



Treaty Series No. 12 (2003)

1998 Amendments
to the International Convention
for the Safety of Life at Sea, 1974,
as amended
(Resolution MSC. 69(69))

Adopted at London, 18 May 1998

[The Amendments entered into force for the United Kingdom on 1 July 2002]

*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
March 2003*

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**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY
OF LIFE AT SEA, 1974¹, AS AMENDED**

CHAPTER II-1

**CONSTRUCTION—STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS**

PART B—SUBDIVISION AND STABILITY

Regulation 14—Construction and initial testing of watertight bulkheads, etc., in passenger ships and cargo ships

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

“3 Testing main compartments by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test shall be carried out where practicable. This test shall be carried out in the most advanced stage of the fitting out of the ship. Where a hose test is not practicable because of possible damage to machinery, electrical equipment insulation or outfitting items, it may be replaced by a careful visual examination of welded connections, supported where deemed necessary by means such as a dye penetrant test or an ultrasonic leak test or an equivalent test. In any case a thorough inspection of the watertight bulkheads shall be carried out.”

CHAPTER IV

RADIOCOMMUNICATIONS

Regulation 1—Application

2. In paragraph 1, the words “Unless expressly provided otherwise,” are inserted before the words “this chapter”.

Regulation 2—Terms and definitions

3. The following new subparagraph .16 of paragraph 1 is added after existing subparagraph .15:

“.16 *Global Maritime Distress and Safety System (GMDSS) identities* means maritime mobile services identity, the ship’s call sign, Inmarsat identities and serial number identity which may be transmitted by the ship’s equipment and used to identify the ship.”

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

“2. All other terms and abbreviations which are used in this chapter and which are defined in the Radio Regulations and in the International Convention on Maritime Search and Rescue (SAR), 1979, as may be amended, shall have the meanings as defined in those Regulations and the SAR Convention.”

¹ Treaty Series No. 46 (1980) Cmnd 7874.

5. The following new regulation 5-1 is added after existing regulation 5:

“Regulation 5-1

Global Maritime Distress and Safety System identities

1. This regulation applies to all ships on all voyages.
2. Each Contracting Government undertakes to ensure that suitable arrangements are made for registering Global Maritime Distress and Safety System (GMDSS) identities and for making information on these identities available to rescue co-ordination centres on a 24-hour basis. Where appropriate, international organizations maintaining a registry of these identities shall be notified by the Contracting Government of these assignments.”

Regulation 13—Source of energy

6. In paragraph 8, the words “, including the navigation receiver referred to in regulation 18,” are inserted after the word “chapter”.

Regulation 15—Maintenance requirements

7. The following new paragraph 9 is added after existing paragraph 8:

“9. Satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency with particular emphasis on frequency stability, signal strength and coding. However, in cases where it appears proper and reasonable, the Administration may extend this period to 17 months. The test may be conducted on board the ship or at an approved testing or servicing station.”

8. The following new regulation 18 is added after existing regulation 17:

“Regulation 18

Position-updating

All two-way communication equipment carried on board a ship to which this chapter applies which is capable of automatically including the ship’s position in the distress alert shall be automatically provided with this information from an internal or external navigation receiver, if either is installed. If such a receiver is not installed, the ship’s position and the time at which the position was determined shall be manually updated at intervals not exceeding four hours, while the ship is underway, so that it is always ready for transmission by the equipment.”

CHAPTER VI

CARRIAGE OF CARGOES

Regulation 5—Stowage and securing

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

“6. All cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of such cargoes, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization.”

CHAPTER VII

CARRIAGE OF DANGEROUS GOODS

Regulation 5—Documents

10. The existing text of paragraph 6 is deleted.

Regulation 6—Stowage requirements

11. The title of this regulation is replaced by “Stowage and securing”.
12. The following new paragraph 6 is added after existing paragraph 5:

“6. All cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of such cargoes, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization.”



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