

**SOLAS CHAPTER V**  
**SAFETY OF NAVIGATION**

The SOLAS (Safety of Life at Sea) Convention is published by the IMO (International Maritime Organisation) at which the ISAF have Consultative Status. SOLAS Chapter V refers to the Safety of Navigation for all vessels at sea. Other Chapters included in the SOLAS Convention are;

Chapter I	General provisions.
Chapter II-1	Construction: subdivision and stability, machinery and electrical installations
Chapter II-2	Construction: fire protection, fire detection and fire extinction
Chapter III	Life saving appliances and arrangements
Chapter IV	Radio communications
Chapter V	Safety of Navigation
Chapter VI	Carriage of grain
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Chapter VIII	Nuclear ships
Chapter IX	Management for the safe operations of ships
Chapter X	Safety measures for high-speed craft
Chapter XI	Special measures to enhance maritime safety

For the complete SOLAS Convention, please contact IMO at [www.imo.org](http://www.imo.org)

**REGULATION 1 - Application**

- 1 Unless expressly provided otherwise, this chapter shall apply to all ships on all voyages, except:
  - .1 warships, naval auxiliaries and other ships owned or operated by a Contracting Government and used only on government non-commercial service; and
  - .2 ships solely navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.However, warships, naval auxiliaries or other ships owned or operated by a Contracting Government and used only on government non-commercial service are encouraged to act in a manner consistent, so far as reasonable and practicable, with this chapter.
- 2 The Administration may decide to what extent this chapter shall apply to ships operating solely in waters landward of the baselines which are established in accordance with international law.
- 3 A rigidly connected composite unit of a pushing vessel and associated pushed vessel, when designed as a dedicated and integrated tug and barge combination, shall be regarded as a single ship for the purpose of this chapter.

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- 4 The Administration shall determine to what extent the provisions of regulations 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 and 28 do not apply to the following categories of ships:
- .1 ships below 150 gross tonnage engaged on any voyage;
  - .2 ships below 500 gross tonnage not engaged on international voyages; and
  - .3 fishing vessels.

### **REGULATION 2 - Definitions**

For the purpose of this chapter:

- 1 *Constructed* in respect of a ship means a stage of construction where:
  - .1 the keel is laid; or
  - .2 construction identifiable with a specific ship begins; or
  - .3 assembly of the ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material whichever is less.
- 2 *Nautical chart* or *nautical publication* is a special-purpose map or book, or a specially compiled database from which such a map or book is derived, that is issued officially by or on the authority of a Government, authorized Hydrographic Office or other relevant government institution and is designed to meet the requirements of marine navigation.\*
- 3 *All ships* means any ship, vessel or craft irrespective of type and purpose.

\* Refer to appropriate resolutions and recommendations of the International Hydrographic Organization concerning the authority and responsibilities of coastal States in the provision of charting in accordance with regulation 9.

### **REGULATION 3 - Exemptions and equivalents**

- 1 The Administration may grant general exemptions to ships without mechanical means of propulsion from the requirements of regulations 15, 17, 18, 19 (except 19.2.1.7), 20, 22, 24, 25, 26, 27 and 28.
- 2 The Administration may grant to individual ships exemptions or equivalents of a partial or conditional nature, when any such ship is engaged on a voyage where the maximum distance of the ship from the shore, the length and nature of the voyage, the absence of general navigational hazards, and other conditions affecting safety are such as to render the full application of this chapter unreasonable or unnecessary, provided that the Administration has taken into account the effect such exemptions and equivalents may have upon the safety of all other ships.

### **REGULATION 4 - Navigational warnings**

Each Contracting Government shall take all steps necessary to ensure that, when intelligence of any dangers is received from whatever reliable source, it shall be promptly brought to the knowledge of those concerned and communicated to other interested Governments.\*

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\* Refer to the Guidance on the IMO/IHO World-Wide Navigational Warning Service adopted by the Organization by resolution A.706(17), as amended.

### **REGULATION 5 - Meteorological services and warnings**

- 1 Contracting Governments undertake to encourage the collection of meteorological data by ships at sea and to arrange for their examination, dissemination and exchange in the manner most suitable for the purpose of aiding navigation<sup>\*\*\*</sup>. Administrations shall encourage the use of meteorological instruments of a high degree of accuracy, and shall facilitate the checking of such instruments upon request. Arrangements may be made by appropriate national meteorological services for this checking to be undertaken, free of charge to the ship.
- 2 In particular, Contracting Governments undertake to carry out, in co-operation, the following meteorological arrangements:
  - .1 to warn ships of gales, storms and tropical cyclones by the issue of information in text and, as far as practicable graphic form, using the appropriate shore-based facilities for terrestrial and space radiocommunications services.
  - .2 to issue, at least twice daily, by terrestrial and space radiocommunication services<sup>\*\*\*\*</sup>, as appropriate, weather information suitable for shipping containing data, analyses, warnings and forecasts of weather, waves and ice. Such information shall be transmitted in text and, as far as practicable, graphic form including meteorological analysis and prognosis charts transmitted by facsimile or in digital form for reconstitution on board the ship's data processing system.
  - .3 to prepare and issue such publications as may be necessary for the efficient conduct of meteorological work at sea and to arrange, if practicable, for the publication and making available of daily weather charts for the information of departing ships.
  - .4 to arrange for a selection of ships to be equipped with tested marine meteorological instruments (such as a barometer, a barograph, a psychrometer, and suitable apparatus for measuring sea temperature) for use in this service, and to take, record and transmit meteorological observations at the main standard times for surface synoptic observations (i.e. at least four times daily, whenever circumstances permit) and to encourage other ships to take, record and transmit observations in a modified form, particularly when in areas where shipping is sparse.
  - .5 to encourage companies to involve as many of their ships as practicable in the making and recording of weather observations; these observations to be transmitted using the ship's terrestrial or space radiocommunications facilities for the benefit of the various national meteorological services.
  - .6 the transmission of these weather observations is free of charge to the ships concerned.

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- .7 when in the vicinity of a tropical cyclone, or of a suspected tropical cyclone, ships should be encouraged to take and transmit their observations at more frequent intervals whenever practicable, bearing in mind navigational preoccupations of ships' officers during storm conditions.
  - .8 to arrange for the reception and transmission of weather messages from and to ships, using the appropriate shore-based facilities for terrestrial and space radiocommunications services.
  - .9 to encourage masters to inform ships in the vicinity and also shore stations whenever they experience a wind speed of 50 knots or more (force 10 on the Beaufort scale).
  - .10 to endeavour to obtain a uniform procedure in regard to the international meteorological services already specified, and as far as practicable, to conform to the technical regulations and recommendations made by the World Meteorological Organization, to which Contracting Governments may refer, for study and advice, any meteorological question which may arise in carrying out the present Convention.
- 3 The information provided for in this regulation shall be furnished in a form for transmission and be transmitted in the order of priority prescribed by the Radio Regulations. During transmission "to all stations" of meteorological information, forecasts and warnings, all ship stations must conform to the provisions of the Radio Regulations.
  - 4 Forecasts, warnings, synoptic and other meteorological data intended for ships shall be issued and disseminated by the national meteorological service in the best position to serve various coastal and high seas areas, in accordance with mutual arrangements made by Contracting Governments, in particular as defined by the World Meteorological Organization's System for the Preparation and Dissemination of Meteorological Forecasts and Warnings for the High Seas under the Global Maritime Distress and Safety System (GMDSS).

