



Treaty Series No. 5 (2020)

Amendments

to the International Convention for the Safety of Life at Sea, 1974
(SOLAS 1974)

Resolution MSC.320(89) adopted on 20 May 2011
Resolution MSC.325(90) adopted on 24 May 2012
Resolution MSC.338(91) adopted on 30 November 2012
Resolution MSC.350(92) adopted on 21 June 2013

[The Amendments entered into force for the United Kingdom on:
Resolution MSC.320(89) – 1 January 2013
Resolution MSC.325(90) – 1 January 2014
Resolution MSC.338(91) – 1 July 2014
Resolution MSC.350(92) – 1 January 2015]

*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
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ANNEX 4

**RESOLUTION MSC.320(89)
(adopted on 20 May 2011)**

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL LIFE-
SAVING APPLIANCE (LSA) CODE**

THE MARITIME SAFETY COMMITTEE,

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

NOTING resolution MSC.48(66), by which it adopted the International Life-Saving Appliance Code (hereinafter referred to as "the LSA Code"), which has become mandatory under chapter III of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention"),

NOTING ALSO article VIII(b) and regulation III/3.10 of the Convention concerning the procedure for amending the LSA Code,

HAVING CONSIDERED, at its eighty-ninth session, amendments to the LSA Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the LSA Code, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 July 2012, unless prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% 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, the amendments shall enter into force on 1 January 2013 upon their acceptance in accordance with paragraph 2 above;
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 Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX
AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING
APPLIANCES (LSA) CODE

CHAPTER IV

SURVIVAL CRAFT

1 In paragraph 4.4.7.6, the following new subparagraphs .2 to .6 are inserted after the existing subparagraph .1:

- "2 notwithstanding subparagraph .7.2 the mechanism shall only open when the release mechanism is operated with the boat fully waterborne or, if the boat is not waterborne, by multiple, deliberate and sustained action which shall include the removal or bypassing of safety interlocks designed to prevent premature or inadvertent release;
- 2.1 the mechanism shall not be able to open due to wear, misalignment and unintended force within the hook assembly or operating mechanism, control rods or cables as may be connected to, or form part of the hook assembly and with trim of up to 10° and a list of up to 20° either way; and
- 2.2 the functional criteria of 4.4.7.6.2 and 4.4.7.6.2.1 apply for the range of loads, representing 0% to 100% of the safe working load of the lifeboat release and retrieval system for which it may be approved;
- .3 unless a release mechanism is of the load over centre type, which is held fully closed by the weight of the lifeboat, the hook assembly shall be designed so that the moveable hook component is kept fully closed by the hook locking parts capable of holding its safe working load under any operational conditions until the hook locking part is deliberately caused to open by means of the operating mechanism. For designs utilizing the tail of the movable hook component and cam either directly or indirectly securing the tail of the movable hook component, the hook assembly shall continue to be closed and hold its safe working load through rotation of the cam of up to 45 degrees in either direction, or 45 degrees in one direction if restricted by design, from its locked position;
- .4 to provide hook stability, the release mechanism shall be designed so that, when it is fully reset in the closed position, the weight of the lifeboat does not cause any force to be transmitted to the operating mechanism;

- .5 locking devices shall be designed so that they can not turn to open due to forces from the hook load; and
 - .6 if a hydrostatic interlock is provided, it shall automatically reset upon lifting the boat from the water."
2. In paragraph 4.4.7.6, the existing subparagraph .2 is replaced by the following:
- "7.7 the mechanism shall have two release capabilities: normal (off-load) release capability and on-load release capability:
 - 7.1 normal (off-load) release capability shall release the lifeboat when it is waterborne or when there is no load on the hooks, and not require manual separation of the lifting ring or shackle from the jaw of the hook; and
 - 7.2 on-load release capability shall release the lifeboat with a load on the hooks. This release mechanism shall be provided with a hydrostatic interlock unless other means are provided to ensure that the boat is waterborne before the release mechanism can be activated. In case of failure or when the boat is not waterborne, there shall be a means to override the hydrostatic interlock or similar device to allow emergency release. This interlock override capability shall be adequately protected against accidental or premature use. Adequate protection shall include special mechanical protection not normally required for off-load release, in addition to a danger sign. The protection shall be deliberately destroyed by applying a suitable minimum force, for instance by breaking a protection glass or translucent cover. A label or thin wire seal is not considered sufficiently robust. To prevent a premature on-load release, on-load operation of the release mechanism shall require multiple, deliberate and sustained action or actions by the operator;".
3. In paragraph 4.4.7.6, the existing subparagraph .3 is renumbered as subparagraph .8 and the words "without excessive force" are replaced by the words ", and any indicators shall not indicate the release mechanism is reset".
4. In paragraph 4.4.7.6, the following new subparagraph .9 is inserted after the renumbered subparagraph 8:
- "9 all components of the hook unit, release handle unit, control cables or mechanical operating links and the fixed structural connections in a lifeboat shall be of material corrosion resistant in the marine environment without the need for coatings or galvanizing. Design and manufacturing tolerances shall be such that anticipated wear throughout the service life of the mechanism shall not adversely affect its proper functioning. Mechanical operating links such as control cables shall be waterproof and shall have no exposed or unprotected areas;".

