



Maritime and Coastguard Agency

Merchant Shipping Notice

MSN 1812 (M)

SOLAS V - MCA's 2002 Publication¹: Amendments to SOLAS Chapter V

Notice to all Shipowners, Ship Operators, Ship Managers, Classification Societies, Masters and Officers

This Merchant Shipping Notice replaces MSN 1800(M) which is now cancelled.

Summary

This Notice details four sets of amendments to Chapter V of the Safety of Life at Sea (SOLAS) Convention. These amendments have been adopted by the International Maritime Organization's (IMO) Maritime Safety Committee (MSC) and will come into force in the United Kingdom on 1 February 2007.

These amendments have been incorporated into the electronic version of the MCA's 2002 SOLAS V publication which can be accessed from the MCA's website.

1. Introduction

- 1.1 Chapter V of the Safety of Life at Sea (SOLAS) Convention is given legal effect in United Kingdom legislation through the Merchant Shipping (Safety of Navigation) Regulations 2002 (SI 2002 No.1473).
- 1.2 In accordance with Regulation 5(4) of those Regulations, this Notice specifies changes in the MCA's 2002 SOLAS Chapter V publication "Safety of Navigation, Implementing SOLAS Chapter V, 2002"⁽¹⁾ ("MCA's 2002 SOLAS V publication") and amend or replace the existing requirements as stated and are either additional or alternative requirements which apply to a ship of its description.
- 1.3 The amendments in this notice relate to changes to Chapter V of MCA's SOLAS V publication which were adopted by the IMO Maritime Safety Committee at its 75th, 77th, 78th and 79th sessions, and will come into force in the United Kingdom on 1 February 2007.

⁽¹⁾ ISBN 0 11 552575 0 published in May 2002.

2. **Amendments to SOLAS Chapter V, arising from Resolution MSC.123(75) which was adopted on 24 May 2002 which result in revisions to Regulation 21 of the MCA's 2002 SOLAS V publication are as follows:**

Regulation 21 - International Code of Signals

- 2.1 The title to this regulation shall be deleted and shall be replaced by the following:

“International Code of Signals and IAMSAR Manual”

- 2.2 The existing paragraph shall be numbered as paragraph 1.

- 2.3 An additional paragraph 2 applying an additional requirement on all ships to which this regulation applies shall be added as follows:

“2 All ships shall carry an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.”

3. **Amendments to SOLAS Chapter V, arising from Resolution MSC.142(77) which was adopted on 5 June 2003 which result in revisions to Regulations 2, 22 and 28 of the MCA's 2002 SOLAS V publication are as follows:**

Regulation 2 - Definitions

- 3.1 After the existing paragraph 3 there shall be added the following new paragraph 4 which adds an additional requirement to all ships to which it applies:

"4 Length of a ship means its length overall."

Regulation 22 - Navigation bridge visibility

- 3.2 In the existing introductory text, the words “45 m in length” shall be deleted and shall be replaced by the words “55 m in length”.

In the existing paragraph 1 the words “Ships of not less than” to the words “meet the following requirements:”

shall be deleted and shall be replaced by the following which, drawing on the new definition of the length of a ship in Regulation 2.4, replaces the existing requirement with a new alternative provision in respect of the ships to which it relates, and it imposes no new requirement:

- "1 Ships of not less than 55 m in length, as defined in regulation 2.4, constructed on or after 1 July 1998, shall meet the following requirements:"

Regulation 28 - Records of navigational activities

- 3.3 The title of the regulation shall be deleted and shall be replaced by the following:

“Records of navigational activities and daily reporting”

- 3.4 The existing paragraph shall be numbered as paragraph 1.

3.5 The following additional paragraph 2 shall be added after paragraph 1 which adds an additional requirement to the ships to which it applies:

“2 Each ship of 500 gross tonnage and above, engaged on international voyages exceeding 48 hours, shall submit a daily report to its company, as defined in regulation IX/1, which shall retain it and all subsequent daily reports for the duration of the voyage. Daily reports may be transmitted by any means, provided that they are transmitted to the company as soon as practicable after determination of the position named in the report. Automated reporting systems may be used, provided that they include a recording function of their transmission and that those functions and interfaces with position-fixing equipment are subjected to regular verification by the ship’s master. The report shall contain the following:

.1 ship’s position;

.2 ship’s course and speed; and

.3 details of any external or internal conditions that are affecting the ship’s voyage or the normal safe operation of the ship.”