\*\*\* Refer to the Recommendation on weather routing adopted by the Organization by resolution A.528(13).

\*\*\*\* Refer to regulations IV/7.1.4 and IV/7/1.5.

### **REGULATION 6 - Ice Patrol Service**

- 1 The Ice Patrol contributes to safety of life at sea, safety and efficiency of navigation and protection of the marine environment in the North Atlantic. Ships transiting the region of icebergs guarded by the Ice Patrol during the ice season are required to make use of the services provided by the Ice Patrol.
- 2 The Contracting Governments undertake to continue an ice patrol and a service for study and observation of ice conditions in the North Atlantic. During the whole of the ice season, i.e. for the period from February 15th through July 1st of each year, the south-eastern, southern and south-western

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limits of the region of icebergs in the vicinity of the Grand Banks of Newfoundland shall be guarded for the purpose of informing passing ships of the extent of this dangerous region; for the study of ice conditions in general; and for the purpose of affording assistance to ships and crews requiring aid within the limits of operation of the patrol ships and aircraft. During the rest of the year the study and observation of ice conditions shall be maintained as advisable.

- 3 Ships and aircraft used for the ice patrol service and the study and observation of ice conditions may be assigned other duties provided that such other duties do not interfere with the primary purpose or increase the cost of this service.
- 4 The Government of the United States of America agrees to continue the overall management of the ice patrol service and the study and observation of ice conditions, including the dissemination of information therefrom.
- 5 The terms and conditions governing the management, operation and financing of the Ice Patrol are set forth in the Rules for the management, operation and financing of the North Atlantic Ice Patrol appended to this chapter which shall form an integral part of this chapter.
- 6 If, at any time, the United States and/or Canadian Governments should desire, to discontinue providing these services, it may do so and the Contracting Governments shall settle the question of continuing these services in accordance with their mutual interests. The United States and/or Canadian Governments shall provide 18 months written notice to all Contracting Governments whose ships entitled to fly their flag and whose ships registered in territories to which those Contracting Governments have extended this regulation benefit from these services before discontinuing providing these services.

### **REGULATION 7 - Search and rescue services**

- 1 Each Contracting Government undertakes to ensure that necessary arrangements are made for distress communication and co-ordination in their area of responsibility and for the rescue of persons in distress at sea around its coasts. These arrangements shall include the establishment, operation and maintenance of such search and rescue facilities as are deemed practicable and necessary, having regard to the density of the seagoing traffic and the navigational dangers and shall, so far as possible, provide adequate means of locating and rescuing such persons.\*
- 2 Each Contracting Government undertakes to make available information to the Organization concerning its existing search and rescue facilities and the plans for changes therein, if any.
- 3 Passenger ships to which chapter I applies shall have on board a plan for co-operation with appropriate search and rescue services in event of an emergency. The plan shall be developed in co-operation between the ship, the company, as defined in regulation IX/1 and the search and rescue services. The plan shall include provisions for periodic exercises to be

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undertaken to test its effectiveness. The plan shall be developed based on the guidelines developed by the Organization.

\* Refer to the International Convention on Maritime Search and Rescue, 1979 and the following resolutions adopted by the Organization: Homing capability of search and rescue (SAR) aircraft (resolution A.225(VII)); Use of radar transponders for search and rescue purposes (resolution A.530(13)); Search and rescue homing capability (resolution A.616(15)); and International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual (resolution A.894(21)).

### **REGULATION 8 - Life-saving signals**

Contracting Governments undertake to arrange that life-saving signals are used by search and rescue facilities engaged in search and rescue operations when communicating with ships or persons in distress.

### **Regulation 9 - Hydrographic services**

- 1 Contracting Governments undertake to arrange for the collection and compilation of hydrographic data and the publication, dissemination and keeping up to date of all nautical information necessary for safe navigation.
- 2 In particular, Contracting Governments undertake to co-operate in carrying out, as far as possible, the following nautical and hydrographic services, in the manner most suitable for the purpose of aiding navigation:
  - .1 to ensure that hydrographic surveying is carried out, as far as possible, adequate to the requirements of safe navigation;
  - .2 to prepare and issue nautical charts, sailing directions, lists of lights, tide tables and other nautical publications, where applicable, satisfying the needs of safe navigation;
  - .3 to promulgate notices to mariners in order that nautical charts and publications are kept, as far as possible, up to date; and
  - .4 to provide data management arrangements to support these services.
- 3 Contracting Governments undertake to ensure the greatest possible uniformity in charts and nautical publications and to take into account, whenever possible, relevant international resolutions and recommendations.\*
- 4 Contracting Governments undertake to co-ordinate their activities to the greatest possible degree in order to ensure that hydrographic and nautical information is made available on a world-wide scale as timely, reliably, and unambiguously as possible.

\* Refer to the appropriate resolutions and recommendations adopted by the International Hydrographic Organization.

### **REGULATION 10 - Ships' routing**

- 1 Ships' routing systems contribute to safety of life at sea, safety and efficiency of navigation and/or protection of the marine environment. Ships' routing systems are recommended for use by, and may be made mandatory

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for, all ships, certain categories of ships or ships carrying certain cargoes, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization.\*

- 2 The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ships' routing systems. Contracting Governments shall refer proposals for the adoption of ships' routing systems to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ships' routing systems.
- 3 The initiation of action for establishing a ships' routing system is the responsibility of the Government or Governments concerned. In developing such systems for adoption by the Organization, the guidelines and criteria developed by the Organization \*shall be taken into account.
- 4 Ships' routing systems should be submitted to the Organization for adoption. However, a Government or Governments implementing ships' routing systems not intended to be submitted to the Organization for adoption or which have not been adopted by the Organization are encouraged to take into account, wherever possible, the guidelines and criteria developed by the Organization.\*
- 5 Where two or more Governments have a common interest in a particular area, they should formulate joint proposals for the delineation and use of a routing system therein on the basis of an agreement between them. Upon receipt of such proposal and before proceeding with consideration of it for adoption, the Organization shall ensure details of the proposal are disseminated to the Governments which have a common interest in the area, including countries in the vicinity of the proposed ships' routing system.
- 6 Contracting Governments shall adhere to the measures adopted by the Organization concerning ships' routing. They shall promulgate all information necessary for the safe and effective use of adopted ships' routing systems. A Government or Governments concerned may monitor traffic in those systems. Contracting Governments shall do everything in their power to secure the appropriate use of ships' routing systems adopted by the Organization.
- 7 A ship shall use a mandatory ships' routing system adopted by the Organization as required for its category or cargo carried and in accordance with the relevant provisions in force unless there are compelling reasons not to use a particular ships' routing system. Any such reason shall be recorded in the ships' log.
- 8 Mandatory ships' routing systems shall be reviewed by the Contracting Government or Governments concerned in accordance with the guidelines and criteria developed by the Organization.\*
- 9 All adopted ships' routing systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the 1982 United Nations Convention on the Law of the Sea.

