



MARITIME SAFETY COMMITTEE
74th session
Agenda item 24

MSC 74/24/Add.1
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**REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS SEVENTY-FOURTH SESSION**

Attached are annexes 1 to 22 to the report of the Maritime Safety Committee on its seventy-fourth session (MSC 74/24).

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ANNEX 1

AGENDA OF THE SEVENTY-FOURTH SESSION AND LIST OF DOCUMENTS

1 - Adoption of the agenda, report on credentials

MSC 74/1	Secretariat	Provisional agenda
MSC 74/1/1	Secretariat	Annotations to the provisional agenda

2 - Decisions of other IMO bodies

MSC 74/2	Secretariat	Outcome of MEPC Working Group on CAS under MARPOL I/13G
MSC 74/2/1	Secretariat	Outcome of International Conference on Liability and Compensation for Bunker Oil Pollution Damage, 2001
MSC 74/2/2	Secretariat	Outcome of MEPC 46
MSC 74/2/3	Secretariat	Outcome of COMSAR 5, FP 45, STW 32 and BLG 6 on post- Erika safety-related issues
MSC 74/2/3/Add.1	Secretariat	Post- Erika matters – Ports/places of refuge
MSC 74/2/3/Add.2	Secretariat	Outcome of FSI 9 and DE 44 on post- Erika safety-related issues
MSC 74/2/4 and Add.1	Spain	Ports/places of refuge
MSC 74/2/5	ICS	Ports of refuge
MSC 74/2/6	INTERTANKO	Ports or anchorages of refuge
MSC 74/2/7	Germany	Ports/places of refuge
MSC 74/WP.14	Secretariat	Guidance on the need for ballast Water and sediment management Options to be taken into account when Designing and building new ships

3 – Consideration and adoption of amendments to mandatory instruments

MSC 74/3	Secretariat	Proposed amendments to SOLAS chapter VII, the INF Code and the 1994 HSC Code
MSC 74/3/1	United Kingdom	Proposals on amendments to the 1994 HSC Code
MSC 74/3/2	United States	Comments on amendments to the 1994 HSC Code
MSC 74/WP.5	Secretariat	Modifications to, and draft MSC Resolutions on adoption of, proposed Amendments to the 1974 SOLAS Convention, the INF Code and the 1994 MSC Code

4 – Large passenger ship safety

MSC 74/4	Secretariat	Outcome of MSC 73
MSC 74/4/1 and Corr.1	United States	Report of the correspondence group
MSC 74/4/2	Bahamas	Training in fire-fighting in large passenger ships
MSC 74/4/3	Spain	Comments and proposals on critical areas which affect the general concept of the ship
MSC 74/4/4	United States	Areas of concern for existing large passenger ships
MSC 74/4/5	United States	Areas of concern relating to future large passenger ships
MSC 74/4/6	ICCL	Comments on the report of the correspondence group
MSC 74/INF.13 (E only)	ICCL	Results of a study on the safety of large passenger ships
MSC 74/INF.17 (E only)	IUMI	World fleet cruise vessel casualties
MSC 74/INF.18 (E only)	Sweden	Report on fire on board the passenger ferry Prinsesse Ragnhild
MSC 74/INF.25 (E only)	United States	Areas of concern relating to future large passenger ships
MSC 74/WP.6	Working group	Report of the working group

5 – Bulk carrier safety

MSC 74/5	Secretariat	Report on work undertaken by MSC 73
MSC 74/5/1	United Kingdom	Progress report on bulk carrier model tests undertaken by MARIN
MSC 74/5/2	United Kingdom	Recommendations of the Re-opened formal investigation into the loss of the m.v Derbyshire
MSC 74/5/3	Japan	Report on FSA study on bulk carriers
MSC 74/5/4	IACS	Report on FSA study on bulk carriers on fore-end watertight integrity
MSC 74/5/5	Norway and ICFTU	Report and recommendations on FSA study on bulk carrier life-saving appliances
MSC 74/5/6	United Kingdom	Recommendations for precautions against flooding of forward spaces
MSC 74/5/7	United Kingdom	Progress report on the international collaborative FSA study on bulk carriers
MSC 74/INF.4 (E only)	United Kingdom	International collaborative FSA study - Screening of generic hazards
MSC 74/INF.5 and Add.1 (E only)	United Kingdom	International collaborative FSA hazard identification and screening

5 – Bulk carrier safety (continued)

MSC 74/INF.9 (E only)	Japan	Report on FSA study on bulk carrier safety
MSC 74/INF.10 (E only)	Japan	Step 2 of FSA study on bulk carrier safety (risk analysis)
MSC 74/INF.11 (E only)	Japan	Step 3 of FSA study on bulk carrier safety (risk control options)
MSC 74/INF.12 (E only)	Japan	Step 4 of FSA study on bulk carrier safety (cost effectiveness analysis)
MSC 74/INF.14 (E only)	Republic of Korea	Report on trial application of FSA to No 1 cargo hold flooding in bulk carriers
MSC 74/INF.15 (E only)	Republic of Korea	Report on trial application of FSA to the hatchway watertight integrity of bulk carriers
MSC 74/INF.19 (E only)	INTERCARGO	Bulk carrier casualty report for 2000
MSC 74/WP.18 and Add.1	Working group	Report of the working group

