

excluded provided that those buoys are small and do not represent any danger to navigation.

- (d) For easy identification, oceanographic stations of the types 2(c) and 2(d) should be painted in standard colours presenting the least danger of confusion with the markings being used for the various aids to navigation or other purposes. Fluorescent yellow and red in wide stripes (vertical for anchored stations and horizontal for free-floating ones) should be recommended;
- (e) The following equipment should be fitted on the 2(c) and 2(d) type stations as far as practicable:
 - (i) *Radar reflectors*: unless buoys are of such size and configuration as to be good radar targets. If fitted, radar reflectors should be as high above the sea surface as possible;
 - (ii) *Fog bells or fog horns*: when fitted care should be taken to ensure that the sound emitted is not such as to be confused with the sound emitted by similar navigational warning devices;
- (f) The requirements specified above should not exclude the possibility of installing on these stations special radio-transmitters for direction-finding purposes;
- (g) Information concerning oceanographic stations which represent a danger to or an aid to navigation (position, size, safe distance to be observed and other important characteristics) should be promulgated to mariners through the usual channels (notices to mariners, radio warnings, etc.). The IOC might also use other means to ensure the widest possible promulgation of such information especially to fishing interests of the countries concerned;
- (h) The IOC could, at its discretion, use numbers or other inscriptions on the stations to facilitate identification and to discourage unauthorized handling of such stations;
- (i) Care should be taken by authorities operating such stations to avoid obstructing fairways used by shipping.

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Resolution A.51 (III)

ACCEPTANCE BY THE ORGANIZATION OF
ADDITIONAL DUTIES CONSEQUENT UPON THE
INTERNATIONAL CONFERENCE ON PREVENTION
OF POLLUTION OF THE SEA BY OIL, 1962

The Assembly,

Bearing in mind that by Resolution A.8 (I) of the

First Assembly the Organization accepted the duties and performance of the functions consequent upon the International Convention for the Prevention of Pollution of the Sea by Oil, 1954,

Recalling that during 1962 the Organization convened an International Conference on Prevention of Pollution of the Sea by Oil which considered and adopted certain amendments to the said International Convention,

Recognizing that some additional duties thereby will fall upon the Organization,

Decides to accept these additional duties,

Recommends to the attention of governments the immediate benefits of more widespread acceptance of the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, and the subsequent amendments adopted by the International Conference on Prevention of Pollution of the Sea by Oil, 1962,

Requests governments to give urgent consideration to accepting the said Convention and amendments.

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Resolution A.52 (III)

INTACT STABILITY OF FISHING VESSELS

The Assembly,

Taking note of Article 1(a) of the Convention concerning the purposes of the Organization,

Taking note also of Recommendation 7 of the International Conference on Safety of Life at Sea, 1960, concerning the studies on intact stability of passenger, cargo and fishing vessels with the object of formulating such international standards as may appear necessary,

Noting in addition the Report of the Maritime Safety Committee which states that the studies on the stability of passenger, cargo and fishing vessels have already been initiated and are being carried out by the Sub-Committee on Subdivision and Stability Problems,

Bearing in mind the preparatory work already carried out by the Food and Agriculture Organization regarding the stability of fishing vessels,

Bearing in mind also that several IMCO Member States are now working individually on studies regarding the stability of their fishing vessels,

Recognizing that many countries urgently need guidance on the stability of fishing vessels,

Decides

- (1) that IMCO should continue its studies on the stability of fishing vessels with all possible speed;