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- 10 Nothing in this regulation nor its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.

\* Refer to the General Provisions on Ships' Routing adopted by the Organization by resolution A.572(14)), as amended.

### **REGULATION 11 - Ship reporting systems**

- 1 Ship reporting systems contribute to safety of life at sea, safety and efficiency of navigation and/or protection of the marine environment. A ship reporting system, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation, shall be used by all ships, or certain categories of ships or ships carrying certain cargoes in accordance with the provisions of each system so adopted.
- 2 The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ship reporting systems. Contracting Government shall refer proposals for the adoption of ship reporting systems to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ship reporting system.
- 3 The initiation of action for establishing a ship reporting system is the responsibility of the Government or Governments concerned. In developing such systems provision of the guidelines and criteria developed by the Organization shall be taken into account.
- 4 Ship reporting systems not submitted to the Organization for adoption do not necessarily need to comply with this regulation. However, Governments implementing such systems are encouraged to follow, wherever possible, the guidelines and criteria developed by the Organization. Contracting Governments may submit such systems to the Organization for recognition.
- 5 Where two or more Governments have a common interest in a particular area, they should formulate proposals for a co-ordinated ship reporting system on the basis of agreement between them. Before proceeding with a proposal for adoption of a ship reporting system, the Organization shall disseminate details of the proposal to those Governments which have a common interest in the area covered by the proposed system. Where a co-ordinated ship reporting system is adopted and established, it shall have uniform procedures and operations.
- 6 After adoption of a ship reporting system in accordance with this regulation, the Government or Governments concerned shall take all measures necessary for the promulgation of any information needed for the efficient and effective use of the system. Any adopted ship reporting system shall have the capability of interaction and the ability to assist ships with information when necessary. Such systems shall be operated in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation.



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- 7 The master of a ship shall comply with the requirements of adopted ship reporting systems and report to the appropriate authority all information required in accordance with the provisions of each such system.
- 8 All adopted ship reporting systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the United Nations Convention on the Law of the Sea.
- 9 Nothing in this regulation or its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.
- 10 The participation of ships in accordance with the provisions of adopted ship reporting systems shall be free of charge to the ships concerned. 11 The Organization shall ensure that adopted ship reporting systems are reviewed under the guidelines and criteria developed by the Organization.

### **REGULATION 12 - Vessel traffic services**

- 1 Vessel traffic services (VTS) contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of maritime traffic.
- 2 Contracting Governments undertake to arrange for the establishment of VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services.
- 3 Contracting Governments planning and implementing VTS shall, wherever possible, follow the guidelines developed by the Organization\*. The use of VTS may only be made mandatory in sea areas within the territorial seas of a coastal State.
- 4 Contracting Governments shall endeavour to secure the participation in, and compliance with, the provisions of vessel traffic services by ships entitled to fly their flag.
- 5 Nothing in this regulation or the guidelines adopted by the Organization shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.

\* Refer to the Guidelines on Vessel Traffic Services adopted by the Organization by resolution A.857(20).

### **REGULATION 13 - Establishment and operation of aids to navigation**

- 1 Each Contracting Government undertakes to provide, as it deems practical and necessary either individually or in co-operation with other Contracting

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Governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires.

- 2 In order to obtain the greatest possible uniformity in aids to navigation, Contracting Governments undertake to take into account the international recommendations and guidelines\* when establishing such aids.
- 3 Contracting Governments undertake to arrange for information relating to aids to navigation to be made available to all concerned. Changes in the transmissions of position-fixing systems which could adversely affect the performance of receivers fitted in ships shall be avoided as far as possible and only be effected after timely and adequate notice has been promulgated.

\* Refer to the appropriate recommendations and guidelines of IALA and SN/Circ.107 – Maritime Buoyage System.

### **REGULATION 14 - Ships' manning**

- 1 Contracting Governments undertake, each for its national ships, to maintain, or, if it is necessary, to adopt, measures for the purpose of ensuring that, from the point of view of safety of life at sea, all ships shall be sufficiently and efficiently manned.\*
- 2 Every ship to which chapter I applies shall be provided with an appropriate minimum safe manning document or equivalent issued by the Administration as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1.
- 3 On all ships, to ensure effective crew performance in safety matters, a working language shall be established and recorded in the ship's log-book. The company, as defined in regulation IX/1, or the master, as appropriate, shall determine the appropriate working language. Each seafarer shall be required to understand and, where appropriate, give orders and instructions and to report back in that language. If the working language is not an official language of the State whose flag the ship is entitled to fly, all plans and lists required to be posted shall include a translation into the working language.
- 4 On ships to which chapter I applies, English shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watchkeeping personnel\*\*, unless those directly involved in the communication speak a common language other than English.

\* Refer to the Principles of Safe Manning adopted by the Organization by resolution A.890(21).

\*\* The IMO Standard Marine Communications Phrases (SMCPs) (MSC/Circ.794), as amended, may be used in this respect.

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### **REGULATION 15 - Principles relating to bridge design, design and arrangement of navigational systems and equipment and bridge procedures**

All decisions which are made for the purpose of applying the requirements of regulations 19, 22, 24, 25, 27 and 28 and which affect bridge design, the design and arrangement of navigational systems and equipment on the bridge and bridge procedures\* shall be taken with the aim of:

- .1 facilitating the tasks to be performed by the bridge team and the pilot in making full appraisal of the situation and in navigating the ship safely under all operational conditions;
- .2 promoting effective and safe bridge resource management;
- .3 enabling the bridge team and the pilot to have convenient and continuous access to essential information which is presented in a clear and unambiguous manner, using standardized symbols and coding systems for controls and displays;
- .4 indicating the operational status of automated functions and integrated components, systems and/or sub-systems;
- .5 allowing for expeditious, continuous and effective information processing and decision-making by the bridge team and the pilot;
- .6 preventing or minimizing excessive or unnecessary work and any conditions or distractions on the bridge which may cause fatigue or interfere with the vigilance of the bridge team and the pilot; and
- .7 minimizing the risk of human error and detecting such error if it occurs, through monitoring and alarm systems, in time for the bridge team and the pilot to take appropriate action.

\* Refer to Guidelines on ergonomic criteria for bridge equipment and layout (MSC/Circ.982). Performance standards for IBS (resolution MSC.64(67); annex 1); and for INS (resolution MSC.86(70); annex 3).

