

# TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

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**JAARGANG 2013 Nr. 80**

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A. TITEL

*Internationaal Verdrag voor de beveiliging van mensenlevens op zee,  
1974;  
(met Bijlage)  
Londen, 1 november 1974*

B. TEKST

De Engelse en de Franse tekst van het Verdrag, met Bijlage, zijn geplaatst in *Trb.* 1976, 157.

Voor correcties van de Bijlage zie *Trb.* 1983, 32.

Voor wijzigingen van de Bijlage zie *Trb.* 1983, 32, rubriek J van *Trb.* 1983, 173, *Trb.* 1985, 155, *Trb.* 1989, 42, *Trb.* 1989, 98, *Trb.* 1992, 24, *Trb.* 1994, 19, *Trb.* 1996, 18, *Trb.* 1996, 128, *Trb.* 1996, 257, *Trb.* 1997, 226, *Trb.* 1998, 155 en *Trb.* 2005, 55 en rubriek B van *Trb.* 2008, 87, *Trb.* 2009, 84, *Trb.* 2009, 147, *Trb.* 2011, 65 en *Trb.* 2012, 141.

Voor correcties van de wijzigingen van de Bijlage zie *Trb.* 1985, 155, rubriek J van *Trb.* 1995, 236, rubriek B van *Trb.* 1996, 128, rubriek J van *Trb.* 2005, 55 en rubriek B van *Trb.* 2006, 72 en *Trb.* 2012, 141.

In *Trb.* 2008, 87 dienen in de Engelse tekst van Resolutie MSC.170(79) de volgende correcties te worden aangebracht.

Op blz. 31, in het Aanhangsel, dienen in paragraaf 18 onder de titel „*Form of Safety Certificate for Nuclear Passenger Ships*” de woorden „Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as modified by the Protocol of 1988 relating thereto” te worden vervangen door de woorden „Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.”

Op blz. 34, in het Aanhangsel, dienen in paragraaf 19 onder de titel „RECORD OF EQUIPMENT FOR THE NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE (FORM PNUC)” de woorden „RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNA-

TIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS MODIFIED BY THE PROTOCOL OF 1988 RELATING THERETO” te worden vervangen door de woorden „Record of Equipment for Compliance with the International Convention for the Safety of Life at Sea, 1974, as amended.”

Op blz. 41, in het Aanhangsel, dienen in paragraaf 20 onder de titel „Form of Safety Certificate for Nuclear Cargo Ships” de woorden „Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as modified by the Protocol of 1988 relating thereto” te worden vervangen door de woorden „Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.”

Op blz. 44, in het Aanhangsel, dienen in paragraaf 21 onder de titel „RECORD OF EQUIPMENT FOR THE NUCLEAR CARGO SHIP SAFETY CERTIFICATE (FORM CNUC)” de woorden „RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS MODIFIED BY THE PROTOCOL OF 1988 RELATING THERETO” te worden vervangen door de woorden „Record of Equipment for Compliance with the International Convention for the Safety of Life at Sea, 1974, as amended.”

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*Resolutie MSC.325(90) van 24 mei 2012*

Bij Resolutie MSC.325(90) heeft de Maritieme Veiligheidscommissie van de Internationale Maritieme Organisatie op 24 mei 2012 in overeenstemming met artikel VIII(b)(iv) van het Verdrag wijzigingen aangenomen. De Engelse tekst<sup>1)</sup> van de Resolutie en de wijzigingen luidt als volgt:

**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,

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<sup>1)</sup> De Chinese, de Franse, de Russische en de Spaanse tekst zijn niet opgenomen.

Het voor eensluidend gewaarmerkt afschrift is nog niet ontvangen. In de tekst kunnen derhalve onjuistheden voorkomen, die in een volgend Tractatenblad zullen worden gecorrigeerd.

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 VII-I(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.

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**Annex****Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended**

## CHAPTER II-1

## CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

## PART B-1

## STABILITY

## Regulation 8-1

*System capabilities after a flooding casualty on passenger ships*

1. The existing regulation II-1/8-1 is replaced by the following:

## “Regulation 8-1

*System capabilities and operational information after a flooding casualty on passenger ships*

1. Application

Passenger ships having length, as defined in regulation II-1/2.5, of 120 m or more or having three or more main vertical zones shall comply with the provisions of this regulation.

2. Availability of essential systems in case of flooding damage<sup>1)</sup>

A passenger ship constructed on or after 1 July 2010 shall be designed so that the systems specified in regulation II-2/21.4 remain operational when the ship is subject to flooding of any single watertight compartment.

3. Operational information after a flooding casualty

For the purpose of providing operational information to the Master for safe return to port after a flooding casualty, passenger ships constructed on or after 1 January 2014 shall have:

- .1 onboard stability computer; or
- .2 shore-based support,

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<sup>1)</sup> Refer to the Interim Explanatory Notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369).

based on guidelines developed by the Organization<sup>2)</sup>.”

### CHAPTER III

#### LIFE-SAVING APPLIANCES AND ARRANGEMENTS

##### PART B

##### REQUIREMENTS FOR SHIPS AND LIFE-SAVING APPLIANCES

#### Regulation 20

##### *Operational readiness, maintenance and inspections*

2. 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 guidelines developed by the Organization<sup>3)</sup>.”

### CHAPTER V

#### SAFETY OF NAVIGATION

#### Regulation 14

##### *Ships' manning*

3. The existing paragraph 2 is replaced by the following new paragraph:

“2. For every ship to which chapter I applies, the Administration shall:

.1 establish appropriate minimum safe manning following a transparent procedure, taking into account the relevant guidance adopted by the Organization<sup>4)</sup>; and

.2 issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1.”

<sup>2)</sup> Refer to the Guidelines on operational information for Masters of passenger ships for safe return to port by own power or under tow (MSC.1/Circ.1400).

<sup>3)</sup> Refer to Measures to prevent accidents with lifeboats (MSC.1/Circ.1206/Rev.1).

<sup>4)</sup> Refer to the Principles of minimum safe manning, adopted by the Organization by resolution A.1047(27).

CHAPTER VI  
CARRIAGE OF CARGOES

PART A

GENERAL PROVISIONS

4. The following new regulation 5-2 is added after the existing regulation 5-1:

“Regulation 5-2

*Prohibition of the blending of bulk liquid cargoes and production processes during sea voyages*

1. The physical blending of bulk liquid cargoes during sea voyages is prohibited. Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation. This prohibition does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment.

