

# الاتفاقية الدولية لسلامة الارواح في البحر

## ATTACHEMENT 1

### INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE CONTRACTING GOVERNMENTS BEING DESIROUS of promoting safety of life at sea by establishing in common agreement uniform principles and rules directed thereto,

CONSIDERING that this end may best be achieved by the

conclusion of a Convention to replace the International

Convention for the Safety of Life at Sea, 1960, taking

account of developments since that Convention was

concluded,

HAVE AGREED as follows:

#### ARTICLE 1:

General Obligation under the Convention

(a) The Contracting Governments undertake to give effect

to the provisions of the present Convention and the Annex

thereto, which shall constitute an integral part of the

present Convention. Every reference to the present Con-

vention constitutes at the same time a reference to the

Annex.

(b) The Contracting Governments undertake to promulgate

all laws, decrees, orders and regulations and to take all

other steps which may be necessary to give the present

Convention full and complete effect, so as to ensure that,

from the point of view of safety of life, a ship is fit

for the service which it is intended.

#### ARTICLE 11:

Application

The present Convention shall apply to ships to fly the

flag of States the Governments of which are Contracting

Governments.

#### ARTICLE 11:

laws, Regulations

The Contracting Governments undertake to communicate to

and deposit with the Secretary-General of the Inter-

Governmental Maritime Consultative Organization

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(hereinafter referred to as "the Organization"):

- (a) a list of non-governmental agencies which are authorized to act in their behalf in the administration of measures for safety of life at sea for circulation to the Contracting Governments for the information of their officers;
- (b) the text of laws, decrees, orders and regulation which shall have been promulgated on the various matters within the scope of the present Convention;
- (c) a sufficient number of specimens of their Certificates issued under the provisions of the present Convention for circulation to the Contracting Governments for the information of their officers.

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#### ARTICLE 1V:

##### Cases of Force Majeure

- (a) A ship, which is not subject to the provisions of the present Convention at the time of its departure on any voyage, shall not become subject to the provisions of the present Convention on account of any deviation from its intended voyage due to stress of weather or any other cause of force majeure.
- (b) Persons who are on board a ship by reason of force majeure or in consequence of the obligation laid upon the master to carry shipwrecked or other persons shall not be taken into account for the purpose of ascertaining the application to a ship of any provisions of the present Convention.

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#### ARTICLE V:

##### Carriage of Persons in Emergency

- (a) For the purpose of evacuating persons in order to avoid a threat to the security of their lives a Contracting Government may permit the carriage of a larger number of persons in its ships than is otherwise permissible under the present Convention.
  - (b) Such permission shall not deprive other Contracting Governments of any right of control under the present
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Convention over such ships which come within their ports.

(c) Notice of any such permission, together with a statement of the circumstances, shall be sent to the Secretary-General of the Organisation by the Contracting Government granting such permission.

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#### ARTICLE V1:

##### Prior Treaties and Conventions

(a) As between the Contracting Governments, the present Convention replaces and abrogates the International Convention for the Safety of Life at Sea which was signed in London on 17 June 1960.

(b) All other treaties, conventions and arrangements relating to safety of life at sea, or matters appertaining thereto, at present in force between Governments parties to the present Convention shall continue to have full and complete effect during the terms thereof as regards:

(i) ships to which the present Convention does not apply;

(ii) ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

(c) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

(d) All matters which are not expressly provided for in the present Convention remain subject to the legislation of the Contracting Governments.

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#### ARTICLE VII:

##### Special Rules drawn up by Agreement

When in accordance with the present Convention special rules are drawn up by agreement between all or some of the Contracting Governments, such rules shall be communicated to the Secretary-General of the Organisation for circulation to all Contracting Governments.

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ARTICLE VIII:

Amendments

(a) The present Convention may be amended by either of the procedures specified in the following paragraphs.

(b) Amendments after consideration within the organisation, proposed

by a Con-

tracting Government shall

be submitted (i) Any amendment to the Secretary-General of the Organisation,

who shall then circulate it to all Members of the

Organization and all Contracting Governments at least six

months prior to its consideration.

(ii) Any amendment proposed and circulated as above shall

be referred to the Maritime Safety Committee of the

Organization for consideration.

(iii) Contracting Governments of States, whether or not

Members of the Organisation, shall be entitled to parti-

cipate in the proceeding of the Maritime Safety Committee

for the consideration and adoption of amendments.

(iv) Amendments shall be adopted by a two-thirds majority

of the Contracting Governments present and voting in the

Maritime Safety Committee expanded as provided for in sub-

paragraph (iii) of this paragraph (hereinafter referred

to as "the expanded Maritime Safety Committee") on condi-

tion that at least one-third of the Contracting

Governments shall be present at the time of voting.