5. In paragraph 4.4.7.6, the existing subparagraphs .4 to .8 are renumbered as subparagraphs .10 to .14, respectively.
6. In paragraph 4.4.7.6, in the renumbered subparagraph .10, the word "clearly" is replaced by the word "unambiguously".
7. In paragraph 4.4.7.6, in the renumbered subparagraph.14, the words "the load-bearing components of the release mechanism and" are added at the beginning and the words "of the release mechanism" are deleted.
8. In paragraph 4.4.7.6, the following new subparagraphs .15 and .16 are inserted after the renumbered subparagraph .14:
 - .15 a hydrostatic interlock shall be designed for a factor of safety of not less than 6 times maximum operating force based on the ultimate strength of the materials used;
 - .16 the operating cables shall be designed for a factor of safety of not less than 2.5 times maximum operating force based on the ultimate strength of the materials used; and".
9. In paragraph 4.4.7.6, the existing subparagraph .9 is renumbered as subparagraph .17 and in the renumbered subparagraph .17, the references to paragraphs "4.4.7.6.2.2 and 4.4.7.6.3" are replaced by the references to paragraphs "4.4.7.6.7, 4.4.7.6.8 and 4.4.7.6.15".
10. In paragraph 4.4.7.6, the referenced subparagraph .9 is replaced by .17.

RESOLUTION MSC.325(90)
(adopted on 24 May 2012)

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

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 amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its ninetieth 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, amendments to the Convention, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2013, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2014 upon their acceptance in accordance with paragraph 2 above;
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 Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

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

CHAPTER III

LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Part B

Requirements for Ships and Life-saving Appliances

Regulation 20 - Operational Readiness, Maintenance and Inspections

1. In paragraph 11.2, the following new subparagraph .4 is added after the existing subparagraph .3:

- "4 notwithstanding subparagraph .3 above, the operational testing of free-fall lifeboat release systems shall be performed either by free-fall launch with only the operating crew on board or by a simulated launching carried out based on gssuidelines developed by the Organization*."

* Refer to Measures to prevent accidents with lifeboats (MSC.1/Circ.1206/Rev.1).

RESOLUTION MSC.338(91)
(adopted on 30 November 2012)

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

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO Article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its ninety-first 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, amendments to the Convention, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with Article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 January 2014, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with Article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2014 upon their acceptance in accordance with paragraph 2 above;
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 annex to all Contracting Governments to the Convention;
5. ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

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

CHAPTER III

LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Part B

Requirements for Ships and Life-saving Appliances

1. After existing regulation 17, the following new regulation 17-1 is inserted:

"Regulation 17-1 Recovery of persons from the water

1. All ships shall have ship-specific plans and procedures for recovery of persons from the water, taking into account the guidelines developed by the Organization*. The plans and procedures shall identify the equipment intended to be used for recovery purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations. Ships constructed before 1 July 2014 shall comply with this requirement by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014, whichever comes first.
2. Ro-ro passenger ships which comply with regulation 26.4 shall be deemed to comply with this regulation.

* Refer to the Guidelines for the development of plans and procedures for recovery of persons from the water (MSC.1/Circ.1447)."

APPENDIX

CERTIFICATES

2. All the forms of certificates and records of equipment contained in the appendix to the annex are replaced by the following:

FORM OF SAFETY CERTIFICATE FOR PASSENGER SHIPS

PASSENGER SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Passenger Ship Safety (Form P)

(Official seal)

(State)

for an/a short¹ international voyage

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

_____ *(name of the State)*

By _____ *(person or organization authorized)*

Particulars of ship²

Name of ship	_____
Distinctive number or letters	_____
Port of registry	_____
Gross tonnage	_____
Sea areas in which ship is certified to operate (regulation IV/2)	_____
IMO number ³	_____
Date of building contract	_____
Date on which keel was laid or ship was at similar stage of construction	_____
Date of delivery	_____
Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable)	_____

All applicable dates shall be completed.

_____ ¹ Delete as appropriate.

² Alternatively, the particulars of the ship may be placed horizontally in boxes.

³ In accordance with *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of regulation I/7 of the Convention.
2. That the survey showed that:
 - 2.1 the ship complied with the requirements of the Convention as regards:
 - .1 the structure, main and auxiliary machinery, boilers and other pressure vessels;
 - .2 the watertight subdivision arrangements and details;
 - .3 the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side amidships (regulation II-1/18) ⁴	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
P1		
P2		
P3		

- 2.2 the ship complied with the requirements of the Convention as regards structural fire protection, fire safety systems and appliances and fire control plans;
- 2.3 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;
- 2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
- 2.5 the ship complied with the requirements of the Convention as regards radio installations;
- 2.6 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;

⁴ For ships constructed before 1 January 2009, the applicable subdivision notation "C.1, C.2 and C.3" should be used.