2. The prohibition in paragraph 1 does not apply to the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.

3. Any production process on board a ship during sea voyages is prohibited. Production processes refer to any deliberate operation whereby a chemical reaction between a ship's cargo and any other substance or cargo takes place.

4. The prohibition in paragraph 3 does not apply to the production processes of cargoes for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.<sup>5)</sup>

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<sup>5)</sup> Refer to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels (resolution A.673(16), as amended).

## CHAPTER VII

## CARRIAGE OF DANGEROUS GOODS

## PART A

## CARRIAGE OF DANGEROUS GOODS IN PACKAGED FORM

## Regulation 4

*Documents*

5. The text of the regulation is replaced by the following:

“1. Transport information relating to the carriage of dangerous goods in packaged form and the container/vehicle packing certificate shall be in accordance with the relevant provisions of the IMDG Code and shall be made available to the person or organization designated by the port State authority.

2. Each ship carrying dangerous goods in packaged form shall have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the dangerous goods on board and the location thereof. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.”

## CHAPTER XI-1

## SPECIAL MEASURES TO ENHANCE MARITIME SAFETY

## Regulation 2

*Enhanced surveys*

6. The words “the guidelines adopted by the Assembly of the Organization by resolution A.744(18)” are replaced by the words “the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), adopted by the Assembly of the Organization by resolution A.1049(27)”.

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*Resolutie MSC.338(91) van 30 november 2012*

Bij Resolutie MSC.338(91) heeft de Maritieme Veiligheidscommissie van de Internationale Maritieme Organisatie op 30 november 2012 in overeenstemming met artikel VIII(b)(iv) van het Verdrag wijzigingen aangenomen. De Engelse tekst<sup>1)</sup> van de Resolutie en de wijzigingen luidt als volgt:

**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;

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<sup>1)</sup> De Chinese, de Franse, de Russische en de Spaanse tekst zijn niet opgenomen.

Het voor eensluidend gewaarmerkt afschrift is nog niet ontvangen. In de tekst kunnen derhalve onjuistheden voorkomen, die in een volgend Tractatenblad zullen worden gecorrigeerd.



4. Requests the Secretary-General, in conformity with Article VII-I(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.

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## Annex

### **Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended**

#### CHAPTER II-1

#### CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

##### PART A-1

##### STRUCTURE OF SHIPS

1. The following new regulation 3-12 is added after the existing regulation 3-11:

#### “Regulation 3-12

#### *Protection against noise*

1. This regulation shall apply to ships of 1,600 gross tonnage and above:

.1 for which the building contract is placed on or after 1 July 2014; or

.2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2015; or

.3 the delivery of which is on or after 1 July 2018, unless the Administration deems that compliance with a particular provision is unreasonable or impractical.

2. On ships delivered before 1 July 2018 and:

.1 contracted for construction before 1 July 2014 and the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015; or

.2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015,

measures<sup>1)</sup> shall be taken to reduce machinery noise in machinery spaces to acceptable levels as determined by the Administration. If this noise cannot be sufficiently reduced the source of excessive noise shall be suitably insulated or isolated or a refuge from noise shall be provided if the space is required to be manned. Ear protectors shall be provided for personnel required to enter such spaces, if necessary.

3. Ships shall be constructed to reduce onboard noise and to protect personnel from the noise in accordance with the *Code on noise levels on board ships*, adopted by the Maritime Safety Committee by resolution MSC.337(91), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of Article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I. For the purpose of this regulation, although the Code on noise levels on board ships is treated as a mandatory instrument, recommendatory parts as specified in chapter I of the Code shall be treated as non-mandatory, provided that amendments to such recommendatory parts are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure.

4. Notwithstanding the requirements of paragraph 1, this regulation does not apply to types of ships listed in paragraph 1.3.4 of the Code on noise levels on board ships.

#### PART C

#### MACHINERY INSTALLATIONS

2. The existing regulation 36 is deleted and left blank.

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<sup>1)</sup> Refer to the *Code on Noise levels on board ships*, adopted by the Organization by resolution A.468(XII).

## CHAPTER II-2

CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND  
FIRE EXTINCTION

## PART A

## GENERAL

## Regulation 1

*Application*

3. The following footnote is added to the title of Regulation 1:

“\* The application date of 1 July 2012 was introduced by resolution MSC.308(88). However, this resolution amended, under chapter II-2, regulations II-2/3.23 (definition of “Fire Test Procedures Code”) and II-2/7.4.1 (new subparagraph .3) only, and all other regulations with the original application date of 1 July 2002 were not amended.”

4. In the existing paragraph 2.4, the following new subparagraphs are added after the existing subparagraph .6:

“.7 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 February 1992 but before 1 July 2002 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.13(57); and

“.8 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 July 2002 need not comply with regulations 19.3.1, 19.3.5, 19.3.6, 19.3.9, provided that they comply with regulations 54.2.1, 54.2.5, 54.2.6, 54.2.9 as adopted by resolution MSC.1(XLV).”

5. The following new paragraph 2.5 is added:

“2.5 Ships constructed before 1 July 2012 shall also comply with regulation 10.1.2, as adopted by resolution MSC.338(91).”

## PART C

## SUPPRESSION OF FIRE

## Regulation 9

*Containment of fire*

6. In table 9.3, column (11) (Special category and ro-ro spaces), row (2) (Corridors), the symbol “A-15” is replaced by the symbol “A-30<sup>8</sup>”.

7. In table 9.3, column (11) (Special category and ro-ro spaces), row (4) (Stairways), the symbol “A-15” is replaced by the symbol “A-30<sup>g</sup>”.

8. In table 9.3, column and row (11) (Special category and ro-ro spaces), the symbol “A-0” is replaced by the symbol “A-30<sup>g</sup>”.

9. In table 9.4, column (11) (Special category and ro-ro spaces), row (1) (Control stations), the symbol “A-30” is replaced by the symbol “A-60<sup>g</sup>”.

10. In table 9.4, column (11) (Special category and ro-ro spaces), row (2) (Corridors), the symbol “A-0” is replaced by the symbol “A-30<sup>g</sup>”.

11. In table 9.4, column (11) (Special category and ro-ro spaces), row (4) (Stairways), the symbol “A-0” is replaced by the symbol “A-30<sup>g</sup>”.

12. In table 9.4, column and row (11) (Special category and ro-ro spaces), the symbol “A-0” is replaced by the symbol “A-30<sup>g</sup>”.

