

(d) convey any other relevant information,

Requests the Secretary-General to circulate any such notice and information to all Contracting Governments.

25 October 1967
Agenda item 10

RESOLUTION A.129(V)

RECOMMENDATION ON EMERGENCY RADIOTELEGRAPH TRANSMITTERS
ON VESSELS OF LESS THAN 1600 TONS GROSS
WHEN ON TRANSOCEANIC VOYAGES

The Assembly,

Noting Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

Having examined the Report of the fourteenth session of the Maritime Safety Committee (paragraph 48(f), MSC XIV/20),

Noting that there is no international requirement for cargo ships of less than 1600 tons gross to be equipped with radiotelegraphy,

Noting further that such ships equipped with radiotelephony only may, in an emergency, be unable to contact coast or shipborne radio stations when navigating through oceanic areas,

Recommends:

- (1) that the attention of the Member States should be drawn to:
 - (a) the possibility of such ships carrying an emergency radiotelegraph transmitter with an automatic keying device sending the radiotelegraph alarm signal, the radiotelegraph distress signal, the call sign of the ship, the sign "LSN 2182" or "QSW 2182", a long dash for direction-finding purposes;
 - (b) the fact that some of the North Atlantic Ocean Station (NAOS) ships at present transmit weather information in the telephony MF band when requested on 2182 kc/s.

- (2) that ships occupying ocean stations in the North Atlantic should:
- (a) maintain continuous listening watch on 2182 kc/s;
 - (b) be encouraged to receive and relay AMVER reports by radiotelephone-equipped ships in so far as this can be done within the normal duties of NAOS vessels.

*25 October 1967
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RESOLUTION A.130(V)

RECOMMENDATION ON PILOT LADDERS ON FISHING VESSELS
AND VESSELS OF LESS THAN 500 TONS GROSS

The Assembly,

Noting Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

Noting also that Chapter V of the International Convention for the Safety of Life at Sea, 1960, is applicable to all ships except those mentioned in Regulation 1 of Chapter V,

Recognizing that consequently Regulation 17 of that Chapter applies to fishing vessels and vessels of less than 500 tons gross when engaged on voyages in the course of which pilots are likely to be employed,

Having examined the Report of the fourteenth session of the Maritime Safety Committee (paragraph 40, MSC XIV/20),

Recommends that such vessels should carry a pilot ladder complying with the provisions of the above Regulation, when engaged on voyages in the course of which pilots are likely to be employed.

*25 October 1967
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