

Date	21.05.2010	Re: Implementation of the amendments to the International Conventions of IMO
Substitutes	-	
Amendment to		
Prepared by: Classification Division		Signature M. Dyankov
Approved by: Executive Director		Signature V. Feldmanov

In addition to the previous BRS Circulars regarding the amendments to the IMO conventions in effect or expected to come into effect, we hereby provide you with the following additional information on their implementation:

1. Intact Stability Code, 2008, corresponding to Res. A 749(18) and its amendments, is mandatory for vessels built after 01.07.2010. For existing vessels- in accordance with the stability standard approved by the Administration see MSC. 267 (85).
2. LSA Code Res MSC.272 (85) as from 01.07.2010 applies 82.5 kg (instead of 75 kg) as the average mass of persons for the prototype testing of lifeboats for cargo ships, free-fall lifeboats and rescue boats.
3. ISM Code Res MSC.273 (85) in effect from 01.07.2010 regarding new requirements for additional ISM procedures and inspections for maintenance of the ships and equipment by the Master and the Company. Changes to the DOC and SMC forms.
4. BWM Convention, 2004, which is expected to enter into force in the end of 2011 (after 12 months) if it becomes ratified by the end of 2010 by another 3 member-states of IMO. The Convention is currently applied by some Administrations during visits of ships to their ports.
5. Emergency Towing Booklet (ETB) Res MSC.256(84) in effect from 01.01.2010 for passenger and cargo ships built after 01.01.2010. For existing ships built before 2010, as follows:
 - a) passenger ships – by the end of 2009
 - b) cargo ships – by the end of 2011For that purpose, fore-deck /after-deck drawings (plans) with location of such ET equipment must be drawn up as well as for the means of communication and the procedures for emergency towing operations. Special approval is not required. Minimum 3 copies of ETB must be stored onboard the ship- in the bridge, in the ship office and in the fore-castle. Class inspection – before the deadline, during the class survey.
6. Resolution A.1020(26) Amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (A.997(25)) – Additional Information regarding the certification: ISPS, AFS, LRIT and other to be checked – CSSC.

- End of document-

ANNEX 7

**RESOLUTION MSC.272(85)
(adopted on 4 December 2008)**

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

THE MARITIME SAFETY COMMITTEE,

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

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

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

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

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the LSA Code, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2010 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2010 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

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

**CHAPTER IV
SURVIVAL CRAFT**

4.4 General requirements for lifeboats

1 In subparagraph .1 of paragraph 4.4.2.2, the words “(for a lifeboat intended for a passenger ship) or 82.5 kg (for a lifeboat intended for a cargo ship)” are inserted after the words “75 kg”.

2 The existing paragraph 4.4.9.1 is replaced by the following:

“4.4.9.1 The number(s) of persons for which the lifeboat is approved, for passenger ships and/or cargo ships, as applicable, shall be clearly marked on it in clear permanent characters.”

4.7 Free-fall lifeboats

3 The existing paragraph 4.7.2 is replaced by the following:

“4.7.2 Carrying capacity of a free-fall lifeboat

4.7.2.1 The carrying capacity of a free-fall lifeboat is the number of persons having an average mass of 82.5 kg that can be provided with a seat without interfering with the means of propulsion or the operation of any of the lifeboat’s equipment. The seating surface shall be smooth and shaped and provided with cushioning of at least 10 mm over all contact areas to provide support for the back and pelvis and flexible lateral side support for the head. The seats shall be of the non-folding type, permanently secured to the lifeboat and arranged so that any deflection of the hull or canopy during launching will not cause injury to the occupants. The location and structure of the seat shall be arranged to preclude the potential for injury during launch if the seat is narrower than the occupant’s shoulders. The passage between the seats shall have a clear width of at least 480 mm from the deck to the top of the seats, be free of any obstruction and provided with an antislip surface with suitable footholds to allow safe embarkation in the ready-to-launch position. Each seat shall be provided with a suitable locking harness capable of quick release under tension to restrain the body of the occupant during launching.

4.7.2.2 The angle between the seat pan and the seat back shall be at least 90°. The width of the seat pan shall be at least 480 mm. Free clearance in front of the backrest (buttock to knee length) shall be at least 650 mm measured at an angle of 90° to the backrest. The backrest shall extend at least 1,075 mm above the seat pan. The seat shall provide for shoulder height, measured along the seat back, of at least 760 mm. The footrest shall be oriented at not less than half of the angle of the seat pan and shall have a foot length of at least 330 mm (see figure 2).

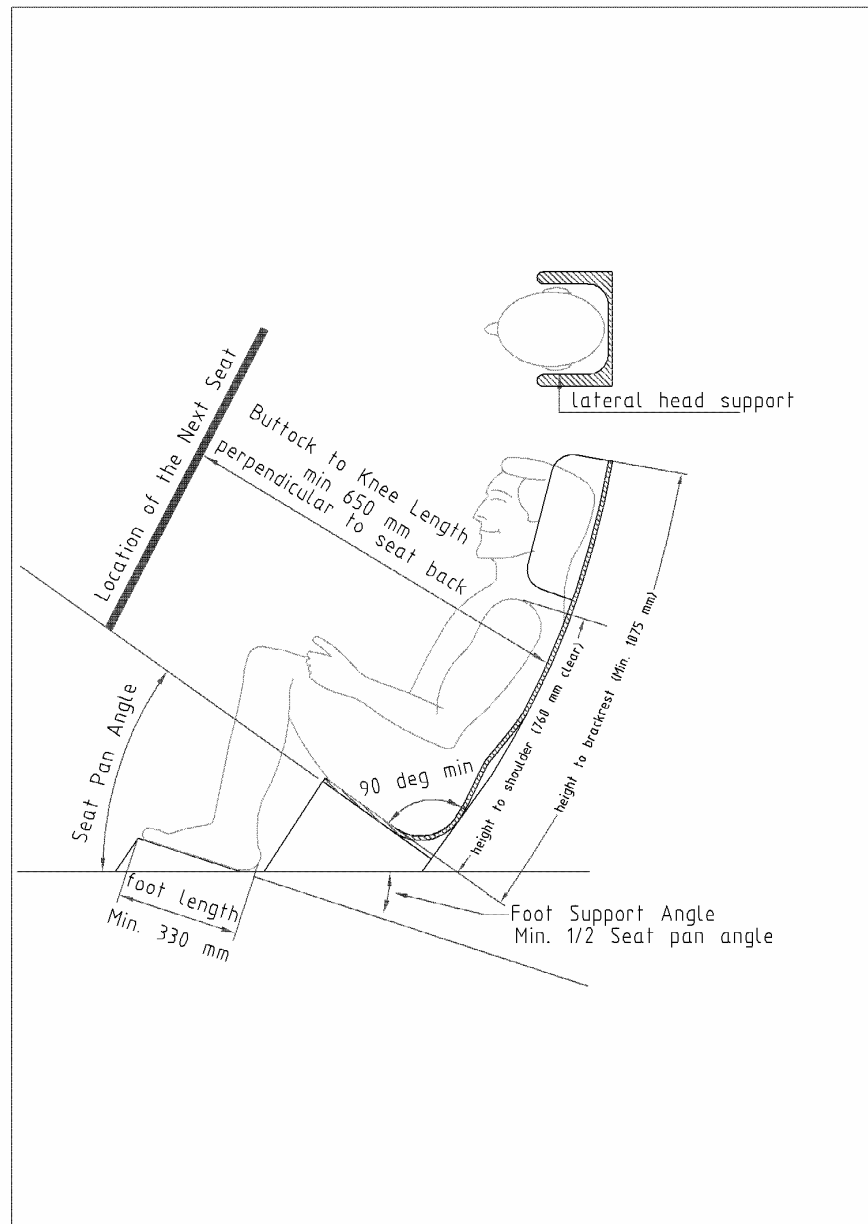


Figure 2''

CHAPTER V RESCUE BOATS

5.1 Rescue boats

4 In the first sentence of paragraph 5.1.1.1, the words “, except that, for all rescue boats, an average mass of 82.5 kg shall apply to paragraph 4.4.2.2.1” are added after the reference to “4.4.9”.

5 In the second sentence of paragraph 5.1.3.5, the words “75 kg” are replaced by the words “82.5 kg”.

ANNEX 8

**RESOLUTION MSC.273(85)
(adopted on 4 December 2008)**

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL MANAGEMENT CODE
FOR THE SAFE OPERATION OF SHIPS AND FOR POLLUTION PREVENTION
(INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE)**

THE MARITIME SAFETY COMMITTEE,

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

NOTING resolution A.741(18), by which the Assembly adopted the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code) (hereinafter referred to as “the ISM Code”), which has become mandatory under chapter IX of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”),

NOTING ALSO article VIII(b) and regulation IX/1.1 of the Convention concerning the procedure for amending the ISM Code,

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

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the ISM Code, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2010 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2010 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL MANAGEMENT CODE FOR
THE SAFE OPERATION OF SHIPS AND FOR POLLUTION PREVENTION
(INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE)**

1 GENERAL

Section 1.1 Definitions

1 In paragraph 1.1.10, the words “and includes” are replaced by the word “or”.

Section 1.2 Objectives

2 The existing subparagraph .2 of paragraph 1.2.2 is replaced by the following:

“.2 assess all identified risks to its ships, personnel and the environment and establish appropriate safeguards; and”.

5 MASTER’S RESPONSIBILITY AND AUTHORITY

3 The word “periodically” is added at the beginning of paragraph 5.1.5.

7 DEVELOPMENT OF PLANS FOR SHIPBOARD OPERATIONS

4 The existing section 7 is replaced by the following:

“7 SHIPBOARD OPERATIONS

The Company should establish procedures, plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of the personnel, ship and protection of the environment. The various tasks should be defined and assigned to qualified personnel.”

8 EMERGENCY PREPAREDNESS

5 The existing paragraph 8.1 is replaced by the following:

“8.1 The Company should identify potential emergency shipboard situations, and establish procedures to respond to them.”

**9 REPORTS AND ANALYSIS OF NON-CONFORMITIES, ACCIDENTS
AND HAZARDOUS OCCURRENCES**

6 The existing paragraph 9.2 is replaced by the following:

“9.2 The Company should establish procedures for the implementation of corrective action, including measures intended to prevent recurrence.”

