaded with its full complement of persons and equipment."

ANNEX III

AMENDMENT TO PARAGRAPH (b) OF REGULATION 15 OF CHAPTER III OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Paragraph (b) is replaced by the following:

"(b) The life-raft shall be so constructed that if it is dropped into the water from a height of 60 feet (or 18 metres) neither the life-raft nor its equipment will be damaged. If the raft is to be stowed on the ship at a height above the water of more than 60 feet (or 18 metres) it shall be of a type which has been satisfactorily drop-tested from a height at least equal to the height at which it is to be stowed."

AMENDMENT TO PARAGRAPH (p) OF REGULATION 15 OF CHAPTER III OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Paragraph (p) is replaced by the following:

"(p) (i) The life-raft shall be so stowed as to be readily available in case of emergency. It shall be stowed in such a manner as to permit it to float free from its stowage, inflate and break free from the vessel in the event of sinking;

(ii) if used, lashings shall be fitted with an automatic (hydrostatic) release system of a type approved by the Administration;

(iii) the life-raft required by paragraph (c) of Regulation 35 of this Chapter may be securely fastened.

Note: Paragraph (c) of Regulation 35 of Chapter III as amended by Resolution A.122(V)."

ANNEX IV

AMENDMENT TO PARAGRAPH (c) OF REGULATION 36 OF CHAPTER III OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Paragraph (c) is replaced by the following:

"(c) Life-boats and life-rafts for which approved launching devices are required to be carried shall preferably be positioned as close to accommodation and service spaces as possible. They shall be stowed in such positions as to ensure safe launching, having particular regard to clearance from the propeller and steeply overhanging portions of the hull, with the object of ensuring so far as practicable that they can be launched down the straight side of the ship. If positioned forward they shall be stowed abaft the collision bulkhead in a sheltered position and in this respect the Administration shall give special consideration to the strength of the davits."

ANNEX V

AMENDMENT TO REGULATION 6 OF CHAPTER IV OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Regulation 6

Watches – Radiotelegraph

Paragraph (d) is replaced by the following:

"(d) (i) During the period when a radio officer is required by this Regulation to listen on the radiotelegraph distress frequency, the radio officer may discontinue such listening during the time when he is handling traffic on other frequencies, or performing other essential radio duties, but only if it is impracticable to listen by split headphones or loudspeaker. The listening watch shall always be maintained by a radio officer using headphones or loudspeaker during the silence periods provided for by the Radio Regulations.

The term "essential radio duties" in this Regulation includes urgent repairs of:

(1) equipment for radio communication used for safety;

(2) radio navigational equipment by order of the master.

(ii) In addition to the provisions of sub-paragraph (i) of this paragraph, on ships other than multi-radio officer passenger ships, the radio officer may, in exceptional cases, i.e. when it is impractical to listen by split headphones or loudspeaker, discontinue listening by order of the master in order to carry out maintenance required to prevent imminent malfunction of:

(1) equipment for radiocommunication used for safety;

(2) radio navigational equipment;

(3) other electronic navigational equipment including its repair;

provided that:

(1) the radio officer, at the discretion of the Administration concerned, is appropriately qualified to perform these duties; and

(2) the ship is fitted with a receiving selector which meets the requirements of the Radio Regulations;

(3) the listening watch is always maintained by a radio officer using headphones or loudspeaker during the silence periods provided for by the Radio Regulations."

ANNEX VI

AMENDMENT TO REGULATION 16 OF CHAPTER IV OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Regulation 16

Radio Logs

The following sub-paragraph (viii) is added to paragraph (a):

"(viii) the time at which the listening watch was discontinued in accordance with paragraph (d) of Regulation 6 of this Chapter, together with the reason and the time at which the listening watch was resumed."

ANNEX VII

AMENDMENT TO REGULATION 17 OF CHAPTER V OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Regulation 17 is replaced by the following:

"Regulation 17

Pilot ladders and mechanical pilot hoists

Ships engaged on voyages in the course of which pilots are likely to be employed shall comply with the following requirements:

(a) *Pilot ladders*

(i) The ladder shall be efficient for the purpose of enabling pilots to embark and disembark safely, kept clean and in good order and may be used by officials and other persons while a ship is arriving at or leaving a port.

