

IV. In the area of the deep-draught route east of the separation line deep-draught vessels should be recommended to avoid overtaking.

*Warning*

A route for deep-draught vessels is established to the north-west of the Sandettie Bank and masters considering the use of this route shall take into account the proximity of traffic using the south-west-bound lane. The main traffic lane for north-east-bound vessels lies to the south-east of the Sandettie Bank and shall be followed by all such vessels as can safely navigate therein having regard to their draught.

12 October 1971  
Agenda item 8

RESOLUTION A.228(VII)

OBSERVANCE OF TRAFFIC SEPARATION SCHEMES

The Assembly,

*Noting* Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

*Having examined* the Recommendation on Observance of Traffic Separation Schemes adopted by the Maritime Safety Committee at its twenty-third session,

*Noting* that in a recent survey of the recommended Dover Strait Traffic Separation Scheme about 5 per cent of ships were proceeding in the wrong lane,

*Noting further* that collisions continue to occur in this area through which some 600 ships pass daily, a high proportion involving ships proceeding in the wrong lane,

*Endorses* the action taken by the Maritime Safety Committee,

*Recommends* that Member Governments of the Organization should make it an offence for ships of their flag which use any traffic separation scheme adopted by the Organization to proceed against the established direction of traffic flow.

12 October 1971  
Agenda item 8

RESOLUTION A.229(VII)

Revoked by A.894(21)

MERCHANT SHIP SEARCH AND RESCUE MANUAL  
(MERSAR)

The Assembly,

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

*Having considered* the Merchant Ship Search and Rescue Manual (MERSAR) prepared by the Maritime Safety Committee and communicated to all concerned (MSC/Circ.63 and 73),

*Having noted* that the Committee recommended Member Governments to put the Manual into effect forthwith by giving it wide distribution and encouraging vessels under their flag to adhere to it as necessary so that experience could be gained,

*Having also noted* with approval that the Committee has included in its long-term programme the formulation of an international agreement on a Search and Rescue System,

*Decides:*

- (a) to adopt the Manual, and
- (b) to endorse the Committee's recommendation for putting it into effect,

*Requests* the Maritime Safety Committee to:

- (a) take the necessary action for keeping the Manual up to date and amended as appropriate, and
- (b) consider in due course the status of the Manual in the context of the agreement on a Search and Rescue System.

12 October 1971  
Agenda item 8

RESOLUTION A.230(VII)

Revoked by A.716(17)

ADOPTION OF THE INTERNATIONAL MARITIME  
DANGEROUS GOODS CODE

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,

*Bearing in mind* the provisions of Chapter VII of the International Convention for the Safety of Life at Sea, 1960,

*Noting* with satisfaction that all Classes of the International Maritime Dangerous Goods Code have now been completed and approved by the Maritime Safety Committee,

*Recalling* Resolutions A.81(IV) and A.120(V) by which it approved the International Maritime Dangerous Goods Code and recommended its adoption,

*Noting also* that the Code is kept up to date by the Maritime Safety Committee through the existing amendment procedure,