

RESOLUTION A.205(VII) adopted on 12 October 1971
AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1960

INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION



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AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1960

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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 with regard to regulations relating to maritime safety,

NOTING FURTHER that Article IX of the International Convention for the Safety of Life at Sea, 1960, provides for procedures of amendment involving participation of the Organization,

HAVING CONSIDERED certain amendments to the International Convention for the Safety of Life at Sea, 1960, forming the subject of Recommendations adopted by the Maritime Safety Committee at its twenty-second and twenty-third sessions and directed towards improvement of safety of navigation,

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ADOPTS the following amendments to Chapter IV and Chapter V of the International Convention for the Safety of Life at Sea, 1960:

- (a) addition of a new paragraph (h) to Regulation 2, Chapter IV, the text of which is at Annex I to this Resolution;
- (b) replacement of Regulation 7(a) and (b), Chapter IV by a new text which is at Annex II to this Resolution;
- (c) amendment of Regulation 9(a)(ii), 9(h), 9(k), 9(l) and 9(n), Chapter IV, the text of which is at Annex III to this Resolution;
- (d) amendment of Regulation 15(a), 15(d), 15(g) and 15(j), Chapter IV, the text of which is at Annex IV to this Resolution;
- (e) insertion of new Regulation 15 bis(1) in Chapter IV, the text of which is at Annex V to this Resolution;
- (f) replacement of Regulation 8, Chapter V by a new Regulation, the text of which is at Annex VI to this Resolution,

REQUESTS the Secretary-General of the Organization in conformity with Article IX(b)(i) to communicate, for purposes of acceptance, certified copies of this Resolution and its Annexes to all Contracting Governments to the International Convention for the Safety of Life at Sea, 1960, together with copies to all Members of the Organization, and

INVITES all Governments concerned to accept each of the amendments at the earliest possible date.

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ANNEX I

AMENDMENT TO REGULATION 2 OF CHAPTER IV OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Regulation 2

Terms and Definitions

A new paragraph (h) is added as follows:

- (h) "Radiotelephone auto alarm" means an automatic alarm receiving apparatus which responds to the radiotelephone alarm signal and has been approved.

ANNEX II

AMENDMENT TO REGULATION 7 OF CHAPTER IV OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Regulation 7

Watches - Radiotelephone

Paragraphs (a) and (b) are replaced by the following:

- (a) Each ship which is fitted with a radiotelephone station in accordance with Regulation 4 of this Chapter shall, for safety purposes, carry at least one radiotelephone operator (who may be the master, an officer or a member of the crew holding a certificate for radiotelephony) and shall, while at sea, maintain continuous watch on the radiotelephone distress frequency in the place on board from which the ship is usually navigated, by use of a radiotelephone distress frequency watch receiver, using a loudspeaker, a filtered loudspeaker or radiotelephone auto alarm.

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- (b) Each ship which in accordance with Regulation 3 or Regulation 4 of this Chapter is fitted with a radiotelegraph station shall, while at sea, maintain continuous watch on the radiotelephone distress frequency in a place to be determined by the Administration, by use of a radiotelephone distress frequency watch receiver, using a loudspeaker, a filtered loudspeaker or radiotelephone auto alarm.

ANNEX III

AMENDMENT TO REGULATION 9 OF CHAPTER IV OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Regulation 9

Radiotelegraph Installations

Sub-paragraph (ii) of paragraph (a) is replaced by the following:

The main installation shall include a main transmitter, main receiver, radiotelephone distress frequency watch receiver, and main source of energy.

A new sub-paragraph (iv) to paragraph (h) is added as follows:

- (iv) The radiotelephone distress frequency watch receiver shall be preset to this frequency. It shall be provided with a filtering unit or a device to silence the loudspeaker if on the bridge in the absence of a radiotelephone alarm signal. The device shall be capable of being easily switched in and out and may be used when, in the opinion of the master, conditions are such that maintenance of the listening watch would interfere with the safe navigation of the ship.

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A new sub-paragraph (v) to paragraph (h) is added as follows:

- (v) (1) A radiotelephone transmitter, if provided, shall be fitted with an automatic device for generating the radiotelephone alarm signal, so designed as to prevent actuation by mistake, and complying with the requirements of paragraph (e) of Regulation 15 of ~~this~~ Chapter. The device shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress message;
- (2) arrangements shall be made to check periodically the proper functioning of the automatic device for generating the radiotelephone alarm signal on frequencies other than the radiotelephone distress frequency using a suitable artificial aerial.

Replace existing paragraph (k) by the following:

- (k) The reserve installation shall be provided with a source of energy independent of the propelling power of the ship and of the ship's electrical system.

Add the following sentence at the end of the existing paragraph (l):

The reserve source of energy is required to be of a capacity sufficient to operate simultaneously the reserve transmitter and the VHF installation, when fitted, for at least six hours unless a switching device is fitted to ensure alternate operation only. VHF usage of the reserve source of energy shall be limited to distress, urgency and safety communications. Alternatively, a separate reserve source of energy may be provided for the VHF installation.