- 2.7 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
- 2.8 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
- 2.9 in all other respects the ship complied with the relevant requirements of the Convention;
- 2.10 the ship was/was not¹ subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38¹ of the Convention;
- 2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements¹ is/is not¹ appended to this Certificate.

3. That an Exemption Certificate has/has not¹ been issued.

This certificate is valid until _____

Completion date of the survey on which this certificate is based: _____
(dd/mm/yyyy)

Issued at _____
(Place of issue of certificate)

(Date of issue)

(Signature of authorized official
issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

¹ Delete as appropriate.

RECORD OF EQUIPMENT FOR PASSENGER SHIP SAFETY (FORM P)

**RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA,
1974, AS AMENDED**

1. Particulars of ship

Name of ship
 Distinctive number or letters
 Number of passengers for which certified
 Minimum number of persons with required qualifications to operate the radio installations

2. Details of life-saving appliances

1	Total number of persons for which life-saving appliances are provided		
		Port Side	Starboard side
2	Total number of lifeboats	.....	.....
2.1	Total number of persons accommodated by them	.....	.....
2.2	Number of partially enclosed lifeboats (regulation III/21 and LSA Code, section 4.5)	.....	.....
2.3	Number of self-righting partially enclosed lifeboats (regulation III/43 ¹)	.....	.....
2.4	Number of totally enclosed lifeboats (regulation III/21 and LSA Code, section 4.6)	.....	.....
2.5	Other lifeboats		
2.5.1	Number	.....	.....
2.5.2	Type	.....	.....
3	Number of motor lifeboats (included in the total lifeboats shown above)	.....	.....
3.1	Number of lifeboats fitted with searchlights	.....	.....
4	Number of rescue boats	.....	.....
4.1	Number of boats which are included in the total lifeboats shown above	.....	.....
4.2	Number of boats which are fast rescue boats	.....	.....
5	Liferafts	.....	.....
5.1	Those for which approved launching appliances are required	.....	.....

¹ Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998

5.1.1	Number of liferafts	.....
5.1.2	Number of persons accommodated by them	.....
5.2	Those for which approved launching appliances are not required	.....
5.2.1	Number of liferafts	.....
5.2.2	Number of persons accommodated by them	.....
6	Number of Marine Evacuation Systems (MES)	.....
6.1	Number of liferafts served by them	.....
6.2	Number of persons accommodated by them	.....
7	Buoyant apparatus	
7.1	Number of apparatus	.....
7.2	Number of persons capable of being supported	.....
8	Number of lifebuoys	.....
9	Number of lifejackets (total)	.....
9.1	Number of adult lifejackets	.....
9.2	Number of child lifejackets	.....
9.3	Number of infant lifejackets	.....
10	Immersion suits	.....
10.1	Total number	.....
10.2	Number of suits complying with the requirements for lifejackets	.....
11	Number of anti-exposure suits	.....
12	Number of thermal protective aids ²	.....
13	Radio installations used in life-saving appliances	.....
13.1	Number of search and rescue locating devices	.....
13.1.1	Radar search and rescue transponders (SART)	.....
13.1.2	AIS search and rescue transmitters (AIS-SART)	.....
13.2	Number of two-way VHF radiotelephone apparatus	.....

² Excluding those required by the LSA Code, paragraphs 4.1.5.1.24, 4.4.8.31 and 5.1.2.2.13.

3 Details of radio facilities

Item	Actual provision
1 Primary systems	
1.1 VHF radio installation	
1.1.1 DSC encoder
1.1.2 DSC watch receiver
1.1.3 Radiotelephony
1.2 MF radio installation	
1.2.1 DSC encoder
1.2.2 DSC watch receiver
1.2.3 Radiotelephony
1.3 MF/HF radio installation	
1.3.1 DSC encoder
1.3.2 DSC watch receiver
1.3.3 Radiotelephony
1.3.4 Direct-printing radiotelegraphy
1.4 Inmarsat ship earth station
2 Secondary means of alerting
3 Facilities for reception of maritime safety information	
3.1 NAVTEX receiver
3.2 EGC receiver
3.3 HF direct-printing radiotelegraph receiver
4 Satellite EPIRB	
4.1 COSPAS–SARSAT
5 VHF EPIRB
6 Ship's search and rescue locating device	
6.1 Radar search and rescue transponder (SART)
6.2 AIS search and rescue transmitter (AIS-SART)

