



INTERNATIONAL CONFERENCE ON  
SAFETY OF LIFE AT SEA, 1974

Committee II  
Agenda item 5

IMCO

DRAFT REPORT OF COMMITTEE II  
(to be completed)

General

1. The Committee met from 22 to 25 October 1974 to consider, as instructed, amendments and necessary editorial changes to the Regulations of Chapter II to Chapter VIII, including Chapter II bis of the Safety Convention and the Appendix thereto, draft Resolutions submitted to the Conference related to the above Chapters, and to review the Recommendations of the 1960 Safety Conference.
2. The Committee elected unanimously Mr. P. Eriksson (Sweden) as Chairman and Captain M.A. Ghaffar (Pakistan) as Vice-Chairman of the Committee.
3. The agenda adopted is shown at Annex I. It includes a list of documents considered as well as papers containing the texts of amendments to the Convention agreed by the Committee.
4. In considering the material referred to in paragraph 1 above the Committee was guided by the need not to introduce substantive changes in view of the tight time schedule, and wishes to record certain points raised during the considerations as reflected in the following paragraphs.
5. The Committee agreed to recommend at this time that in Regulation 8 the use of steam should not be prohibited entirely but the Administration may permit it in addition to the required extinguishing medium, and that the Organization should reconsider this question.
6. The Committee agreed to recommend the deletion of provisions relating to tonnage openings in Regulations 37(c) and 52(f)(iii)(1) as being redundant in view of the Recommendation on the Treatment of Shelter Deck and Other Open Spaces (Resolution A.48(III)) and because such openings would not be desirable from the safety point of view.

CHAPTER II - 2 (former Chapter II bis)

7. Concerning Regulation 13(e) the delegation of the People's Republic of China stated that the requirements of this paragraph were too rigid and too specific and were not suitable for new and improved types of fire detectors and therefore the text should be more flexible. Although the Committee was sympathetic to the proposal, it was agreed to recommend that the matter should be considered by the Organization and pursued if necessary under the new amendment procedure. Meanwhile, the subject could be treated by Administrations if the need arose under the equivalent requirements of Regulation 5 of Chapter I.

8. The deletion of Regulation 38 was proposed. However, it was decided that a thorough assessment of the implications was needed and therefore to keep the Regulation in the text of Chapter II - 2 as proposed. The Committee agreed to recommend that the Organization should consider the issue and propose an amendment to the 1974 Convention if necessary.

9. Concerning Part E - Fire Safety Measures for Tankers, the Committee noted that the Assembly in Resolution 271(VIII) requested the Maritime Safety Committee to continue work on the tanker requirements in particular in respect of smaller vessels. The Committee agreed that the special attention of the Sub-Committee on Fire Protection should be drawn to the following subjects which were brought up by several delegations:

(a) Regulation 56(a) which allows the positioning of oil fuel tanks between cargo tanks and machinery spaces should be considered as to its applicability and the need for water ballast tanks to be specifically mentioned should also be considered. Additionally, in the second sentence of that paragraph the meaning of the term "in general" should be clarified.

(b) The addition of a new sub-paragraph to Regulation 56(f) was proposed stating that the requirements of paragraph (f) may be modified at the discretion of the Administration for vessels under 3,000 tons gross tonnage.

(c) The need was expressed to make Regulation 59 - Means of Escape, more explicit in its meaning.

(d) The wording of Regulation 60(d) concerning whether the provision for discharging froth should read "internally" or "externally" to cargo tanks, should be reviewed, as to whether "or" should be replaced by "and".

(e) The provision of Regulation 62(1) concerning the fitting of a water lock should be reviewed.

### CHAPTER III

10. Concerning Regulation 26(a)(iii) the Committee made the observation that this sub-paragraph established requirements for examination of the completeness of lifeboat equipment in cargo ships, whereas the Regulation did not provide for a similar examination concerning passenger ships. The Committee nevertheless felt able to accept the text as presented as, apparently, it had not given rise to difficulties in practice, but it was agreed to recommend that the question should be looked into by the Organization.

11. In a similar connexion it was recommended that the Organization be invited to look into the matter of standardization of equipment in liferafts, in particular having regard to the difficulties involved in servicing gas bottles in different countries.

### CHAPTER IV

12. Concerning Regulation 13, it was nevertheless pointed out that there might be some difficulties in complying with paragraph (g) of that Regulation, and it was recommended that these requirements be reviewed by the Organization.