(ii) The ladder shall be secured in a position so that it is clear from any possible discharges from the ship, that each step rests firmly against the ship's side, that it is clear so far as is practicable of the finer lines of the ship and that the pilot can gain safe and convenient access to the ship after climbing not less than 1.5 metres (5 feet) and not more than 9 metres (30 feet). A single length of ladder shall be used capable of reaching the water from the point of access to the ship: in providing for this due allowance shall be made for all conditions of loading and trim of the ship and for an adverse list of 15°. Whenever the distance from sea level to the point of access to the ship is more than 9 metres (30 feet), access from the pilot ladder to the ship shall be by means of an accommodation ladder or other equally safe and convenient means.

(iii) The steps of the pilot ladder shall be:

(1) of hardwood, or other material of equivalent properties, made in one piece free of knots, having an efficient non-slip surface; the four lowest steps may be made of rubber of sufficient strength and stiffness or of other suitable material of equivalent characteristics;

(2) not less than 480 millimetres (19 inches) long, 115 millimetres (4½ inches) wide, and 25 millimetres (1 inch) in depth, excluding any non-slip device;

(3) equally spaced not less than 300 millimetres (12 inches) nor more than 380 millimetres (15 inches) apart and be secured in such a manner that they will remain horizontal.

(iv) No pilot ladder shall have more than two replacement steps which are secured in position by a method different from that used in the original construction of the ladder and any steps so secured shall be replaced as soon as reasonably practicable by steps secured in position by the method used in the original construction of the ladder. When any replacement step is secured to the side ropes of the ladder by means of grooves in the sides of the step, such grooves shall be in the longer sides of the step.

(v) The side ropes of the ladder shall consist of two uncovered manilla ropes not less than 60 millimetres (2¼ inches) in circumference on each side. Each rope shall be continuous with no joins below the top step. Two man-ropes properly secured to the ship and not less than 65 millimetres (2½ inches) in circumference and a safety line shall be kept at hand ready for use if required.

(vi) Battens made of hardwood, or other material of equivalent properties, in one piece and not less than 1.80 metres (5 feet 10 inches) long shall be provided at such intervals as will prevent the pilot ladder from twisting. The lowest batten shall be on the fifth step from the bottom of the ladder and the interval between any batten and the next shall not exceed 9 steps.

(vii) Means shall be provided to ensure safe and convenient passage onto or into and off the ship between the head of the pilot ladder or of any accommodation ladder or other appliance provided. Where such passage is by means of a gateway in the rails or bulwark, adequate handholds shall be provided. Where such passage is by means of a bulwark ladder, such ladder shall be securely attached to the bulwark rail or platform and two handhold stanchions shall be fitted at the point of boarding or leaving the ship not less than 0.70 metre (2 feet 3 inches) nor more than 0.80 metre (2 feet 7 inches) apart. Each stanchion shall be rigidly secured to the ship's structure at or near its base and also at a higher point, shall be not less than 40 millimetres (1½ inches) in diameter and shall extend not less than 1.20 metres (3 feet 11 inches) above the top of the bulwark.

(viii) Lighting shall be provided at night such that both the pilot ladder overside and also the position where the pilot boards the ship shall be adequately lit. A lifebuoy equipped with a self-igniting light shall be kept at hand ready for use. A heaving line shall be kept at hand ready for use if required.

(ix) Means shall be provided to enable the pilot ladder to be used on either side of the ship.

(x) The rigging of the ladder and the embarkation and disembarkation of a pilot shall be supervised by a responsible officer of the ship.

(xi) Where on any ship constructional features such as rubbing bands would prevent the implementation of any of these provisions, special arrangements shall be made to the satisfaction of the Administration to ensure that persons are able to embark and disembark safely.

(b) *Mechanical pilot hoists*

(i) A mechanical pilot hoist, if provided, and its ancillary equipment shall be of a type approved by the Administration. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner including a safe access from the hoist to the deck and *vice versa*.

(ii) A pilot ladder complying with the provisions of paragraph (a) of this Regulation shall be kept on deck adjacent to the hoist and available for immediate use."