4 Methods used to ensure availability of radio facilities (regulations IV/15.6 and 15.7)

4.1 Duplication of equipment.....	
4.2 Shore-based maintenance.....	
4.3 At-sea maintenance capability.....	

5 *Details of navigational systems and equipment*

Item	Actual Provision
1.1 Standard magnetic compass ³	
1.2 Spare magnetic compass ³	
1.3 Gyro-compass ³	
1.4 Gyro-compass heading repeater ³	
1.5 Gyro-compass bearing repeater ³	
1.6 Heading or track control system ³	
1.7 Pelorus or compass bearing device ³	
1.8 Means of correcting heading and bearings	
1.9 Transmitting heading device (THD) ³	
2.1 Nautical charts/Electronic chart display and information system (ECDIS) ⁴	
2.2 Back-up arrangements for ECDIS	
2.3 Nautical publications	
2.4 Back-up arrangements for electronic nautical publications	
3.1 Receiver for a global navigation satellite system/terrestrial radio navigation system ^{3,4}	
3.2 9 GHz radar ³	
3.3 Second radar (3 GHz/9 GHz) ³	
3.4 Automatic radar plotting aid (ARPA) ³	
3.5 Automatic tracking aid ³	
3.6 Second automatic tracking aid ³	
3.7 Electronic plotting aid ³	
4.1 Automatic identification system (AIS)	
4.2 Long-range identification and tracking system	
5 Voyage data recorder (VDR)	
6.1 Speed and distance measuring device (through the water) ³	
6.2 Speed and distance measuring device (over the ground in the forward and athwartships direction) ³	
7 Echo-sounding device ³	
8.1 Rudder, propeller, thrust, pitch and operational mode indicator ³	

³ Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means they shall be specified.

⁴ Delete as appropriate

8.2	Rate-of-turn indicator ³	
9	Sound reception system ³	
10	Telephone to emergency steering position ³	
11	Daylight signalling lamp ³	
12	Radar reflector ³	
13	International Code of Signals	
14	IAMSAR Manual, Volume III	
15	Bridge navigational watch alarm system (BNWAS)	

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at _____
(Place of issue of the Record)

(Date of issue)

(Signature of duly authorized official issuing the Record)

(Seal or stamp of the issuing authority, as appropriate)

FORM OF SAFETY CONSTRUCTION CERTIFICATE FOR CARGO SHIPS

CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

(Official seal)

(State)

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA,
1974, as amended

under the authority of the Government of

(name of the State)

By

(person or organization authorized)

Particulars of ship¹

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Deadweight of ship (metric tons)²

IMO Number³

Type of ship⁴

Bulk carrier

Oil tanker

Chemical tanker

Gas carrier

Cargo ship other than any of the above

Date of build:

All applicable dates shall be completed.

¹ Alternatively, the particulars of the ship may be placed horizontally in boxes.

² For oil tankers, chemical tankers and gas carriers only.

³ In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

⁴ Delete as appropriate.

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of regulation I/10 of the Convention.
2. That the survey showed that the condition of the structure, machinery and equipment as defined in the above regulation was satisfactory and the ship complied with the relevant requirements of chapters II-1 and II-2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans).
3. That an Exemption Certificate has/has not⁴ been issued.
4. That the ship was/was not⁴ subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17⁴ of the Convention.
5. That a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection⁴ is/is not⁴ appended to this Certificate.

This certificate is valid until _____

Completion date of the survey on which this certificate is based: _____
(dd/mm/yyyy)

Issued at _____
(Place of issue of certificate)

(Date of issue)

(Signature of authorized official
issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

FORM OF SAFETY EQUIPMENT CERTIFICATE FOR CARGO SHIPS

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Cargo Ship Safety (Form E)

(Official seal)

(State)

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

(name of the State)

By

(person or organization authorized)

Particulars of ship¹

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Deadweight of ship (metric tons)²

Length of ship (regulation III/3.12)

IMO Number³

Type of ship⁴

Bulk carrier

Oil tanker

Chemical tanker

Gas carrier

Cargo ship other than any of the above

Date of build: Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced

¹ Alternatively, the particulars of the ship may be placed horizontally in boxes.

² For oil tankers, chemical tankers and gas carriers only.

³ In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

⁴ Delete as appropriate.

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation I/8 of the Convention.
- 2 That the survey showed that:
 - 2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;
 - 2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;
 - 2.3 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
 - 2.4 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
 - 2.5 the ship was provided with lights, shapes and means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
 - 2.6 in all other respects the ship complied with the relevant requirements of the Convention;
 - 2.7 the ship was/was not⁴ subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38⁴ of the Convention;
 - 2.8 a Document of approval of alternative design and arrangements for fire protection/ life-saving appliances and arrangements⁴ is/is not⁴ appended to this Certificate.
- 3 That the ship operates in accordance with regulation III/26.1.1.1⁵ within the limits of the trade area
- 4 That an Exemption Certificate has/has not⁴ been issued.

⁴ Delete as appropriate.

⁵ Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998 in the case of self-righting partially enclosed lifeboat(s) on board.