10 MAINTENANCE OF THE SHIP AND EQUIPMENT

7 In paragraph 10.3, the words “establish procedures in its safety management system to” are deleted.

12 COMPANY VERIFICATION, REVIEW AND EVALUATION

8 Paragraph 12.1 is replaced by the following:

“12.1 The Company should carry out internal safety audits on board and ashore at intervals not exceeding twelve months to verify whether safety and pollution-prevention activities comply with the safety management system. In exceptional circumstances, this interval may be exceeded by not more than three months.”

9 In paragraph 12.2, the words “efficiency of and, when needed, review” are replaced by the words “effectiveness of”.

13 CERTIFICATION AND PERIODICAL VERIFICATION

10 The following new paragraphs 13.12, 13.13 and 13.14 are added after the existing paragraph 13.11:

“13.12 When the renewal verification is completed after the expiry date of the existing Safety Management Certificate, the new Safety Management Certificate should be valid from the date of completion of the renewal verification to a date not exceeding five years from the date of expiry of the existing Safety Management Certificate.

13.13 If a renewal verification has been completed and a new Safety Management Certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the Administration or organization recognized by the Administration may endorse the existing certificate and such a certificate should be accepted as valid for a further period which should not exceed five months from the expiry date.

13.14 If a ship at the time when a Safety Management Certificate expires is not in a port in which it is to be verified, the Administration may extend the period of validity of the Safety Management Certificate but this extension should be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be verified, and then only in cases where it appears proper and reasonable to do so. No Safety Management Certificate should be extended for a period of longer than three months, and the ship to which an extension is granted should not, on its arrival in the port in which it is to be verified, be entitled by virtue of such extension to leave that port without having a new Safety Management Certificate. When the renewal verification is completed, the new Safety Management Certificate should be valid to a date not exceeding five years from the expiry date of the existing Safety Management Certificate before the extension was granted.”

14 INTERIM CERTIFICATION

11 In paragraph 14.4.3, the word “internal” is inserted after the words “planned the”.

Appendix

**Forms of the Document of Compliance, the Safety Management Certificate,
the Interim Document of Compliance and the Interim Safety Management Certificate**

SAFETY MANAGEMENT CERTIFICATE

12 The following new form is added after existing form of “ENDORSEMENT FOR INTERMEDIATE VERIFICATION AND ADDITIONAL VERIFICATION (IF REQUIRED)”:

“Certificate No.

**ENDORSEMENT WHERE THE RENEWAL VERIFICATION
HAS BEEN COMPLETED AND PART B 13.13 OF
THE ISM CODE APPLIES**

The ship complies with the relevant provisions of part B of the ISM Code, and the Certificate should, in accordance with part B 13.13 of the ISM Code, be accepted as valid until

Signed
(Signature of authorized official)
Place
Date

(Seal or stamp of the authority, as appropriate)

**ENDORSEMENT TO EXTEND THE VALIDITY OF THE
CERTIFICATE UNTIL REACHING THE PORT OF
VERIFICATION WHERE PART B 13.12 OF THE ISM CODE APPLIES
OR FOR A PERIOD OF GRACE WHERE PART B 13.14 OF
THE ISM CODE APPLIES**

This Certificate should, in accordance with part B 13.12 or part B 13.14 of the ISM Code, be accepted as valid until

Signed
(Signature of authorized official)
Place
Date

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

ANNEX 2

**RESOLUTION MSC.256(84)
(adopted on 16 May 2008)**

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

THE MARITIME SAFETY COMMITTEE,

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

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

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

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2009, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2010 upon their acceptance in accordance with paragraph 2 above;
4. RECOMMENDS the Contracting Governments concerned to issue certificates complying with the annexed amendments at the first renewal survey on or after 1 January 2010;
5. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;
6. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

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

**CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS**

Regulation 3-4 – Emergency towing arrangements on tankers

1 The existing regulation 3-4 is replaced by the following:

**“Regulation 3-4
Emergency towing arrangements and procedures**

1 Emergency towing arrangements on tankers

1.1 Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight.

1.2 For tankers constructed on or after 1 July 2002:

- .1 the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship. At least one of the emergency towing arrangements shall be pre-rigged ready for rapid deployment; and
- .2 emergency towing arrangements at both ends shall be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization*.

1.3 For tankers constructed before 1 July 2002, the design and construction of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization*.

2 Emergency towing procedures on ships

2.1 This paragraph applies to:

- .1 all passenger ships, not later than 1 January 2010;
- .2 cargo ships constructed on or after 1 January 2010; and
- .3 cargo ships constructed before 1 January 2010, not later than 1 January 2012.

2.2 Ships shall be provided with a ship-specific emergency towing procedure. Such a procedure shall be carried aboard the ship for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship.

2.3 The procedure^{**} shall include:

- .1 drawings of fore and aft deck showing possible emergency towing arrangements;
- .2 inventory of equipment on board that can be used for emergency towing;
- .3 means and methods of communication; and
- .4 sample procedures to facilitate the preparation for and conducting of emergency towing operations.”

* Refer to the Guidelines on emergency towing arrangements for tankers, adopted by the Maritime Safety Committee by resolution MSC.35(63), as amended.

** Refer to the Guidelines for owners/operators on preparing emergency towing procedures (MSC.1/Circ.1255).

2 The following new regulation 3-9 is added after the existing regulation 3-8:

**“Regulation 3-9
Means of embarkation on and disembarkation from ships**

1 Ships constructed on or after 1 January 2010 shall be provided with means of embarkation on and disembarkation from ships for use in port and in port related operations, such as gangways and accommodation ladders, in accordance with paragraph 2, unless the Administration deems that compliance with a particular provision is unreasonable or impractical*.

2 The means of embarkation and disembarkation required in paragraph 1 shall be constructed and installed based on the guidelines developed by the Organization**.

3 For all ships the means of embarkation and disembarkation shall be inspected and maintained** in suitable condition for their intended purpose, taking into account any restrictions related to safe loading. All wires used to support the means of embarkation and disembarkation shall be maintained as specified in regulation III/20.4.”

* Circumstances where compliance may be deemed unreasonable or impractical may include where the ship:

- .1 has small freeboards and is provided with boarding ramps; or
- .2 is engaged in voyages between designated ports where appropriate shore accommodation/embarkation ladders (platforms) are provided.

** Refer to the Guidelines for construction, installation, maintenance and inspection/survey of accommodation ladders and gangways, to be developed by the Organization.

**CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND
FIRE EXTINCTION**

Regulation 10 – Fire fighting

3 The following new paragraph 4.1.5 is added after the existing paragraph 4.1.4:

“4.1.5 By the first scheduled dry-docking after 1 January 2010, fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump-rooms on ships constructed before 1 July 2002 shall comply with the provisions of paragraph 2.2.2 of chapter 5 of the Fire Safety Systems Code.”

Regulation 19 – Carriage of dangerous goods

4 In paragraph 4, the words “, as defined in regulation VII/2,” are deleted.

Regulation 20 – Protection of vehicle, special category and ro-ro spaces

5 The existing paragraph 6.1.4 is replaced by the following paragraph 6.1.4 and new paragraph 6.1.5 is added after paragraph 6.1.4 as follows:

“6.1.4 The requirement of this paragraph shall apply to ships constructed on or after 1 January 2010. Ships constructed on or after 1 July 2002 and before 1 January 2010 shall comply with the previously applicable requirements of paragraph 6.1.4, as amended by resolution MSC.99(73). When fixed pressure water-spraying systems are fitted, in view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks during the operation of the fixed pressure water-spraying system, the following arrangements shall be provided:

.1 in passenger ships:

.1.1 in the spaces above the bulkhead deck, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard, taking into account the guidelines developed by the Organization* ;

.1.2.1 in ro-ro passenger ships, discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea;

.1.2.2 any operation of valves referred to in paragraph 6.1.4.1.2.1 shall be recorded in the log-book;

.1.3 in the spaces below the bulkhead deck, the Administration may require pumping and drainage facilities to be provided additional to the requirements of regulation II-1/35-1. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity

of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by the Organization*. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment;

- .2 in cargo ships, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by the Organization*. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible, the adverse effect upon stability of the added weight and free surface of water shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information**. Such information shall be included in the stability information supplied to the master as required by regulation II-1/5-1.

6.1.5 On all ships, for closed vehicles and ro-ro spaces and special category spaces, where fixed pressure water-spraying systems are fitted, means shall be provided to prevent the blockage of drainage arrangements, taking into account the guidelines developed by the Organization*. Ships constructed before 1 January 2010 shall comply with the requirements of this paragraph by the first survey after 1 January 2010.”

* Refer to the Guidelines for drainage systems in closed vehicle and ro-ro spaces and special category spaces, to be developed by the Organization.

** Refer to the Recommendation on fixed fire-extinguishing systems for special category spaces, adopted by the Organization by resolution A.123(V).

CHAPTER III LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 6 – Communications

6 The existing paragraph 2.2 is replaced by the following:

“2.2 Search and rescue locating devices

At least one search and rescue locating device shall be carried on each side of every passenger ship and of every cargo ship of 500 gross tonnage and upwards. At least one search and rescue locating device shall be carried on every cargo ship of 300 gross

tonnage and upwards but less than 500 gross tonnage. Such search and rescue locating devices shall conform to the applicable performance standards not inferior to those adopted by the Organization*. The search and rescue locating devices** shall be stowed in such location that they can be rapidly placed in any survival craft other than the liferaft or liferafts required by regulation 31.1.4. Alternatively one search and rescue locating device shall be stowed in each survival craft other than those required by regulation 31.1.4. On ships carrying at least two search and rescue locating devices and equipped with free-fall lifeboats one of the search and rescue locating devices shall be stowed in a free-fall lifeboat and the other located in the immediate vicinity of the navigation bridge so that it can be utilized on board and ready for transfer to any of the other survival craft.”

* Refer to the Recommendation on performance standards for survival craft radar transponders for use in search and rescue operations, adopted by the Organization by resolution MSC.247(83) (A.802(19)), as amended) and the Recommendation on performance standards for survival craft AIS Search and Rescue transmitter (AIS SART), adopted by the Organization by resolution MSC.246(83).

** One of these search and rescue locating devices may be the search and rescue locating device required by regulation IV/7.1.3.