13. In table 9.4, column (2) (Corridors), row (11) (Special category and ro-ro spaces), the symbol “A-15” is replaced by the symbol “A-30<sup>g</sup>”.

14. In table 9.4, column (4) (Stairways), row (11) (Special category and ro-ro spaces), the symbol “A-15” is replaced by the symbol “A-30<sup>g</sup>”.

15. In table 9.4, column (6) (Machinery spaces of category A), row (11) (Special category and ro-ro spaces), the symbol “A-30” is replaced by the symbol “A-60<sup>g</sup>”.

16. In table 9.4, a new note is added as follows:

“<sup>g</sup> Ships constructed before 1 July 2014 shall comply, as a minimum, with the previous requirements applicable at the time the ship was constructed, as specified in regulation 1.2.”

17. In table 9.5, column and row (11) (Ro-ro and vehicle spaces), the symbol “\*<sup>h</sup>” is replaced by the symbol “A-30<sup>j</sup>”.

18. In table 9.6, column (11) (Ro-ro and vehicle spaces), row (10) (Open decks), the symbol “\*<sup>s</sup>” is replaced by the symbol “A-0<sup>j</sup>”.

19. In table 9.6, column and row (11) (Ro-ro and vehicle spaces), the symbol “\*<sup>h</sup>” is replaced by the symbol “A-30<sup>j</sup>”.

20. In table 9.6, column (10) (Open decks), row (11) (Ro-ro and vehicle spaces), the symbol “\*<sup>s</sup>” is replaced by the symbol “A-0<sup>j</sup>”.

21. In table 9.6, the existing text of note “h” is replaced with the word “deleted”.

22. In table 9.6, a new note is added as follows:

“<sup>j</sup> Ships constructed before 1 July 2014 shall comply, as a minimum, with the previous requirements applicable at the time the ship was constructed, as specified in regulation 1.2.”

23. Paragraphs 6.2 and 6.3 are deleted and the subsequent paragraphs are renumbered accordingly.

## Regulation 10

### *Fire fighting*

24. In paragraph 5.6.3, the existing subparagraph .1 is replaced by the following:

“.1 the fire hazard portions of internal combustion machinery or, for ships constructed before 1 July 2014, the fire hazard portions of internal combustion machinery used for the ship’s main propulsion and power generation;”

25. The existing paragraph 10.1 is replaced by the following:

“10.1 Types of firefighter’s outfits

.1 Fire-fighter’s outfits shall comply with the Fire Safety Systems Code; and

.2 Self-contained compressed air breathing apparatus of fire-fighter’s outfits shall comply with paragraph 2.1.2.2 of chapter 3 of the Fire Safety Systems Code by 1 July 2019.”

26. After the existing paragraph 10.3, the following new paragraph is added:

“10.4 Fire-fighter’s communication

For ships constructed on or after 1 July 2014, a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter’s communication shall be carried on board. Those two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with the requirements of this paragraph not later than the first survey after 1 July 2018.”

## PART E

## OPERATIONAL REQUIREMENTS

## Regulation 15

*Instructions, onboard training and drills*

27. After the existing paragraph 2.2.5, the following new paragraph is added:

“2.2.6 An onboard means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used.”

## PART G

## SPECIAL REQUIREMENTS

## Regulation 20

*Protection of vehicle, special category and ro-ro spaces*

28. The existing paragraph 6.1, including paragraphs 6.1.1 and 6.1.2, are replaced by the following:

“6.1 Fixed fire-extinguishing systems

(The requirements of paragraphs 6.1.1 and 6.1.2 shall apply to ships constructed on or after 1 July 2014. Ships constructed before 1 July 2014 shall comply with the previously applicable requirements of paragraphs 6.1.1 and 6.1.2.)

6.1.1 Vehicle spaces and ro-ro spaces, which are not special category spaces and are capable of being sealed from a location outside of the cargo spaces, shall be fitted with one of the following fixed fire-extinguishing systems:

- .1 a fixed gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code;
- .2 a fixed high-expansion foam fire-extinguishing system complying with the provisions of the Fire Safety Systems Code; or
- .3 a fixed water-based fire fighting system for ro-ro spaces and special category spaces complying with the provisions of the Fire Safety Systems Code and paragraphs 6.1.2.1 to 6.1.2.4.

6.1.2 Vehicle spaces and ro-ro spaces not capable of being sealed and special category spaces shall be fitted with a fixed water-based fire-fighting system for ro-ro spaces and special category spaces complying

with the provisions of the Fire Safety Systems Code which shall protect all parts of any deck and vehicle platform in such spaces. Such a water-based fire-fighting system shall have:

- .1 a pressure gauge on the valve manifold;
- .2 clear marking on each manifold valve indicating the spaces served;
- .3 instructions for maintenance and operation located in the valve room; and
- .4 a sufficient number of drainage valves to ensure complete drainage of the system.”

### CHAPTER III

#### LIFE-SAVING APPLIANCES AND ARRANGEMENTS

##### PART B

##### REQUIREMENTS FOR SHIPS AND LIFE-SAVING APPLIANCES

29. 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.<sup>2)</sup> 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.

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<sup>2)</sup> Refer to the Guidelines for the development of plans and procedures for recovery of persons from the water (MSC.1/Circ.1412).

## Appendix

### Certificates

30. 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)* for *an/a short<sup>1)</sup>* international voyage *(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 ship<sup>2)</sup>*

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<sup>3)</sup> .....

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 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 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) <sup>4)</sup>	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;
- 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 not<sup>1)</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38<sup>1)</sup> 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 arrangements<sup>1)</sup> is/is not<sup>1)</sup> appended to this Certificate.
- 3 That an Exemption Certificate has/has not<sup>1)</sup> been issued.

*This certificate is valid until .....*

Completion date of the survey on which this certificate is based: .....

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)

- <sup>1)</sup> Delete as appropriate.
- <sup>2)</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.
- <sup>3)</sup> In accordance with *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).
- <sup>4)</sup> For ships constructed before 1 January 2009, the applicable subdivision notation "C.1, C.2 and C.3" should be used.

#### 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 .....

		<b>Port Side</b>	<b>Starboard side</b>
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 <sup>1)</sup> )	.....	.....
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		
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 <sup>2)</sup>	.....
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	.....