4. Amendments to SOLAS Chapter V, arising from Resolution MSC.153(78) which was adopted on 20 May 2004 which result in revisions to Regulations 2, 33 and 34 of the MCA’s 2002 SOLAS V publication are as follows:

Regulation 2 - Definitions

4.1 After the existing paragraph 4 shall be added the following new paragraph 5 which shall be an additional requirement applying to all ships:

“5 Search and rescue service. The performance of distress monitoring, communication, co-ordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources including co-operating aircraft, ships, vessels and other craft and installations.”

Regulation 33 - Distress messages: obligations and procedure

4.2 This regulation shall be amended so as to impose an additional requirement on all ships. The title of the regulation shall be deleted and replaced by the following:

“Distress situations: obligations and procedures”

4.3 In paragraph 1, the words “a signal” in the first sentence shall be deleted and shall be replaced by the word “information”, and the following sentence shall be added after the first sentence of the paragraph:

“This obligation to provide assistance applies regardless of the nationality or status of such persons or the circumstances in which they are found.”

4.4 The following additional paragraph 1-1 shall be inserted after the existing paragraph 1:

“1-1 Contracting Governments shall co-ordinate and co-operate to ensure that masters of ships providing assistance by embarking persons in distress at sea are released from their obligations with minimum further deviation from the ships’ intended voyage, provided that

releasing the master of the ship from the obligations under the current regulation does not further endanger the safety of life at sea.

The Contracting Government responsible for the search and rescue region in which such assistance is rendered shall exercise primary responsibility for ensuring such co-ordination and co-operation occurs, so that survivors assisted are disembarked from the assisting ship and delivered to a place of safety, taking into account the particular circumstances of the case and guidelines developed by the Organization. In these cases the relevant Contracting Governments shall arrange for such disembarkation to be effected as soon as reasonably practicable.”

4.5 The following additional paragraph 6 shall be added after the existing paragraph 5:

“6 Masters of ships who have embarked persons in distress at sea shall treat them with humanity, within the capabilities and limitations of the ship.”

Regulation 34 - Safe navigation and avoidance of dangerous situations

4.6 The existing paragraph 3 shall be deleted.

4.7 After the existing regulation 34 shall be added the following additional regulation 34-1 which shall be an alternative requirement to that in the existing regulation 34.3 and shall apply to all ships:

“Regulation 34-1 Master’s discretion

The owner, the charterer, the company operating the ship as defined in regulation IX/1, or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master’s professional judgement, is necessary for safety of life at sea and protection of the marine environment.”

5. Amendments to SOLAS Chapter V, arising from Resolution MSC.170(79) which was adopted on 9 December 2004, which result in revisions to Regulations 19 and 20 of the MCA’s 2002 SOLAS V publication are as follows:

Regulation 19 - Carriage requirements for shipborne navigational systems and equipment

5.1 In paragraph 2.5, the existing text of subparagraph .1 shall be deleted and shall be replaced by the following which is an alternative requirement which shall be imposed on all ships to which this regulation applies:

“.1 a gyro compass, or other means, to determine and display their heading by shipborne non-magnetic means, being clearly readable by the helmsman at the main steering position. These means shall also transmit heading information for input to the equipment referred in paragraphs 2.3.2, 2.4 and 2.5.5;”

Regulation 20 - Voyage data recorders

5.2 After the existing paragraph 1 shall be added the following new paragraph 2 which shall be an additional requirement imposed on all ships to which this regulation applies:

- “2 To assist in casualty investigations, cargo ships, when engaged on international voyages, shall be fitted with a VDR which may be a simplified voyage data recorder (S-VDR)** as follows:
- .1 in the case of cargo ships of 20,000 gross tonnage and upwards constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2006 but not later than 1 July 2009;
 - .2 in the case of cargo ships of 3,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2007 but not later than 1 July 2010; and
 - .3 Administrations may exempt cargo ships from the application of the requirements of subparagraphs .1 and .2 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .1 and .2 above.”
- 5.3 The existing paragraph 2 shall be renumbered paragraph 3.

** Refer to resolution MSC.163(78) – Performance standards for shipborne simplified voyage data recorders (S-VDRs)

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