### **REGULATION 16 - Maintenance of equipment**

- 1 The Administration shall be satisfied that adequate arrangements are in place to ensure that the performance of the equipment required by this chapter is maintained.
- 2 Except as provided in regulations 1/7(b)(ii), 1/8 and 1/9, while all reasonable steps shall be taken to maintain the equipment required by this chapter in efficient working order, malfunctions of that equipment shall not be considered as making the ship unseaworthy or as a reason for delaying the ship in ports where repair facilities are not readily available, provided suitable arrangements are made by the master to take the inoperative equipment or unavailable information into account in planning and executing a safe voyage to a port where repairs can take place.

### **REGULATION 17 - Electromagnetic compatibility**

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- 1 Administrations shall ensure that all electrical and electronic equipment on the bridge or in the vicinity of the bridge, on ships constructed on or after 1 July 2002, is tested for electromagnetic compatibility taking into account the recommendations developed by the Organization.\*
- 2 Electrical and electronic equipment shall be so installed that electromagnetic interference does not affect the proper function of navigational systems and equipment.
- 3 Portable electrical and electronic equipment shall not be operated on the bridge if it may affect the proper function of navigational systems and equipment.

\* Refer to the General requirements for Electromagnetic Compatibility for all Electrical and Electronic Ship's Equipment adopted by the Organization by resolution A.813(19).

### **REGULATION 18 - Approval, surveys and performance standards of navigational systems and equipment and voyage data recorder**

- 1 Systems and equipment required to meet the requirements of regulations 19 and 20 shall be of a type approved by the Administration.
- 2 Systems and equipment, including associated back-up arrangements, where applicable, installed on or after 1 July 2002 to perform the functional requirements of regulations 19 and 20 shall conform to appropriate performance standards not inferior to those adopted by the Organization.
- 3 When systems and equipment are replaced or added to on ships constructed before 1 July 2002, such systems and equipment shall, in so far as is reasonable and practicable, comply with the requirements of paragraph 2.
- 4 Systems and equipment installed prior to the adoption of performance standards by the Organization may subsequently be exempted from full compliance with such standards at the discretion of the Administration, having due regard to the recommended criteria adopted by the Organization. However, for an electronic chart display and information system (ECDIS) to be accepted as satisfying the chart carriage requirement of regulation 19.2.1.4, that system shall conform to the relevant performance standards not inferior to those adopted by the Organization in effect on the date of installation, or, for systems installed before 1 January 1999, not inferior to the performance standards adopted by the Organization on 23 November 1995\*.
- 5 The Administration shall require that the manufacturers have a quality control system audited by a competent authority to ensure continuous compliance with the type approval conditions. Alternatively, the Administration may use final product verification procedures where the compliance with the type approval certificate is verified by a competent authority before the product is installed on board ships.

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- 6 Before giving approval to systems or equipment embodying new features not covered by this chapter, the Administration shall ensure that such features support functions at least as effective as those required by this chapter.
- 7 When equipment, for which performance standards have been developed by the Organization, is carried on ships in addition to those items of equipment required by regulations 19 and 20, such equipment shall be subject to approval and shall as far as practicable comply with performance standards not inferior to those adopted by the Organization.
- 8 The voyage data recorder system, including all sensors, shall be subjected to an annual performance test. The test shall be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections shall be conducted to determine the serviceability of all protective enclosures and devices fitted to aid location. A copy of the certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards, shall be retained on board the ship.

\* Recommendation on Performance Standards for Electronic Chart Display and Information Systems (ECDIS) (resolution A.817(19)).

### **REGULATION 19 - Carriage requirements for shipborne navigational systems and equipment**

#### **1 Application and requirements**

Subject to the provisions of regulation 1.4:

- 1.1 Ships constructed on or after 1 July 2002 shall be fitted with navigational systems and equipment which will fulfil the requirements prescribed in paragraphs 2.1 to 2.9.
- 1.2 Ships constructed before 1 July 2002 shall:
  - .1 subject to the provisions of paragraphs 1.2.2 and 1.2.3, unless they comply fully with this regulation, continue to be fitted with equipment which fulfils the requirements prescribed in regulations V/11, V/12 and V/20 of the International Convention for the Safety of Life at Sea, 1974 in force prior to 1 July 2002;
  - .2 be fitted with the equipment or systems required in paragraph 2.1.6 not later than the first survey after 1 July 2002 at which time the radio direction-finding apparatus referred to in V/12 (p) of the International Convention for the Safety of Life at Sea, 1974 in force prior to 1 July 2002 shall no longer be required; and
  - .3 be fitted with the system required in paragraph 2.4 not later than the dates specified in paragraphs 2.4.2 and 2.4.3.

#### **2 Shipborne navigational equipment and systems**

2.1 All ships irrespective of size shall have:

- .1 a properly adjusted standard magnetic compass, or other means, independent of any power supply to determine the ship's heading and display the reading at the main steering position;

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- .2 a pelorus or compass bearing device, or other means, independent of any power supply to take bearings over an arc of the horizon of 360°;
  - .3 means of correcting heading and bearings to true at all times;
  - .4 nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage; an electronic chart display and information system (ECDIS) may be accepted as meeting the chart carriage requirements of this subparagraph;
  - .5 back-up arrangements to meet the functional requirements of subparagraph .4, if this function is partly or fully fulfilled by electronic means;\*
  - .6 a receiver for a global navigation satellite system or a terrestrial radionavigation system, or other means, suitable for use at all times throughout the intended voyage to establish and update the ship's position by automatic means;
  - .7 if less than 150 gross tonnage and if practicable, a radar reflector, or other means, to enable detection by ships navigating by radar at both 9 and 3 GHz;
  - .8 when the ship's bridge is totally enclosed and unless the Administration determines otherwise, a sound reception system, or other means, to enable the officer in charge of the navigational watch to hear sound signals and determine their direction;
  - .9 a telephone, or other means, to communicate heading information to the emergency steering position, if provided.
- 2.2 All ships of 150 gross tonnage and upwards and passenger ships irrespective of size shall, in addition to the requirements of paragraph 2.1, be fitted with:
- .1 a spare magnetic compass interchangeable with the magnetic compass, as referred to in paragraph 2.1.1, or other means to perform the function referred to in paragraph 2.1.1 by means of replacement or duplicate equipment;
  - .2 a daylight signalling lamp, or other means to communicate by light during day and night using an energy source of electrical power not solely dependent upon the ship's power supply.
- 2.3 All ships of 300 gross tonnage and upwards and passenger ships irrespective of size shall, in addition to meeting the requirements of paragraph 2.2, be fitted with:
- .1 an echo sounding device, or other electronic means, to measure and display the available depth of water;
  - .2 a 9 GHz radar, or other means to determine and display the range and bearing of radar transponders and of other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance;
  - .3 an electronic plotting aid, or other means, to plot electronically the range and bearing of targets to determine collision risk;