(v) Amendments adopted in accordance with sub-paragraph

(iv) of this paragraph shall be communicated by the

Secretary-General of the Organization to all Contracting

Governments for acceptance.

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(vi) (1) An amendment to an Article of the Convention or

to Chapter I of the Annex shall be deemed to have been

accepted on the date on which it is accepted by two-thirds

of the Contracting Governments.

(2) An amendment to the Annex other than Chapter I shall

be deemed to have been accepted:

(aa) at the end of two years from the date on which it is

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committed to Contracting Governments for acceptance; or

(bb) at the end of a different period, which shall not be

less than one year, if so determined at the time of its

adoption by a two-thirds majority of the Contracting

Governments presented and voting in the expanded Maritime

Safety Committee.

However, if within the specified period either more than

one-third of Contracting Governments, or Contracting

Governments the combined merchant fleets of which consti-

tute not less than fifty per cent of the gross tonnage of

the world's merchant fleet, notify the Secretary-General

of the Organization that they object to the amendment, it

shall be deemed not to have been accepted.

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(vii) (1) An amendment to an Article of the Convention or

to Chapter I of the Annex shall enter into force with

respect to those Contracting Governments which have

accepted it, six months after the date on which it is

deemed to have been accepted, and with respect to each

Contracting Government which accepts it after that date;

six months after the date of that Contracting Government's

acceptance.

(2) An amendment to the Annex other than Chapter I shall

enter into force with respect to all Contracting Govern-

ments, except those which have objected to the amendment

under sub-paragraph (vi) (2) of this paragraph and which

have not withdrawn such objections, six months after the

date on which it is deemed to have been accepted, However,

before the date set for entry into force, any Contracting

Government may give notice to the Secretary-General of

the Organization that it exempts itself from giving effect

to that amendment for a period not longer than one year

from the date of its entry into force, or for such longer

period as may be determined by a two-thirds majority of

the Contracting Government present and voting in the

expanded Maritime Safety Committee at the time of the

adoption of the amendment.

(c) Amendment by a Conference:

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(i) Upon the request of a Contracting Government concurred in by at least one-third of the Contracting Governments, the Organization shall convene a conference of Contracting Government to consider amendments to the present Convention.

(ii) Every amendment adopted by such a Conference by a two-thirds majority of the Contracting Governments present and voting shall be communicated by the Secretary-General of the Organisation to all Contracting Governments for acceptance.

(iii) Unless the Conference decides otherwise, the amendment shall be deemed to have been accepted and shall enter into force in accordance with the procedures specified in sub-paragraphs (b)(vi) and (b)(vii) respectively of this Article, provided that reference in these paragraphs to the expanded Maritime Safety Committee shall be taken to mean reference to the Conference.

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(d) (i) A Contracting Government which has accepted an amendment to the Annex which has entered into force shall not be obliged to extend the benefit of the present Convention in respect of the certificates issued to a ship entitled to fly the flag of a State the Government of which, pursuant to the provisions of sub-paragraph (b)(vi)(2) of this Article, has objected to the amendment and has not withdrawn such an objection, but only to the extent that such certificates relate to matters covered by the amendment in question.

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(ii) A Contracting Government which has accepted an amendment to the Annex which has entered into force shall extend the benefit of the present Convention in respect of the certificates issued to a ship entitled to fly the flag of a State the Government of which pursuant to the provisions of sub-paragraph (b)(vii)(2) of this Article, has notified the Secretary-General of the Organization that it exempts itself from giving effect to the

amendment.

(e) Unless expressly provided otherwise, any amendment to the present Convention made under this Article, which relates to the structure of a ship, shall apply only to ships the keels of which are laid or which are at a similar stage of construction, on or after the date on which the amendment enters into force.

(f) Any declaration of acceptance of or objection to, an amendment or any notice given under sub-paragraph (b) (vii)(2) of this Article shall be submitted in writing to the Secretary-General of the Organization, who shall inform all Contracting Government of any such submission and the date of its receipt.

(g) The Secretary-General of the Organization shall inform all Contracting Government of any amendments which enter into force under this Article, together with the date on which each such amendment enters into force.

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#### ARTICLE IX:

Signature, Ratification, Acceptance, Approval and Accession

The present convention shall remain open for signature at the Organization from 1 November 1974 until 1 July 1975 and shall there-after remain open for accession. States may become parties to the present Convention by:

(i) signature without reservation as to ratification, acceptance or approval; or

(ii) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

(iii) accession.

(b) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General of the Organization.

(c) The Secretary-General of the Organization shall inform the Governments of all States which have signed the present Convention or acceded to it of any signature or of the deposit of any instrument of ratification,

acceptance, approval or accession and the date of its deposit.

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#### ARTICLE X:

##### Entry into Force

(a) The present Convention shall enter into force twelve months after the date on which not less than twenty-five States, the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's mercant shipping, have become parties to it in accordance with Article IX.