### 3 *Details of radio facilities*

	<b>Item</b>	<b>Actual provision</b>
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*

	<b>Item</b>	<b>Actual provision</b>
1.1	Standard magnetic compass <sup>3)</sup>	.....
1.2	Spare magnetic compass <sup>3)</sup>	.....
1.3	Gyro-compass <sup>3)</sup>	.....
1.4	Gyro-compass heading repeater <sup>3)</sup>	.....
1.5	Gyro-compass bearing repeater <sup>3)</sup>	.....
1.6	Heading or track control system <sup>3)</sup>	.....
1.7	Pelorus or compass bearing device <sup>3)</sup>	.....
1.8	Means of correcting heading and bearings	.....
1.9	Transmitting heading device (THD) <sup>3)</sup>	.....
2.1	Nautical charts/Electronic chart display and information system (ECDIS) <sup>4)</sup>	.....
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 radionavigation system <sup>3),4)</sup>	.....
3.2	9 GHz radar <sup>3)</sup>	.....
3.3	Second radar (3 GHz/9 GHz <sup>4)</sup> ) <sup>3)</sup>	.....
3.4	Automatic radar plotting aid (ARPA) <sup>3)</sup>	.....
3.5	Automatic tracking aid <sup>3)</sup>	.....
3.6	Second automatic tracking aid <sup>3)</sup>	.....
3.7	Electronic plotting aid <sup>3)</sup>	.....
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) <sup>3)</sup>	.....
6.2	Speed and distance measuring device (over the ground in the forward and athwartships direction) <sup>3)</sup>	.....
7	Echo-sounding device <sup>3)</sup>	.....
8.1	Rudder, propeller, thrust, pitch and operational mode indicator <sup>3)</sup>	.....
8.2	Rate-of-turn indicator <sup>3)</sup>	.....
9	Sound reception system <sup>3)</sup>	.....
10	Telephone to emergency steering position <sup>3)</sup>	.....
11	Daylight signalling lamp <sup>3)</sup>	.....
12	Radar reflector <sup>3)</sup>	.....
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)

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

*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 ship<sup>1)</sup>*

Name of ship .....  
Distinctive number or letters .....  
Port of registry .....  
Gross tonnage .....  
Deadweight of ship (metric tons)<sup>2)</sup> .....  
IMO Number<sup>3)</sup> .....

Type of ship<sup>4)</sup>

Bulk carrier  
Oil tanker  
Chemical tanker  
Gas carrier  
Cargo ship other than any of the above

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 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 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 not<sup>4)</sup> been issued.
4. That the ship was/was not<sup>4)</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17<sup>4)</sup> of the Convention.
5. That a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection<sup>4)</sup> is/is not<sup>3)</sup> 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)*

<sup>1)</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.

<sup>2)</sup> For oil tankers, chemical tankers and gas carriers only.

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

<sup>4)</sup> Delete 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 ship<sup>1)</sup>*

Name of ship .....  
Distinctive number or letters .....  
Port of registry .....  
Gross tonnage .....  
Deadweight of ship (metric tons)<sup>2)</sup> .....  
Length of ship (regulation III/3.12) .....  
IMO Number<sup>3)</sup> .....

*Type of ship<sup>4)</sup>*

Bulk carrier .....  
Oil tanker .....  
Chemical tanker.....  
Gas carrier .....  
Cargo ship other than any of the above .....

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 .....

*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 not<sup>4)</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38<sup>4)</sup> of the Convention;
- 2.8 a Document of approval of alternative design and arrangements for fire protection/ life-saving appliances and arrangements<sup>4)</sup> is/is not<sup>4)</sup> appended to this Certificate.
- 3 That the ship operates in accordance with regulation III/26.1.1.1<sup>5)</sup> within the limits of the trade area .....
- 4 That an Exemption Certificate has/has not<sup>4)</sup> 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)

<sup>1)</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.

<sup>2)</sup> For oil tankers, chemical tankers and gas carriers only.

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

<sup>4)</sup> Delete as appropriate.

<sup>5)</sup> 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 .....



		<b>Port side</b>	<b>Starboard side</b>
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 <sup>1)</sup> )	.....	.....
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)		.....
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*

	<b>Item</b>	<b>Actual provision</b>
1.1	Standard magnetic compass <sup>2)</sup>	.....
1.2	Spare magnetic compass <sup>2)</sup>	.....
1.3	Gyro-compass <sup>2)</sup>	.....
1.4	Gyro-compass heading repeater <sup>2)</sup>	.....
1.5	Gyro-compass bearing repeater <sup>2)</sup>	.....
1.6	Heading or track control system <sup>2)</sup>	.....
1.7	Pelorus or compass bearing device <sup>2)</sup>	.....
1.8	Means of correcting heading and bearings	.....
1.9	Transmitting heading device (THD) <sup>2)</sup>	.....
2.1	Nautical charts/Electronic chart display and information system (ECDIS) <sup>3)</sup>	.....
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 radionavigation system <sup>2),3)</sup>	.....
3.2	9 GHz radar <sup>2)</sup>	.....
3.3	Second radar (3 GHz/9 GHz <sup>3)</sup> ) <sup>2)</sup>	.....
3.4	Automatic radar plotting aid (ARPA) <sup>2)</sup>	.....
3.5	Automatic tracking aid <sup>2)</sup>	.....
3.6	Second automatic tracking aid <sup>2)</sup>	.....
3.7	Electronic plotting aid <sup>2)</sup>	.....
4.1	Automatic identification system (AIS)	.....
4.2	Long-range identification and tracking system	.....
5.1	Voyage data recorder (VDR) <sup>3)</sup>	.....
5.2	Simplified voyage data recorder (S-VDR) <sup>3)</sup>	.....
6.1	Speed and distance measuring device (through the water) <sup>2)</sup>	.....
6.2	Speed and distance measuring device (over the ground in the forward and athwartships direction) <sup>2)</sup>	.....
7	Echo-sounding device <sup>2)</sup>	.....
8.1	Rudder, propeller, thrust, pitch and operational mode indicator <sup>2)</sup>	.....
8.2	Rate-of-turn indicator <sup>2)</sup>	.....
9	Sound reception system <sup>2)</sup>	.....
10	Telephone to emergency steering position <sup>2)</sup>	.....
11	Daylight signalling lamp <sup>2)</sup>	.....
12	Radar reflector <sup>2)</sup>	.....
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)

- <sup>1)</sup> 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.
- <sup>2)</sup> Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means, they shall be specified.
- <sup>3)</sup> Delete 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

by

\_\_\_\_\_  
(name of the State)

\_\_\_\_\_  
(person or organization authorized)

*Particulars of ship<sup>1)</sup>*

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<sup>2)</sup> .....