Regulation 26 – Additional requirements for ro-ro passenger ships

7 The existing paragraph 2.5 is replaced by the following:

“2.5 Liferafts carried on ro-ro passenger ships shall be fitted with a search and rescue locating device in the ratio of one search and rescue locating device for every four liferafts. The search and rescue locating device shall be mounted inside the liferaft so its antenna is more than one metre above the sea level when the liferaft is deployed, except that for canopied reversible liferafts the search and rescue locating device shall be so arranged as to be readily accessed and erected by survivors. Each search and rescue locating device shall be arranged to be manually erected when the liferaft is deployed. Containers of liferafts fitted with search and rescue locating devices shall be clearly marked.”

CHAPTER IV RADIOCOMMUNICATIONS

Regulation 7 – Radio equipment: General

8 In paragraph 1, subparagraph .3 is replaced by the following:

“.3 a search and rescue locating device capable of operating either in the 9 GHz band or on frequencies dedicated for AIS, which:”

APPENDIX CERTIFICATES

Record of Equipment for Passenger Ship Safety Certificate (Form P)

9 In the Record of Equipment for Passenger Ship Safety Certificate (Form P), in section 2, the existing item 11.1 is replaced by the following:

- “11.1 Number of search and rescue locating devices
- 11.1.1 Radar search and rescue transponders (SART)
- 11.1.2 AIS search and rescue transmitters (AIS-SART)”

and in section 3, the existing item 6 is replaced by the following:

- “6 Ship’s search and rescue locating device
- 6.1 Radar search and rescue transponder (SART)
- 6.2 AIS search and rescue transmitter (AIS-SART)”

Record of Equipment for Cargo Ship Safety Equipment Certificate (Form E)

10 In the Record of Equipment for Cargo Ship Safety Equipment Certificate (Form E), in section 2, the existing item 9.1 is replaced by the following:

- “9.1 Number of search and rescue locating devices
- 9.1.1 Radar search and rescue transponders (SART)
- 9.1.2 AIS search and rescue transmitters (AIS-SART)”

Record of Equipment for Cargo Ship Radio Certificate (Form R)

11 In the Record of Equipment for Cargo Ship Safety Radio Certificate (Form R), in section 2, the existing item 6 is replaced by the following:

- “6 Ship’s search and rescue locating device
- 6.1 Radar search and rescue transponder (SART)
- 6.2 AIS search and rescue transmitter (AIS-SART)”

Record of Equipment for the Nuclear Passenger Ship Safety Certificate (Form PNUC)

12 In the Record of Equipment for Nuclear Passenger Ship Safety Certificate (Form PNUC), in section 2, the existing item 11.1 is replaced by the following:

- “11.1 Number of search and rescue locating devices
- 11.1.1 Radar search and rescue transponders (SART)
- 11.1.2 AIS search and rescue transmitters (AIS-SART)”

and in section 3, the existing item 6 is replaced by the following:

- “6 Ship’s search and rescue locating device
- 6.1 Radar search and rescue transponder (SART)
- 6.2 AIS search and rescue transmitter (AIS-SART)”

Record of Equipment for the Nuclear Cargo Ship Safety Certificate (Form CNUC)

13 In the Record of Equipment for Nuclear Cargo Ship Safety Certificate (Form CNUC), in section 2, item 9 is deleted and items 10, 10.1 and 10.2 are renumbered as items 9, 9.1 and 9.2 respectively; and the renumbered item 9.1 is replaced by the following:

- “9.1 Number of search and rescue locating devices
- 9.1.1 Radar search and rescue transponders (SART)
- 9.1.2 AIS search and rescue transmitters (AIS-SART)”

and in section 3, the existing item 6 is replaced by the following:

- “6 Ship’s search and rescue locating device
- 6.1 Radar search and rescue transponder (SART)
- 6.2 AIS search and rescue transmitter (AIS-SART)”

ASSEMBLY
26th session
Agenda item 10

A 26/Res.1020
18 January 2010
Original: ENGLISH

Resolution A.1020(26)

**Adopted on 2 December 2009
(Agenda item 10)**

**AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED
SYSTEM OF SURVEY AND CERTIFICATION, 2007**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO the adoption by:

- (a) the International Conference on the Harmonized System of Survey and Certification, 1988, of the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, and the Protocol of 1988 relating to the International Convention on Load Lines, 1966, which, *inter alia*, introduced the harmonized system of survey and certification under the International Convention for the Safety of Life at Sea, 1974 and the International Convention on Load Lines, 1966, respectively;
- (b) resolution MEPC.39(29) of amendments to introduce the harmonized system of survey and certification into the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 Protocol relating thereto (MARPOL 73/78);
- (c) resolution MEPC.132(53) of amendments to introduce the harmonized system of survey and certification to the MARPOL Annex VI; and
- (d) the resolutions given below of amendments to introduce the harmonized system of survey and certification into:
 - (i) the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (resolutions MEPC.40(29) and MSC.16(58));

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- (ii) the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (resolution MSC.17(58)); and
- (iii) the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) (resolutions MEPC.41(29) and MSC.18(58)),

RECALLING FURTHER that, by resolution A.997(25), it adopted Survey Guidelines under the Harmonized System of Survey and Certification, 2007 (hereinafter referred to as “Survey Guidelines”), with a view to assisting Governments in the implementation of the requirements of the aforementioned instruments,

RECOGNIZING the need for the Survey Guidelines to be further revised to take account of amendments to the IMO instruments referred to above which have entered into force or become effective since the adoption of resolution A.997(25),

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, at its eighty-sixth session, and the Marine Environment Protection Committee, at its fifty-ninth session,

1. ADOPTS the amendments to the Survey Guidelines under the Harmonized System of Survey and Certification, 2007, set out in the annex to the present resolution;
2. INVITES Governments carrying out surveys required by the relevant IMO instruments to follow the provisions of the annexed amendments to the Survey Guidelines;
3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Survey Guidelines under review and amend them as necessary;
4. REQUESTS FURTHER that a consolidated text of the Survey Guidelines, as amended, be displayed on the Organization’s website.

ANNEX

AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION, 2007

The struck-out text indicates deletions and the underlined text shows additions or changes to the Survey Guidelines.

1 Amendments to **General – 1 Introduction** are as follows:

- 1.1.2 International Convention on Load Lines, 1966 (LLC 1966) ~~as amended~~ and as modified by its 1988 Protocol, as amended (LL 66/88/04);
- 1.2 These Guidelines contain amendments to statutory instruments which have entered into force up to and including 31 December 2009: (see appendix 1):
- 1.4.2 intervals between the periodical surveys of equipment covered by the Cargo Ship Safety Equipment Certificate are ~~alternatively~~ alternately two and three years instead of two years;

2 Amendments to **General – 4 Description of the various types of surveys** are as follows:

- 4.1.1.1 The initial survey, as required by the relevant regulations (see 2.8.1), should be held before the ship is put in service, or when a new instrument applies to an existing ship, and the appropriate certificate is issued for the first time.
- 4.1.2.1 The initial survey ~~before the ship is put into service~~ should include a complete inspection, with tests when necessary, of the structure, machinery and equipment to ensure that the requirements relevant to the particular certificate are complied with and that the structure, machinery and equipment are fit for the service for which the ship is intended.
- 4.6.2.1 The inspection of the outside of the ship's bottom and the survey of related items (see 5.1) should include an inspection to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended¹.

3 Amendments to the last five lines of the English text in **General – 5.2 Extending to five years a certificate issued for less than five years** are as follows:

“in accordance with SOLAS 74/88/04 regulation I/14(b)(ii), LLC 66/88/04 article 19(2)(b), MARPOL 90/04, Annex I, regulation 10.2.2, MARPOL 90/04 Annex II regulation 10.2.2, MARPOL Annex ~~V~~ IV, regulation 8.2.2, MARPOL Annex VI regulation 9(2)(b), the IBC Code 83/90/04, regulation ~~1.5.6.6.2~~ 1.5.6.2.2, the IGC Code 83/90/04, regulation 1.5.6.2.2, the BCH Code 85/90/00, regulation 1.6.6.2.2.”

¹ Refer to MSC.1/Circ.1223 “Guidelines for pre-planning of surveys in dry dock of ships which are not subject to the enhanced programme of inspections”.

4 Amendments to the second sentence in **General – 5.8 Surveys required after transfer of the ship to the flag of another State** are as follows:

“When so requested, the Government of the State whose flag the ship was ~~formally~~ formerly entitled to fly is obliged to forward, as soon as possible, to the new Administration copies of certificates carried by the ship before the transfer and, if available, copies of the relevant survey reports and records, such as record of safety equipment and conditions of assignment for load line.”

5 Amendments to the last paragraph in **General – 5.10 Inspection of the outside of the passenger ship’s bottom** are as follows:

“If a survey in dry-dock is not completed within the maximum intervals referred to above, the Passenger Ship Safety Certificate shall cease to be valid until the survey in dry-dock is completed.”

6 Amendments to the first sentence in **General – 5.11 Survey of radio installations** are as follows:

“The survey of the radio installations, including those used in life-saving appliances, should always be carried out by a qualified radio surveyor who has necessary knowledge of the requirements of the 1974 SOLAS Convention, the International Telecommunication Union’s Radio Regulations and the associated performance standards for radio equipment.”

7 Amendments to the last sentence in **General – 5.12 Survey of the automatic identification system (AIS)** are as follows:

~~“The survey of the automatic identification system should be carried out using suitable test equipment capable of performing all the relevant measurements required by these guidelines~~ The survey of the automatic identification system should be carried out using suitable test equipment capable of performing all the relevant measurements required by and in accordance with the Guidelines on Annual Testing of the Automatic Identification System (AIS) MSC.1/Circ.1252.”