(b) Any instrument of ratification, acceptance, approval or accession deposited after the date on which the present Convention enters into force shall take effect three months after the date of deposit.

(c) After the date on which an amendment to the present Convention is deemed to have been accepted under Article VIII, any instrument of ratification, acceptance, approval or accession deposited shall apply to the Convention as amended.

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#### ARTICLE XI:

##### Denunciation

(a) The present Convention may be denounced by any Contracting Government at any time after the expiry of five years from the date on which the Convention enters into force for that Government.

(b) Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General of the Organisation who shall notify all the other Contracting Governments of any instrument of denunciation received and of the date of its receipt as well as the date on which such denunciation takes effect.

(c) A denunciation shall take effect one year, or such longer period as may be specified in the instrument of denunciation, after its receipt by the Secretary-General of the Organisation.

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ARTICLE XII:

Deposit and Registration

(a) The present Convention shall be deposited with the Secretary-General of the Organization who shall transmit certified true copies thereof to the Government of all States which have signed the present Convention or acceded to it.

(b) As soon as the present Convention enters into force the text shall be transmitted by the Secretary-General of the Organization to the Secretary-General of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

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ARTICLE XIII:

Languages

The present Convention is established in a single copy in the Chinese, English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic, German and Italian languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective Governments for that purpose, have signed the present Convention.

DONE AT LONDON this first day of November one thousand nine hundred and seventy-four.

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ANNEX

CHAPITRE 1

GENERAL PROVISIONS

PART A

APPLICATION, DEFINITIONS, ETC.

Regulation 1

Application

(a) Unless expressly provided otherwise, the present Regulations apply only to ships engaged on international voyages.

(b) The classes of ships to which each Chapter are more precisely defined, and the extent of the application is

shown, in each Chapter.

## Regulation 2

### Definitions

For the purpose of the present Regulations, unless expressly provided otherwise:

(a) "Regulations" means the Regulations contained in the Annex to the present Convention.

(b) "Administration" means the Government of the State whose flag the ship is entitled to fly.

(c) "Approved" means approved by the Administration.

(d) "International voyage" means a voyage from a country to which the present Convention applies to a port outside such country, or conversely.

(e) A passenger is every person other than:

(i) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and

(ii) a child under one year of age.

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(f) A passenger ship is a ship which carries more than twelve passengers.

(g) A cargo ship is any ship which is not a passenger ship.

(h) A tanker is a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable\* nature.

(i) A fishing vessel is a vessel used for catching fish, whales, seals, walrus or other living resources of the sea.

(j) A nuclear ship is a ship provided with a nuclear power plant.

(k) "New ship" means a ship the keel of which is laid or which is at a similar stage of construction on or after the date of coming into force of the present Convention.

(l) "Existing ship" means a ship which is not a new ship.

(m) A mile is 1,852 meters or 6,080 feet.

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## Regulation 3

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## Exceptions

(a) The present Regulations, unless expressly provided otherwise, do not apply to:

- (i) Ships of war and troopships.
- (ii) Cargo ships of less than 500 tons gross tonnage.
- (iii) Ships not propelled by mechanical means.
- (iv) Wooden ships of primitive build.
- (v) Pleasure yachts not engaged in trade.
- (vi) Fishing vessels.

(b) Except as expressly provided in Chapter V, nothing herein shall apply to ships solely navigating the Great Lakes of North America and the River St. Lawrence as far east as a straight line drawn from Cap des Rosiers to West point, Anticosti Island and, on the north side of Anticosti Island, the 63 rd Meridian.

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## Regulation 4

### Exemptions

(a) A ship which is not normally engaged on international voyages but which, to exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of the present Regulations provided that it complies with safety requirements which are adequate in the opinion of the Administration for the voyage which is to be undertaken by the ship.

"

(b) The Administration may exempt any ship which embodies features of a novel kind from any of the provisions of Chapter II-1-2 III and IV of these Regulations the application of which might seriously impede research into the development of such features and their incorporation in ships engaged on international voyages. Any such ship shall, however, comply with safety requirements which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship and which are acceptable to the Governments of the States to be visited

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by the ship. The Administration which allows any such exemption shall communicate to the Organization particulars of same and the reasons therefor which the Organization shall circulate to the Contracting Governments for their information.

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#### Regulation 5

##### Equivalents

(a) Where the present Regulations require that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a ship, or that any particular provision shall be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present Regulations.

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(b) Any Administration which so allows, in substitution, a fitting, material, appliance or apparatus, or type thereof, or provision, shall communicate to the Organization particulars thereof together with a report on any trials made and the Organization shall circulate such particulars to other Contracting Governments for the information of their officers.