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- .4 speed and distance measuring device, or other means, to indicate speed and distance through the water;
  - .5 a properly adjusted transmitting heading device, or other means to transmit heading information for input to the equipment referred to in paragraphs 2.3.2, 2.3.3 and 2.4.
- 2.4 All ships of 300 gross tonnage and upwards engaged on international voyages and cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size shall be fitted with an automatic identification system (AIS), as follows:
- .1 ships constructed on or after 1 July 2002;
  - .2 ships engaged on international voyages constructed before 1 July 2002:
    - .2.1 in the case of passenger ships, not later than 1 July 2003;
    - .2.2 in the case of tankers, not later than the first survey for safety equipment\* on or after 1 July 2003;
    - .2.3 in the case of ships, other than passenger ships and tankers, of 50,000 gross tonnage and upwards, not later than 1 July 2004;
    - .2.4 in the case of ships, other than passenger ships and tankers, of 10,000 gross tonnage and upwards but less than 50,000 gross tonnage, not later than 1 July 2005;
    - .2.5 in the case of ships, other than passenger ships and tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage, not later than 1 July 2006.
    - .2.6 in the case of ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 3,000 gross tonnage, not later than 1 July 2007; and
  - .3 ships not engaged on international voyages constructed before 1 July 2002, not later than 1 July 2008;
  - .4 the Administration may exempt ships from the application of the requirements of this paragraph when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .2 and .3;
  - .5 a properly adjusted transmitting heading device, or other means to transmit heading information for input to the equipment referred to in paragraphs 2.3.2, 2.3.3 and 2.4.
- 2.4 All ships of 300 gross tonnage and upwards engaged on international voyages and cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size shall be fitted with an automatic identification system (AIS), as follows:
- .1 ships constructed on or after 1 July 2002;
  - .2 ships engaged on international voyages constructed before 1 July 2002:
    - .2.1 in the case of passenger ships, not later than 1 July 2003;
    - .2.2 in the case of tankers, not later than the first survey for safety equipment\* on or after 1 July 2003;
    - .2.3 in the case of ships, other than passenger ships and tankers, of 50,000 gross tonnage and upwards, not later than 1 July 2004;

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- .2.4 in the case of ships, other than passenger ships and tankers, of 10,000 gross tonnage and upwards but less than 50,000 gross tonnage, not later than 1 July 2005;
- .2.5 in the case of ships, other than passenger ships and tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage, not later than 1 July 2006.
- .2.6 in the case of ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 3,000 gross tonnage, not later than 1 July 2007; and
- .3 ships not engaged on international voyages constructed before 1 July 2002, not later than 1 July 2008;
- .4 the Administration may exempt ships from the application of the requirements of this paragraph when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .2 and .3;
- .5 AIS shall:
  - .1 provide automatically to appropriately equipped shore stations, other ships and aircraft information, including the ship's identity, type, position, course, speed, navigational status and other safety-related information;
  - .2 receive automatically such information from similarly fitted ships;
  - .3 monitor and track ships; and
  - .4 exchange data with shore-based facilities;
  - .6 the requirements of paragraph 2.4.5 shall not be applied to cases where international agreements, rules or standards provide for the protection of navigational information; and
  - .7 AIS shall be operated taking into account the guidelines adopted by the Organization.
- 2.5 All ships of 500 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.3 with the exception of paragraphs 2.3.3 and 2.3.5, and the requirements of paragraph 2.4, have:
  - .1 a gyro compass, or other means, to determine and display their heading by shipborne non-magnetic means and to transmit heading information for input to the equipment referred in paragraphs 2.3.2, 2.4 and 2.5.5;
  - .2 a gyro compass heading repeater, or other means, to supply heading information visually at the emergency steering position if provided;
  - .3 a gyro compass bearing repeater, or other means, to take bearings, over an arc of the horizon of 360°, using the gyro compass or other means referred to in subparagraph .1. However ships less than 1,600 gross tonnage shall be fitted with such means as far as possible;
  - .4 rudder, propeller, thrust, pitch and operational mode indicators, or other means to determine and display rudder angle, propeller revolutions, the force and direction of thrust and, if applicable, the force and direction of lateral thrust and the pitch and operational mode, all to be readable from the conning position; and



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- .5 an automatic tracking aid, or other means, to plot automatically the range and bearing of other targets to determine collision risk.
- 2.6 On all ships of 500 gross tonnage and upwards, failure of one piece of equipment should not reduce the ship's ability to meet the requirements of paragraphs 2.1.1, 2.1.2 and 2.1.4.
- 2.7 All ships of 3000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.5, have:
  - .1 a 3 GHz radar or where considered appropriate by the Administration a second 9 GHz radar, or other means to determine and display the range and bearing of other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance, which are functionally independent of those referred to in paragraph 2.3.2; and
  - .2 a second automatic tracking aid, or other means to plot automatically the range and bearing of other targets to determine collision risk which are functionally independent of those referred to in paragraph 2.5.5.
- 2.8 All ships of 10,000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.7 with the exception of paragraph 2.7.2, have:
  - .1 an automatic radar plotting aid, or other means, to plot automatically the range and bearing of at least 20 other targets, connected to a device to indicate speed and distance through the water, to determine collision risks and simulate a trial manoeuvre; and
  - .2 a heading or track control system, or other means, to automatically control and keep to a heading and/or straight track.
- 2.9 All ships of 50,000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.8, have:
  - .1 a rate of turn indicator, or other means, to determine and display the rate of turn; and
  - .2 a speed and distance measuring device, or other means, to indicate speed and distance over the ground in the forward and athwartships direction.
  - .3 When "other means" are permitted under this regulation, such means must be approved by Administration in accordance with regulation 18.
  - .4 The navigational equipment and systems referred to in this regulation shall be so installed, tested and maintained as to minimize malfunction.
  - .5 Navigational equipment and systems offering alternative modes of operation shall indicate the actual mode of use.
  - .6 Integrated bridge systems\* shall be so arranged that failure of one sub-system is brought to immediate attention of the officer in charge of the navigational watch by audible and visual alarms, and does not cause failure to any other sub-system. In case of failure in one part of an integrated navigational system,\*\* it shall be possible to operate each other individual item of equipment or part of the system separately.

\* Refer to resolution MSC.64(67), annex 1 - Performance standard for Integrated bridge systems.

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\*\* Refer to resolution MSC.86(70), annex 3 - Performance standard for Integrated navigational systems.

### **REGULATION 20 - Voyage data recorders**

- 1 To assist in casualty investigations, ships, when engaged on international voyages, subject to the provisions of regulation 1.4, shall be fitted with a voyage data recorder (VDR) as follows:
  - .1 passenger ships constructed on or after 1 July 2002;
  - .2 ro-ro passenger ships constructed before 1 July 2002 not later than the first survey on or after 1 July 2002;
  - .3 passenger ships other than ro-ro passenger ships constructed before 1 July 2002 not later than 1 January 2004; and
  - .4 ships, other than passenger ships, of 3,000 gross tonnage and upwards constructed on or after 1 July 2002.
- 2 Administrations may exempt ships, other than ro-ro passenger ships, constructed before 1 July 2002 from being fitted with a VDR where it can be demonstrated that interfacing a VDR with the existing equipment on the ship is unreasonable and impracticable.

