



INTERNATIONAL CONFERENCE ON  
SAFETY OF LIFE AT SEA, 1974  
Agenda item 7

IMCO

CONSIDERATION OF A DRAFT INTERNATIONAL CONVENTION  
FOR THE SAFETY OF LIFE AT SEA, 1974

Proposed consequential and editorial amendments to  
certain Regulations of the 1960 Safety Convention

Chapter I - General Provisions

Regulation 7(b)(i) and (ii)

In the last sentence the reference to "the International Collision Regulations" should be replaced by: "the International Regulations for Preventing Collisions at Sea in force".

Regulation 8

In the first sentence, the reference to "Chapters II and III" should be amended to "Chapters II, II bis and III".

In the last sentence, the reference to "the International Collision Regulations" should be replaced by "the International Regulations for Preventing Collisions at Sea in force".

Regulation 12(a)(i), (ii) and (iii)

References to "Chapter(s) II" should be amended to "Chapters II, II bis".

Regulation 12(b)

The reference to "1948" should be amended to "1960". "Regulation 13" should read "Regulation 14".

Regulation 12(c)

"1948 or 1929" should read "1960, 1948 or 1929".

Chapter II - Construction

Regulation 1(o)(ii) should be amended to read:

"(ii) Existing passenger ships and cargo ships shall comply with the following:

- (1) for ships the keels of which were laid on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to new ships as defined in that Chapter are complied with;
- (2) for ships the keels of which were laid on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1948, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to new ships as defined in that Chapter are complied with;
- (3) for ships the keels of which were laid before the date of coming into force of the International Convention for the Safety of Life at Sea, 1948, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to existing ships as defined in that Chapter are complied with;
- (4) As regards the requirements of Chapter II of the present Convention which are not contained in Chapter II of the 1960 and 1948 Conventions, the Administration shall decide which of these requirements shall be applied to existing ships as defined in the present Convention".

Regulation 1(e)

The text should be replaced by the following:

- "(e) In the case of passenger ships which are employed in the carriage of large numbers of special trade passengers in special trades, such as, for example, the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements, provided that they comply fully with the provisions of:
- (i) the Rules annexed to the Special Trade Passenger Ships Agreement 1971, and
  - (ii) the Rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973, when it comes into force."

Regulation 1(d)

The words "the Regulations of this Chapter" should read "the Regulations of this Chapter and Chapter II bis of the present Convention".

Regulation 25(b)

"Paragraph (f) of Regulation 35 of this Chapter" should read "paragraph (p) of Regulation 3 of Chapter II bis".

Regulation 31

This Regulation should be deleted.

Regulations 32 and 33

These Regulations should be renumbered as 31 and 32 respectively.

Chapter III - Life-Saving AppliancesRegulation 1(b)

The text should be replaced by the following:

- "(b) In the case of existing ships engaged on international voyages, the keels of which were laid on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the requirements of Chapter III of that Convention applicable to new ships as defined in that Convention shall apply.
- (c) In the case of existing ships engaged on international voyages, the keels of which were laid before the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, and which do not already comply with the provisions of Chapter III of that Convention relating to new ships, the arrangements in each ship shall be considered by the Administration with a view to securing, so far as this is practicable and reasonable, and as early as possible, substantial compliance with the requirements of Chapter III of that Convention. The proviso to sub-paragraph (b)(i) of Regulation 27 of this Chapter may, however, be applied to existing ships of this sub-paragraph only if:
- (i) the provisions of Regulations 4, 8, 14, 18 and 19 and paragraphs (a) and (b) of Regulation 27 of this Chapter are complied with;
  - (ii) the liferafts carried in accordance with the provisions of paragraph (b) of Regulation 27 comply with the requirements of either Regulation 15 or Regulation 16, and of Regulation 17 of this Chapter; and
  - (iii) the total number of persons on board shall not be increased as the result of the provision of liferafts unless the ship fully complies with the provisions of:
    - (1) Part B of Chapter II of the present Convention on Subdivision and Stability;
    - (2) Regulation 21(a)(iii) and (iv) or Regulation 48(a)(iii) of Chapter II bis of the present Convention as applicable; and
    - (3) Regulation 29(a), (b), (e) and (f) of this Chapter."

Regulation 3(b)

The text should be replaced by the following:

"(b) In the case of passenger ships which are employed in the carriage of large numbers of special trade passengers in special trades, such as, for example, the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements, provided that they comply fully with the provisions of:

- (i) the Rules annexed to the Special Trade Passenger Ships Agreement 1971; and
- (ii) the Rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships 1973, when it comes into force."

Chapter IV - Radiotelegraphy and Radiotelephony

Regulation 6(c)(i)

The second sentence of this sub-paragraph ("However, Administrations may ... of the present Convention") should be deleted.

Regulation 9(h)(iii)

This sub-paragraph should be deleted.

Regulation 10(a)

The words "... the date of coming into force of the present Convention ..." should be deleted and replaced by "26 May 1965".

Regulation 10(f)

This sub-paragraph should be deleted.

Chapter VIII - Nuclear ShipsRegulation 10(b) and (c)

References to "Chapters II, III, IV" should be amended to "Chapters II, II bis, III, IV".

CERTIFICATES

1. At the end of the title of all Certificates should be added "(1974)".
2. For all certificates references to "International Convention for the Safety of Life at Sea, 1960" should be changed to "International Convention for the Safety of Life at Sea, 1974".
3. For all certificates, except Exemption Certificate, the footnote should read as follows:  

"It will be sufficient to indicate the year in which the keel was laid except for 1952, 1965 and the year of coming into force of the International Convention for the Safety of Life at Sea, 1974, in which case the actual date should be given."
4. In the second sentence of the footnote to Passenger Ship Safety Certificate and Nuclear Passenger Ship Safety Certificate the reference to "Regulation (1)(b)(1) of Chapter II" should read "Regulation (1)(b)(1) of Chapter II or Regulation 1(a)(1) of Chapter II bis".
5. For the Cargo Ship Safety Construction Certificate, and the Nuclear Cargo Ship Safety Certificate, the reference to "Chapter II" should read "Chapters II and II bis".
6. For the Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Nuclear Passenger Ship Safety Certificate and the Nuclear Cargo Ship Safety Equipment Certificate, the reference to "the International Collision Regulations" should be replaced by "the International Regulations for Preventing Collisions at Sea in force."

7. In the Passenger Ship Safety Certificate, the Cargo Ship Safety Radiotelegraphy Certificate, the Nuclear Passenger Ship Safety Certificate and the Nuclear Cargo Ship Safety Certificate (as amended by Resolution A.174(VI)), the provision:

"whether direction-finder and/or radio equipment for honing on the radiotelephone distress frequency fitted"

should be divided into two parts, i.e.:

"whether direction-finder fitted",

"whether radio equipment for honing on the radiotelephone distress frequency fitted".

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