#### PART B

##### SURVEYS AND CERTIFICATES

#### Regulation 6

##### Inspection and Survey

The inspection and survey of ships, so far as regards the enforcement of the provisions of the present Regulations and the granting of exemptions therefrom, shall be carried out by officers of the country in which the ship is registered, provided that the Government of each country may entrust the inspection and survey either to surveyors nominated for the purpose or to organizations

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recognized by it, In every case the government concerned fully guarantees the completeness and efficiency of the inspection and survey.

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#### Regulation 7

##### Survey of Passenger Ships

(a) A passenger ship shall be subjected to the surveys specified below:

- (i) A survey before the ship is put in service.
- (ii) A periodical survey once every twelve months.
- (iii) Additional surveys, as occasion arises.

(b) The surveys referred to above shall be carried out as follows:

(i) The survey before the ship is put in service shall include a complete inspection of its structure, machinery and equipment, including the outside of the ship's bottom and the inside and outside of the boilers, This survey shall be such as to ensure that the arrangements, material, and scantlings of the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installation, radio installation, radiotelegraph installations in motor lifeboats, portable radio apparatus for survival craft,

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life-saving appliances, fire protection, fire detecting and extinguishing appliances, radar, echo-sounding device, gyro-compass, pilot ladders, mechanical pilot hoists and other equipment, fully comply with the requirements of the present Convention, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration for ships of the service for which it is intended. The survey shall also be such as to ensure that the workmanship of all parts of the ship and its equipment is in all respects satisfactory, and that the ship is provided with the lights, shapes, means of making sound signals and distress signals as required by the provisions of the present Convention and the International Regulations for Preventing Collisions at Sea in force.

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(ii) The periodical survey shall include an inspection of the structure, boilers and other pressure vessels, machinery and equipment, including the outside of the ship's bottom. The survey shall be such as to ensure that the ship, as regards the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installation, radio installation, radiotelegraph installations in motor lifeboats, portable radio apparatus for survival craft, life-saving appliances, fire protection, fire detecting and extinguishing appliances, radar echo-sounding device, gyro-compass, pilot ladders, mechanical pilot hoists and other equipment, is in satisfactory condition and fit for the service for which it is intended, and that it complies with the requirements of the present Convention, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration. The lights, shapes and means of making sound signals and the distress signals carried by the ship shall also be subject to the above-mentioned survey for the purpose of ensuring that they comply with the requirements of the present Convention and of the International Regulations for Preventing Collisions at Sea in force.

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(iii) A survey either general or partial, according to the circumstances, shall be made everytime an accident occurs or a defect is discovered which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment, or whenever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs are in all respects satisfactory, and that the ship complies in all respects with the provisions of the present Convention and of the International Regulations for Preventing Collisions at Sea in force, and of the laws, decrees, orders and regulations promul-

gated as a result thereof by the Administration.

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(c) (i) The laws, decrees, orders and regulations referred to in paragraph (b) of this Regulation shall be in all respects such as to ensure that, from the point of view of safety of life, the ship is fit for the service for which it is intended.

(ii) They shall among other things prescribe the requirements to be observed as to the initial and subsequent hydraulic or other acceptable alternative tests to which the main and auxiliary boilers, connexions, steam pipes, high pressure receivers, and fuel tanks for internal combustion engines are to be submitted including the test procedures to be followed and the intervals between two consecutive tests.

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#### Regulation 8

#### Survey of Life-Saving Appliances and other Equipment of Cargo Ships

The life-saving appliances, except a radiotelegraph installation in a motor lifeboat or a portable radio apparatus for survival craft, the echo-sounding device, the gyro-compass, and the fire-extinguishing appliances of cargo ships to which Chapter II-1, II-2, III and V apply shall be subject to initial and subsequent surveys as provided for passenger ships in Regulation 7 of this Chapter with the substitution of 24 months for 12 months in sub-paragraph (a)(ii) of that Regulation. The fire control plans in new ships and the pilot ladders, mechanical pilot hoists, lights, shapes and means of making sound signals carried by new and existing ships shall be included in the surveys for the purpose of ensuring that they comply fully with the requirements of the present Convention and, where applicable, the International Regulations for Preventing Collisions at Sea in force.

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#### Regulation 9

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## Surveys of Radio and Radar

### Installations of Cargo Ships

The radio and radar installations of cargo ships to which Chapter IV and V apply and any radiotelegraph installation in a motor lifeboat or portable radio apparatus for survival craft which is carried in compliance with the requirements of Chapter III shall be subject to initial and subsequent surveys as provided for passenger ships in Regulation 7 of this Chapter.