### **REGULATION 21 - International Code of Signals**

All ships which, in accordance with the present Convention, are required to carry a radio installation shall carry the International Code of Signals as may be amended by the Organization. The Code shall also be carried by any other ship which, in the opinion of the Administration, has a need to use it.

### **REGULATION 22 - Navigation bridge visibility**

- 1 Ships of not less than 45 m in length as defined in regulation III/3.12, constructed on or after 1 July 1998, shall meet the following requirements:
  - .1 The view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or 500 m, whichever is the less, forward of the bow to 10° on either side under all conditions of draught, trim and deck cargo;
  - .2 No blind sector caused by cargo, cargo gear or other obstructions outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall exceed 10°. The total arc of blind sectors shall not exceed 20°. The clear sectors between blind sectors shall be at least 5°. However, in the view described in .1, each individual blind sector shall not exceed 5°;
  - .3 The horizontal field of vision from the conning position shall extend over an arc of not less than 225°, that is from right ahead to not less than 22.5°, abaft the beam on either side of the ship;

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- .4 From each bridge wing the horizontal field of vision shall extend over an arc at least 225°, that is from at least 45° on the opposite bow through right ahead and then from right ahead to right astern through 180° on the same side of the ship;
- .5 From the main steering position the horizontal field of vision shall extend over an arc from right ahead to at least 60° on each side of the ship;
- .6 The ship's side shall be visible from the bridge wing;
- .7 The height of the lower edge of the navigation bridge front windows above the bridge deck shall be kept as low as possible. In no case shall the lower edge present an obstruction to the forward view as described in this regulation;
- .8 The upper edge of the navigation bridge front windows shall allow a forward view of the horizon, for a person with a height of eye of 1,800 mm above the bridge deck at the conning position, when the ship is pitching in heavy seas. The Administration, if satisfied that a 1,800 mm height of eye is unreasonable and impractical, may allow reduction of the height of eye but not less than 1,600 mm;
- .9 Windows shall meet the following requirements:
  - .9.1 To help avoid reflections, the bridge front windows shall be inclined from the vertical plane top out, at an angle of not less than 10° and not more than 25°.
  - .9.2 Framing between navigation bridge windows shall be kept to a minimum and not be installed immediately forward of any workstation.
  - .9.3 Polarized and tinted windows shall not be fitted.
  - .9.4 A clear view through at least two of the navigation bridge front windows and, depending on the bridge configuration, an additional number of clear-view windows shall be provided at all times, regardless of weather conditions.
- 2 Ships constructed before 1 July 1998 shall, where practicable, meet the requirements of paragraphs 1.1 and 1.2. However, structural alterations or additional equipment need not be required.
- 3 On ships of unconventional design which, in the opinion of the Administration, cannot comply with this regulation, arrangements shall be provided to achieve a level of visibility that is as near as practical to that prescribed in this regulation.

### **REGULATION 23 - Pilot transfer arrangements**

#### **1 Application**

- 1.1 Ships engaged on voyages in the course of which pilots are likely to be employed shall be provided with pilot transfer arrangements.
- 1.2 Equipment and arrangements for pilot transfer which are installed on or after 1 January 1994 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organization\*.

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- 1.3 Equipments and arrangements for pilot transfer which are provided on ships before 1 January 1994 shall at least comply with the requirements of regulation 17 of the International Convention for the Safety of Life at Sea, 1974 in force prior to that date, and due regard shall be paid to the standards adopted by the Organization prior to that date.
- 1.4 Equipment and arrangements which are replaced after 1 January 1994 shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.

### **2 General**

- 2.1 All arrangements used for pilot transfer shall efficiently fulfill their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.
- 2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

### **3 Transfer arrangements**

- 3.1 Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.
- 3.2 In all ships where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or by means of mechanical pilot hoists or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.
- 3.3 Safe and convenient access to, and egress from, the ship shall be provided by either:
  - .1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:
    - .1.1 it is clear of any possible discharges from the ship;
    - .1.2 it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;
    - .1.3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;
    - .1.4 the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship,

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and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes;

- .2 an accommodation ladder in conjunction with the pilot ladder, or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges; or
- .3 a mechanical pilot hoist so located that it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship and clear of all discharges.

### **4 Access to the ship's deck**

- 4.1 Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:
  - .1 a gateway in the rails or bulwark, adequate handholds shall be provided;
  - .2 a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.

### **5 Shiplide doors**

Shiplide doors used for pilot transfer shall not open outwards.

### **6 Mechanical pilot hoists**

- 6.1 The mechanical pilot hoist and its ancillary equipment shall be of a type approved by the Administration. The pilot hoist shall be designed to operate as a moving ladder to lift and lower one person on the side of the ship, or as a platform to lift and lower one or more persons on the side of the ship. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner, including a safe access from the hoist to the deck and vice versa. Such access shall be gained directly by a platform securely guarded by handrails.
- 6.2 Efficient hand gear shall be provided to lower or recover the person or persons carried, and kept ready for use in the event of power failure.
- 6.3 The hoist shall be securely attached to the structure of the ship. Attachment shall not be solely by means of the ship's side rails. Proper and strong attachment points shall be provided for hoists of the portable type on each side of the ship.
- 6.4 If belting is fitted in the way of the hoist position, such belting shall be cut back sufficiently to allow the hoist to operate against the ship's side.
- 6.5 A pilot ladder shall be rigged adjacent to the hoist and available for immediate use so that access to it is available from the hoist at any point of its travel. The pilot ladder shall be capable of reaching the sea level from its own point of access to the ship.

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6.6 The position on the ship's side where the hoist will be lowered shall be indicated.

6.7 An adequate protected stowage position shall be provided for the portable hoist. In very cold weather, to avoid the danger of ice formation, the portable hoist shall not be rigged until its use is imminent.

### **7 Associated equipment**

7.1 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred;

- .1 two man-ropes of not less than 28 mm in diameter properly secured to the ship if required by the pilot;
- .2 a lifebuoy equipped with a self-igniting light;
- .3 a heaving line.

7.2 When required by paragraph 4, stanchions and bulwark ladders shall be provided.

### **8 Lighting**

Adequate lighting shall be provided to illuminate the transfer arrangements overside, the position on deck where a person embarks or disembarks and the controls of the mechanical pilot hoist.

## **REGULATION 24 - Use of heading and/or track control systems**

- 1 In areas of high traffic density, in conditions of restricted visibility and in all other hazardous navigational situations where heading and/or track control systems are in use, it shall be possible to establish manual control of the ship's steering immediately.
- 2 In circumstances as above, the officer in charge of the navigational watch shall have available without delay the services of a qualified helmsperson who shall be ready at all times to take over steering control.
- 3 The change-over from automatic to manual steering and vice versa shall be made by or under the supervision of a responsible officer.
- 4 The manual steering shall be tested after prolonged use of heading and/or track control systems, and before entering areas where navigation demands special caution.

