



INTERNATIONAL CONFERENCE ON  
SAFETY OF LIFE AT SEA, 1974

Committee II

IMCO

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

Text of Chapter II  
as agreed by the Committee

Insert Chapter II of the 1960 Safety Convention with the following amendments:

1. Regulation 1

Replace the existing text of Regulation 1 by the following:

Regulation 1

Application

- (a) (i) Unless expressly provided otherwise, this Chapter applies to new ships.
- (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, but before 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 the 1948 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.

(iii) A ship which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. An existing ship in such a case shall not, as a rule, comply to a lesser extent with the requirements for a new ship than it did before. Repairs, alterations and modifications of a major character and outfitting related thereto should meet the requirements for a new ship in so far as the Administration deems reasonable and practicable.

(b) For the purpose of this Chapter:

- (i) A new passenger ship is a passenger ship the keel of which is laid on or after the date of coming into force of the present Convention, or a cargo ship which is converted to a passenger ship on or after that date, all other passenger ships being described as existing passenger ships.
- (ii) A new cargo ship is a cargo ship the keel of which is laid on or after the date of coming into force of the present Convention.

- (c) The Administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this Chapter unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships belonging to its country which, in the course of their voyage, do not proceed more than 20 miles from the nearest land.
- (d) In the case of a passenger ship which is permitted under paragraph (c) of Regulation 27 of Chapter III to carry a number of persons on board in excess of the lifeboat capacity provided, it shall comply with the special standards of subdivision set out in paragraph (e) of Regulation 5 of this Chapter, and the associated special provisions regarding permeability in paragraph (d) of Regulation 4 of this Chapter, unless the Administration is satisfied that, having regard to the nature and conditions of the voyage, compliance with the other provisions of the Regulations of this Chapter and Chapter II bis of the present Convention is sufficient.
- (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.

2. Regulation 18

Replace paragraph (i) by the following:

- (i) The diameter of the bilge main shall be calculated according to the following formulae provided that the actual internal diameter of the bilge main may be of the nearest standard size acceptable to the Administration:

$$d = \sqrt{\frac{L(B + D)}{2,500}} + 1$$

where d = internal diameter of the bilge main in inches

L and B are the length and the breadth of the ship in feet,  
as defined in Regulation 2 of this Chapter

D = moulded depth of the ship to bulkhead deck in feet

or

$$d = 1.68 \sqrt{L(B + D)} + 25$$

where d = internal diameter of the bilge main in millimetres

L and B are the length and the breadth of the ship in metres,  
as defined in Regulation 2 of this Chapter

D = moulded depth of the ship to bulkhead deck in metres.

The diameter of the bilge branch pipes shall be determined by rules to be made by the Administration.

3. Regulation 25

In paragraph (b) substitute the reference to "paragraph (f) of Regulation 35 of this Chapter" by "paragraph (p) of Regulation 3 of Chapter II bis."

4. Regulation 27

Replace the existing text of Regulation 27 by the text of Regulation 27 as set out in SOLAS/CONF/4/3.

5. Regulation 31

Delete this Regulation.

6. Regulations 32 and 33

Renumber these Regulations as 31 and 32 respectively.

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