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## Regulation 10

### Surveys of Hull, Machinery and Equipment of Cargo Ships

The hull, machinery and equipment (other than items in respect of which Cargo Ship Safety Equipment Certificates, Cargo Ship Safety Radiotelegraph Certificates or Cargo Ship Safety Radiotelephony Certificates are issued) of a cargo ship shall be surveyed on completion and thereafter in such manner and at such intervals as the Administration may consider necessary in order to ensure that their condition is in all respects satisfactory. The survey shall be such as to ensure that the arrangements, material, and scantlings of the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installations and other equipment are in all respects satisfactory for the service for which the ship is intended.

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## Regulation 11

### Maintenance of Conditions after Survey

After any survey of the ship under Regulations 7,8,9 or 10 of this Chapter has been completed, no change shall be made the structural arrangements, machinery, equipment, etc. covered by the survey, without the sanction of the Administration.

## Regulation 12

### Issue of Certificates

(a) (i) A certificate called a Passenger Ship Safety Certificate shall be issued after inspection and survey

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to a passenger ship which complies with the requirements of Chapters II-1, II-2, III and IV and any other relevant requirements of the present Regulations.

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(ii) A certificate called a cargo Ship Safety Construction Certificate shall be issued after survey to a cargo ship which satisfies the requirements for cargo ships on survey set out in Regulation 10 of this Chapter and complies with the applicable requirement of Chapters II-1 and II-2 other than those relating to fire-extinguishing appliances and fire control plans.

(iii) A certificate called a cargo Ship Safety Equipment Certificate shall be issued after inspection to a cargo ship which complies with the relevant requirements of Chapter II-1, II-2, and III and any other relevant requirements of the present Regulations.

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(iv) A certificate called a cargo Ship Safety Radiotelegraph Certificate shall be issued after inspection to a cargo ship, fitted with a radiotelegraph installation, which complies with the requirements of Chapter IV and any other relevant requirements of the present Regulations.

(v) A certificate called a cargo Ship Safety Radiotelephony Certificate shall be issued after inspection to a cargo ship, fitted with a radiotelephone installation, which complies with the requirements of Chapter IV and any other relevant requirements of the present Regulations.

(iv) When an exemption is granted to a ship under and in accordance with the provisions of the present Regulations, a certificate called an Exemption Certificate shall be issued in addition to the certificates prescribed in this paragraph.

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(vii) Passenger Ship Safety Certificates, cargo Ship Safety Construction Certificates, Cargo Ship Safety Equipment Certificates, Cargo Ship Safety Radiotelegraphy

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## Certificates, Cargo Ship Safety Radiotelephony

Certificates and Exemption Certificates shall be issued either by the Administration or by any person or organisation duly authorized by it. In every case, that Administration assumes full responsibility for the Certificate.

(b) Notwithstanding any other provision of the present Convention any certificate issued under, and in accordance with, the provisions of the International Convention for the Safety of Life at Sea, 1960, which is current when the present Convention comes into force in respect of the Administration by which the certificate is issued, shall remain valid until it expires under the terms of Regulation 14 of Chapter I of that Convention.

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(c) A Contracting Government shall not issue certificates under, and in accordance with, the provisions of the International Convention for the Safety of Life at Sea, 1960, 1948 or 1929, after the date on which acceptance of the present Convention by the Government takes effect.

## Regulation 13

### Issue of Certificate by another Government

A Contracting Government may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the requirements of the present Regulations are complied with, shall issue certificates to the ship in accordance with the present Regulations. Any certificate so issued must contain a statement to the effect that it has been issued at the request of the Government of the country in which the ship is or will be registered, and it shall have the same force and receive the same recognition as a certificate issued under Regulation 12 of this Chapter.

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## Regulation 14

### Duration of Certificates

(a) Certificates other than Cargo Ship Safety Construction Certificates, Cargo Ship Safety Equipment Certificates and

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Exemption Certificates shall be issued for a period of not more than 12 months. Cargo Ship Safety Equipment Certificates shall be issued for a period of not more than 24 months. Exemption Certificates shall not be valid for longer than the period of the certificates to which they refer.

(b) If a survey takes place within two months before the end of the period for which a Cargo Ship Safety Radiotelegraphy Certificate or a Cargo Ship Safety Radiotelephony Certificate issued in respect of cargo ship of 300 tons gross tonnage and upwards but less than 500 tons gross tonnage, was originally issued, that certificate may be withdrawn, and a new certificate may be issued which shall expire 12 months after the end of the said period.

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(c) If a ship at the time when its certificate expires is not in a port of the country in which it is registered, the certificate may be extended by the Administration, but such extension shall be granted only for the purpose of allowing the ship to complete its voyage to the country in which it is registered or is to be surveyed, and then only in cases where it appears proper and reasonable so to do.

(d) No certificate shall be thus extended for a longer period than five months, and a ship to which such extension is granted shall not, on its arrival in the country in which it is registered or the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port or country without having obtained a new certificate.