8 Amendments to **Annex 1 – 1 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE – 1.1 Initial surveys** are as follows:

(EI) 1.1.1.3 checking the provision, specification and arrangements of the fire fighters’ outfits and emergency escape breathing devices – EEBDs – (SOLAS 74/00 reg. II-2/10.10, 13.3.4 and 13.4.3; FSSC ch. 3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch.III Part E);

(EI) 1.1.1.8 checking the provision of a fire-extinguishing system for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 reg. II-2/10.6.3 and 10.6.4; FSSC chs. 5 and 7) (SOLAS 74/88 reg. II-2/18.7) (BCH Code Ch.III Part E);

(EI) 1.1.1.11bis checking navigation bridge visibility (SOLAS 74/00, reg. V/22);

- (EI) 1.1.1.21 examining the plans for the positioning of, and the specification for, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs-~~ rules 20 to 24, 27 to 30 and 33);
- (EI) 1.1.1.24*bis* checking the provision and specification of the long-range identification and tracking system (SOLAS 04, reg. V/19-1);
- (EI) 1.1.3.3 examining the fire fighters' outfits and emergency escape breathing devices – EEBDs – (SOLAS 74/00 reg. II-2/10.10, 13.3.4 and 13.4.3; FSSC ch.3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch.III Part E);
- (EI) 1.1.3.8 examining the fire-extinguishing system for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces and confirming that installation tests have been satisfactorily completed and that its means of operation are clearly marked (SOLAS 74/00 reg. II-2/10.6.3 and 10.6.4; FSSC chs. 4 to 7) (SOLAS 74/88 reg. II-2/18.7) (BCH Code Ch.III Part E);
- (EI) 1.1.3.14 examining each survival craft, including its equipment. For liferafts provided for easy side to side transfer, verifying that they are less than 185 kg (SOLAS 74/88 reg. III/31; LSAC sections 2.5, 3.1 to 3.3 and 4.1 to 4.9) (SOLAS 74/00 reg. III/31.1);
- (EI) 1.1.3.17 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88 reg. III/14, 31; LSAC sections 2.5, 5.1 and 6.1);
- (EI) 1.1.3.25 examining the provision and positioning and checking the operation of, as appropriate, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs-~~ rules 20 to 24, 27 to 30 and 33);
- (EI) 1.1.3.28.13 transmitting heading device providing heading information to radar, plotting aids and automatic identification system equipment ~~and voyage data recorder~~;
- (EI) 1.1.3.30 checking the record of the voyage data recorder annual performance test (SOLAS 74/00, reg. V/18);
- (EI) 1.1.3.31*bis* checking that a valid conformance test report of the long-range identification and tracking system is available on board (SOLAS 04, reg. V/19-1);
- (EI) 1.1.4.1 checking the deck foam system, including the supplies of foam concentrate, and testing that the minimum number of jets of water at the required pressure in the fire main is obtained (see (EI) 1.1.3.1) when the system is in operation (SOLAS 74/00, reg. II-2/10.88; FSSC ch.15) (SOLAS 74/88, reg. II-2/61);

(EI) 1.1.5.6 confirming that the training manual and training aids for the life-saving appliances have been provided and are available in the working language of the ship (SOLAS 74/00, reg. III/35);

9 Amendments to **Annex 1 – 1 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE – 1.2 Annual surveys** are as follows:

(EA) 1.2.1.2bis checking the validity of the International Ship Security Certificate;

(EA) 1.2.1.23 confirming that the training manual and training aids for the life-saving appliances are ~~on board~~ available on board in the working language of the ship (SOLAS 74/00, reg. III/35);

(EA) 1.2.1.32 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable;

(EA) 1.2.2.3 confirming that the fire fighters' outfits and emergency escape breathing devices – EEBDs – are complete and in good condition and that the cylinders, including the spare cylinders, of any required self-contained breathing apparatus are suitably charged (SOLAS 74/00 reg. II-2/10.10, 13.3.4 and 13.4.3; FSSC ch. 3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch. III Part E);

(EA) 1.2.2.8 examining the fire-extinguishing systems for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 reg. II-2/10.6.3 and 10.6.4; FSSC chs. 5 to 7) (SOLAS 74/88 reg. II-2/18.7) (BCH Code Ch. III Part E);

(EA) 1.2.2.15bis for liferafts provided for easy side to side transfer, verifying that they are less than 185 kg (SOLAS 74/00 reg. III/31.1)

(EA) 1.2.2.16 checking that the falls used in launching appliances have been ~~turned end for end in the previous 30 months and~~ periodically inspected and have been renewed as necessary in the past 5 years ~~or have been subject to periodic inspection and been renewed within 4 years~~ (SOLAS 74/00 reg. III/20);

(EA) 1.2.2.17 examining the embarkation arrangements and launching appliances for each survival craft. Each lifeboat should be lowered to the embarkation position or, if the stowage position is the embarkation position, lowered a short distance and, if practicable, one of the survival craft should be lowered to the water. The operation of the launching appliances for davit-launched liferafts should be demonstrated. ~~A check~~ Checking that a thorough examination of launching appliances, including the dynamic testing of the winch brake, and servicing of lifeboat and rescue boat on-load release gear, including free-fall lifeboat release systems and davit-launched liferaft automatic release hooks, has been carried out (SOLAS 74/00 reg. III/11, 12, 13, 16, 20 and 31; LSAC section 6.1);

- (EA) 1.2.2.18 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88 reg. III/14, 31; LSAC sections 2.5, 5.1 and 6.1);
- (EA) 1.2.2.26 checking that the required navigation lights, shapes and sound signalling equipment are in order (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs.~~ rules 20 to 24, 27 to 30 and 33);
- (EA) 1.2.2.29 checking the rotational deployment of MES (SOLAS 74/88, reg. III/20.8.2; LSAC section 6.2.2.2);
- (EA) 1.2.2.31bis checking that a valid conformance test report of the long-range identification and tracking system is available on board, where fitted (SOLAS 04 reg. V/19-1);

10 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.1 Initial surveys** are as follows:

- (CI) 2.1.1.7 examining the plans for the structural fire protection, including ventilation systems, in accommodation and service spaces, control stations and machinery spaces and oil fuel and lubricating oil systems (SOLAS 74/00, reg. II-2/4.4, 4.2.2, ~~4.2.2.3~~, 4.2.2.3, 4.2.2.4, 4.2.2.5, 4.4, 5.2, 5.3.1, 5.3.2, 6.2, 6.3, 7.5.5, 7.7, 8.2, 8.4, 9.2.1, 9.2.2, 9.3, 9.5, 9.7.1, 9.7.2, 9.7.3, 9.7.5.2, 11.2, 11.3, 11.4, 11.5 and 17) (SOLAS 74/88 reg. II-2/42 to 52 (except 45 and 51)).
- (CI) 2.1.1.8 examining the plans for the structural fire protection, including ventilation systems, in cargo spaces (SOLAS 74/00 reg. II-2/5.2, 11.2, 11.3, 11.5, 19.3.8, 19.3.10, 20.2.1 and 20.3) (SOLAS 74/88 reg. II-~~24~~/42 to 54);
- (CI) 2.1.1.9 examining the plans for the means of escape (SOLAS 74/00 reg. II-2/13.2, 13.3.1, 13.3.3, 13.4.2 and 13.6; FSSC ch.13 paragraph 3) (SOLAS 74/88 reg. II-~~24~~/45);
- (CI) 2.1.1.10 examining the plans for the arrangements for gaseous fuel for domestic purposes (SOLAS 74/00 reg. II-2/4.3) (SOLAS 74/88 reg. II-~~24~~/51);
- (CI) 2.1.1.10bis examining the arrangements for the openings in the shell plating below the freeboard deck, (SOLAS 06 reg. II-1/15);
- (CI) 2.1.1.11 examining the plans for helicopter facilities for ships fitted with such facilities (SOLAS 74/00 reg. II-2/18) (SOLAS 74/88 reg. II-~~24~~/18.8);
- (CI) 2.1.1.18 confirming when appropriate that a corrosion prevention system is fitted in dedicated ballast water tanks of oil tankers and bulk carriers (SOLAS 74/06 reg. II-1/3-2).
- (CI) 2.1.1.19 examining, for oil tankers and bulk carriers when appropriate, the Ship Structure Access Manual (SOLAS 74/00/02/04 reg. II-1/3-6(4));
- (CI) 2.1.2.5 examining the plans of access to bow (SOLAS 74/00/04 reg. II-1/3-3);

- (CI) 2.1.2.6 examining the plans for emergency towing, for tankers of not less than 20,000 tonnes deadweight (SOLAS 74/00/04 reg. II-1/3-4);
- (CI) 2.1.2.7 checking the access to spaces in the cargo area of oil tankers (SOLAS 74/00, reg. II-1/12-2) (SOLAS 74/88/92 reg. II-1/12-2) (SOLAS 04, reg. II-1/3-6).
- (CI) 2.1.1.1 examining the plans for the hull (SOLAS 74/88, reg. II-1/11, 12.1, 14, 18 and 19) (SOLAS 06, reg. II-1/9, 10, 11, 12, 16 and 16-1);
- (CI) 2.1.1.2 examining the plans for the bilge pumping (SOLAS 74/88, reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CI) 2.1.1.3 examining the stability information and the damage control plans (SOLAS 74/88/00, reg. II-1/22, 23-1 and 25) (SOLAS 06, reg. II-1/5, 5-1 and 19);
- (CI) 2.1.3.1 confirming that the collision bulkhead is watertight up to the freeboard deck, that the valves fitted on the pipes piercing the collision bulkhead are operable from above the freeboard deck and that there are no doors, manholes, ventilation ducts or any other openings (SOLAS 74/88 reg. II-1/11) (SOLAS 06, reg. II-1/12);
- (CI) 2.1.3.2 confirming that the subdivision bulkheads are constructed and tested as watertight up to the freeboard deck or margin line, as applicable (SOLAS 74/88 reg. II-1/14) (SOLAS 06, reg. II-1/10 and 11);
- (CI) 2.1.3.3 confirming that each watertight door has been tested (SOLAS 74/88 reg. II-1/18) (SOLAS 06, reg. II-1/16);
- (CI) 2.1.3.4 confirming that the arrangements for operating any watertight doors are generally in accordance with the requirements for passenger ships and carrying out similar tests, (see (PI) 5.1.2.5 to (PI) 5.1.2.7) (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13-1);
- (CI) 2.1.3.5 confirming by a hose or flooding test the watertightness of watertight decks and trunks, tunnels and ventilators (SOLAS 74/88 reg. II-1/19) (SOLAS 06, reg. II-1/16-1);
- (CI) 2.1.3.6 confirming that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CI) 2.1.3.7 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CI) 2.1.3.8 conducting an inclining test, when this is required (SOLAS 74/88 reg. II-1/22) (SOLAS 06, reg. II-1/5);