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM E)

**RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA,
1974, AS AMENDED**

1 Particulars of ship

Name of ship

Distinctive number or letters

2 Details of life-saving appliances

1 Total number of persons for which life-saving appliances are provided		
	Port side	Starboard side
2 Total number of lifeboats	.....	.....
2.1 Total number of persons accommodated by them	.....	.....
2.2 Number of self-righting partially enclosed lifeboats (regulation III/43 ¹)	.....	.....
2.3 Number of totally enclosed lifeboats (regulation III/31 and LSA Code, section 4.6)	.....	.....
2.4 Number of lifeboats with a self-contained air support system (regulation III/31 and LSA Code, section 4.8)	.....	.....
2.5 Number of fire-protected lifeboats (regulation III/31 and LSA Code, section 4.9)	.....	.....
2.6 Other lifeboats		
2.6.1 Number	.....	.....
2.6.2 Type	.....	.....
2.7 Number of free-fall lifeboats	.....
2.7.1 Totally enclosed (regulation III/31 and LSA Code, section 4.7)	.....
2.7.2 Self-contained (regulation III/31 and LSA Code, section 4.8)	.....
2.7.3 Fire-protected (regulation III/31 and LSA Code, section 4.9)	.....
3 Number of motor lifeboats (included in the total lifeboats shown above)	.....

¹ Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998.

3.1	Number of lifeboats fitted with searchlights	.....
4	Number of rescue boats	.....
4.1	Number of boats which are included in the total lifeboats shown above	.....
5	Liferafts	
5.1	Those for which approved launching appliances are required	
5.1.1	Number of liferafts	.....
5.1.2	Number of persons accommodated by them	.....
5.2	Those for which approved launching appliances are not required	
5.2.1	Number of liferafts	.....
5.2.2	Number of persons accommodated by them	.....
5.3	Number of liferafts required by regulation III/31.1.4	.....
6	Number of lifebuoys	.....
7	Number of lifejackets	.....
8	Immersion suits	
8.1	Total number	.....
8.2	Number of suits complying with the requirements for lifejackets	.....
9	Number of anti-exposure suits	.....
10	Radio installations used in life-saving appliances	
10.1	Number of search and rescue locating devices	
10.1.1	Radar search and rescue transponders (SART)	.....
10.1.2	AIS search and rescue transmitters (AIS-SART)	.....
10.2	Number of two-way VHF radiotelephone apparatus	.....

3 Details of navigational systems and equipment

	Item	Actual provision
1.1	Standard magnetic compass ²	.....

² Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means, they shall be specified.

1.2	Spare magnetic compass ²	.....
1.3	Gyro-compass ²	.....
1.4	Gyro-compass heading repeater ²	.....
1.5	Gyro-compass bearing repeater ²	.....
1.6	Heading or track control system ²	.....
1.7	Pelorus or compass bearing device ²	.....
1.8	Means of correcting heading and bearings	.....
1.9	Transmitting heading device (THD) ²	.....
2.1	Nautical charts/Electronic chart display and information system (ECDIS) ³	.....
2.2	Back-up arrangements for ECDIS	.....
2.3	Nautical publications	.....
2.4	Back-up arrangements for electronic nautical publications	.....
3.1	Receiver for a global navigation satellite system/terrestrial radio navigation system ^{2, 3}	.....
3.2	9 GHz radar ²	.....
3.3	Second radar (3 GHz/9 GHz) ²	.....
3.4	Automatic radar plotting aid (ARPA) ²	.....
3.5	Automatic tracking aid ²	.....
3.6	Second automatic tracking aid ²	.....
3.7	Electronic plotting aid ²	.....
4.1	Automatic identification system (AIS)	.....
4.2	Long-range identification and tracking system	.....
5.1	Voyage data recorder (VDR) ³	.....
5.2	Simplified voyage data recorder (S-VDR) ³	.....
6.1	Speed and distance measuring device (through the water) ²	.....
6.2	Speed and distance measuring device (over the ground in the forward and athwartships direction) ²	.....
7	Echo-sounding device ²	.....
8.1	Rudder, propeller, thrust, pitch and operational mode indicator ²	.....
8.2	Rate-of-turn indicator ²	.....
9	Sound reception system ²	.....

³ Delete as appropriate.

10	Telephone to emergency steering position ²	.....
11	Daylight signalling lamp ²	.....
12	Radar reflector ²	.....
13	International Code of Signals	.....
14	IAMSAR Manual, Volume III	.....
15	Bridge navigational watch alarm system (BNWAS)	.....

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at _____
(Place of issue of certificate)

(Date of issue)

*(Signature of authorized official
issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

FORM OF SAFETY RADIO CERTIFICATE FOR CARGO SHIPS

CARGO SHIP SAFETY RADIO CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Cargo Ship Safety Radio (Form R)

(Official seal)

(State)

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

(name of the State)

By

(person or organization authorized)

Particulars of ship¹

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Sea areas in which ship is certified to operate
(regulation IV/2)

IMO Number²

Date of build: Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced

¹ Alternatively, the particulars of the ship may be placed horizontally in boxes.

² In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation I/9 of the Convention.
- 2 That the survey showed that:
 - 2.1 the ship complied with the requirements of the Convention as regards radio installations;
 - 2.2 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention.
- 3 That an Exemption Certificate has/has not³ been issued.