6 – Implementation of the revised STCW Convention

MSC 74/6	Secretariat	Preparation of reports pursuant to STCW regulation I/7 Convention
MSC 74/6/1	Secretariat	List of competent persons pursuant to STCW Code section A-I/7
MSC 74/6/2	Secretariat	Report of research study on unlawful practices associated with certificates of competency
MSC 74/WP.4 and Add.1	Secretary-General	Report of the Secretary-General to the use on the evaluation of information submitted in accordance with STCW regulation I/7.3
MSC 74/WP.8	Secretariat	List of competent persons re. STCW Code section A-I/7
MSC 74/WP.9	Secretariat	Parties to STCW 78 confirmed by the use to have communicated information demonstrating full and complete effect given to the relevant provisions of the Convention

7 – Training and watchkeeping

MSC 74/7	Secretariat	Report of the 32nd session of the Sub-Committee
STW 32/16	Sub-Committee	Report of the 32nd session
MSC 74/7/1	Secretariat	Reports of independent evaluations from Parties under STCW regulation I/8
MSC 74/INF.16 (E only)	IFSMA	Information technology and the training needs of seafarers

7 – Training and watchkeeping (continued)

MSC 74/WP.13	Secretariat	Guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and STCW Code section A-I/7
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8 – Stability, load lines and fishing vessel safety

MSC 74/8	Secretariat	Report of the 43rd session of the Sub-Committee
SLF 43/16	Sub-Committee	Report of the 43rd session

9 – Radiocommunications and search and rescue

MSC 74/9	Secretariat	Report of the 5th session of the Sub-Committee
COMSAR 5/14 and Add.1 (F and S only)	Sub-Committee	Report of the 5th session
MSC 74/9/1	Spain	Establishment of an RCC in Morocco
MSC 74/9/2	United Kingdom	Proposed MSC circular on Guidelines for the preparation of plans for co-operation between SAR services and passenger ships
MSC 74/9/3	Netherlands	Proposed review of resolution A.474 (XII) on Proper use of VHF channels
MSC 74/9/4	Secretariat	Legal advice on the use of the tacit acceptance procedure for the Global
MSC 74/9/5	SAR Plan Denmark and Netherlands	Comments on proposed amendments to SOLAS regulation IV/12.3
MSC 74/WP.16	Drafting group	Draft Assembly resolution on Acceptance and Implementation of SAR 1979

10 – Fire protection

MSC 74/10	Secretariat	Report of the 45th session of the Sub-Committee
FP 45/16	Sub-Committee	Report of the 45th session
MSC 74/10/1	United Kingdom	Comments on interpretations of the FTP Code
MSC 74/WP.15	Group of experts	Report of the group

11 – Bulk liquids and gases

MSC 74/11	Secretariat	Report of the 6th session of the Sub-Committee
BLG 6/16	Sub-Committee	Report of the 6th session

12 – Flag State implementation

MSC 74/12	Secretariat	Report of the 9th session of the Sub-Committee
FSI 9/19 MSC 74/12/1	Sub-Committee United States	Report of the 9th session Proposed amendments to the draft revised ISM Guidelines
MSC 74/WP.20	Drafting group	Report of the drafting group

13 – Ship design and equipment

MSC 74/13	Secretariat	Urgent matters emanating from the 44th session of the Sub-Committee
DE 44/19 and Corr.1 (E only)	Sub-Committee	Report of the 44th session
MSC 74/13/1	Russian Federation	Comments on the draft Guidelines for ships operating in ice-covered waters
MSC 74/WP.17	Informal group	Report of the informal group
MSC 74/WP.21	Drafting group	Final draft of the revised SOLAS regulation II-1/12-2

14 – Technical assistance subprogramme in maritime safety

MSC 74/14	Secretariat	Status of TC projects implemented by MSD in 2000-2001
MSC 74/14/1	Secretariat	Status of model courses

15 – Role of the human element

MSC 74/15	United States	Report of the Correspondence Group on Fatigue
MSC 74/15/1	Japan	Report on investigation into near misses
MSC 74/15/2	ILO	Outcome of JMC 29
MSC 74/INF.7 (E only)	ISF	Leaflet on safety culture
MSC 74/INF.8 (E only)	ISF and ICFTU	ISCW Guidelines on ILO Seafarers' Welfare Conventions
MSC 74/INF.27 (E only)	United States	Report on crew alertness
MSC 74/WP.10	Joint MSC/MEPC working group on HE and FSA	Report of the joint working group

16 – Formal safety assessment

MSC 74/16	Japan	Record of discussions of the Correspondence Group on FSA
MSC 74/16/1	Japan	Draft FSA Guidelines developed by the correspondence group
MSC 74/16/2	IACS	IACS FSA training package
MSC 74/16/3	United Kingdom	Proposal to retain RIDs in the FSA Guidelines
MSC 74/16/4	Republic of Korea	Comments on Step 1 of document MSC 74/16/1
MSC 74/INF.6 (E only)	United Kingdom	Practical application of RIDs
MSC 74/WP.19	Joint MSC/MEPC Working Group on HE and FSA	Report of the joint working group