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 .....

*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 not<sup>3)</sup> 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)

<sup>1)</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.

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

<sup>3)</sup> 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*

	<b>Item</b>	<b>Actual provision</b>
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 the Record)

.....  
(Date of issue)

.....  
(Signature of duly authorized official issuing the Record)

(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 ship<sup>1)</sup>*

- Name of ship .....
- Distinctive number or letters .....
- Port of registry .....
- Gross tonnage .....
- IMO Number<sup>2)</sup> .....

*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:

.....  
 .....

*This certificate is valid until .....*

subject

to the .....

Certificate,

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)*

<sup>1)</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.

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

*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 short<sup>1)</sup> 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 ship<sup>2)</sup>*

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<sup>3)</sup> .....

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 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 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) <sup>4)</sup>	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;
- 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 not<sup>1)</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2 /17 / III/38<sup>1)</sup> 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 arrangements<sup>1)</sup> is/is not<sup>1)</sup> 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)

- <sup>1)</sup> Delete as appropriate.
- <sup>2)</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.
- <sup>3)</sup> In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).
- <sup>4)</sup> For ships constructed before 1 January 2009, the applicable subdivision notation "C.1, C.2 and C.3" should be used.

*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 ship<sup>1)</sup>*

Name of ship .....

Distinctive number or letters .....

Port of registry .....

Gross tonnage .....

Deadweight of ship (metric tons)<sup>2)</sup> .....

Length of ship (regulation III/3.12) .....

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

IMO Number<sup>3)</sup> .....

Type of ship<sup>4)</sup>

Bulk carrier .....

Oil tanker .....

Chemical tanker .....

Gas carrier .....

Cargo ship other than any of the above .....

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 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 not<sup>4)</sup> subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38<sup>4)</sup> 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 arrangements<sup>4)</sup> is/is not<sup>4)</sup> 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)

- <sup>1)</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.
- <sup>2)</sup> For oil tankers, chemical tankers and gas carriers only.
- <sup>3)</sup> In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).
- <sup>4)</sup> Delete 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

		<b>Port side</b>	<b>Starboard side</b>
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 <sup>1)</sup> )	.....	.....
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)		.....
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*

	<b>Item</b>	<b>Actual provision</b>
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)	.....
4	<i>Methods used to ensure availability of radio facilities (regulations IV/15.6 and 15.7)</i>	
4.1	Duplication of equipment	.....
4.2	Shore-based maintenance	.....
4.3	At-sea maintenance capability	.....

5 *Details of navigational systems and equipment*

	<b>Item</b>	<b>Actual provision</b>
1.1	Standard magnetic compass <sup>2)</sup>	.....
1.2	Spare magnetic compass <sup>2)</sup>	.....
1.3	Gyro-compass <sup>2)</sup>	.....
1.4	Gyro-compass heading repeater <sup>2)</sup>	.....
1.5	Gyro-compass bearing repeater <sup>2)</sup>	.....
1.6	Heading or track control system <sup>2)</sup>	.....
1.7	Pelorus or compass bearing device <sup>2)</sup>	.....
1.8	Means of correcting heading and bearings	.....
1.9	Transmitting heading device (THD) <sup>2)</sup>	.....
2.1	Nautical charts/Electronic chart display and information system (ECDIS) <sup>3)</sup>	.....
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 radionavigation system <sup>2),3)</sup>	.....
3.2	9 GHz radar <sup>2)</sup>	.....
3.3	Second radar (3 GHz/9 GHz <sup>3)</sup> ) <sup>2)</sup>	.....
3.4	Automatic radar plotting aid (ARPA) <sup>2)</sup>	.....
3.5	Automatic tracking aid <sup>2)</sup>	.....
3.6	Second automatic tracking aid <sup>2)</sup>	.....
3.7	Electronic plotting aid <sup>2)</sup>	.....
4.1	Automatic identification system (AIS)	.....
4.2	Long-range identification and tracking system	.....
5.1	Voyage data recorder (VDR) <sup>3)</sup>	.....
5.2	Simplified voyage data recorder (S-VDR) <sup>3)</sup>	.....
6.1	Speed and distance measuring device (through the water) <sup>2)</sup>	.....
6.2	Speed and distance measuring device (over the ground in the forward and athwartships direction) <sup>2)</sup>	.....
7	Echo-sounding device <sup>2)</sup>	.....

8.1	Rudder, propeller, thrust, pitch and operational mode indicator <sup>2)</sup>	.....
8.2	Rate-of-turn indicator <sup>2)</sup>	.....
9	Sound reception system <sup>2)</sup>	.....
10	Telephone to emergency steering position <sup>2)</sup>	.....
11	Daylight signalling lamp <sup>2)</sup>	.....
12	Radar reflector <sup>2)</sup>	.....
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)

- <sup>1)</sup> 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.
- <sup>2)</sup> Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means they shall be specified.
- <sup>3)</sup> Delete as appropriate.

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### Codes<sup>1)</sup>

Zie *Trb.* 2009, 84, *Trb.* 2011, 65 en *Trb.* 2012, 141.

#### *HSC-Code 2000*

Deze Code is gewijzigd bij Resolutie MSC.326(90) van 24 mei 2012.

#### *FSS-Code*

Deze Code is gewijzigd bij Resolutie MSC.327(90) van 25 mei 2012 en Resolutie MSC.339(91) van 30 november 2012.

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<sup>1)</sup> De teksten van de Resoluties waarbij deze Codes en de wijzigingen daarvan zijn aangenomen, zijn niet opgenomen. Zij liggen ter inzage bij de bibliotheek van de Hoofddirectie Bestuurlijke en Juridische Zaken (HBJZ) van het Ministerie van Infrastructuur en Milieu en zijn eveneens te vinden op:  
[http://www.imo.org/KnowledgeCentre/HowAndWhereToFindIMOInformation/IndexofIMOResolutions/Pages/Maritime-Safety-Committee-\(MSC\).aspx](http://www.imo.org/KnowledgeCentre/HowAndWhereToFindIMOInformation/IndexofIMOResolutions/Pages/Maritime-Safety-Committee-(MSC).aspx).

*IBC-Code*

Deze Code is gewijzigd bij Resolutie MSC.340(91) van 30 november 2012.

*IMDG-Code*

Deze Code is in mei 2012 geheel herzien en geconsolideerd bij Resolutie MSC.328(90).

*Code on noise levels on board ships*

Bij Resolutie MSC.337(91) heeft de Maritieme Veiligheidscommissie van de Internationale Maritieme Organisatie op 30 november 2012 de Code on noise levels on board ships aangenomen.