This certificate is valid until.....

Completion date of the survey on which this certificate is based:
(dd/mm/yyyy)

Issued at _____
(Place of issue of certificate)

(Date of issue)

(Signature of authorized official
issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

³ Delete as appropriate

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY RADIO (FORM R)

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

1 Particulars of ship

Name of ship
 Distinctive number or letters
 Minimum number of persons with required qualifications to operate the radio installations

2 Details of radio facilities

Item	Actual Provision
1 Primary systems	
1.1 VHF radio installation	
1.1.1 DSC encoder	
1.1.2 DSC watch receiver	
1.1.3 Radiotelephony	
1.2 MF radio installation	
1.2.1 DSC encoder	
1.2.2 DSC watch receiver	
1.2.3 Radiotelephony	
1.3 MF/HF radio installation	
1.3.1 DSC encoder	
1.3.2 DSC watch receiver	
1.3.3 Radiotelephony	
1.3.4 Direct-printing telegraphy	
1.4 Inmarsat ship earth station	
2 Secondary means of alerting	
3 Facilities for reception of maritime safety information	
3.1 NAVTEX receiver	
3.2 EGC receiver	
3.3 HF direct-printing radiotelegraph receiver	
4 Satellite EPIRB	
4.1 COSPAS-SARSAT	
5 VHF EPIRB	
6 Ship's search and rescue locating device	
6.1 Radar search and rescue transponder (SART)	

6.2 AIS search and rescue transmitter (AIS-SART)	
--	--

3 Methods used to ensure availability of radio facilities (regulations IV/15.6 and 15.7)

- 3.1 Duplication of equipment
- 3.2 Shore-based maintenance
- 3.3 At-sea maintenance capability.....

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at _____
(Place of issue of certificate)

(Date of issue)

(Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

FORM OF EXEMPTION CERTIFICATE

EXEMPTION CERTIFICATE

(Official seal)

(State)

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

(name of the State)

By

(person or organization authorized)

Particulars of ship¹

Name of ship
Distinctive number or letters
Port of registry
Gross tonnage
IMO Number²

THIS IS TO CERTIFY:

That the ship is, under the authority conferred by regulation.....
of the Convention, exempted from the requirements of
.....
of the Convention.

Conditions, if any, on which the Exemption Certificate is granted:

.....
.....

Voyages, if any, for which the Exemption Certificate is granted:

.....
.....

¹ Alternatively, the particulars of the ship may be placed horizontally in boxes.

² In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

**This certificate is valid until
subject to theCertificate,
to which this certificate is attached, remaining valid.**

Issued at _____
(Place of issue of certificate)

(Date of issue)

*(Signature of authorized official
issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

FORM OF NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE

NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Passenger Ship Safety (Form P)

(Official seal)

(State)

for an/a short¹ international voyage

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

(name of the State)

By

(person or organization authorized)

1 Particulars of Ship²

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Sea areas in which ship is certified to operate (regulation IV/2)

IMO Number³

Date of build:

 Date of building contract

 Date on which keel was laid or ship was at similar stage of construction

 Date of delivery

 Date on which work for a conversion or an alteration or

¹ Delete as appropriate.

² Alternatively, the particulars of the ship may be placed horizontally in boxes

³ In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

modification of a major character
 was commenced (where
 applicable)

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation VIII/9 of the Convention.
- 2 That the ship, being a nuclear ship, complied with all the requirements of chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship; and that:
 - 2.1 the ship complied with the requirements of the Convention as regards:
 - .1 the structure, main and auxiliary machinery, boilers and other pressure vessels, including the nuclear propulsion plant and the collision protective structure;
 - .2 the watertight subdivision arrangements and details;
 - .3 the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side amidships (regulation II-1/18) ⁴	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
P1
P2
P3

- 2.2 the ship complied with the requirements of the Convention as regards structural fire protection, fire safety systems and appliances and fire control plans;
- 2.3 the ship complied with the requirements of the Convention as regards radiation protection systems and equipment;
- 2.4 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

⁴ For ships constructed before 1 January 2009, the applicable subdivision notation "C.1, C.2 and C.3" should be used.

- 2.5 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
- 2.6 the ship complied with the requirements of the Convention as regards radio installations;
- 2.7 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;
- 2.8 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
- 2.9 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
- 2.10 in all other respects the ship complied with the relevant requirements of the Convention;
- 2.11 the ship was/was not¹ subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2 /17 / III/38¹ of the Convention;
- 2.12 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements¹ is/is not¹ appended to this Certificate.

This certificate is valid until

Completion date of the survey on which this certificate is based:
(dd/mm/yyyy)

Issued at _____
(Place of issue of certificate)

(Date of issue)

(Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

FORM OF NUCLEAR CARGO SHIP SAFETY CERTIFICATE

NUCLEAR CARGO SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Cargo Ship Safety (Form C)

(Official seal)

(State)

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

(name of the State)

By

(person or organization authorized)

Particulars of ship¹

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Deadweight of ship²

Length of ship

Sea areas in which ship is certified to operate (regulation IV/2)

IMO Number³

Type of ship⁴:

Bulk carrier

Oil tanker

Chemical tanker

Gas carrier

Cargo ship other than any of the above

Date of build:

Date of building contract

¹ Alternatively, the particulars of the ship may be placed horizontally in boxes

² For oil tankers, chemical tankers and gas carriers only.