- (CI) 2.1.3.9 confirming that the machinery, boilers and other pressure vessels, associated piping systems and fittings are installed and protected so as to reduce to a minimum any danger to persons on board, due regard being given to moving parts, hot surfaces and other hazards (SOLAS 74/00 reg. II-2/4.2 (except 4.2.2.3.4 relating to remote closing of valves included in safety equipment)) (SOLAS 74/88 reg. II-1/26) (~~SOLAS 74/88~~ and reg. II-2.15 (except ~~4.2.5~~ 15.2.5));
- (CI) 2.1.3.45 confirming that precautions, taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces, are efficient (SOLAS 74/00 reg. II-2/4.2.2.3);
- (CI) 2.1.3.46 confirming that the means of ascertaining the amount of oil contained in any oil tank are in good working condition (SOLAS 74/00 reg. II-2/4.2.2.3);
- (CI) 2.1.3.48 confirming that forepeak tanks are not intended for carriage of oil fuel, lubrication oil and other flammable oils (SOLAS 74/00 reg. II-2/4.2.2.3);
- (CI) 2.1.3.61bis confirming that dedicated sea water ballast tanks arranged in ships and double side skin spaces arranged in bulk carriers of 150 m in length and upward when appropriate have been coated in accordance with resolution MSC.215(82) (SOLAS 74/00/06 reg. II-1/3-2);
- (CI) 2.1.3.62 confirming for oil tankers and bulk carriers, when appropriate, the provision of means of access to cargo and other spaces in accordance with the arrangements in the Ship Structures Access Manual (SOLAS 74/00/02/04 reg. II-1/3-6);
- (CI) 2.1.4.6 confirming that access to bow is arranged in accordance with approved plans (SOLAS 74/00/04 reg. II-1/3-3);
- (CI) 2.1.4.7 confirming, for tankers of not less than 20,000 tonnes deadweight, that emergency towing is arranged in accordance with approved plans (SOLAS 74/00/04 reg. II-1/3-4);
- (CI) 2.1.4.8 confirming [~~for oil tankers to which the building contract is placed before 1/7/2008~~] when appropriate that dedicated seawater ballast tanks have an efficient corrosion protection system such as hard coating (SOLAS 74/00/06 reg. II-1/3-2).
- (CI) 2.1.6.1 confirming that the stability information and the damage control plans have been provided (SOLAS 74/88 reg. II-1/22 and 23-1) (SOLAS 06, reg. II-1/5-1 and 19);
- (CI) 2.1.6.5 confirming, for oil tankers and bulk carriers when appropriate, that the Ship Structure Access Manual is on board (SOLAS 74/00/02/04 reg. II-1/3-6(4));
- (CI) 2.1.6.7 confirming when appropriate that a coating technical file reviewed by the Administration has been provided on board (SOLAS 74/00/06 reg. II-1/3-2);

11 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.2 Annual surveys** are as follows:

- (CA) 2.2.1.2bis checking the validity of the International Ship Security Certificate;
- (CA) 2.2.1.14 confirming that the stability information, including damage stability, where applicable, and the damage control plans are on board (SOLAS 74/88/00 reg. II-1/22, 23 and 25) (SOLAS 06, reg. II-1/5-1 and 19);
- (CA) 2.2.2.3 examining the collision and the other watertight bulkheads as far as can be seen (SOLAS 74/88 reg. II-1/11 and 14) (SOLAS 06, reg. II-1/10, 11 and 12);
- (CA) 2.2.2.4 examining and testing (locally and remotely) all the watertight doors in watertight bulkheads (SOLAS 74/88 reg. II-1/18) (SOLAS 06, reg. II-1/16);
- (CA) 2.2.2.4bis examining the arrangements for closing openings in the shell plating below the freeboard deck (SOLAS 06 reg. II-1/15);
- (CA) 2.2.2.5 examining each bilge pump and confirming that the bilge pumping system for each watertight compartment is satisfactory (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CA) 2.2.2.6 confirming that the drainage from enclosed cargo spaces situated on the freeboard deck is satisfactory (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CA) 2.2.2.34 for single hull, single hold cargo ships, examining the cargo hold water level detector and its audible and visual alarm (SOLAS 74/04 reg. II-1/23-3) (SOLAS 06, reg. II-1/25).
- (CA) 2.2.1.19bis confirming that suitable Material Safety Data Sheets are available on board;
- (CA) 2.2.1.23 confirming, ~~for~~ that bulk carriers of 150 m in length and upwards of single skin construction designed to carry solid bulk cargoes having a density of 1,780 kg/m³ and above, constructed before 1 July 1999, have, after the implementation date given in SOLAS 94/97 reg. XII/3, sufficient stability and strength to withstand flooding of the foremost cargo hold (SOLAS 74/97 reg. XII/3, 4, 5 and 6);
- (CA) 2.2.1.28 confirming when appropriate that the coating technical file is available on board when appropriate (SOLAS 74/00/06 reg. II-1/3-2);
- (CA) 2.2.1.29 confirming when appropriate that the maintenance of the protective coating is included in the overall ship's maintenance system (SOLAS 74/00/06 reg. II-1/3-2);

- (CA) 2.2.1.30 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.
- (CA) 2.2.2.4bis examining the arrangements for closing openings in the shell plating below the freeboard deck (SOLAS 06 reg. II-1/15);
- (CA) 2.2.2.24 confirming, as far as practicable, that no changes have been made in the structural fire protection, examining any manual and automatic fire doors and proving their operation, testing the means of closing the main inlets and outlets of all ventilation systems and testing the means of stopping power ventilation systems from outside the space served (SOLAS 74/00 reg. II-2/4.4, 5.2, 5.3.1, 5.3.2, 5.3.2, 6.2, 6.3, 7.5.5, 7.7, 8.2, 8.3, 8.4, 9.2.1, 9.2.3, 9.3, 9.4.2, 9.5, 9.7.1, 9.7.2, 9.7.3, 9.7.5.2, 11.2, 11.3, 11.4, 11.5, 19.3.8, 19.3.10, 20.2.1 and 20.3) (SOLAS 74/88 reg. II-2/42 to 44, 46 to 50 and 52);
- (CA) 2.2.2.29 confirming that new equipment containing asbestos was not fitted on board since last survey (SOLAS 74/00/04 reg. II-1/3-5);
- (CA) 2.2.2.35 confirming that the coating system in dedicated SWB tanks in ships and double side skin spaces arranged in bulk carriers of 150 m in length and upward when appropriate is maintained and that maintenance, repair and partial recoating are recorded in the coating technical file (SOLAS 74/00/06 reg. II-1/3-2);
- (CA) 2.2.3.13 examining access to bow arrangement (SOLAS 74/00/04 reg. II-1/3-3);
- (CA) 2.2.3.14 examining the towing arrangement for tankers of not less than 20,000 tonnes deadweight (SOLAS 74/00/04 reg. II-1/3-4);
- (CA) 2.2.3.15 confirming that the corrosion prevention system fitted to dedicated ballast water tanks of oil tankers and bulk carriers when appropriate is maintained (SOLAS 74/00/06 reg. II-1/3-2);
- (CA) 2.2.4.1 the provisions of (CA) 2.2.3.~~1~~.
- (CIn) 2.3.4.1 the provisions of (CA) 2.2.3.~~1~~.
- (CR) 2.4.4.1 the provisions of (CA) 2.2.3.~~1~~.

12 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.4 Renewal surveys** are as follows:

- (CR) 2.4.5 For the hull, machinery and equipment of cargo ships, concerning the additional requirements for bulk carriers the renewal survey should consist of ~~the provisions of (CI) 2.1.3.63.~~ the provisions of (CI) 2.1.3.63 and 2.1.3.64;
- (CR) 2.4.~~6.5.1~~ after a satisfactory survey, the Cargo Ship Safety Construction Certificate should be issued.

13 Amendments to **Annex 1 – 4 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY RADIO CERTIFICATE – 4.1 Initial surveys** are as follows:

- (RI) 4.1.1 For the radio installations, including those used in life-saving appliances, of cargo ships the examination of plans and designs should consist of:
- (RI) 4.1.2.12 examining the radiotelephone distress frequency watch receiver (SOLAS 74/88 reg. IV/7 and 14), including:
- (RI) 4.1.2.18.1 checking for correct operation on Channel 16 and one other by testing with another fixed or portable VHF installation (SOLAS 74/88 reg. IV/14);
- (RI) 4.1.2.10.3 checking the off-air self-test ~~program~~ ~~programme~~;
- (RI) 4.1.2.14.2 running the self-test ~~program~~ ~~programme~~ if provided;
- (RI) 4.1.2.15.2 running the self-test ~~program~~ ~~programme~~ if provided;
- (RI) 4.1.2.16.2 running the self-test ~~program~~ ~~programme~~ if provided;

14 Amendments to **Annex 1 – (R) Guidelines for surveys for the Cargo Ship Safety Radio Certificate** are as follows:

- (RP) 4.2.1.2bis checking the validity of the International Ship Security Certificate;
- (RP) 4.2.1.19 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2) when applicable.

15 Amendments to **Annex 1 – 4 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY RADIO CERTIFICATE – 4.3 Renewal surveys** are as follows:

- (RR) 4.3.2 For the radio installations, including those used in radio life-saving appliances, ~~on~~ of cargo ships the renewal survey should consist of:

16 Amendments to **Annex 1 – 5 GUIDELINES FOR SURVEYS FOR THE PASSENGER SHIP CERTIFICATE – 5.1 Initial surveys** are as follows:

- (PI) 5.1.1.1 examining the subdivision and stability (SOLAS 74/88/95 reg. II-1/4 to 8, 8-1, 8-2, 8-3, 13 and 16) (SOLAS 06, reg. II-1/8, 8-1, 14 and 18);
- (PI) 5.1.1.2 examining the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, reg. II-1/20);
- (PI) 5.1.1.3 examining the arrangement of the bulkheads, their construction and the openings therein, including the disposition and means of operation of the watertight doors (SOLAS 74/88 reg. II-1/10, 14, and 15) (SOLAS 06, reg. II-1/10, 11 12 and 13);

