

RESOLUTION MSC.31(63)
adopted on 23 May 1994
ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974

RESOLUTION MSC.31(63)
adopted on 23 May 1994
ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974

RESOLUTION MSC.31(63)
adopted on 23 May 1994

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I,

HAVING CONSIDERED, at its sixty-third session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, the amendments to the Convention, the text of which is set out in the Annexes to the present resolution;

2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:

- (a) the amendments set out in Annex 1 shall be deemed to have been accepted on 1 July 1995; and
- (b) the amendments set out in Annex 2 shall be deemed to have been accepted on 1 January 1998;

unless, prior to these dates, more than one third of the Contracting Governments to the Convention, or Contracting Governments the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention:

- (a) the amendments set out in Annex 1 shall enter into force on 1 January 1996; and
- (b) the amendments set out in Annex 2 shall enter into force on 1 July 1998;

upon their acceptance in accordance with paragraph 2 above;

RESOLUTION MSC.31(63)
adopted on 23 May 1994
ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974

- 2 -

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annexes to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of the resolution and its Annexes to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX 1

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974

Regulation V/8-1 - Ship reporting systems

1 The following new regulation V/8-1 is added:

"Regulation 8-1

Ship reporting systems

(a) Ship reporting systems contribute to safety of life at sea, safety and efficiency of navigation, and protection of the marine environment. A ship reporting system, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation, shall be used by all ships, or certain categories of ships or ships carrying certain cargoes, in accordance with the provisions of each system so adopted.

(b) The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ship reporting systems. Contracting Governments shall refer proposals for the adoption of ship reporting systems to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ship reporting system.

(c) This regulation and its associated guidelines and criteria do not apply to any warship, naval auxiliary or other vessel owned or operated by a Contracting Government and used, for the time being, only on government non-commercial service; however, such ships are encouraged to participate in ship reporting systems that have been adopted in accordance with this regulation.

(d) The initiation of action for establishing a ship reporting system is the responsibility of the Government or Governments concerned. In developing such systems, provisions of the guidelines and criteria developed by the Organization shall be taken into account.

(e) Ship reporting systems not submitted to the Organization for adoption do not necessarily need to comply with this regulation. However, Governments implementing such systems are encouraged to follow, wherever possible, the guidelines and criteria developed by the Organization. Contracting Governments may submit such systems to the Organization for recognition.

(f) Where two or more Governments have a common interest in a particular area, they should formulate proposals for a co-ordinated ship reporting system on the basis of agreement between them. Before proceeding with a proposal for adoption of a ship reporting system, the Organization shall disseminate details of the proposal to those Governments which have a common interest in the area covered by the proposed system. Where a co-ordinated ship reporting system is adopted and established, it shall have uniform procedures and operations.

RESOLUTION MSC.31(63)
adopted on 23 May 1994
ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974

- 4 -

(g) After adoption of a ship reporting system in accordance with this regulation, the Government or Governments concerned shall take all measures necessary for the promulgation of any information needed for the efficient and effective use of the system. Any adopted ship reporting system shall have the capability of interaction and the ability to assist ships with information when necessary. Such systems shall be operated in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation.

(h) The master of a ship shall comply with the requirements of adopted ship reporting systems and report to the appropriate authority all information required in accordance with the provisions of each such system.

(i) All adopted ship reporting systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the United Nations Convention on the Law of the Sea.

(j) Nothing in this regulation or in its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law, or the legal regime of international straits.

(k) The participation of ships in accordance with the provisions of adopted ship reporting systems shall be free of charge to the ships concerned.

(l) The Organization shall ensure that adopted ship reporting systems are reviewed under the guidelines and criteria developed by the Organization."

Regulation V/15-1 - Emergency towing arrangements on tankers

2 The following new regulation V/15-1 is added:

"Regulation 15-1

Emergency towing arrangements on tankers

(a) For the purpose of this regulation, tankers include oil tankers as defined in regulation II-1/2.12, chemical tankers as defined in regulation VII/8.2 and gas carriers as defined in regulation VII/11.2.

(b) An emergency towing arrangement shall be fitted at both ends on board all tankers of not less than 20,000 tonnes deadweight as defined in regulation II-1/3.21 constructed on or after 1 January 1996. For tankers constructed before 1 January 1996, such an arrangement shall be fitted at the first scheduled dry-docking after 1 January 1996, but not later than 1 January 1999. The design and construction of the towing arrangement shall be approved by the Administration, based on the guidelines developed by the Organization."