17 – Piracy and armed robbery against ships

MSC 74/17	Secretariat	Annual, quarterly and monthly reports on incidents in 2000
MSC 74/17/Add.1	Secretariat	Reports from coastal States
MSC 74/17/1	Secretariat	Report on missions conducted in Jakarta, Indonesia and Singapore
MSC 74/17/2	ICS and ISF	Proposal and draft resolution for notification of specific contact points in high risk areas
MSC 74/17/3	Germany, Hong Kong (China), ICC-IMB, ICFTU, IFSMA and ISMA	Proposed mandatory marking of ship's identification No. to, <i>i.a.</i> , prevent use of "phantom" ships

18 – Implementation of instruments and related matters

MSC 74/18	Secretariat	Information on the status of IMO safety-related instruments
MSC 74/18/1	Republic of Korea	Non-harmonization of regulation numbers between SOLAS chapter II-2 and the IBC and IGC Codes
MSC 74/18/2	Secretariat	Implementation of the IMDG Code by shore-side parties
MSC 74/INF.20 (E only)	Secretariat	Listed information on status of IMO safety-related instruments referred to in document MSC 74/18

19 – Relations with other organizations

MSC 74/19	Secretariat	UN Millennium Declaration (General Assembly resolution 55/2)
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20 - Application of the Committee's Guidelines

MSC 74/20	Chairmen of the MSC and MEPC	Proposed terms of reference for possible restructuring of the sub-committees
MSC 74/20/1	Brazil	Comments on document MSC 74/20

21 – Work programme

MSC 74/21	Secretariat	Work programmes and agendas of BLG, DSC, FP, COMSAR, NAV, SLF and STW Sub-Committees
MSC 74/21/Add.1	Secretariat	Work programmes and agendas of FSI and DE Sub-Committees
MSC 74/21/1	Secretariat	Documents deferred from MSC 73
<i>MSC 73/18/2</i>	<i>United Kingdom</i>	<i>Proposed new item on interpretation of 2000 HSC Code</i>
<i>MSC 73/18/3</i>	<i>United Kingdom</i>	<i>Proposed revision of performance standards for narrow-band direct printing telegraph equipment</i>
<i>MSC 73/18/4</i>	<i>United Kingdom</i>	<i>Proposed revision of performance standards for radar reflectors</i>
<i>MSC 73/18/6</i>	<i>France, Italy and United Kingdom</i>	<i>Proposed revision of lifejacket testing requirements</i>
<i>MSC 73/18/7</i>	<i>United Kingdom</i>	<i>Requirements for fast rescue boats and means of rescue</i>
<i>MSC 73/18/8</i>	<i>Australia and Canada</i>	<i>Proposal regarding failures of ships' mooring fittings and supporting structure</i>
<i>MSC 73/18/10</i>	<i>Australia</i>	<i>Comment on proposed item on interpretation of 2000 HSC Code</i>
<i>MSC 73/WP.2</i>	<i>Chairman of the MSC</i>	<i>Preliminary assessment of proposals for new work programme items</i>
MSC 74/21/2	Secretariat	Long-term work plan (up to 2008)
MSC 74/21/3	Canada	Proposed new item on carriage of immersion suits
MSC 74/21/4	Australia	Proposed new item on requirements for FPSOs and FSUs
MSC 74/21/5	Denmark, Finland, Germany, Ireland, Netherlands and Sweden	Proposal to revise the model test method under the Stockholm Agreement
MSC 74/21/6	United Kingdom	Proposal regarding requirements for FRBs and MORs
MSC 74/21/7	United States	Proposal on performance testing and approval standards for fire safety systems

21 – Work programme (continued)

MSC 74/21/8	Norway, United Kingdom, and the United States	Proposal on testing and performance of personal life-saving appliances
MSC 74/21/9	IACS	Proposal on initial tests of watertight doors in passenger and cargo ships
MSC 74/21/10	France	Proposal on “bridge-to- bridge” communications
MSC 74/21/11	France	Proposal on maritime radiocommunications
MSC 74/21/12	Italy	Comments on document MSC 74/21/7
MSC 74/21/13	United Kingdom	Comments on proposed new items on interpretations to 2000 HSC Code and on revisions to performance standards for NAVTEX equipment
MSC 74/INF.23 (E only)	SIGTTO, OCIMF and INTERTANKO	Results of an investigation into lifeboat safety
MSC 74/INF.26 (E only)	Secretariat	Information on progress on subjects included in the Committee’s long-term work plan
MSC 74/WP.1	Chairman	Preliminary assessment for new work programme items
MSC 74/WP.2	Secretariat	Substantive items for inclusion in the agendas for MSC 75 and MSC 76
MSC 74/WP.3	Secretariat	Work programmes of the sub-committees and provisional agendas for their forthcoming sessions
MSC 74/WP.7	Informal group	Fast rescue boats and means of rescue systems