- (PI) 5.1.1.4 examining the arrangement of the double bottoms (SOLAS 74/88 reg. II-1/12) (SOLAS 06, reg. II-1/9);
- (PI) 5.1.1.5 examining the arrangements for the openings in the shell plating below the margin line or the bulkhead deck as applicable, the construction of the watertight doors, sidescuttles, watertight decks, trunks, etc., and the watertight integrity above the margin line or the bulkhead deck as applicable (SOLAS 74/88 reg. II-1/17, 18, 19 and 20) (SOLAS 06, reg. II-1/15, 16, 16-1 and 17);
- (PI) 5.1.1.6 examining the plans for the bilge pumping (SOLAS 74/88 reg. II-1/21 and 39) (SOLAS 05, reg. II-1/35-1);
- (PI) 5.1.1.7 examining, when appropriate, the means of indicating the status of any bow doors and the leakage therefrom (SOLAS 74/88 reg. II-1/23-2) (SOLAS 06, reg. II-1/17-1);
- (PI) 5.1.1.17 examining the plans for the fixed fire detection and alarm system, the crew alarm and the public address system or other effective means of communication (SOLAS 74/00 reg. II-2/12) (SOLAS 74/88 reg. II-2/40) (SOLAS 04 reg. II-2/7, 12);
- (PI) 5.1.1.26 examining the plans for the positioning of, and the specification for, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force ~~regs.~~ rules 20 to 24, 27 to 30 and 33);
- (PI) 5.1.1.30bis checking for the provision and specification of the long-range identification and tracking system (SOLAS 04, reg. V/19-1);
- (PI) 5.1.2.2 confirming the arrangements for ~~the~~ subdivision, including the ship's stability in the damaged condition, and checking the subdivision load lines (SOLAS 74/88 reg. II-1/4 to 8, 13 and 16) (SOLAS 06 reg. II-1/6, 7, 7-1, 7-2, 7-3, 8, 14, 18);
- (PI) 5.1.2.3 checking the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, reg. II-1/20);
- (PI) 5.1.2.3bis confirming that dedicated sea water ballast tanks have an approved coating system when appropriate (SOLAS 74/00/06 reg. II-1/3-2);
- (PI) 5.1.2.4 confirming the arrangement of the bulkheads, their construction and the openings therein, confirming that the collision bulkhead is watertight up to the freeboard deck, that the valves fitted on the pipes piercing the collision bulkhead are operable from above the freeboard deck and that there are no doors, manholes, ventilation ducts or any other openings, confirming that the other bulkheads, as required for the ship's subdivision, are watertight up to the bulkhead deck and confirming the construction of the watertight doors and that they have been tested (SOLAS 74/88 reg. II-1/10, 14, 15 and 18) (SOLAS 06, reg. II-1/10, 11, 12, 13 and 16);

- (PI) 5.1.2.5 confirming that the watertight integrity has been maintained where pipes, scuppers, etc., pass through subdivision watertight bulkheads (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.6 confirming that a diagram is provided on the navigating bridge showing the location of the watertight doors together with indicators showing whether the doors are open or closed and confirming that the watertight doors and their means of operation have been installed in accordance with the approved plans (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.7 testing the operation of the watertight doors both from the navigating bridge in the event of an emergency and locally at the door itself (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13) and, in particular, that they are:
- [...]
- (PI) 5.1.2.8 confirming that the watertight doors and their indicating devices are operable in the event of a failure of the main and emergency sources of power (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.9 checking, when appropriate, any watertight doors that are not required to be closed remotely and are fitted in watertight bulkheads dividing 'tween deck spaces, and confirming that a notice is affixed concerning their closure (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.10 confirming that a notice is affixed to any portable plates on bulkheads in machinery spaces concerning their closure and, if appropriate, testing any power operated watertight door fitted in lieu (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.11bis confirming the arrangements for closing sidescuttles and their deadlights, also scuppers, sanitary discharges and similar openings and other inlets and discharges in the shell plating below the bulkhead deck (SOLAS 06 reg. II-1/13);
- (PI) 5.1.2.12 confirming that valves for closing the main and auxiliary sea inlets and discharges in the machinery spaces are readily accessible and that indicators showing the status of the valves are provided (SOLAS 74/88 reg. II-1/17) (SOLAS 06, reg. II-1/15);
- (PI) 5.1.2.13bis confirming that gangway, cargo and fuelling ports fitted below the bulkhead deck can be effectively closed and that the inboard end of any ash or rubbish chutes are fitted with an effective cover; (SOLAS 06 reg. II-1/13);
- (PI) 5.1.2.14 confirming by a hose or flooding test the watertightness of watertight decks and trunks, tunnels and ventilators (SOLAS 74/88 reg. II-1/19) (SOLAS 06, reg. II-1/16-1);

- (PI) 5.1.2.15bis confirming the arrangements to maintain the watertight integrity above the bulkhead deck (SOLAS 06 reg. II-1/17, 17-1);
- (PI) 5.1.2.16 confirming the arrangements for the bilge pumping and that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (PI) 5.1.2.17 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (PI) 5.1.2.18 conducting an inclining test (SOLAS 74/88 reg. II-1/22) (SOLAS 06, reg. II-1/5);
- (PI) 5.1.2.19 checking, when appropriate, the means of indicating the status of any bow doors and any leakage therefrom (SOLAS 74/88 reg. II-1/23-2) (SOLAS 06, reg. II-1/17-1);
- (PI) 5.1.2.19bis confirming that the arrangement for monitoring special category spaces or ro-ro spaces, when fitted, is satisfactory (SOLAS 06 reg. II-1/23)
- (PI) 5.1.2.38 confirming that the control system for the auxiliary steering gear in the steering gear compartment and, if this gear is power-operated, from the navigating bridge, ~~are~~ is operating satisfactorily and that the latter is independent of the control system for the main steering gear (SOLAS 74/88 reg. II-1/29);
- (PI) 5.1.2.73 confirming that all aspects of the installation of the structural fire protection, including the structure, fire integrity, protection of stairways and lifts, cabin balconies, openings in “A” and “B” Class divisions, ventilation systems and windows and sidescuttles, and the use of combustible material are in accordance with the approved plans (SOLAS 74/00/04 reg. II-2/4.4.4, 5.2, 5.3, 7.5, 7.8.2, 8.4, 8.5, 9, 10.6, 11, 13, 17, 20 and FSSC ch.13 sections 1 and 2) (SOLAS 74/88 reg. II-2/23 to 35);
- (PI) 5.1.2.86 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/00/04 reg. III/21 and 26.3; LSAC section 5.1 and MSC/Circ.809);
- (PI) 5.1.2.92 examining the provision and stowage of the distress flares and the line-throwing appliance, checking the provision and operation of onboard communications equipment and testing the means of operation of the general alarm system, verifying that the general alarm system is audible in accommodation, normal crew working spaces and on open decks (SOLAS 74/88 reg. III/6);
- (PI) 5.1.2.99 examining the provision and positioning and checking the operation of, as appropriate, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea in force, ~~regs.~~ rules 20 to 24, 27 to 30 and 33);

- (PI) 5.1.2.102bis checking that a valid conformance test report of the long-range and identification tracking system is available on board (SOLAS 04 reg. V/19-1);
- ~~(PI) 5.1.2.116 examining the radiotelephone distress frequency watch receiver (SOLAS 74, regs. IV/7 and 14), including:~~
- ~~(PI) 5.1.2.116.1 checking the mute/demute function;~~
- ~~(PI) 5.1.2.116.2 checking receiver sensitivity against known stations;~~
- ~~(PI) 5.1.2.116.3 checking the audibility of the loudspeaker;~~
- (PI) 5.1.2.121 examining the 406 MHz satellite EPIRB (SOLAS 74/88 reg. IV/7 and 14), including:
- (PI) 5.1.3.1 confirming that the stability information and damage control plans have been provided (SOLAS 74/88 reg. II-1/22 and 23) (SOLAS 06, reg. II-1/5-1 and 19);
- (PI) 5.1.3.2(bis) confirming that documented operating procedures for closing and securing the openings in special category spaces and ro-ro spaces are available on board (SOLAS 06 reg. II-1/23)
- (PI) 5.1.3.4 confirming that the maintenance plans have been provided (SOLAS 74/88 reg. ~~II-1~~ II-2/14.2.2 and 14.3);
- (PI) 5.1.3.5 confirming that the training manuals and the fire safety operational booklets have been provided (SOLAS 74/88 reg. ~~II-1~~ II-2/15.2.3 and 16.2);
- (PI) 5.1.3.8 confirming that the training manual for the life-saving appliances has been provided and is available in the working language of the ship (SOLAS 74/00/04 reg. III/35);
- (PI) 5.1.3.24 if possible, checking the emission on operational frequencies, coding and registration on the 121.5 MHz homing signal without transmission of distress call to the satellite system;
- (PI) 5.1.2.114.3 checking the off-air self-test program ~~programme~~ ;
- (PI) 5.1.2.118.2 running the self-test program ~~programme~~ if provided;
- (PI) 5.1.2.119.2 running the self-test program ~~programme~~ if provided;
- (PI) 5.1.2.120.2 running the self-test program ~~programme~~ if provided;

17 Amendments to **Annex 1 – 5 GUIDELINES FOR SURVEYS FOR THE PASSENGER SHIP CERTIFICATE – 5.2 Renewal surveys** are as follows:

- (PR) 5.2.1.2bis checking the validity of the International Ship Security Certificate;

- (PR) 5.2.1.13bis confirming that the opening and the closing and locking of side scuttles positioned below the bulkhead deck are being recorded in the log-book (SOLAS 06 reg. II-1/13, 22);
- (PR) 5.2.1.14 confirming that the closure of the cargo loading doors and the opening and closing of any doors at sea required for the operation of the ship or the embarking and disembarking of passengers are being recorded in the log-book (SOLAS 74/88 reg. II-1/20-1) (SOLAS 06, reg. II-1/22);
- (PR) 5.2.1.15 confirming that the stability information and damage control plans are readily available (SOLAS 74/88 reg. II-1/22 and 23) (SOLAS 06, reg. II-1/5-1 and 19);
- (PR) 5.2.1.16 confirming from the log-book entries that the openings required to be closed at sea are being kept closed and that the required drills and inspections of watertight doors, etc., are being carried out (SOLAS 74/88 reg. II-1/24 and 25) (SOLAS 06, reg. II-1/21 and 22);
- (PR) 5.2.1.16(bis) confirming that documented operating procedures for closing and securing the openings in special category spaces and ro-ro spaces are available on board (SOLAS 06 reg. II-1/23);
- (PR) 5.2.1.18 confirming that the fire control plans are permanently exhibited or, alternatively, that emergency booklets have been provided and a duplicate of the plans or ~~that~~ the emergency booklet is available in a prominently marked enclosure external to the ship's deckhouse (SOLAS 74/88 reg. II-2/20);
- (PR) 5.2.1.26 confirming that the training manual and training aids for the life-saving appliances are available on board in the working language of the ship (SOLAS 74/00/04 reg. III/35);
- (PR) 5.2.1.29 confirming that a table or curve of residual deviations for the magnetic compass is available ~~has been provided~~ and that a diagram of the radar installations shadow sectors is displayed (SOLAS 74/00 reg. V/19);
- (PR) 5.2.1.35 confirming the provisions of (PI) 5.1.3.11 to (PI) 5.1.3.16;
- (PR) 5.2.1.40 checking that the annual test has been carried out for the Satellite EPIRB and, if applicable, that shore-based maintenance has been carried out at intervals not exceeding five years (SOLAS 74/04 reg. IV/15);
- (PR) 5.2.1.42 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.
- (PR) 5.2.2.2 examining the arrangements for subdivision, including the ship's stability in the damaged condition, and checking the subdivision load lines (SOLAS 74/88 reg. II-1/4 to 8, 13 and 16) (SOLAS 06, reg. II-1/8, 14 and 18);