## **REGULATION 25 - Operation of main source of electrical power and steering gear**

In areas where navigation demands special caution, ships shall have more than one steering gear power unit in operation when such units are capable of simultaneous operation.

## **REGULATION 26 - Steering gear: Testing and drills**

- 1 Within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew. The test procedure shall include, where applicable, the operation of the following:

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- .1 the main steering gear;
  - .2 the auxiliary steering gear;
  - .3 the remote steering gear control systems;
  - .4 the steering positions located on the navigation bridge;
  - .5 the emergency power supply;
  - .6 the rudder angle indicators in relation to the actual position of the rudder;
  - .7 the remote steering gear control system power failure alarms;
  - .8 the steering gear power unit failure alarms; and
  - .9 automatic isolating arrangements and other automatic equipment.
- 2 The checks and tests shall include:
- .1 the full movement of the rudder according to the required capabilities of the steering gear;
  - .2 a visual inspection for the steering gear and its connecting linkage; and
  - .3 the operation of the means of communication between the navigation bridge and steering gear compartment.
- 3.1 Simple operating instructions with a block diagram showing the change-over procedures for remote steering gear control systems and steering gear power units shall be permanently displayed on the navigation bridge and in the steering compartment.
- 3.2 All ships' officers concerned with the operation and/or maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the ship and with the procedures for changing from one system to another.
- 4 In addition to the routine checks and tests prescribed in paragraphs 1 and 2, emergency steering drills shall take place at least once every three months in order to practice emergency steering procedures. These drills shall include direct control within the steering gear compartment, the communications procedure with the navigation bridge and, where applicable the operation of alternative power supplies.
- 5 The Administration may waive the requirements to carry out the checks and tests prescribed in paragraphs 1 and 2 for ships which regularly engage on voyages of short duration. Such ships shall carry out these checks and tests at least once every week.
- 6 The date upon which the checks and tests prescribed in paragraphs 1 and 2 are carried out and the date and details of emergency steering drills carried out under paragraph 4, shall be recorded.

### **REGULATION 27 - Nautical charts and nautical publications**

Nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, shall be adequate and up to date.

### **REGULATION 28 - Records of navigational activities**

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All ships engaged on international voyages shall keep on board a record of navigational activities and incidents which are of importance to safety of navigation and which must contain sufficient detail to restore a complete record of the voyage, taking into account the recommendations adopted by the Organization. When such information is not maintained in the ship's log book, it shall be maintained in another form approved by the Administration.

### **REGULATION 29 - Life-saving signals to be used by ships, aircraft or persons in distress**

An illustrated table describing the life-saving signals\* shall be readily available to the officer of the watch of every ship to which this chapter applies. The signals shall be used by ships or persons in distress when communicating with life-saving stations, maritime rescue units and aircraft engaged in search and rescue operations.

\* Such life-saving signals are described in the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR) Vol.III, Mobile Facilities and illustrated in the International Code of Signals, as amended pursuant to resolution A.80(IV).

### **REGULATION 30 - Operational limitations**

- 1 This regulation applies to all passenger ships to which chapter I applies.
- 2 A list of all limitations on the operation of a passenger ship including exemptions from any of these regulations, restrictions in operating areas, weather restrictions, sea state restrictions, restrictions in permissible loads, trim, speed and any other limitations, whether imposed by the Administration or established during the design or the building stages, shall be compiled before the passenger ship is put in service. The list, together with any necessary explanations, shall be documented in a form acceptable to the Administration, which shall be kept on board readily available to the master. The list shall be kept updated. If the language used is not English or French, the list shall be provided in one of the two languages.

### **REGULATION 31 - Danger messages**

- 1 The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received, is bound to communicate the information by all means at his disposal to ships in the vicinity, and also to the competent authorities. The form in which the information is sent is not obligatory. It may be transmitted either in plain



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language (preferably English) or by means of the International Code of Signals.

- 2 Each Contracting Government will take all steps necessary to ensure that when intelligence of any of the dangers specified in paragraph 1 is received, it will be promptly brought to the knowledge of those concerned and communicated to other interested Governments.
- 3 The transmission of messages respecting the dangers specified is free of cost to the ships concerned.
- 4 All radio messages issued under paragraph 1 shall be preceded by the safety signal, using the procedure as prescribed by the Radio Regulations as defined in regulation IV/2.

### **REGULATION 32 - Information required in danger messages**

The following information is required in danger messages:

- 1 Ice, derelicts and other direct dangers to navigation:
  - .1 The kind of ice, derelict or danger observed.
  - .2 The position of the ice, derelict or danger when last observed.
  - .3 The time and date (Universal Co-ordinated Time) when the danger was last observed.
- 2 Tropical cyclones (storms)
  - .1 A statement that a tropical cyclone has been encountered. This obligation should be interpreted in a broad spirit, and information transmitted whenever the master has good reason to believe that a tropical cyclone is developing or exists in the neighborhood.
  - .2 Time, date (Universal Co-ordinated Time) and position of ship when the observation was taken.
  - .3 As much of the following information as is practicable should be included in the message:
    - barometric pressure, preferably corrected (stating millibars, millimetres, or inches, and whether corrected or uncorrected);
    - barometric tendency (the change in barometric pressure during the past three hours);
    - true wind direction;- wind force (Beaufort scale);
    - state of the sea (smooth, moderate, rough, high);
    - swell (slight, moderate, heavy) and the true direction from which it comes. Period or length of swell (short, average, long) would also be of value;
    - true course and speed of ship.

#### **Subsequent observations**

- 3 When a master has reported a tropical cyclone or other dangerous storm, it is desirable but not obligatory, that further observations be made and transmitted hourly, if practicable, but in any case at intervals of not more than 3 hours, so long as the ship remains under the influence of the storm.
- 4 Winds of force 10 or above on the Beaufort scale for which no storm warning has been received. This is intended to deal with storms other than the

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tropical cyclones referred to in paragraph 2; when such a storm is encountered, the message should contain similar information to that listed under the paragraph but excluding the details concerning sea and swell.

- 5 Sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures:
  - .1 Time and date (Universal Co-ordinated Time).
  - .2 Air temperature.
  - .3 Sea temperature (if practicable).
  - .4 Wind force and direction.