22 – Election of Chairman and Vice-Chairman for 2002

No document

23 – Any other business

MSC 74/23	Secretariat	UN Protocol against the smuggling of migrants by land, sea and air
MSC 74/23/1	Secretariat	Progress report on Manual on operational requirements for seafarers
MSC 74/23/2	Secretariat	Report of the FAL 28 correspondence group on harmonization of certificates and documents

23 – Any other business (continued)

MSC 74/23/3	Secretariat	Proposed amendments to the IMO Standard Marine Communication Phrases
MSC 74/23/4	Spain	Report on unsafe or illegal practices associated with the trafficking or transport of migrants by sea
MSC 74/23/5	United States	Comments on amendments to resolution A.889(21) on Pilot transfer arrangements
MSC 74/23/6	Italy	Comments on amendments to resolution A.889(21) on Pilot transfer arrangements
MSC 74/23/7	WMO	Proposal to re-issue a circular on the WMO VOS scheme
MSC 74/23/8	France, Greece, Italy and United Kingdom	Proposed amendment to MSC/Circ.806
MSC 74/INF.2 (E only)	Canada	Results of work of the APEC Expert Group on Maritime Safety
MSC 74/INF.3 (E only)	Norway	Report on the m.s. Sleipner casualty
MSC 74/INF.21 (E only)	Australia	Report of the International Commission on Shipping Inquiry into Ship Safety (ICONS)
MSC 74/INF.22 (E only)	United Kingdom	Information on a new sandwich plate system
MSC 74/INF.24 (E only)	South Africa	Information on preparations for ISTDG 14
MSC 74/WP.11	Secretariat	Draft Assembly resolution on Standard Marine Communication Phrase
MSC 74/WP.22	Secretariat	Draft MSC circular on Participation in the WMO Voluntary Observing Ships' (VOS) Scheme
MSC 74/WP.23	Informal group	Proposed amendments to circular MSC/Circ.896

24 – Report of the seventy-fourth session of the Committee

MSC 74/WP.12 and Adds.1 to 4	Secretariat	Draft report
MSC 74/24 and Add.1	Secretariat	Report
MSC 74/INF.1 (E only)		List of participants

ANNEX 2

**RESOLUTION MSC.117(74)
(adopted on 6 June 2001)**

**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 procedures for amending the Annex to the Convention, other than the provisions of chapter I thereof,

NOTING that amendment 30 to the International Maritime Dangerous Goods (IMDG) Code (disseminated by means of MSC/Circ.961), incorporates, *inter alia*, a new transport schedule 14 into that Code,

RECOGNIZING the need to amend the relevant SOLAS chapter VII requirements to align them with the aforementioned IMDG Code amendment 30,

HAVING CONSIDERED, at its seventy-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 amendments shall be deemed to have been accepted on 1 July 2002 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 January 2003 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 CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER VII
CARRIAGE OF DANGEROUS GOODS**

**PART D
SPECIAL REQUIREMENTS FOR THE CARRIAGE OF PACKAGED IRRADIATED
NUCLEAR FUEL, PLUTONIUM AND HIGH-LEVEL RADIOACTIVE WASTES ON
BOARD SHIPS**

Regulation 14 – Definitions

In paragraph 2 of the regulation, the words “schedule 10, 11, 12 or 13” are replaced by the words “transport schedule 10, 11, 12, 13 or 14”.

ANNEX 3

**RESOLUTION MSC.118(74)
(adopted on 6 June 2001)****ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR THE
SAFE CARRIAGE OF PACKAGED IRRADIATED NUCLEAR FUEL, PLUTONIUM
AND HIGH-LEVEL RADIOACTIVE WASTES ON BOARD SHIPS (INF 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.88(71), by which it adopted the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (hereinafter referred to as the "INF Code"), which is mandatory under chapter VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, (hereinafter referred to as "the Convention"),

NOTING FURTHER that amendment 30 to the International Maritime Dangerous Goods (IMDG) Code (disseminated by means of MSC/Circ. 961) incorporates, *inter alia*, a new transport schedule 14 into that Code,

RECOGNIZING the need to amend the INF Code to align it with the aforementioned IMDG Code amendment 30,

NOTING ALSO article VIII(b) and regulation VII/14.1 of the Convention concerning the procedure for amending the INF Code,

HAVING CONSIDERED, at its seventy-fourth session, amendments to the INF 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 INF 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 July 2002, 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 January 2003 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 CODE FOR THE SAFE
CARRIAGE OF PACKAGED IRRADIATED NUCLEAR FUEL, PLUTONIUM AND
HIGH-LEVEL RADIOACTIVE WASTES ON BOARD SHIPS (INF CODE)**

Chapter 1 – General

1.1 Definitions

In paragraph 1.1.1.3, the words “schedule 10, 11, 12 or 13” are replaced by the words “transport schedule 10, 11, 12, 13 or 14”.