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**Verplichte meldingssystemen voor schepen<sup>1)</sup>**

Zie *Trb.* 2009, 84 en *Trb.* 2011, 65.

Het mandatory ship reporting system „In the Storebælt (Great Belt) traffic area (BELTREP)” is gewijzigd bij Resolutie MSC.332(90) van 22 mei 2012.

Bij Resolutie MSC.348(91) heeft de Maritieme Veiligheidscommissie van de Internationale Maritieme Organisatie op 28 november 2012 het mandatory ship reporting system „In the Barents Area (Barents SRS)” aangenomen.

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**Verplichte standaarden voor schepen**

Zie *Trb.* 2011, 65.

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<sup>1)</sup> De teksten van de Resoluties waarbij deze verplichte meldingssystemen en de wijzigingen daarvan zijn aangenomen, zijn niet opgenomen. Zij liggen ter inzage bij de bibliotheek van de Hoofddirectie Bestuurlijke en Juridische Zaken (HBJZ) van het Ministerie van Infrastructuur en Milieu en zijn eveneens te vinden op:

[http://www.imo.org/KnowledgeCentre/HowAndWhereToFindIMOInformation/IndexofIMOResolutions/Pages/Maritime-Safety-Committee-\(MSC\).aspx](http://www.imo.org/KnowledgeCentre/HowAndWhereToFindIMOInformation/IndexofIMOResolutions/Pages/Maritime-Safety-Committee-(MSC).aspx).

C. VERTALING

Zie *Trb.* 1977, 77, *Trb.* 1983, 32 en rubriek J van *Trb.* 1983, 173, de rubrieken C en J van *Trb.* 1985, 155, rubriek J van *Trb.* 1986, 51, *Trb.* 1989, 42, *Trb.* 1989, 98, *Trb.* 1992, 24, *Trb.* 1992, 173, *Trb.* 1994, 19, *Trb.* 1994, 134, *Trb.* 1995, 236, *Trb.* 1996, 18, *Trb.* 1996, 128, *Trb.* 1996, 340, *Trb.* 1998, 155, *Trb.* 2005, 55 en rubriek C van *Trb.* 2006, 72, *Trb.* 2009, 84, *Trb.* 2009, 147, *Trb.* 2011, 65 en *Trb.* 2012, 141.

In *Trb.* 2009, 84 dienen in de vertaling van Resolutie MSC.170(79) de volgende correcties te worden aangebracht.

Op blz. 59, in het Aanhangsel, dienen in paragraaf 18 onder de titel „*Model van een Veiligheidscertificaat voor nucleaire passagiersschepen*” de woorden „Afgegeven uit hoofde van de bepalingen van het INTERNATIONAAL VERDRAG VOOR DE BEVEILIGING VAN MENSENLEVEN OP ZEE, 1974, als gewijzigd door het Protocol van 1988 daarbij” te worden vervangen door de woorden „Afgegeven uit hoofde van de bepalingen van het Internationaal Verdrag voor de beveiliging van mensenlevens op zee, 1974, als gewijzigd”.

Op blz. 62, in het Aanhangsel, dienen in paragraaf 19 onder de titel „UITRUSTINGSRAPPORT VOOR HET VEILIGHEIDSCERTIFICAAT VOOR NUCLEAIRE PASSAGIERSSCHEPEN (FORMULIER PNUC)” de woorden „UITRUSTINGSRAPPORT TER NALEVING VAN HET INTERNATIONAAL VERDRAG VOOR DE BEVEILIGING VAN MENSENLEVEN OP ZEE, 1974, ALS GEWIJZIGD DOOR HET PROTOCOL VAN 1988 DAARBIJ” te worden vervangen door de woorden „Uitrustingsrapport ter naleving van het Internationaal Verdrag voor de beveiliging van mensenlevens op zee, 1974, als gewijzigd”.

Op blz. 69, in het Aanhangsel, dienen in paragraaf 20 onder de titel „*Model van een Veiligheidscertificaat voor nucleaire vrachtschepen*” de woorden „Afgegeven uit hoofde van de bepalingen van het INTERNATIONAAL VERDRAG VOOR DE BEVEILIGING VAN MENSENLEVEN OP ZEE, 1974, als gewijzigd door het Protocol van 1988 daarbij” te worden vervangen door de woorden „Afgegeven uit hoofde van de bepalingen van het Internationaal Verdrag voor de beveiliging van mensenlevens op zee, 1974, als gewijzigd”.

Op blz. 72, in het Aanhangsel, dienen in paragraaf 21 onder de titel „UITRUSTINGSRAPPORT VOOR HET VEILIGHEIDSCERTIFICAAT VOOR NUCLEAIRE VRACHTSCHEPEN (FORMULIER CNUC)” de woorden „UITRUSTINGSRAPPORT TER NALEVING VAN HET INTERNATIONAAL VERDRAG VOOR DE BEVEILIGING VAN MENSENLEVEN OP ZEE, 1974, ALS GEWIJZIGD DOOR HET PROTOCOL VAN 1988 DAARBIJ” te worden vervangen door de woorden „Uitrustingsrapport ter naleving van het Internationaal Verdrag voor de beveiliging van mensenlevens op zee, 1974, als gewijzigd”.

In *Trb.* 2012, 141 dient in de vertaling van resolutie MSC.308(88) de volgende correctie te worden aangebracht.

Op blz. 22, in het Aanhangsel, dient in paragraaf 15, inleidende zin, de zinsnede „paragrafen 2.11 en 2.12” te worden vervangen door „paragrafen 2.10 en 2.11”.