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(c) A certificate which has not been extended under the foregoing provisions of this Regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it.

Regulation 15

Form of Certificates

(a) All certificates shall be drawn up in the official

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language or languages of the country by which they are issued.

(b) The form of the certificates shall be that of the models given in the Appendix to the present Regulations.

The arrangement of the printed part of the model certificates shall be exactly reproduced in the certificates issued, or in certified copies thereof, and the particulars inserted in the certificates issued, or in certified copies thereof, shall be in roman characters and Arabic figures.

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#### Regulation 16

##### Posting up of Certificates

All certificates or certified copies thereof issued under the present Regulations shall be posted up in a prominent and accessible place in the ship.

#### Regulation 17

##### Acceptance of Certificates

Certificates issued under the authority of a Contracting Government shall be accepted by the other Contracting Government for all purpose covered by the present Convention. They shall be regarded by the other Contracting Governments as having the same force as certificates issued by them.

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#### Regulation 18

##### Qualification of Certificates

(a) If in the course of a particular voyage a ship has on board a number of persons less than the total number stated in the Passenger Ship Safety Certificate and in consequence, in accordance with the provisions of the present Regulations, free to carry a smaller number of lifeboats and other life-saving appliances than that stated in the Certificate, an annex may issued by the Government, person or organization referred to in Regulation 12 or 13 of this Chapter.

(b) This annex shall state that in the circumstances there is no infringement of the provisions of the present

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Regulations. It shall be annexed to the Certificate and shall be substituted for it in so far as the life-saving appliances are concerned. It shall be valid only for the particular voyage for which it is issued.

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#### Regulation 19

##### Control

Every ship holding a certificate issued under Regulation 12 or Regulation 13 of this Chapter is subject in the ports of the other Contracting Government to control by officers duly authorized by such Governments in so far as this control is directed towards verifying that there is on board a valid certificate. Such certificate shall be accepted unless there are clear grounds for believing that the condition of the ship or of its equipment does not correspond substantially with the particulars of that certificate. In that case, the officer carrying out the control shall take such steps as will ensure that the ship shall not sail until it can proceed to sea without danger to the passengers or the crew. In the event of this control giving rise to intervention of any kind, the officer carrying out the control shall inform the Consul of the country in which the ship is registered in writing forthwith of all the circumstances in which intervention was deemed to be necessary, and the facts shall be reported to the Organization.

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#### Regulation 20

##### Privileges

The privileges of the present Convention may not be claimed in favour of any ship unless it holds appropriate valid certificates.

### PART C - CASUALTIES

#### Regulation 21

##### Casualties

(a) Each Administration undertakes to conduct an investigation of any casualty occurring to any of its ships subject to the provisions of the present Convention when

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it judges that such an investigation may assist in determining what changes in the present Regulations might be desirable.

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(b) Each Contracting Government undertakes to supply the Organization with pertinent information concerning the findings of such investigations. No reports or recommendations of the Organization based upon such information shall disclose the identity or nationality of the ships concerned or in any manner fix or imply responsibility upon any ship or person.

FINAL ACT OF THE  
INTERNATIONAL CONFERENCE ON TANKER SAFETY AND  
POLLUTION PREVENTION, 1978

1. In consideration of recommendations made by the Maritime Safety Committee, the Council of the Inter-Governmental Maritime Consultative Organisation decided, on 25 May 1977, to convene the International Conference on Tanker Safety and Pollution Prevention which was held in London from 6 to 17 February 1978.

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2. Upon the invitation of the Inter-Governmental Maritime Consultative Organization, the following States were represented by delegations at the Conference:

Algeria  
Argentina  
Australia  
Bahamas  
Bahrain  
Barbados  
Belgium  
Brazil  
Bulgaria  
Canada  
Chile  
Colombia  
Cuba  
Cyprus

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Denmark  
Egypt  
Finland  
France  
German Democratic Republic  
Germany, Federal Republic of  
Ghana  
Greece  
India  
Indonesia  
Iran  
Iraq  
Ireland  
"  
Israel  
Italy  
Japan  
Kenya  
Kuwait  
Liberia  
Malaysia  
Mexico  
Morocco  
Netherlands  
New Zealand  
Nigeria  
Norway  
Oman  
Panama  
Philippines  
Poland  
Portugal  
Republic of Korea  
Romania  
Saudi Arabia  
Senegal  
Singapore  
Spain

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Sweden

Thailand

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Trinidad and Tobago

Tunisia

Turkey

Union of Soviet Socialist Republics

United Kingdom of Great Britain and

Northern Ireland

United States of America

Uruguay

Venezuela

Yugoslavia

3. The following States were represented at the Conference

by observers:

China

Ecuador

Mauritius

4. At the invitation of the Organization, the following

organization in the United Nations system sent a represen-

tative to the Conference:

United Nations Environment Programme (UNEP)

"

5. The following inter-Governmental sent observers to the

Conference:

Organization for Economic Co-operation and Development

(OECD)

Commission of the European Communities (EEC)

6. The following non-governmental organizations also sent

observers to the Conference:

International Chamber of Shipping (ICS)

International Shipping Federation (ISF)

International Union of Marine Insurance (IUMI)

International Confederation of Free Trade Unions (ICFTU)

International Radio-Maritime Committee (CIRM)

International Association of ports and Harbors (IAPH)

Baltic and International Maritime Conference (BIMCO)

International Association of Classification Societies

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(IACS)

Oil Companies International Marine Forum (OCIMF)

International Shipowners Association (INSA)

Engineering Committee on Oceanic Resources (ECOR)

Friends of the Earth International (FOE)

International Association of Institutes of Navigation

(IAIN)

"

Association of West European Shipbuilders (AWES)

7. At the opening of the Conference, Mr. S. Clinton Davis, Parliamentary Under-Secretary of State for Companies, Aviation and Shipping of the Department of Trade of the United Kingdom, made a statement on behalf of her Majesty's Government welcoming delegates to the Conference.

8. His Excellency Mr. Manuel Tello, C.M.G of the delegation of Mexico was elected President of the Conference.

The following Vice-Presidents were also elected:

Mr. M. Jacquier (France)

Mr. P. Gavai (India)

Mr. R. Adero (Kenya)

H.E.Mr. said ben Ammar (Tunisia)

Mr. A. Koleanitchenko (USSR)

9. The following officers of the Conference were appointed:

Secretary-General

Mr. C.P. Srivastava

Executive Secretaries

Captain G.P. Kostylev

Mr. Y. Sasamura

10. The Conference established the following Committees:

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Committee I

Chairman:

Mr.J.Vonau (poland)

Vice-Chairman:

Mr.S. Abboud (Egypt)

Committee II

Chairman:

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Mr.P. Eriksson (Sweden)

Vice-Chairman:

Mr.J.H. Birthwhistle (Canada)

Committee III

Chairman:

Dr.L.Spinelli (Italy)

Vice-Chairman:

Captain J.F.Schwarz (Argentina)

Credentials Committee

Chairman:

Captain S. Tardana (Indonesia)

Drafting Committee

Chairman:

Mr.S.N. burbridge

(UNited Kingdon)

"

11. The following documentation formed the basis for the work of the Conference:

- the International Convention for the Prevention of Pollution from Ships, 1973;
- the International Convention for Safety of Life at Sea, 1974;
- draft Protocols to those Convention jointly prepared by the Maritimes Safety Committee and the Marine Environment Protection Committee of the Organization;
- draft Resolutions relating to the improvement of safety at sea and the prevention of marine pollution from ships;
- proposals and coments submitted to the Conference by interested governments and organisations.

12. As a result of its deliberations which are recorded in the summary records and reports of the Conference, the following instruments were adopted by the Conference:

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PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

and

PROTOCOL OF 1974 RELATING TO THE INTERNATIONAL CONVENTION

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FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

The above Protocols constitute Attachments 1 and 2 to this Final Act respectively.

13. The Conference also adopted the Resolutions shown at Attachment 3 to this Final Act.

14. the text of this Final Act, including its Attachments, is deposited with the Secretary-General of the Inter-Governmental Maritime Consultative Organization. it is established in a single original in the English, French, Russian and Spanish languages, and is accompanied by the texts of the Protocol of 1978 Relating to the International Convention for the Safety of Life at Sea, 1974, and of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973. The texts of the Protocols appear in the authentic languages specified in the Conventions to which they relate.

"

Official translations of the protocols will be prepared in the languages specified in the Conventions to which they relate. Originals of these official translations will be deposited with this Final Act.

15. The Secretary-General of the Inter-Governmental Maritime Consultative Organization shall send certified copies of this Final Act with the Resolutions of the Conference, certified copies of the authentic texts of the Protocols and, when they have been prepared, official translations of the Protocols, to the Governments of the States invited to be represented at the Conference, in accordance with the wishes of those Governments.

IN WITNESS WHEREOF the under-signed\* have affixed their signatures to this Final Act.

DONE AT LONDON this seventeenth day of February one thousand nine hundred and seventy-eight.