ANNEX 4

RESOLUTION MSC.119(74)
(adopted on 6 June 2001)**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE
OF SAFETY FOR HIGH-SPEED CRAFT (RESOLUTION MSC.36(63))**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING FURTHER resolution MSC.36(63), by which it adopted the International Code of Safety for High-Speed Craft (hereinafter referred to as “the 1994 HSC Code”), which is mandatory under chapter X of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”),

NOTING resolution MSC.97(73), by which it adopted the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) containing, *inter alia*, updated provisions for navigational equipment for high-speed craft,

BEING DESIROUS to bring the provisions for navigational equipment of the 1994 HSC Code in line with the relevant provisions of the 2000 HSC Code,

HAVING CONSIDERED, at its seventy-fourth session, amendments to the 1994 HSC 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 1994 HSC 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 July 2002, 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 January 2003 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 CODE OF SAFETY FOR HIGH-SPEED
CRAFT (1994 HSC CODE) (RESOLUTION MSC.36(63))**

**CHAPTER 1
GENERAL COMMENT AND REQUIREMENTS**

- 1 The existing text of 1.3.3.1 is replaced by the following:

"warships, naval auxiliaries or other craft owned or operated by a Contracting Government and used only on government non-commercial service;"
- 2 The following new sentence is added after the existing 1.3.3.5:

"However, warships, naval auxiliaries or other craft owned or operated by a Contracting Government and used only on government non-commercial service are encouraged to act in a manner consistent, so as far as reasonable and practicable, with this Code."

**CHAPTER 13
NAVIGATIONAL EQUIPMENT**

- 3 The title of chapter 13 is replaced by the following:

**“SHIPBORNE NAVIGATIONAL SYSTEMS AND EQUIPMENT AND
VOYAGE DATA RECORDER”***
- 4 The existing text of 13.1 is replaced by the following:

“13.1 General

13.1.1 This chapter covers equipment which relates to the navigation of the craft as distinct from the safe functioning of the craft. The following paragraphs represent the minimum requirements for normal safe navigation unless it is demonstrated to the Administration that an equivalent level of safety is achieved by other means.

13.1.2 The equipment and its installation should be to the satisfaction of the Administration.

13.1.3 The Administration should determine to what extent the provisions of this chapter do not apply to craft below 150 gross tonnage.”

* According to regulation X/3.1.1 of the Convention, the provisions of chapter V of the Convention also apply to high-speed craft, with the exception of regulations V/18, V/19 and V/20.

5 The following new paragraphs are added after the existing 13.12:

“13.13 Voyage data recorders (VDR)*

13.13.1 To assist in casualty investigation, passenger craft should be fitted with a voyage data recorder (VDR) as follows:

- .1 ro-ro passenger craft, not later than the first survey after 1 January 2003;
and
- .2 passenger craft other than ro-ro passenger craft, not later than 1 January 2004.

13.13.2 The Administration may exempt passenger craft, other than ro-ro passenger craft, from being fitted with a VDR where it can be demonstrated that interfacing a VDR with the existing equipment on the craft is unreasonable and impracticable.

13.13.3 The voyage data recorder (VDR) system, including all sensors, should be subjected to an annual performance test. The test should be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections should be conducted to determine the serviceability of all protective enclosure and devices fitted to aid location. A copy of a certificate of compliance issued by the testing facility stating the date of compliance and the applicable performance standards should be retained on board the craft.

13.14 Nautical charts and nautical publications

13.14.1 Craft should be provided with nautical charts and nautical publications to plan and display the craft's route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic chart display and information system (ECDIS) may be accepted as meeting the chart carriage requirements of this paragraph.

13.14.2 Back-up arrangements should be provided to meet the functional requirements of 13.14.1, if this function is partly or fully fulfilled by electronic means.**

13.15 Automatic identification system (AIS)

13.15.1 Craft should be provided with automatic identification system (AIS) as follows:

- .1 in the case of passenger craft, not later than 1 July 2003;
- .2 in the case of cargo craft of 3,000 gross tonnage and upwards, not later than 1 July 2006; and

* Refer to resolution A.861(20) on Recommendation on Performance Standards for voyage data recorders (VDRs), adopted by the Organization by resolution A.861(20).

** An appropriate folio of paper nautical charts may be used as a back-up arrangement for ECDIS. Other back-up arrangements for ECDIS are acceptable (see appendix 6 to resolution A.817(19), as amended).

- .3 in the case of cargo craft of less than 3,000 gross tonnage, not later than 1 July 2007.

13.15.2 AIS should:

- .1 provide automatically to appropriately equipped shore stations, other vessels and aircraft information, including the craft's identity, type, position, course, speed, navigational status and other safety-related information;
- .2 receive automatically such information from similarly fitted vessels and craft;
- .3 monitor and track vessels; and
- .4 exchange data with shore based facilities.

13.15.3 The requirements of 13.15.2 should not be applied to cases where international agreements, rules or standards provide for the protection of navigational information.

13.15.4 AIS should be operated taking into account the guidelines developed by the Organization.*

* Refer to the Guidelines on the operation of AIS on ships (to be developed before this requirement enters into force)".