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Replace existing sub-paragraph (iv) of paragraph (n) by the following:

(iv) the VHF installation;

and add in the same paragraph (n) the following new sub-paragraphs:

(v) the device for generating the radiotelephone alarm signal, if provided;

(vi) any device, prescribed by the Radio Regulations, to permit change-over from transmission to reception and vice versa.

ANNEX IV

AMENDMENT TO REGULATION 15 OF CHAPTER IV
OF THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1960

Regulation 15

Radiotelephone Installations

Paragraph (a) is replaced by the following:

(a) The radiotelephone installation shall include transmitting and receiving equipment, and appropriate sources of energy (referred to in the following paragraphs as the transmitter, the receiver, the radiotelephone distress frequency watch receiver, and the source of energy respectively).

Paragraph (d) is replaced by the following:

(d) The transmitter shall be fitted with a device for generating the radiotelephone alarm signal by automatic means so designed as to prevent actuation by mistake. The device shall be capable of being taken out of operation at any time in order to permit the immediate

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transmission of a distress message. Arrangements shall be made to check periodically the proper functioning of the device on frequencies other than the radiotelephone distress frequency using a suitable artificial aerial.

Paragraph (g) is replaced by the following:

- (g) The radiotelephone distress frequency watch receiver shall be preset to this frequency. It shall be provided with a filtering unit or a device to silence the loudspeaker in the absence of a radiotelephone alarm signal. The device shall be capable of being easily switched in and out and may be used when, in the opinion of the master, conditions are such that maintenance of the listening watch would interfere with the safe navigation of the ship.

In paragraph (j), delete the word "and" at the end of sub-paragraph (ii).

Add the following new sub-paragraph (iv):

- (iv) the VHF installation.

ANNEX V

INSERTION OF NEW REGULATION 15 bis(1) IN CHAPTER IV OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Insert new Regulation 15 bis(1):

Regulation 15 bis(1)

Radiotelephone Auto Alarms

(a) The radiotelephone auto alarm shall comply with the following minimum requirements:

- (i) the frequencies of maximum response of the tuned circuits, and other tone selecting devices, shall

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be subject to a tolerance of ± 1.5 per cent in each instance; and the response shall not fall below 50 per cent of the maximum response for frequencies within 3 per cent of the frequency of maximum response;

- (ii) in the absence of noise and interference, the automatic receiving equipment shall be capable of operating from the alarm signal in a period of not less than four and not more than six seconds;
- (iii) the automatic receiving equipment shall respond to the alarm signal, under conditions of intermittent interference caused by atmospherics and powerful signals other than the alarm signal, preferably without any manual adjustment being required during any period of watch maintained by the equipment;
- (iv) the automatic receiving equipment shall not be actuated by atmospherics or by strong signals other than the alarm signal;
- (v) the automatic receiving equipment shall be effective beyond the range at which speech transmission is satisfactory;
- (vi) the automatic receiving equipment shall be capable of withstanding vibration, humidity, changes of temperature and variations in power supply voltage equivalent to the severe conditions experienced on board ships at sea, and shall continue to operate under such conditions;
- (vii) the automatic receiving equipment should, as far as practicable, give warning of faults that would prevent the apparatus from performing its normal functions during watch hours.

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(b) Before a new type of radiotelephone auto alarm is approved, the Administration concerned shall be satisfied by practical tests, made under operating conditions equivalent to those obtained in practice, that the apparatus complies with paragraph (a) of this Regulation.

ANNEX VI

NEW REGULATION 8, CHAPTER V OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

Chapter V

Delete existing Regulation 8 and replace by the following:

Regulation 8

Routeing

(a) The practice of following, particularly in converging areas, routes adopted for the purpose of separation of traffic including avoidance of passage through areas designated as areas to be avoided by ships or certain classes of ships, or for the purpose of avoiding unsafe conditions, has contributed to the safety of navigation and is recommended for use by all ships concerned.

(b) The Organization is recognized as the only international body for establishing and adopting measures on an international level concerning routeing and areas to be avoided by ships or certain classes of ships. It will collate and disseminate to Contracting Governments all relevant information.

(c) The selection of the routes and the initiation of action with regard to them, and the delineation of what constitutes converging areas, will be **primarily the responsibility** of the Governments concerned. In the development of routeing

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schemes which impinge upon international waters, or such other schemes they may wish adopted by the Organization, they will give due consideration to relevant information published by the Organization.

(d) Contracting Governments will use their influence to secure the appropriate use of adopted routes and will do everything in their power to ensure adherence to the measures adopted by the Organization in connexion with routeing of ships.

(e) Where the Organization has adopted traffic separation schemes which specify one-way traffic lanes, ships using these lanes shall proceed in the specified direction of traffic flow. Ships crossing the lanes shall do so as far as practicable at right angles.

(f) Contracting Governments will also induce all ships proceeding on voyages in the vicinity of the Grand Banks of Newfoundland to avoid, as far as practicable, the fishing banks of Newfoundland north of latitude 43°N and to pass outside regions known or believed to be endangered by ice.

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