ANNEX 2

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974

Regulation II-2/15 - Arrangements for oil fuel, lubricating oil and other flammable oils

1 The following text is added after the title:

"(Paragraphs 2.9 to 2.12 of this regulation apply to all ships)"

2 The following new subparagraphs .9 to .12 are added after existing subparagraph .8 of paragraph 2:

- .9 All external high pressure fuel delivery lines between the high pressure fuel pumps and fuel injectors shall be protected with a jacketed piping system capable of containing fuel from a high pressure line failure. A jacketed pipe incorporates an outer pipe into which the high pressure fuel pipe is placed forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages and arrangements shall be provided for an alarm to be given of a fuel line failure.
- .10 All surfaces with temperatures above 220°C which may be impinged as a result of a fuel system failure shall be properly insulated.
- .11 Oil fuel lines shall be screened or otherwise suitably protected to avoid as far as practicable oil spray or oil leakages onto hot surfaces, into machinery air intakes, or other sources of ignition. The number of joints in such piping systems shall be kept to a minimum.
- .12 Ships constructed before 1 July 1998 shall comply with the requirements of paragraphs 2.9 to 2.11 not later than 1 July 2003, except that a suitable enclosure on engines having an output of 375 kW or less having fuel injection pumps serving more than one injector may be used as an alternative to the jacketed piping system in paragraph 2.9."

3 The words "2.7 and 2.8" in the existing paragraph 3 are replaced by "2.7, 2.8, 2.10 and 2.11".

4 The words "2.4 and 2.6" in the existing paragraph 4 are replaced by "2.4, 2.6, 2.10 and 2.11".

5 The existing paragraph 5.1 is deleted, and paragraphs 5.2 and 5.3 are renumbered 5.1 and 5.2.

Regulation V/3 - Information required in danger messages

6 In paragraph (b), the phrase "Tropical storms (hurricanes in the West Indies, typhoons in the China Sea, cyclones in Indian waters and storms of a similar nature in other regions)" is replaced by "Tropical storms".

Regulation V/4 - Meteorological services

7 In paragraph (b)(ii), the phrase "To issue daily, by radio" is replaced by "To issue twice daily, by radio".

Regulation V/22 - Navigation bridge visibility

8 The following new regulation V/22 is added:

"Regulation 22

Navigation bridge visibility

(a) Ships of not less than 45 m in length as defined in regulation III/3.10, constructed on or after 1 July 1998, shall meet the following requirements:

- (i) The view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or 500 m, whichever is the less, forward of the bow to 10° on either side under all conditions of draught, trim and deck cargo.
- (ii) No blind sector caused by cargo, cargo gear or other obstructions outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall exceed 10°. The total arc of blind sectors shall not exceed 20°. The clear sectors between blind sectors shall be at least 5°. However, in the view described in paragraph (a)(i), each individual blind sector shall not exceed 5°.
- (iii) The horizontal field of vision from the conning position shall extend over an arc of not less than 225°, that is from right ahead to not less than 22.5° abaft the beam on either side of the ship.
- (iv) From each bridge wing the horizontal field of vision shall extend over an arc of at least 225°, that is from at least 45° on the opposite bow through right ahead and then from right ahead to right astern through 180° on the same side of the ship.
- (v) From the main steering position the horizontal field of vision shall extend over an arc from right ahead to at least 60° on each side of the ship.
- (vi) The ship's side shall be visible from the bridge wing.
- (vii) The height of the lower edge of the navigation bridge front windows above the bridge deck shall be kept as low as possible. In no case shall the lower edge present an obstruction to the forward view as described in this regulation.
- (viii) The upper edge of the navigation bridge front windows shall allow a forward view of the horizon, for a person with a height of eye of 1,800 mm above the bridge deck at the conning position, when the ship is pitching in heavy seas. The Administration, if satisfied that a 1,800 mm height of eye is unreasonable and impractical, may allow reduction of the height of eye but not to less than 1,600 mm.

RESOLUTION MSC.31(63)
adopted on 23 May 1994
ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974

- 7 -

(ix) Windows shall meet the following requirements:

- (1) framing between navigation bridge windows shall be kept to a minimum and not be installed immediately forward of any workstation;
- (2) to help avoid reflections, the bridge front windows shall be inclined from the vertical plane top out, at an angle of not less than 10° and not more than 25°;
- (3) polarized and tinted windows shall not be fitted; and
- (4) at all times regardless of weather conditions, at least two of the navigation bridge front windows shall provide a clear view, and in addition depending on the bridge configuration, an additional number of windows shall provide a clear view.

(b) Ships constructed before 1 July 1998 shall, where practicable, meet the requirements of (a)(i) and (a)(ii). However, structural alterations or additional equipment need not be required.

(c) With ships of unconventional design which, in the opinion of the Administration cannot comply with this regulation, arrangements shall be provided to achieve a level of visibility that is as near as practical to those prescribed in this regulation."

RESOLUTION MSC.31(63)
adopted on 23 May 1994
ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974