- 6 The existing 13.13 is re-numbered as 13.16.

ANNEX 1

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT

- 7 The following new section 5 is added after existing section 4.3:

“5 Details of navigational systems and equipment

1.1	Magnetic compass	.....
1.2	Gyro-compass	.....
2	Speed and distance measuring device	.....
3	Echo-sounding device	.....
4.1	9 GHz radar	.....
4.2	Second radar (3 GHz/9 GHz*)	.....
4.3	Automatic radar plotting aid (ARPA)/Automatic tracking aid (ATA)*	.....

5	Receiver for global navigation satellite system/ Terrestrial navigation system/Other means of position fixing***	.....
6.1	Rate of turn indicator*	.....
6.2	Rudder angle indicator/Direction of steering thrust indicator*	.....
7.1	Nautical charts/Electronic chart display and information system (ECDIS)*	.....
7.2	Back-up arrangements for ECDIS	.....
7.3	Nautical publications	.....
7.4	Back-up arrangement for nautical publications	.....
8	Search light	.....
9	Daylight signalling lamp	.....
10	Night vision equipment	.....
11	Means to show the mode of the propulsion systems	.....
12	Automatic steering aid (Automatic pilot)	.....
13	Automatic identification system (AIS)	.....
14	Voyage data recorder (VDR)	.....

* Delete as appropriate.

** In case of “other means”, they should be specified”.

ANNEX 5

**PROPOSED MODIFICATIONS TO THE DRAFT MSC/MEPC CIRCULAR
ON DESIGN SUGGESTIONS FOR BALLAST WATER AND
SEDIMENT MANAGEMENT OPTIONS***

- 1 The title of the draft MSC/MEPC circular is modified to read:
“Design suggestions for ballast water and sediment management options **in new ships**”.
- 2 The leading text of paragraph 2.9 is modified to read:
“2.9 Ballast **water** system designs should take special account of the increased need for content sampling, with an aim to enhance the quality and ease of sampling of ballast water and sediments, ~~for example:~~ **without the need to enter potentially dangerous spaces or to partially fill ballast tanks.**”
- 3 The following sub-heading is added before paragraph 2.9.1:
“**Examples of procedures and equipment are as follows:**”
- 4 Subparagraph .6 of paragraph 2.9 is modified to read:
“.6 providing safe access to tanks (especially where access is not normally required) ~~for ballast water and sediments sampling;~~”
- 5 Paragraph 2.10 is modified to read:
“2.10 Where ballast water exchange at sea is the chosen method, the overall design strength **and stability** of the ship should be sufficient to permit its execution on all **ballast** voyages and in all except severe weather conditions. **For the guidance of the master, [the maximum sea state and swell conditions identified by the builder, if any, in which ballast water exchange can safely be carried out should be established and recorded in the Ballast Water Management Plan.]**”
- 6 Paragraph 2.13 is modified to read:
“2.13 Where the sequential method of exchange is to be used, particular attention should be given to the ballast tank layout, total ballast capacity, individual tank configuration and hull girder strength. If the Plan requires simultaneously emptying and refilling closely matched diagonal tanks, then consequential torsional stresses should be considered. Still water bending moments, ~~and shear forces~~ **and stability** should remain ~~within permissible levels when simultaneously emptying and refilling of closely matched diagonal tanks at~~ **or within safe limits.**”

* Reference is made to the draft circular annexed to document MSC 74/WP.14.

ANNEX 6

DRAFT AMENDMENTS TO SOLAS CHAPTER IV

CHAPTER IV

RADIOCOMMUNICATIONS

Regulation 1 - Application

- 1 Paragraphs 3, 4, 5, 6 and 7 are deleted.
- 2 Existing paragraph 8 is renumbered as paragraph 3.

Regulation 3 - Exemptions

- 3 Paragraph 2.3 is deleted.
- 4 The word “and” is inserted at the end of paragraph 2.1 after the words “unnecessary;”.

Regulation 4 – Functional requirements

- 5 In paragraph 1.6, the reference to “V/12(g) and (h)” is replaced by “V/19.2.3.2”.

Regulation 7 - Radio equipment: General

- 6 Paragraphs 2, 3 and 4 are deleted.
- 7 Existing paragraph 5 is renumbered as paragraph 2.

Regulation 12 - Watches

- 8 In paragraph 3, the date “1 February 1999” is replaced by the date “1 February 2005” [and the words “or until such other date as may be determined by the Maritime Safety Committee” are deleted].
- 9 Paragraph 4 is deleted.

Regulation 14 - Performance standards

- 10 In paragraph 1, in the second sentence, the words “Subject to paragraph 2” are deleted.
- 11 Paragraph 2 is deleted.