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ATTACHMENT 1

PROTOCOL OF 1978

RELATING TO THE

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INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA,

1974

THE PARTIES TO THE PRESENT PROTOCOL,

BEING PARTIES to the International Convention for the  
Safety of Life at Sea, 1974, done at London on 1 November  
1974,

RECOGNIZING the significant contribution which can be made  
by the above-mentioned Convention to the promotion of the  
safety of ships and property at sea and the lives of  
persons on board,

"

RECOGNIZING ALSO the need to improve further the safety  
of ships, particularly tankers,

CONSIDERING that this objective may best be achieved by  
the conclusion of a Protocol Relating to the International  
Convention for the Safety of Life at Sea, 1974,

HAVE AGREED as follows;

ARTICLE I

General Obligations

The Parties to the present Protocol undertake to give  
effect to the provisions of the present Protocol and the  
Annex hereto which shall constitute an integral part of  
the present Protocol. Every reference to the present  
Protocol constitutes at the same time a reference to the  
Annex hereto.

"

ARTICLE II

Application

1. The provisions of Articles II, III (other than  
paragraph (a), IV, VI(b), (c) and (d), VIII of the Inter-  
national Convention for the Safety of Life at Sea, 1974  
(hereinafter referred to as "the Convention") are incorpo-  
rated in the present Protocol, provided that references  
in those Articles to the Convention and to Contracting  
Governments shall be taken to mean references to the  
present Protocol and to the Parties to the present  
Protocol, respectively.

2. Any ship to which the present Protocol applies shall

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comply with the provisions of the Convention, subject to the modifications and additions set out in the present Protocol.

3. with respect to the ships of nonparties to the Convention and the present Protocol, the Parties to the present protocol shall apply the requirements of the Convention and the present Protocol as may be necessary to ensure that no more favourable treatment is given to such ships.

"

#### ARTICLE III

##### Communication of Information

The Parties to the present Protocol to communicate to, and deposit with, the Secretary-General of the Intergovernmental Maritime Consultative Organization (hereinafter referred to as "the Organization"), a List of nominated surveyors or recognized organizations which are authorized to act on their behalf in the administration of measures for safety of Life at sea for circulation to the Parties for information of their officers. The Administration shall therefore notify the Organisation of the specific responsibilities and conditions of the authority delegated to the nominated surveyors or recognized organizations.

"

#### ARTICLE IV

##### Signatures, Ratification, Acceptance, Approval and Accession

1. The present Protocol shall be open for signature at the Headquarters of the Organization from 1 June 1978 to 1 March 1979 and shall thereafter remain open for accession, Subject to the provisions of, paragraph 3 of this Article, States may become Parties to the present Protocol by:

(a) signature without reservation as to ratification, acceptance or approval; or

(b) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

(c) accession.

"

2. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General of the Organization.

3. The present Protocol may be signed without reservation, ratified, accepted, approval or acceded to only by States which have signed without reservation, ratified, accepted, approved or acceded to the Convention.

"

#### ARTICLE V

##### Entry into Force

1. The present Protocol shall enter into force six months after the date on which not less than fifteen States, the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's mercant shipping, have become Parties to it in accordance with Article IV of the present Protocol, provided however that the present Protocol shall not enter into force before the Convention has entered into force.

2. Any instrument of ratification, acceptance, approval or accession deposited after the date on which the present Protocol enters into force shall take effect three months after the date of deposit.

3. After the date on which an amendment to the present Protocol is deemed to have been accepted under Article VIII of the Convention, any instrument of ratification, acceptance, approved or accession deposited shall apply to the present Protocol as amended.

"

#### ARTICLE VI

##### Denunciation

1. The present Protocol may be denounced by any Party at any time after the expiry of five years from the date on which the present Protocol enters into force for that Party.

2. Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General of

the Organization.

3. A denunciation shall take effect one year, or such longer period as may be specified in the instrument of denunciation, after its receipt by the Secretary-General of the Organization.

4. A denunciation of the Convention by a party shall be deemed to be a denunciation of the present Protocol by that Party.

"

## ARTICLE VII

### Depositary

1. The present Protocol shall be deposited with the Secretary-General of the Organization (hereinafter referred to as "the Depositary").

2. The Depositary shall:

(a) inform all States which have signed the present Protocol or acceded thereto of:

(i) each new signature or deposit of an instrument of ratification, acceptance, approval or accession, together with the date thereof;

(ii) the date of entry into force of the present Protocol;

(iii) the deposit of any instrument of denunciation of the present Protocol together with the date on which it was received and the date on which the denunciation takes effect;

(b) transmit certified true copies of the present Protocol to all States which have signed the present Protocol or acceded thereto.

3. As soon as the present Protocol enters into force, a certified true copy thereof shall be transmitted by the Depositary to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

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## ARTICLE VIII

### Languages

The present Protocol is established in a single original in the Chinese, English, French, Russian and Spanish

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languages, each text being equally authentic. Official

translations in the Arabic, German and Italian languages

shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the under-signed being duly authorized

by their respective Governments for that purpose have

signed the present Protocol.

DONE AT LONDON this seventeenth day of February one

thousand nine hundred and seventy-eight.

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