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De vertaling van de in *Trb.* 2012, 141 geplaatste wijzigingen luidt als volgt:

*Resolutie MSC.317(89) van 20 mei 2011*

**Resolutie MSC.317(89)**  
**(aangenomen op 20 mei 2011)**

**Aanneming van wijzigingen van het Internationaal Verdrag voor de beveiliging van mensenlevens op zee, 1974, als gewijzigd**

De Maritieme Veiligheidscommissie,

Herinnerend aan artikel 28(b) van het Verdrag nopens de Internationale Maritieme Organisatie betreffende de taken van de Commissie,

Voorts herinnerend aan artikel VIII(b) van het Internationaal Verdrag voor de beveiliging van mensenlevens op zee (SOLAS), 1974, hierna te noemen „het Verdrag”, betreffende de wijzigingsprocedure die van toepassing is op de Bijlage bij het Verdrag, met uitzondering van de bepalingen van Hoofdstuk I daarvan,

Na bestudering, tijdens haar negenentachtigste zitting, van wijzigingen van het Verdrag, voorgesteld en rondgezonden overeenkomstig artikel VIII(b)(i) van het Verdrag,

1. Neemt, overeenkomstig artikel VIII(b)(iv) van het Verdrag, wijzigingen van het Verdrag aan, waarvan de tekst is vervat in de Bijlage bij deze resolutie;
2. Bepaalt, in overeenstemming met artikel VIII(b)(vi)(2)(bb) van het Verdrag, dat genoemde wijzigingen worden geacht te zijn aanvaard op 1 juli 2012, tenzij vóór die datum meer dan een derde van de Verdragssluitende Regeringen die Partij zijn bij het Verdrag, of de Verdragssluitende Regeringen waarvan de gezamenlijke koopvaardijvloten ten minste vijftig procent van de brutotonnage van de wereldkoopvaardijvloot vormen, hun bezwaren tegen de wijzigingen kenbaar hebben gemaakt;
3. Nodigt de SOLAS-Verdragssluitende Regeringen uit er nota van te nemen dat, in overeenstemming met artikel VIII(b)(vii)(2) van het Verdrag, de wijzigingen na hun aanvaarding in overeenstemming met punt 2 hierboven, in werking treden op 1 januari 2013;



4. Verzoekt de Secretaris-Generaal, in overeenstemming met artikel VIII(b)(v) van het Verdrag, voor eensluidend gewaarmerkte afschriften van deze resolutie en van de tekst van de in de Bijlage vervatte wijzigingen te doen toekomen aan alle Verdragsluitende Regeringen bij het Verdrag;

5. Verzoekt de Secretaris-Generaal voorts afschriften van deze resolutie en de Bijlage daarbij te doen toekomen aan Leden van de Organisatie waarvan de Regeringen geen Partij zijn bij het Verdrag.

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## Bijlage

### Wijzigingen van het Internationaal Verdrag voor de beveiliging van mensenlevens op zee, 1974, als gewijzigd

#### HOOFDSTUK III

#### REDDINGSMIDDELEN EN -VOORZIENINGEN

##### Voorschrift 1

##### *Toepassing*

De volgende nieuwe paragraaf 5 wordt toegevoegd na de bestaande paragraaf 4:

„5. Niettegenstaande paragraaf 4.2 worden bij alle schepen uiterlijk op de datum van de eerstvolgende geplande droogzetting na 1 juli 2014, maar in geen geval later dan 1 juli 2019, ontkoppelingsmechanismen voor het in belaste toestand te water laten van reddingsboten die niet voldoen aan de paragrafen 4.4.7.6.4 tot en met 4.4.7.6.6 van de Code<sup>1)</sup> vervangen door uitrusting die aan de Code voldoet.

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#### D. PARLEMENT

Zie rubriek D van *Trb.* 1979, 128, rubriek J van *Trb.* 1983, 173, *Trb.* 1985, 155, *Trb.* 1989, 42, *Trb.* 1989, 98, *Trb.* 1992, 24, *Trb.* 1992, 173, rubriek D van *Trb.* 1994, 19, *Trb.* 1995, 236, rubriek J van *Trb.* 1996, 18, *Trb.* 1996, 128, *Trb.* 1996, 257, rubriek D van *Trb.* 1996, 340, rubriek J van *Trb.* 1997, 226, de rubrieken D en J van *Trb.* 1998,

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<sup>1)</sup> Zie de Richtlijnen voor de beoordeling en vervanging van systemen voor het ontkoppelen en terugzetten van reddingsboten (MSC.1/Circ.1392).

155, rubriek J van *Trb.* 2005, 55 en rubriek D van *Trb.* 2008, 87, *Trb.* 2009, 84, *Trb.* 2009, 147, *Trb.* 2011, 65 en *Trb.* 2012, 141.

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*Resolutie MSC.325(90) van 24 mei 2012*

De wijzigingen behoeven ingevolge artikel 7, onderdeel f, van de Rijkswet goedkeuring en bekendmaking verdragen niet de goedkeuring van de Staten-Generaal.

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*Resolutie MSC.338(91) van 30 november 2012*

De wijzigingen behoeven ingevolge artikel 7, onderdeel f, van de Rijkswet goedkeuring en bekendmaking verdragen niet de goedkeuring van de Staten-Generaal.

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**Codes, verplichte meldingssystemen en standaarden**

Zie *Trb.* 2009, 84, *Trb.* 2011, 65 en *Trb.* 2012, 141.

De in rubriek B genoemde codes, verplichte meldingssystemen en wijzigingen daarvan behoeven ingevolge artikel 7, onderdeel f, van de Rijkswet goedkeuring en bekendmaking verdragen niet de goedkeuring van de Staten-Generaal.

E. PARTIJGEGEVENS

Zie de rubrieken E en F van *Trb.* 1976, 157 en, laatstelijk, rubriek E van *Trb.* 2012, 141.

G. INWERKINGTREDING

Zie *Trb.* 1979, 128 en rubriek J van *Trb.* 1985, 155, *Trb.* 1986, 51, *Trb.* 1989, 98, *Trb.* 1992, 24, *Trb.* 1992, 173, *Trb.* 1994, 19, *Trb.* 1995, 236, *Trb.* 1996, 18, *Trb.* 1996, 128, *Trb.* 1996, 257, *Trb.* 1997, 226, *Trb.* 1998, 155 en *Trb.* 2005, 55 en rubriek G van *Trb.* 2008, 87, *Trb.* 2009, 84, *Trb.* 2009, 147, *Trb.* 2011, 65 en *Trb.* 2012, 141.

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*Resolutie MSC.216(82) van 8 december 2006*

De wijzigingen uit Bijlage 3 bij de Resolutie zijn in overeenstemming met artikel VIII(b)(vii)(2)(bb) van het Verdrag op 1 juli 2010 in werking getreden voor de partijen bij het Verdrag, met uitzondering van Finland dat op 23 december 2009 heeft aangegeven de wijzigingen nog niet te kunnen aanvaarden.

Wat betreft het Koninkrijk der Nederlanden, gelden de wijzigingen voor het gehele Koninkrijk.