- (PR) 5.2.2.3 checking the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, reg. II-1/20);
- (PR) 5.2.2.3bis confirming that dedicated sea water ballast tanks have been coated in accordance with resolution MSC.215(82) when appropriate (SOLAS 74/00/06 reg. II-1/3-2);
- (PR) 5.2.2.3ter confirming when appropriate that the maintenance of the protective coating is included in the overall ship's maintenance system (SOLAS 74/00/06 reg. II-1/3-2);
- (PR) 5.2.2.4 examining the collision and other watertight bulkheads required for the ship's subdivision (SOLAS 74/88 reg. II-1/10, 14, 15 and 18) (SOLAS 06, reg. II-1/10, 11, 12, 13 and 16);
- (PR) 5.2.2.5 confirming that the watertight integrity has been maintained where pipes, scuppers, etc., pass through subdivision watertight bulkheads (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.6 confirming that a diagram is provided on the navigating bridge showing the location of the watertight doors together with indicators showing whether the doors are open or closed (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.7 testing the operation of the watertight doors both from the navigating bridge in the event of an emergency and locally at the door itself (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13) and, in particular, that they are:
- [...]
- (PR) 5.2.2.8 confirming that the watertight doors and their indicating devices are operable in the event of a failure of the main and emergency sources of power (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.9 checking, when appropriate, any watertight doors that are not required to be closed remotely and are fitted in watertight bulkheads dividing 'tween deck spaces, and confirming that a notice is affixed concerning their closure (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.10 confirming that a notice is affixed to any portable plates on bulkheads in machinery spaces concerning their closure and, if appropriate, testing any power-operated watertight door fitted in lieu (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.11bis examining the arrangements for closing side scuttles and their deadlights, also scuppers, sanitary discharges and similar openings and other inlets and discharges in the shell plating below the bulkhead deck (SOLAS 06 reg. II-1/15);

- (PR) 5.2.2.12 confirming that valves for closing the main and auxiliary sea inlets and discharges in the machinery spaces are readily accessible and indicators showing the status of the valves are provided (SOLAS 74/88 reg. II-1/17) (SOLAS 06, reg. II-1/15);
- (PR) 5.2.2.13bis confirming that gangway, cargo and fuelling ports fitted below the bulkhead deck may be effectively closed and that the inboard ends of any ash or rubbish chutes are fitted with an effective cover (SOLAS 06 reg. II-1/15);
- (PR) 5.2.2.14 examining the arrangements to maintain the watertight integrity above the margin line or the bulkhead deck as applicable (SOLAS 74/88 reg. II-1/20) (SOLAS 06, reg. II-1/17);
- (PR) 5.2.2.15 examining the arrangements for the bilge pumping and confirming that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (PR) 5.2.2.16 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 06, reg. II-1/35-1);
- (PR) 5.2.2.17(bis) confirming, that the arrangement for monitoring special category spaces or ro-ro spaces, when fitted, is satisfactory (SOLAS 06 reg. II-1/23);
- (PR) 5.2.2.42 confirming the operation of the ventilation for the machinery spaces (SOLAS 74/88 78, reg. II-1/35);
- (PR) 5.2.2.43 confirming that the measures to prevent noise in machinery spaces are effective (SOLAS 74/78 88 reg. II- I/36);
- (PR) 5.2.2.44 confirming that the engine-room telegraph giving visual indication of the orders and answers both in the machinery space and on the ~~navigating~~ navigation bridge is operating satisfactorily (SOLAS 74/88, reg. II-1/37);
- (PR) 5.2.2.56 examining the fire pumps and fire main and the disposition of the hydrants, hoses and nozzles and the international shore connection and checking that each fire pump, including the emergency fire pump, can be operated separately so that two jets of water are produced simultaneously from different hydrants at any part of the ship whilst the required pressure is maintained in the fire main (SOLAS 74/00 reg. II-2/10.2; FSSC chs.2 and 12) (SOLAS 74/88 reg. II-2/4 and 19);
- (PR) 5.2.2.60bis examining, when applicable, the fire-extinguishing arrangements in cabin balconies (SOLAS 74/00 reg. II-2/10.6.1);
- (PR) 5.2.2.61 examining the provision of fire-extinguishing systems for the spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 reg. II-2/10.6.3 and 10.6.4; FSSC chs.5, 6 and 7) (SOLAS 74/88 ~~ch. II-2~~ reg. II-2/15.2.5);

- (PR) 5.2.2.63 examining and testing, as far as practicable, any fire detection and fire alarm arrangements in machinery spaces, if applicable, accommodation and service spaces and control spaces (SOLAS 74/00 reg. II-2/27 (except 7.5.5, 7.6 and 7.9); FSSC ch.9) (SOLAS 74/88 reg. II-2/11, 12, 13, 13-1, 14, 36 and 41);
- (PR) 5.2.2.63bis examining and testing, where applicable, any fire detection and fire alarm arrangements on cabin balconies. (SOLAS 74/00 reg. II-2/7.10);
- (PR) 5.2.2.66 confirming, as far as practicable, that no changes have been made in the structural fire protection, including the structure, fire integrity, protection of stairways and lifts, cabin balconies, openings in “A” and “B” Class divisions, ventilation systems and windows and side scuttles, and the use of combustible material (SOLAS 74/00/04 reg. II-2/5.2, 5.3, 6, 8.2, 8.5, 9.2.1, 9.2.2, 9.3, 9.4.1, 9.5, 9.6 (except 9.6.5), 9.7 and 11 (except 11.6)) (SOLAS 74/88 reg. II-2/11, 16, 18, 23 to 35 and 37);
- (PR) 5.2.2.69 examining and testing the main inlets and outlets of all ventilation systems and ~~proving~~ checking that the power ventilation is capable of being stopped from outside the space served (SOLAS 74/00 reg. II-2/5.2.1) (SOLAS 74/88 reg. II-2/16 and 32);
- (PR) 5.2.2.78 checking the requirement for passenger ships carrying more than 36 passengers and constructed before 1 October 1994 (SOLAS 74/88/91-92, reg. II-2/41-1 and 41-2);
- (PR) 5.2.2.80 checking that the falls used in launching have been turned end for end in the previous 30 months and periodically inspected and have been renewed in the past 5 years ~~or have been subject to periodic inspection and been renewed within 4 years~~ (SOLAS 74/96/04 reg. III/20);
- (PR) 5.2.2.82 examining the embarkation arrangements and launching appliances for each survival craft. Each lifeboat should be lowered to the embarkation position or, if the stowage position is the embarkation position, lowered a short distance and, if practicable, one of the survival craft should be lowered to the water. The operation of the launching appliances for davit launched liferafts should be demonstrated. ~~A check~~ Checking that a thorough examination of launching appliances, including the dynamic testing of the winch brake, and servicing of lifeboat and rescue boat on-load release gear and davit-launched liferaft automatic release hooks has been carried out (SOLAS 74/96/04 reg. III/11, 12, 13, 15, 16, 20, 21 and 23; LSAC sections 6.1 and 6.2);
- (PR) 5.2.2.83 checking the rotational deployment of MES (SOLAS 74/88 reg. III/20.8.2 ; LSAC section 6.2.2.2);
- (PR) 5.2.2.84 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88/04 reg. III/14, 17, 21, 26.3 and 34);

- (PR) 5.2.2.92 examining the line-throwing appliance and checking that its rockets and the ship's distress signals are not out of date, ~~and examining and checking the operation of on board communications equipment~~ (SOLAS 74/96 reg. III/6, 18 and 35; LSAC sections 3.1 and 7.1);
- ~~(PR) 5.2.2.92bis examining and checking the operation of onboard communications equipment and verifying that the general alarm system is audible in accommodation, normal crew working spaces and on open decks (SOLAS 74/96 reg. III/6, 18 and 35; LSAC sections 3.1 and 7.1);~~
- (PR) 5.2.2.95 checking that the required navigation lights, shapes and sound signalling equipment are in order (International Regulations for Preventing Collisions at Sea in force (COLREG), regs. rules 20 to 24, 27 to 30 and 33);
- ~~(PR) 5.2.2.98bis checking that a valid conformance test report of the long-range identification and tracking system is available on board, where fitted (SOLAS 04 reg. V/19-1);~~
- (PR) 5.2.2.102 the provisions of (PI) 5.1.2.~~127125~~ to (PI) 5.1.2.~~130128~~.

18 Amendments to **Annex 2 – (L) Guidelines for surveys for the International Load Line Certificate** are as follows:

- (LI) 1.1.1.3 determining the freeboard, including specifying and the consideration of the conditions of assignment for the freeboard (LLC 66/88/~~05-03~~, reg. 11 to 45).
- (LI) 1.1.2.8 examining the scuppers, inlets and discharges (LLC 66/88/03 reg. 22);
- ~~(LA) 1.2.1.2bis checking the validity of the International Ship Security Certificate;~~
- ~~(LA) 1.2.1.15 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.~~
- (LA) 1.2.2.10 examining the means provided to minimize water ingress through the spurling pipes and chain lockers (LLC 66/88/03, reg. 22-2).

19 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.1 Initial surveys** are as follows:

- ~~(OI) 1.1.1.6 confirming that requirements regarding capacity and protection of oil fuel tanks are complied with (MARPOL 90/04 Annex I reg. 12A).~~
- (OI) 1.1.2.12 examining, for oil tanker of 5,000 tonnes deadweight and above delivered after 1 February 2002, the intact stability (MARPOL 90/04 Annex I reg. 27);
- (OI) 1.1.6.9 confirming, for oil tankers of 5,000 tonnes deadweight and above delivered on/after 1 February 2002, that the intact stability has been approved (MARPOL 90/04 Annex I reg. 27);

(OI) 1.1.6.10 confirming, for oil tankers of 5,000 tonnes deadweight and above, that arrangements are in place to provide prompt access to shore-based damage stability and residual structural strength computerized calculation programmes (MARPOL 90/04 Annex I reg. 37.4).