³ In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

⁴ Delete as appropriate.

Date on which keel was laid or ship was at similar stage of construction

Date of delivery

Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable)

All applicable dates shall be completed.

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation VIII/9 of the Convention.
- 2 That the ship, being a nuclear ship, complied with all the requirements of chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship; and that:
 - 2.1 the condition of the structure, machinery and equipment as defined in regulation I/10 (as applicable to comply with regulation VIII/9), including the nuclear propulsion plant and the collision protective structure, was satisfactory and the ship complied with the relevant requirements of chapter II-1 and chapter II-2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans);
 - 2.2 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;
 - 2.3 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;
 - 2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
 - 2.5 the ship complied with the requirements of the Convention as regards radio installations;

- 2.6 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;
- 2.7 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
- 2.8 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
- 2.9 in all other respects the ship complied with the relevant requirements of the regulations, so far as these requirements apply thereto;
- 2.10 the ship was/was not³ subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/383 of the Convention;
- 2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliance and arrangements³ is/is not³ appended to this Certificate.

This certificate is valid until

Completion date of the survey on which this certificate is based:
(dd/mm/yyyy)

Issued at _____
(Place of issue of certificate)

(Date of issue)

(Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM C)

**RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA,
1974, AS AMENDED**

1 Particulars of ship

Name of ship
 Distinctive number or letters
 Minimum number of persons with
 required qualifications to operate the radio
 installations

2 Details of life-saving appliances

1	Total number of persons for which life-saving appliances are provided	
	Port side	Starboard side
2	Total number of lifeboats	
2.1	Total number of persons accommodated by them	
2.2	Number of self-righting partially enclosed lifeboats (regulation III/43 ¹)	
2.3	Number of totally enclosed lifeboats (regulation III/31 and LSA Code, section 4.6)	
2.4	Number of lifeboats with a self-contained air support system (regulation III/31 and LSA Code, section 4.8)	
2.5	Number of fire-protected lifeboats (regulation III/31 and LSA Code, section 4.9)	
2.6	Other lifeboats	
2.6.1	Number	
2.6.2	Type	
2.7	Number of free-fall lifeboats	
2.7.1	Totally enclosed (regulation III/31 and LSA Code, section 4.7)	
2.7.2	Self-contained (regulation III/31 and LSA Code, section 4.8)	

¹ Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998.

2.7.3	Fire-protected (regulation III/31 and LSA Code, section 4.9)	.....
3	Number of motor lifeboats(included in the total lifeboats shown above)	.....
3.1	Number of lifeboats fitted with searchlights	.....
4	Number of rescue boats	.....
4.1	Number of boats which are included in the total lifeboats shown above	.....
5	Liferafts	
5.1	Those for which approved launching appliances are required	
5.1.1	Number of liferafts	.....
5.1.2	Number of persons accommodated by them	.....
5.2	Those for which approved launching appliances are not required	
5.2.1	Number of liferafts	.....
5.2.2	Number of persons accommodated by them	.....
5.3	Number of liferafts required by regulation III/31.1.4	.....
6	Number of lifebuoys	.....
7	Number of lifejackets	.....
8	Immersion suits	
8.1	Total number	.....
8.2	Number of suits complying with the requirements for lifejackets	.....
9	Number of anti-exposure suits	.....
10	Radio installations used in life-saving appliances	
10.1	Number of search and rescue locating devices	
10.1.1	Radar search and rescue transponders (SART)	.....
10.1.2	AIS search and rescue transmitters (AIS-SART)	.....
10.2	Number of two-way VHF radiotelephone apparatus	.....

3 Details of radio facilities

Item	Actual provision
1 Primary systems	
1.1 VHF radio installation	
1.1.1 DSC encoder
1.1.2 DSC watch receiver
1.1.3 Radiotelephony
1.2 MF radio installation	
1.2.1 DSC encoder
1.2.2 DSC watch receiver
1.2.3 Radiotelephony
1.3 MF/HF radio installation	
1.3.1 DSC encoder
1.3.2 DSC watch receiver
1.3.3 Radiotelephony
1.3.4 Direct-printing telegraphy
1.4 Inmarsat ship earth station
2 Secondary means of alerting
3 Facilities for reception of maritime safety information	
3.1 NAVTEX receiver
3.2 EGC receiver
3.3 HF direct-printing radiotelegraph
4 Satellite EPIRB	
4.1 COSPAS-SARSAT
5 VHF EPIRB
6 Ship's search and rescue locating device	
6.1 Radar search and rescue transponder
6.2 AIS search and rescue transmitter (AIS-SART)

4 Methods used to ensure availability of radio facilities (regulations IV/15.6 and 15.7)

- 3.1 Duplication of equipment
- 3.2 Shore-based maintenance
- 3.3 At-sea maintenance capability.....