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*Resolutie MSC.325(90) van 24 mei 2012*

De wijzigingen zullen ingevolge artikel VIII(b)(vii)(2) juncto artikel VIII(b)(vi)(2)(bb) van het Verdrag op 1 januari 2014 in werking treden, tenzij vóór 1 juli 2013 meer dan een derde van de Verdragsluitende Regeringen, hetzij Verdragsluitende Regeringen waarvan de gezamenlijke koopvaardijvloeden niet minder dan vijftig procent van de brutotonnage van de wereldkoopvaardijvloeden vormen, de Secretaris-Generaal van de Internationale Maritieme Organisatie ervan in kennis stellen, dat zij bezwaar hebben tegen de wijzigingen.

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*Resolutie MSC.338(91) van 30 november 2012*

De wijzigingen zullen ingevolge artikel VIII(b)(vii)(2) juncto artikel VIII(b)(vi)(2)(bb) van het Verdrag op 1 juli 2014 in werking treden, tenzij vóór 1 januari 2014 meer dan een derde van de Verdragsluitende Regeringen, hetzij Verdragsluitende Regeringen waarvan de gezamenlijke koopvaardijvloeden niet minder dan vijftig procent van de brutotonnage van de wereldkoopvaardijvloeden vormen, de Secretaris-Generaal van de Internationale Maritieme Organisatie ervan in kennis stellen, dat zij bezwaar hebben tegen de wijzigingen.

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**Codes**

Zie *Trb.* 2009, 84, *Trb.* 2009, 147, *Trb.* 2011, 65 en *Trb.* 2012, 141.

*HSC-Code 2000*

Resolutie MSC.326(90), waarbij de HSC-Code 2000 is gewijzigd, zal op 1 januari 2014 in werking treden, tenzij vóór 1 juli 2013 meer dan een derde van de Verdragsluitende Regeringen, hetzij Verdragsluitende

Regeringen waarvan de gezamenlijke koopvaardijvloeden niet minder dan vijftig procent van de brutotonnage van de wereldkoopvaardijvloot vormen, bezwaar hebben gemaakt tegen de wijzigingen.

#### *FSS-Code*

Resoluties MSC.327(90) en MSC.339(91), waarbij de FSS-Code is gewijzigd, zullen op 1 januari 2014 respectievelijk 1 juli 2014 in werking treden, tenzij vóór 1 juli 2013 respectievelijk 1 januari 2014 meer dan een derde van de Verdragsluitende Regeringen, hetzij Verdragsluitende Regeringen waarvan de gezamenlijke koopvaardijvloeden niet minder dan vijftig procent van de brutotonnage van de wereldkoopvaardijvloot vormen, bezwaar hebben gemaakt tegen de wijzigingen.

#### *IBC-Code*

Resolutie MSC.340(91), waarbij de IBC-Code is gewijzigd, zal op 1 juni 2014 in werking treden, tenzij vóór 1 december 2013 meer dan een derde van de Verdragsluitende Regeringen, hetzij Verdragsluitende Regeringen waarvan de gezamenlijke koopvaardijvloeden niet minder dan vijftig procent van de brutotonnage van de wereldkoopvaardijvloot vormen, bezwaar hebben gemaakt tegen de wijzigingen.

#### *IMDG-Code*

Resolutie MSC.328(90), waarbij de IMDG-Code is herzien en geconsolideerd, zal op 1 januari 2014 in werking treden.

#### *Code on noise levels on board ships*

Resolutie MSC.337(91), waarbij de Code on noise levels on board ships is aangenomen, zal bij de inwerkingtreding van de wijzigingen van 30 november 2012 van de Bijlage bij het Verdrag (MSC.338(91)) op diezelfde datum in werking treden.

Wat betreft het Koninkrijk der Nederlanden, gelden de Codes en wijzigingen daarvan, evenals het Verdrag, voor het gehele Koninkrijk.

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### **Verplichte meldingssystemen voor schepen**

Zie *Trb.* 2009, 84 en *Trb.* 2011, 65.

Resolutie MSC.332(90), waarbij het mandatory ship reporting system „In the Storebælt (Great Belt) traffic area (BELTREP)” is gewijzigd, zal op 1 juli 2013 in werking treden.

Resolutie MSC.348(91), waarbij het mandatory ship reporting system „In the Barents Area (Barents SRS)” is aangenomen, zal op 1 juni 2013 in werking treden.

Wat betreft het Koninkrijk der Nederlanden, gelden de verplichte meldingssystemen en wijzigingen daarvan, evenals het Verdrag, voor het gehele Koninkrijk.

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### Verplichte standaarden voor schepen

Zie *Trb.* 2011, 65.

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#### J. VERWIJZINGEN

Zie voor verwijzingen en overige verdragsgegevens *Trb.* 1976, 157, *Trb.* 1977, 77, *Trb.* 1979, 128, *Trb.* 1983, 32, *Trb.* 1983, 173, *Trb.* 1985, 155, *Trb.* 1986, 51, *Trb.* 1989, 42, *Trb.* 1989, 98, *Trb.* 1992, 24, *Trb.* 1992, 173, *Trb.* 1994, 19, *Trb.* 1994, 134, *Trb.* 1995, 236, *Trb.* 1996, 18, *Trb.* 1996, 128, *Trb.* 1996, 257, *Trb.* 1996, 340, *Trb.* 1997, 226, *Trb.* 1998, 155, *Trb.* 2005, 55, *Trb.* 2006, 72, *Trb.* 2008, 87, *Trb.* 2009, 84, *Trb.* 2009, 147, *Trb.* 2011, 65 en *Trb.* 2012, 141.

#### **Verbanden**

Het Verdrag wordt aangevuld door:

**Titel** : Protocol van 1978 bij het Internationaal Verdrag voor de beveiliging van mensenlevens op zee, 1974;  
Londen, 17 februari 1978

**Laatste *Trb.*** : *Trb.* 2013, 81

**Titel** : Protocol van 1988 bij het Internationaal Verdrag voor de beveiliging van mensenlevens op zee, 1974;  
Londen, 11 november 1988

**Laatste *Trb.*** : *Trb.* 2013, 82

#### **Overige verwijzingen**

**Titel** : Handvest van de Verenigde Naties;  
San Francisco, 26 juni 1945

**Laatste *Trb.*** : *Trb.* 2012, 200

- Titel : Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973, zoals gewijzigd door het Protocol van 1978;  
Londen, 2 november 1973
- Laatste *Trb.* : *Trb.* 2013, 48

Uitgegeven de zestiende mei 2013.

*De Minister van Buitenlandse Zaken,*

F.C.G.M. TIMMERMANS