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# International Convention for the Safety of Life at Sea

2003 Amendments (MSC.142(77))

London, 5 June 2003

2004 Amendments (MSC.152(78))

2004 Amendments (MSC.153(78))

2004 Amendments to the Protocol of 1988 (MSC.154(78))

London, 20 May 2004

[The Amendments entered into force on 1 July 2006]

*Presented to Parliament  
by the Secretary of State for Foreign and Commonwealth Affairs  
by Command of Her Majesty  
August 2007*

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**2003 AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR  
THE SAFETY OF LIFE AT SEA, 1974<sup>1</sup>, AS AMENDED**

**(Resolution MSC.142(77))  
(Adopted on 5 June 2003)**

**CHAPTER V**

**SAFETY OF NAVIGATION**

**Regulation 2**

**Definitions**

1. The following new paragraph 4 is added after existing paragraph 3:

“4 *Length* of a ship means its length overall.”

**Regulation 22**

**Navigation bridge visibility**

2. The existing text of introductory paragraph 1 is replaced by the following:

“1 Ships of not less than 55 m in length, as defined in regulation 2.4, constructed on or after 1 July 1998, shall meet the following requirements:”

**Regulation 28**

**Records of navigational activities**

3. The title of the regulation is replaced by the following:

“*Records of navigational activities and daily reporting*”

4. The existing paragraph is numbered as paragraph 1.

5. The following new paragraph 2 is added after paragraph 1:

“2 Each ship of 500 gross tonnage and above, engaged on international voyages exceeding 48 hours, shall submit a daily report to its company, as defined in regulation IX/1, which shall retain it and all subsequent daily reports for the duration of the voyage. Daily reports may be transmitted by any means,

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<sup>1</sup> Treaty Series No.46 (1980) Cmnd 7874

provided that they are transmitted to the company as soon as practicable after determination of the position named in the report. Automated reporting systems may be used, provided that they include a recording function of their transmission and that those functions and interfaces with position-fixing equipment are subjected to regular verification by the ship's master. The report shall contain the following:

1. ship's position;
2. ship's course and speed; and
3. details of any external or internal conditions that are affecting the ship's voyage or the normal safe operation of the ship."

**2004 AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR  
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

**(Resolution MSC.152(78))  
(adopted on 20 May 2004)**

**CHAPTER III**

**LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

**Regulation 19**

**Emergency training and drills**

1. The existing text of paragraph 3.3.3 is replaced by the following:

**“3.3.3** Except as provided in paragraphs 3.3.4 and 3.3.5, each lifeboat shall be launched, and manoeuvred in the water by its assigned operating crew, at least once every three months during an abandon ship drill.”

**Regulation 20**

**Operational readiness, maintenance and inspections**

2. In paragraph 1, in the second sentence, the words “paragraphs 3 and 6.2” are replaced by the words “paragraphs 3.2, 3.3 and 6.2”.

3. The existing text of paragraph 3 is replaced by the following:

**“3 Maintenance**

- 3.1 Maintenance, testing and inspections of life-saving appliances shall be carried out based on the guidelines developed by the Organization<sup>1</sup> and in a manner having due regard to ensuring reliability of such appliances.
  - 3.2 Instructions for on-board maintenance of life-saving appliances complying with regulation 36 shall be provided and maintenance shall be carried out accordingly.
  - 3.3 The Administration may accept, in compliance with the requirements of paragraph 3.2, a shipboard planned maintenance programme, which includes the requirements of regulation 36.
4. The existing text of paragraph 6 is replaced by the following:

**“6 Weekly inspection**

The following tests and inspections shall be carried out weekly and a report of the inspection shall be entered in the log-book:

1. all survival craft, rescue boats and launching appliances shall be visually inspected to ensure that they are ready for use. The inspection shall include, but is not limited to, the condition of hooks, their attachment to the lifeboat and the on-load release gear being properly and completely reset;
2. all engines in lifeboats and rescue boats shall be run for a total period of not less than 3 minutes, provided the ambient temperature is above the minimum temperature required for starting and running the engine. During this period of time, it should be demonstrated that the gearbox and gearbox train are engaging satisfactorily. If the special characteristics of an outboard motor fitted to a rescue boat would not allow it to be run other than with its propeller submerged for a period of 3 minutes, it should be run for such a period as prescribed in the manufacturer’s handbook. In special cases, the Administration may waive this requirement for ships constructed before 1 July 1986;
3. lifeboats, except free-fall lifeboats, on cargo shall be moved from their stowed position, without any persons on board, to the extent necessary to demonstrate satisfactorily operation of launching appliances, if weather and sea conditions so allow; and
4. the general emergency alarm shall be tested.”
5. In paragraph 7, the existing text is numbered as paragraph 7.2 and the following new paragraph 7.1 is added:

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<sup>1</sup> Refer to the Measures to prevent accidents with lifeboats (MSC.1/Circ.1206).

“7.1 All lifeboats, except free-fall lifeboats, shall be turned out from their stowed position, without any persons on board if weather and sea conditions so allow.”

6. The existing text of paragraph 11 is replaced by the following:

**“11 Periodic servicing of launching appliances and on-load release gear**

**11.1** launching appliances shall be:

1. maintained in accordance with instructions for on-board maintenance as required by regulation 36;
2. subjected to a thorough examination at the annual surveys required by regulations I/7 or I/8, as applicable; and
3. upon completion of the examination referred to in 2. subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied shall be the mass of the lifeboat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with proof load of 1.1 times the maximum working load of the winch.

**11.2** Lifeboat on-load release gear shall be:

1. maintained in accordance with instructions for on-board maintenance as required by regulation 36;
2. subjected to a thorough examination and operational test during the annual surveys required by regulations I/7 and I/8 by properly trained personnel familiar with the system; and
3. operationally tested under a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of persons and equipment whenever the release gear is overhauled. Such over-hauling and test be carried out at least once every five years.<sup>1</sup>

## **Regulation 32**

### **Personal life-saving appliances**

7. The existing text of paragraph 3 is replaced by the following:

**“3 Immersion suits**

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<sup>1</sup> Refer to the Recommendation on testing of life-saving appliances, adopted by the Organization by resolution A.689(17). For life-saving appliances installed on board on or after 1 July 1999, refer to the Revised Recommendations on testing of life-saving appliances, adopted by the Organization by resolution MSC.81(70), as amended.”

- 3.1 This paragraph applies to all cargo ships. However, with respect to cargo ships constructed before 1 July 2006, paragraphs 3.2 to 3.5 shall be compiled with not later than the first safety equipment survey on or after 1 July 2006.
- 3.2 An immersion suit complying with the requirements of section 2.3 of the Code shall be provided for every person on board the ship. However, for ships other than bulk carriers, as defined in regulation IX/1, these immersion suits need not be required if the ship is constantly engaged on voyages in warm climates<sup>1</sup> where, in the opinion of the Administration, immersion suits are unnecessary.
- 3.3 If a ship has any watch or work stations which are located remotely from the place or places where immersion suits are normally stowed, additional immersion suits shall be provided at these locations for the number of persons normally on watch or working at those locations at any time.
- 3.4 Immersion suits shall be so placed as to be readily accessible and their position shall be plainly indicated.
- 3.5 The immersion suits required by this regulation may be used to comply with the requirements of regulation 7.3.

## **CHAPTER IV**

### **RADIOCOMMUNICATIONS**

#### **Regulation 15**

##### **Maintenance requirements**

8. The existing text of paragraph 9 is replaced by the following:
  - “9 Satellite EPIRBs shall be:
    1. annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals as specified below:
      - 1.1 on passenger ships, written 3 months before the expiry date of the Passenger Ship Safety Certificate; and
      - 1.2 on cargo ships, within 3 months before the expiry date, or 3 months before or after the anniversary date, of the Cargo Ship Safety Radio Certificate.