20 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.2 Annual surveys** are as follows:

(OA) 1.2.1.15 checking ~~from~~ the certificates for the type approval of the oil filtering equipment (MARPOL 90/04 Annex I reg. 14 and 15);

(OA) 1.2.1.19 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.

(OA) 1.2.2.7 confirming that for oil tankers of 5,000 tonnes deadweight and above delivered on/after 1 February 2002 the loading conditions and intact stability information, in an approved form, is on board (MARPOL 90/04 Annex I reg. 27)-;

(OA) 1.2.4.15 confirming for oil tankers of 5,000 tonnes deadweight and above that arrangements are in place to provide prompt access to shore-based damage stability and residual structural strength computerized calculation programmes (MARPOL 90/04 Annex I reg. 37.4).

(OA) 1.2.3.3 confirming the segregation of oil fuel and water ballast systems and that the arrangements prohibit the carriage of oil in forepeak tanks or in spaces forward of the collision bulkheads (MARPOL 90/04 Annex I reg. 16);

(OA) 1.2.4.12 examining the piping systems associated with the discharge of dirty ballast or oil-contaminated water including the part flow system, if fitted (MARPOL 90/04 Annex I reg. 30);

21 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.3 Intermediate surveys** are as follows:

(OIn) 1.3.3.3 examining the oil content meter (15 ppm alarm and bilge monitor) for obvious defects, deterioration or damage and checking the record of calibration of the meter when done in accordance with the manufacturer's operational and instruction manual (MARPOL 90/04 Annex I reg. 14).

(OIn) 1.3.4.2 examining the oil discharge monitoring and control system and the oil content meter for obvious defects, deterioration or damage, and ~~to check~~ checking the record ~~of~~ of calibration of the meter when done in accordance with the manufacturer's operational and instruction manual (MARPOL 90/04 Annex I reg. 31);

(OIn) 1.3.4.4.3 examining at least two selected cargo tanks for the express purpose of verifying the continued effectiveness of the installed crude oil washing and stripping systems. If the tank cannot be gas-freed for the safe entry of the surveyor, an internal examination should not be conducted. In this case this examination may be conducted in conjunction with the internal examination of cargo tanks required in (~~Cm~~ CIn) 2.3.3.3 in Annex 1;

22 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.4 Renewal surveys** are as follows:

(OR) 1.4.4.12 confirming for oil tankers of 5,000 tonnes deadweight and above that arrangements are in place to provide prompt access to shore based damage stability and residual structural strength computerized calculation programmes (MARPOL 90/04 Annex I reg. 37.4).

23 Amendments to **Annex 3 – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS SUBSTANCES IN BULK** are as follows:

2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS LIQUID SUBSTANCES IN BULK

(NI) 2.1.2.2 conducting the water test for assessing the stripping quantity, as required (MARPOL 73/78/90/04 Annex II reg. 12 and App.5);

~~(NA) 2.2.1.17 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.~~

(NA) 2.2.2.6 confirming that the ventilation equipment for residue removal is as approved (MARPOL 90/04 Annex II reg. 13 and App.7);

(NA) 2.2.2.8 examining any additional requirements listed on the International Certificate for the Carriage of Noxious Liquid Substances in Bulk.

24 Amendments to **Annex 3 – SURVEY GUIDELINES UNDER THE MARPOL CONVENTION – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS SUBSTANCES IN BULK – 2.4 Renewal surveys** are as follows:

(NR) 2.4.2.3 conducting the water test for assessing the stripping quantity, as required (MARPOL 73/78/90/04 Annex II reg. 12 and App. 5);

~~(NR) 2.4.2.8 confirming that means are provided in the common discharge piping to isolate openings provided above the waterline (MARPOL 73/78/90 Annex II);~~

25 Amendments to **Annex 3 – (S) Guidelines for surveys for the International Sewage Pollution Prevention Certificate** are as follows:

~~(SR) 3.2.1.14 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.~~

~~(SR) 3.2.2.3 confirming that a procedure for discharge of animal effluent is implemented on board (MARPOL 73/78/07 Annex IV reg. 11.1.1);~~

26 Amendments to **Annex 3 – 4 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE AND THE NO_x TECHNICAL CODE** are as follows:

- (AA) 4.2.1.2bis checking the validity of the International Ship Security Certificate;
- (AA) 4.2.1.10 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.
- (AA) 4.2.2.2.7 confirm that there is a record of fuel changeover; this record should take the form of a log-book as prescribed by the Administration (regulation ~~14.6~~ 14(6) of Annex VI)*;
- * If not prescribed by the Administration, this information could be contained in the engine room log-book, the deck log-book, the official log-book, the oil record book or a separate log-book solely for this purpose.
- (AA) 4.2.2.3.1 confirm that no new installation or equipment except those covered by (AA) 4.2.2.3.2 have been fitted to the ship after 19 May 2005. (regulation ~~12.1~~ 12(1) of Annex VI);
- (AA) 4.2.3.1 after a satisfactory survey, endorsing the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate;
- (AIn) 4.3.3.1 after a satisfactory survey, endorsing the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate;
- (AR) 4.4.3.1 after a satisfactory survey the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate should be issued.

27 Amendments to **Annex 4 – 1 GUIDELINES FOR THE SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK AND THE CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK – 1.1 Initial surveys** are as follows:

- (DI) 1.1.1.2 examining the plans for the ship type, location of the cargo tanks, cargo containment, materials of construction, cargo temperature control, cargo tank vent systems, continuous monitoring of the concentration of flammable vapours, environmental control, electrical installations, fire protection and fire extinction, instrumentation and the provision, specification and stowage of the equipment for personnel protection (IBC Code 83/90/00, chs.2, 4, 6, 7, 8, 9, 10, 11, 13 and 14);
- (DI) 1.1.2.21bis examining the system for continuous monitoring of the concentration of flammable vapours and confirming that the installation tests have been satisfactorily completed (IBC Code 83/90/00, ch.11);
- (DI) 1.1.2.28 confirming that sampling points or detector heads are located in suitable positions in order that potentially dangerous leakages are readily detected (IBC Code 07 Ch.11.1.4, BCH Code Ch.IIIE 3.13);

28 Amendments to **Annex 4 – 1 GUIDELINES FOR THE SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK AND THE CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK – 1.2 Annual surveys** are as follows:

- (DA) 1.2.1.2bis checking the validity of the International Ship Security Certificate;
- (DA) 1.2.1.21 confirming that compatibility information to material of construction, protective linings and coating is provided on board. (IBC Code 83/04 Ch 6) (BCH Code 85/90/00, ch. IIG);
- (DA) 1.2.1.22 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.
- (DA) 1.2.2.10 examining, as far as practicable, the cargo tank vent system, including the pressure/vacuum valves and secondary means to prevent over- or under-pressure and devices to prevent the passage of flame (IBC Code 83/90/00 ch.8 and MSC.102(73), MEPC.79(43), ~~ch.8~~) (BCH Code 85/90/00 ch.IIE and MEPC.80(43), ~~ch.IIE~~);
- (DA) 1.2.2.16bis confirming that the system for continuous monitoring of the concentration of flammable vapours is satisfactory (IBC Code 83/90/00, ch.11);
- (DA) 1.2.2.21 confirming that sampling points or detector heads are located in suitable positions in order that potentially dangerous leakages are readily detected (IBC Code 07 Ch.11.1.4, BCH Code Ch. III E 3.13);

29 Amendments to **Annex 4 – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF LIQUEFIED GASES IN BULK** are as follows:

- (GI) 2.1.2.11.2 Cargo control and monitoring systems such as level gauging equipment, temperature sensors, pressures gauges, cargo pump room and compressors, and proper control of cargo heat exchanges, if operating;
- (GI) 2.1.2.12 examining the hull for cold spots following the first loaded voyage (IGC Code 83/90/00, ch. 4);
- (GI) 2.1.2.27.7 ducts from gas-dangerous spaces are not led through accommodation, service and machinery spaces and control stations, except when (GI) 2.1.2.30-33 applies;
- (GI) 2.1.2.28 examining, and confirming the satisfactory operation of, the arrangements for the mechanical ventilation of spaces normally entered other than those covered by (GI) 2.1.2.24-27 (IGC Code 83/90/00, ch. 12);
- (GA) 2.2.1.2bis checking the validity of the International Ship Security Certificate;
- (GA) 2.2.1.17 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.

(GA) 2.2.2.28 examining, and confirming the satisfactory operation of, the arrangements for the mechanical ventilation of spaces normally entered other than those covered by (GI) 2.1.2.24-27 (IGC Code 83/90/00, ch. 12);

30 Amendments to **Appendix 1 – SUMMARY OF AMENDMENTS TO MANDATORY INSTRUMENTS REFLECTED IN THE SURVEY GUIDELINES UNDER HSSC** are as follows:

SOLAS 1974	<u>up to and including the 2006 amendments (MSC 216(82) Annexes 1 and 2)</u> up to and including the 2004 amendments (Res. MSC.170(79) and Res. MSC.194(80))
MARPOL	<u>up to and including the 2006 amendments (resolution MEPC.154(55))</u> up to and including the 2005 amendments (Res. MEPC.132(53) and Res. MEPC.141(54))
IGC Code	<u>up to and including the 2006/2007 amendments (resolutions MSC.220(82) and MEPC.166(56))</u> up to and including the 2004 amendments (Res. MSC.179(79))
IBC Code	<u>up to and including the 2006/2007 amendments (res. MEPC.166(56)/ MSC.219(82))</u> up to and including the 2004 amendments (Res. MSC.176(79) and Res. MEPC.119(52))
BCH Code	<u>up to and including the 2006 amendments (resolutions MSC.212(81)/MEPC.144(54))</u>

31 Amendments to **Appendix 2 – THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION – DIAGRAMMATIC ARRANGEMENT** are as follows:

Code of types of survey:

<u>I</u>	–	<u>Initial</u>
R	–	Renewal
P	–	Periodical
<u>In</u>	–	<u>Intermediate</u>
A	–	Annual