APPENDIX
CERTIFICATES

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

12 In section 3, items 7 and 8 and related footnotes are deleted.

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

13 In section 2, items 7 and 8 and related footnotes are deleted.

14 Section 4 is deleted.

ANNEX 7

DRAFT AMENDMENTS TO THE 1988 SOLAS PROTOCOL

APPENDIX

**MODIFICATIONS TO THE APPENDIX TO THE ANNEX TO
THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974**

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

1 In section 3, items 7 and 8 and related footnotes are deleted.

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

2 In section 2, items 7 and 8 and related footnotes are deleted.

3 Section 4 is deleted.

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

4 In section 3, items 7 and 8 and related footnotes are deleted.

ANNEX 8

RESOLUTION MSC.120(74)
(adopted on 31 May 2001)

**ADOPTION OF AMENDMENTS TO PERFORMANCE STANDARDS FOR
FLOAT-FREE SATELLITE EMERGENCY POSITION-INDICATING
RADIO BEACONS (EPIRBs) OPERATING ON 406 MHz
(RESOLUTION A.810(19))**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution A.886(21), by which the Assembly resolved that the functions of adopting performance standards for radio and navigational equipment, as well as amendments thereto, shall be performed by the Maritime Safety Committee on behalf of the Organization,

HAVING CONSIDERED resolution A.810(19) on Performance standards for float-free satellite emergency position-indicating radio beacons (EPIRBs) operating on 406 MHz, as amended by resolution MSC.56(66), and reviewed the requirements to satellite signals specified in part B of the Annex to resolution A.810(19),

ADOPTS the amendments to the Recommendation on performance standards for float-free satellite emergency position-indicating radio beacons (EPIRBs) operating on 406 MHz, annexed to resolution A.810(19), set out in the Annex to the present resolution.

ANNEX

**AMENDMENTS TO THE RECOMMENDATION ON PERFORMANCE
STANDARDS FOR FLOAT-FREE SATELLITE EMERGENCY
POSITION-INDICATING RADIO BEACONS (EPIRBs)
OPERATING ON 406 MHz (RESOLUTION A.810(19))**

ANNEX TO RESOLUTION A.810(19)

Part B

Satellite signals

- 1 Paragraph 1 is deleted.
- 2 Paragraph 2 is renumbered as paragraph 1.
- 3 In the renumbered paragraph 1:
 - .1 the words “Recommendation ITU-R M.633” are deleted; and
 - .2 the words “the requirements of the COSPAS-SARSAT System document C/S T.001” are inserted after the word “with”.
- 4 The rest of paragraphs are renumbered.

ANNEX 9

DRAFT AMENDMENTS TO SOLAS CHAPTER V

CHAPTER V

SAFETY OF NAVIGATION

Regulation V/21 – International Code of Signals

1 The title of the regulation is amended as follows:

“International Code of Signals and IAMSAR Manual”.

2 A new paragraph 2 is 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.”

ANNEX 10**DRAFT ASSEMBLY RESOLUTION****ACCEPTANCE AND IMPLEMENTATION OF THE INTERNATIONAL
CONVENTION ON MARITIME SEARCH AND
RESCUE, 1979, AS AMENDED**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization (the 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 that the International Conference, held in Hamburg in April 1979, adopted the International Convention on Maritime Search and Rescue (SAR Convention) 1979, which came into force in 1985,

RECALLING FURTHER that, by resolution MSC.70(69), the Maritime Safety Committee, at its sixty-ninth session, adopted amendments to the SAR Convention which entered into force on 1 January 2000, with a view to clarifying the responsibilities of States and putting greater emphasis on regional co-operation and co-ordination between States in the provision of Search and Rescue (SAR) services,

RECOGNIZING the humanitarian purpose of the SAR Convention and the obligations under chapter V of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, for the provision of minimum SAR services,

NOTING WITH CONCERN that, twenty-two years after its adoption, only 66 States have so far become Parties to the SAR Convention,

NOTING ALSO WITH CONCERN that a considerable number of States have not identified and made available responsible authorities to receive and act upon distress alerts, and that, as a result, the SAR facilities are insufficient for effective SAR operations globally,

BEING CONVINCED OF the need to achieve full implementation of the SAR Convention through the provision of effective SAR services globally and through the completion of the global International Maritime SAR Plan,

CONSIDERING IT DESIRABLE that adequate SAR co-ordination facilities, for the rescue of persons in distress at sea, be provided as a matter of priority,

NOTING ALSO that the Maritime Safety Committee, at its seventy-fourth session, approved the merger of SAR.2 and SAR.3 circulars which constitutes the provisional International Maritime SAR Plan,

RECALLING ALSO the adoption of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual by resolution A.894(21),

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its seventy-fourth session,

1. URGES States that have not yet become Parties to the SAR Convention to do so at the earliest possible time;
2. FURTHER URGES Member States and Parties to the SAR Convention, as far as practicable, to:
 - .1 establish the basic elements of a SAR service and to follow the relevant minimum standards and guidelines, developed by the Organization, as stipulated in paragraph 2.1.2 of the Annex to the SAR Convention, such as the IAMSAR Manual and other instruments listed in SAR.7/Circulars, as amended;
 - .2 in the interim, follow the relevant parts of the provisional International Maritime SAR Plan, until the global International Maritime SAR Plan is completed;
 - .3 conclude bilateral or multilateral agreements as per paragraph 2.1.4 of the Annex to the SAR Convention and notify the Secretary-General of the Organization of their conclusion for circulation to its Parties and all Member States of the Organization;
 - .4 individually, or in co-operation with other States, make or agree on regional or subregional arrangements as per paragraph 2.1.5 of the Annex to the SAR Convention to facilitate and expedite co-operation and co-ordination in the conduct of effective and efficient search and rescue operations in their respective sea areas in accordance with the provisions of the SAR Convention; and
 - .5 notify the Secretary-General of the Organization of such arrangements for circulation to all Member States of the Organization and Parties to the SAR Convention;
3. INVITES Governments to consider providing technical assistance for the provision and co-ordination of SAR services to those States that request such assistance through bilateral or multilateral arrangements or through the Organization.