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<sup>1</sup> Refer to the Guidelines for assessment of thermal protection (MSC/Circ.1046).”

The test may be conducted on board the ship or at an approved testing station; and

2. subject to maintenance at intervals not exceeding five years, to be performed at an approved shore-based maintenance facility.”

## **APPENDIX**

### **CERTIFICATES**

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

9. In section 2, item 9 is deleted and items 10, 10.1 and 10.2 are renumbered as items 9, 9.1 and 9.2 respectively.

## **2004 AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, AS AMENDED**

**(Resolution MSC.153(78))  
(adopted on 20 May 2004)**

### **CHAPTER V**

#### **SAFETY OF NAVIGATION**

##### **Regulation 2**

##### **Definitions**

1. The following new paragraph 5 is added after the existing paragraph 4:  
  
“**5** *Search and rescue service.* The performance of distress monitoring, communication, co-ordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources including co-operating aircraft, ships, vessels and other craft and installations.”

##### **Regulation 33**

##### **Distress Messages: obligations and procedure**

2. The title of the regulation is replaced by the following:

*“Distress situations: obligations and procedures”*

3. In paragraph 1, the words “a signal” in the first sentence are replaced by the word “information”, and the following sentence is added after the first sentence of the paragraph:

“This obligation to provide assistance applies regardless of the nationality or status of such persons or the circumstances in which they are found.”

4. The following new paragraph 1-1 is inserted after the existing paragraph 1:

“**1-1** Contracting Governments shall co-ordinate and co-operate to ensure that masters of ships providing assistance by embarking persons in distress at sea are released from their obligations with minimum further deviation from the ships’ intended voyage, provided that releasing the master of the ship from the obligations under the current regulation does not further endanger the safety of life at sea. The Contracting Government responsible for the search and rescue in which such assistance is rendered shall exercise primary responsibility for ensuring such co-ordination and co-operation occurs, so that survivors assisted are disembarked from the assisting ship and delivered to a place of safety, taking into account the particular circumstances of the case and guidelines developed by the Organization<sup>1</sup>. In these cases the relevant Contracting Governments shall arrange for such disembarkation to be effected as soon as reasonably practicable.

5. The following new paragraph 6 is added after the existing paragraph 5:

“**6** Masters of ships who have embarked persons in distress at sea shall treat them with humanity, within the capabilities and limitations of the ship.”

### **Regulation 34**

#### **Safe navigation and avoidance of dangerous situations**

6. The existing paragraph 3 is deleted.

7. The following new regulation 34-1 is added after the existing regulation 34:

#### **“Regulation 34-1**

##### **Master’s discretion**

The owner, the charterer, the company operating the ship as defined in regulation IX/1, or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master’s professional judgement, is necessary for safety of life at sea and protection of the marine environment.”

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<sup>1</sup> Refer to the Guidelines on the treatment of persons rescued at sea, adopted by the Maritime Safety Committee of the Organization by resolution MSC.167(78)”.

**2003 AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE  
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA,  
1974**

**(Resolution MSC.174(78))  
(adopted on 20 May 2004)**

**APPENDIX**

**MODIFICATIONS AND ADDITIONS TO THE APPENDIX TO THE  
ANNEX TO THE INTERNATIONAL CONVENTION FOR THE SAFETY  
OF LIFE AT SEA, 1974**

**Record of Equipment for the Cargo Ship Safety Equipment Certificate  
(Form E)**

1. In section 2, item 9 is deleted and items 10, 10.1 and 10.2 are renumbered as items 9, 9.1 and 9.2 respectively.

**Record of Equipment for the Cargo Ship Safety Certificate (Form C)**

2. In section 2, item 9 is deleted and items 10, 10.1 and 10.2 are renumbered as items 9, 9.1 and 9.2 respectively.



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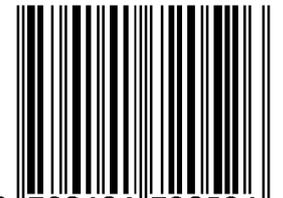
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