### CHAPTER V

13. In Regulation 8 the paragraph (e) was deleted as appropriate paragraphs concerning this point were contained in the International Regulations for Preventing Collisions at Sea. The Committee agreed to recommend that the following proposals, which were raised and had some support, should be referred to the Organization for consideration:

(1) Paragraph (b) of the Regulation should be amended to read:

"(b) The Organization is recognized as the only international body for establishing, adopting and recommending, if appropriate, measures on an international level concerning routing and areas to be avoided by ships or certain classes of ships."

Paragraph (c) should be amended to read:

"(c) The selection of routes and the initiation of action with regard to them, and the delineation of what constitutes converging areas will be primarily the responsibility of and be decided by the Governments of the Coastal States concerned."

- (2) Paragraph (b) should be deleted.
- (3) A new paragraph with the following wording should be added to the Regulation:

"Realizing the special problems concerning the operations of vessels actively engaged in fishing, trolling, surveying, cable laying, buoy positioning and salvage operations, the above requirements will only apply to such vessels in so far as is reasonable and practicable without unduly interfering with their operations."

#### CHAPTER VII

13. In order not to create divergencies with classification and definitions of dangerous goods used in the work of the United Nations, the Committee recommended that in Chapter VII the denomination "inflammable" should be retained in spite of the fact that this had been changed to "flammable" in other Chapters of the 1974 Safety Convention. However, it was agreed that wherever the word "inflammable" appears in Chapter VII, there should be a footnote reading: "Inflammable has the same meaning as flammable."

#### Adoption of the Chapters of the Convention

14. The Committee recommends the Conference to adopt the text of Chapters II - 1, II - 2, III to VIII and the Appendix of the Convention as amended by the Committee. [Delete paragraphs 12, 14 and 15].

#### Use of Units in the Convention

15. The Committee agreed, because of the size of the overall task, that the Conference should decide on the units to be used only for Chapter II - 2,

for which the metric units were recommended. For all other Chapters the present metric units should be used, deleting the imperial units, taking into account the recommended principles as follows:

- (a) Power. Engine power output should be given in kW.
- (b) Unit of pressure should be  $\text{kg}/\text{cm}^2$ .
- (c) Units of length should be metres or millimetres, except for nautical miles.
- (d) Units of weight should be kg or metric ton (= 1000 kg).

Where any conversion to different metric units is required, such conversion should be carried out with adequate precision.

16. The Committee agreed to recommend that the Organization should also study the "Système International d'Unités" with the aim of accepting the most appropriate system.

17. For future, new Regulations or future amendment of present Regulations, the appropriate bodies of the Organizations should weigh carefully the desirability and possibility of expressing unit values in round figures or to round-off present values where this can be done without prejudice to existing standards or commercially accepted practices, provided that such round figures or rounded-off values would be subject to the usual procedure of acceptance by the Organization.

ANNEX IAGENDA FOR THE COMMITTEE SESSION INCLUDING LIST  
OF DOCUMENTS

1. Adoption of the Agenda
 

SOLAS/CONF/C.2/1	Secretariat
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2. Consideration of the draft text of Regulations of the International Convention for the Safety of Life at Sea, 1974
 

SOLAS/CONF/4/1	Secretariat	SOLAS/CONF/C.2/WP.1	China
" " /4/2	Secretariat	" " " /WP.2	Mexico
" " /4/2/Corr.1	Secretariat	" " " /WP.3	Argentina
" " /4/3	Secretariat	" " " /WP.4	Secretariat
" " /4/3/Corr.1	Secretariat		
" " /4/3/Corr.2	Secretariat	" " " /WP.6	Secretariat
" " /4/4	Secretariat	" " " /WP.7	Canada
" " /7	France	" " " /WP.8	Secretariat
" " /7/Add.1	France	" " " /WP.8/Rev.1	Committee
" " /7/1	Canada	" " " /WP.11	Working Group
		" " " /WP.12	Chile
" " /7/2	Netherlands		
" " /7/3	USA	" " " /2	Committee
" " /7/4	Indonesia	" " " /3	Committee
" " /WP.1	Secretariat	" " " /4	Committee
" " /WP.2	Secretariat	" " " /5	"
" " /INF.2	Secretariat	" " " /6	"
" " /INF.6	Secretariat	" " " /6/Corr.1	"
  
3. Consideration of any draft Resolutions of the Conference relating to the Regulations of the International Convention for the Safety of Life at Sea, 1974
 

SOLAS/CONF/5	Secretariat	SOLAS/CONF/C.2/WP.5	USA
" " /5/1	USSR	" " " /WP.10	Ad Hoc Group
" " /8	IACS		
" " /INF.2	Secretariat		
  
4. Any other business
  
5. Report to the Conference
 

SOLAS/CONF/C.2/	Committee	SOLAS/CONF/C.2/WP.9/Rev.1	Secretariat
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