5 Details of navigational systems and equipment

Item	Actual provision
1.1 Standard magnetic compass ²
1.2 Spare magnetic compass ²
1.3 Gyro-compass ²
1.4 Gyro-compass heading repeater ²
1.5 Gyro-compass bearing repeater ²
1.6 Heading or track control system ²
1.7 Pelorus or compass bearing device ²
1.8 Means of correcting heading and bearings
1.9 Transmitting heading device (THD) ²
2.1 Nautical charts/Electronic chart display and information system (ECDIS) ³
2.2 Back-up arrangements for ECDIS
2.3 Nautical publications
2.4 Back-up arrangements for electronic nautical publications
3.1 Receiver for a global navigation satellite system/terrestrial radio navigation system ^{2, 3}
3.2 9 GHz radar ²
3.3 Second radar (3 GHz/9 GHz ³) ²
3.4 Automatic radar plotting aid (ARPA) ²
3.5 Automatic tracking aid ²
3.6 Second automatic tracking aid ²
3.7 Electronic plotting aid ²
4.1 Automatic identification system (AIS)
4.2 Long-range identification and tracking system
5.1 Voyage data recorder (VDR) ³
5.2 Simplified voyage data recorder (S-VDR) ³
6.1 Speed and distance measuring device (through the water) ²

² 2 Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means they shall be specified.

³ Delete as appropriate.

6.2 Speed and distance measuring device (over the ground in the forward and athwartships)	.....
7 Echo-sounding device ²	.....
8.1 Rudder, propeller, thrust, pitch and operational mode indicator ²	.....
8.2 Rate-of-turn indicator ²	.....
9 Sound reception system ²	.....
10 Telephone to emergency steering position ²	.....
11 Daylight signalling lamp ²	.....
12 Radar reflector ²	.....
13 International Code of Signals	.....
14 IAMSAR Manual, Volume III	.....
15 Bridge navigational watch alarm system (BNWAS)	.....

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at _____
(Place of issue of certificate)

(Date of issue)

(Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

ANNEX 2

RESOLUTION MSC.350 (92) (Adopted on 21 June 2013)

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

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its ninety-second 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, amendments to the Convention, the text of which is set out in the annex to the present resolution;

2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2014, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2015 upon their acceptance in accordance with paragraph 2 above;

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 annex to all Contracting Governments to the Convention;

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

ANNEX

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

CHAPTER III LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Part B Requirements for Ships and Life-Saving Appliances

Regulation 19 – Emergency Training and Drills

1. The existing text of paragraphs 2.2 and 2.3 is replaced with the following:
 - "2.2 On a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 h, musters of newly-embarked passengers shall take place prior to or immediately upon departure. Passengers shall be instructed in the use of the lifejackets and the action to take in an emergency.
 - 2.3 Whenever new passengers embark, a passenger safety briefing shall be given immediately before departure, or immediately after departure. The briefing shall include the instructions required by regulations 8.2 and 8.4, and shall be made by means of an announcement, in one or more languages likely to be understood by the passengers. The announcement shall be made on the ship's public address system, or by other equivalent means likely to be heard at least by the passengers who have not yet heard it during the voyage. The briefing may be included in the muster required by paragraph 2.2. Information cards or posters or video programmes displayed on ships video displays may be used to supplement the briefing, but may not be used to replace the announcement."
2. After existing paragraph 3.2, a new paragraph 3.3 is inserted as follows:
 - "3.3 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months."
3. Existing sections 3.3 and 3.4 are renumbered as 3.4 and 3.5, respectively. In the renumbered paragraph 3.4.2, the reference "paragraph 3.3.1.5" is replaced by the reference "paragraph 3.4.1.5"; and in the renumbered paragraph 3.4.3, the reference "paragraphs 3.3.4 and 3.3.5" is replaced by the reference "paragraphs 3.4.4 and 3.4.5"

4. After the renumbered section 3.5, the following new section is added:
 - "3.6 Enclosed space entry and rescue drills
 - 3.6.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization*.
 - 3.6.2 Each enclosed space entry and rescue drill shall include:
 - .1 checking and use of personal protective equipment required for entry;
 - .2 checking and use of communication equipment and procedures;
 - .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
 - .4 checking and use of rescue equipment and procedures; and
 - .5 instructions in first aid and resuscitation techniques."
5. In paragraph 4.2, at the end of subparagraph .3, the word "and" is deleted; at the end of subparagraph .4, the period "." is replaced by the word "; and"; and after subparagraph .4, the following new subparagraph is added:
 - ".5 risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization*.
6. In paragraph 5, after the words "fire drills," the words "enclosed space entry and rescue drills," are inserted.

* Refer to the *Revised Recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27).

* Refer to the *Revised Recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

CCS 0720815692

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