### **REGULATION 33 - Distress messages: Obligations and procedures**

- 1 The master of a ship at sea which is in a position to be able to provide assistance on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service that the ship is doing so. If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the master must enter in the log-book the reason for failing to proceed to the assistance of the persons in distress, taking into account the recommendation of the Organization, to inform the appropriate search and rescue service accordingly.
- 2 The master of a ship in distress or the search and rescue service concerned, after consultation, so far as may be possible, with the masters of ships which answer the distress alert, has the right to requisition one or more of those ships as the master of the ship in distress or the search and rescue service considers best able to render assistance, and it shall be the duty of the master or masters of the ship or ships requisitioned to comply with the requisition by continuing to proceed with all speed to the assistance of persons in distress.
- 3 Masters of ships shall be released from the obligation imposed by paragraph 1 on learning that their ships have not been requisitioned and that one or more other ships have been requisitioned and are complying with the requisition. This decision shall, if possible be communicated to the other requisitioned ships and to the search and rescue service.
- 4 The master of a ship shall be released from the obligation imposed by paragraph 1 and, if his ship has been requisitioned, from the obligation imposed by paragraph 2 on being informed by the persons in distress or by the search and rescue service or by the master of another ship which has reached such persons that assistance is no longer necessary.
- 5 The provisions of this regulation do not prejudice the Convention for the Unification of Certain Rules of Law Relating to Assistance and Salvage at Sea, signed at Brussels on 23 September 1910, particularly the obligation to render assistance imposed by article 11 of that Convention.\*

\* International Convention on Salvage 1989 done at London on 28 April 1989 entered into force on 14 July 1996.

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### **REGULATION 34 - Safe navigation and avoidance of dangerous situations**

- 1 Prior to proceeding to sea, the master shall ensure that the intended voyage has been planned using the appropriate nautical charts and nautical publications for the area concerned, taking into account the guidelines and recommendations developed by the Organization.\*
- 2 The voyage plan shall identify a route which:
  - .1 takes into account any relevant ships' routing systems;
  - .2 ensures sufficient sea room for the safe passage of the ship throughout the voyage;
  - .3 anticipates all known navigational hazards and adverse weather conditions; and
  - .4 takes into account the marine environmental protection measures that apply, and avoids as far as possible actions and activities which could cause damage to the environment.
- 3 The owner, the charterer, or the company, as defined in regulation IX/1, operating the ship or any other person, shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgement, is necessary for safe navigation and protection of the marine environment.

\* Refer to the Guidelines for Voyage Planning, adopted by the Organization by resolution A.893(21).

### **REGULATION 35 - Misuse of distress signals**

The use of an international distress signal, except for the purpose of indicating that a person or persons are in distress, and the use of any signal which may be confused with an international distress signal, are prohibited.

## **APPENDIX TO CHAPTER V**

### **RULES FOR THE MANAGEMENT, OPERATION AND FINANCING OF THE NORTH ATLANTIC ICE PATROL**

- 1 In these Rules:
  - .1 *Ice season* means the annual period between February 15 and July 1.
  - .2 *Region of icebergs guarded by the ice patrol* means the south-eastern, southern and south-western limits of the region of icebergs in the vicinity of the Grand Banks of Newfoundland.
  - .3 *Routes passing through regions of icebergs guarded by the Ice Patrol* means:
    - .3.1 routes between Atlantic Coast ports of Canada (including inland ports approached from the North Atlantic through the Gut of Canso and Cabot Straits) and ports of Europe, Asia or Africa approached

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- from the North Atlantic through or north of the Straits of Gibraltar (except routes which pass south of the extreme limits of ice of all types).
- .3.2 routes via Cape Race, Newfoundland between Atlantic Coast ports of Canada (including inland ports approached from the North Atlantic through the Gut of Canso and Cabot Straits) west of Cape Race, Newfoundland and Atlantic Coast ports of Canada north of Cape Race, Newfoundland.
  - .3.3 routes between Atlantic and Gulf Coast ports of the United States of America inland ports approached from the North Atlantic through the Gut of Canso and Cabot Straits) and ports of Europe, Asia or Africa approached from the North Atlantic through or north of the Straits of Gibraltar (except routes which pass south of the extreme limits of ice of all types).
  - .3.4 routes via Cape Race, Newfoundland between Atlantic and Gulf Coast ports of the United States of America (including inland ports approached from the North Atlantic through the Gut of Canso and Cabot Straits) and Atlantic Coast ports of Canada north of Cape Race, Newfoundland.
- .4 *Extreme limits of ice of all types* in the North Atlantic Ocean is defined by a line connecting the following points:  
A - 42° 23'.00N, 59° 25'.00W J - 39° 49'.00N, 41° 00'.00W  
B - 41° 23'.00N, 57° 00'.00W K - 40° 39'.00N, 39° 00'.00W  
C - 40° 47'.00N, 55° 00'.00W L - 41° 19'.00N, 38° 00'.00W  
D - 40° 07'.00N, 53° 00'.00W M - 43° 00'.00N, 37° 27'.00W  
E - 39° 18'.00N, 49° 39'.00W N - 44° 00'.00N, 37° 29'.00W  
F - 38° 00'.00N, 47° 35'.00W O - 46° 00'.00N, 37° 55'.00W  
G - 37° 41'.00N, 46° 40'.00W P - 48° 00'.00N, 38° 28'.00W  
H - 38° 00'.00N, 45° 33'.00W Q - 50° 00'.00N, 39° 07'.00W  
I - 39° 05'.00N, 43° 00'.00W R - 51° 25'.00N, 39° 45'.00W.
- .5 *Managing and operating* means maintaining, administering and operating the Ice Patrol, including the dissemination of information received therefrom.
  - .6 *Contributing Government* means a Contracting Government undertaking to contribute to the costs of the ice patrol service pursuant to these Rules.
- 2 Each Contracting Government specially interested in these services whose ships pass through the region of icebergs during the ice season undertakes to contribute to the Government of the United States of America its proportionate share of the costs for the management and operation of the ice patrol service. The contribution to the Government of the United States of America shall be based on the ratio which the average annual gross tonnage of that contributing Government's ships passing through the region of icebergs guarded by the Ice Patrol during the previous three ice seasons bears to the combined average annual gross tonnage of all ships that passed

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through the region of icebergs guarded by the Ice Patrol during the previous three ice seasons.

- 3 All contributions shall be calculated by multiplying the ratio described in paragraph 2 by the average actual annual cost incurred by the Governments of the United States of America and Canada of managing and operating ice patrol services during the previous three years. This ratio shall be computed annually, and shall be expressed in terms of a lump sum per-annum fee.
- 4 Each of the contributing Governments has the right to alter or discontinue its contribution, and other interested Governments may undertake to contribute to the expense. The contributing Government which avails itself of this right will continue to be responsible for its current contribution up to 1 September following the date of giving notice of intention to alter or discontinue its contribution. To take advantage of the said right it must give notice to the managing Government at least six months before the said 1 September.
- 5 Each contributing Government shall notify the Secretary-General of its undertaking pursuant to paragraph 2, who shall notify all Contracting Governments.
- 6 The Government of the United States of America shall furnish annually to each contributing Government a statement of the total cost incurred by the Governments of the United States of America and Canada of managing and operating the Ice Patrol for that year and of the average percentage share for the past three years of each contributing Government.
- 7 The managing government shall publish annual accounts including a statement of costs incurred by the governments providing the services for the past three years and the total gross tonnage using the service for the past three years. The accounts shall be publicly available. Within three months after having received the cost statement, contributing Governments may request more detailed information regarding the costs incurred in managing and operating the Ice Patrol.
- 8 These Rules shall be operative beginning with the ice season of 2002.