ANNEX 11**DRAFT ASSEMBLY RESOLUTION****SELF-ASSESSMENT OF FLAG STATE PERFORMANCE
(TO REVOKE RESOLUTION A.881(21))**

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 that one of the goals of the Organization is to ensure the consistent and effective implementation of IMO instruments globally and compliance with their requirements,

RECALLING FURTHER that amongst the objectives of the Organization is the assessment of the current level of implementation and the identification of those areas where flag States have difficulties in fully implementing IMO instruments to which they are Party, paying special attention to difficulties encountered by Governments,

FURTHER RECALLING that, through resolutions A.777(18) and A.900(21), it reaffirmed the contents of resolution A.500(XII) and thus the assignment of the highest priority to promoting the implementation of relevant international instruments for the improvement of maritime safety and pollution prevention,

RECOGNIZING that Governments are required to meet and fulfil the obligations and the responsibilities which are set forth in international regulations, procedures and practices contained in IMO instruments and other mandatory instruments to which they are Parties, and to take any steps which may be necessary to secure their observance,

RECOGNIZING ALSO that Parties to international conventions such as the United Nations Convention on the Law of the Sea, 1982 (UNCLOS); the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974) and its 1988 Protocol; the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL 73/78); the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972); the International Convention on Load Lines, 1966 (LL 1966) and its 1988 Protocol; and the International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969) have, as part of the ratification process, accepted the obligation under applicable international law fully to meet their responsibilities and to discharge their obligations as prescribed by the conventions and other instruments to which they are Party,

REAFFIRMING its desire that ships comply at all times with maritime safety and pollution prevention standards laid down in relevant international instruments,

REAFFIRMING ALSO that flag States have the primary responsibility to have in place an adequate and effective system to exercise control over ships entitled to fly their flag, and to ensure that they comply with relevant international rules and regulations,

HAVING ADOPTED resolution A.847(20) on Guidelines to assist flag States in the implementation of IMO instruments; resolution A.739(18) on Guidelines for the authorization of organizations acting on behalf of the Administration; resolution A.789(19) on Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration and resolution A.881(21) on Self-assessment of flag State performance,

NOTING circular MSC/Circ.954 - MEPC/Circ.373 by which the Marine Environment Protection Committee, at its forty-fourth session, and the Maritime Safety Committee, at its seventy-second session, approved criteria and performance indicators for the self-assessment of flag State performance,

NOTING ALSO that, while States may realize certain benefits by becoming Party to instruments aiming at promoting maritime safety and the prevention of pollution from ships, these desired benefits can only be fully achieved when all Parties carry out their obligations as required by the instruments concerned,

NOTING FURTHER that the ultimate effectiveness of any instrument depends, *inter alia*, upon all States:

- (a) becoming Party to the instruments mentioned above;
- (b) implementing them fully and effectively; and
- (c) reporting to the Organization, as required,

CONSCIOUS of the difficulties a number of Governments may face in giving full and complete effect to all the provisions of the various IMO instruments to which they are Party,

RECOGNIZING that any such difficulties need to be minimized, and that for that reason the Organization has established and maintains an Integrated Technical Co-operation Programme,

BEING DESIROUS to further assist Governments in improving their capabilities and performance as flag States and in giving full and complete effect to the instruments to which they are Party,

RECALLING that, at its twenty-first session, when adopting resolution A.881(21), it requested the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Guidance under continuous review and to update it in the light of their work on the matter,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its seventy-fourth session and by the Marine Environment Protection Committee at its forty-sixth] session,

1. ADOPTS:
 - (a) the Guidance to assist flag States in the self-assessment of their performance, as set out in Annex 1 to the present resolution; and
 - (b) the Criteria and performance indicators for the self-assessment of flag State performance, as set out in Annex 2 to the present resolution;
2. URGES Governments, in their efforts to improve safety of life at sea and to protect the marine environment, to carry out, at regular intervals at their discretion, a self-assessment of their capabilities and performance in giving full and complete effect to the various instruments to which they are Party;
3. URGES ALSO Governments to use the Guidance and Criteria and performance indicators, in conjunction with resolution A.847(20), and to bear in mind the relevant provisions of the various IMO instruments to which they are Party, when assessing their performance as a flag State in the context of these instruments;
4. ENCOURAGES Governments, when seeking technical assistance from or through the Organization, to provide the Secretary-General with the results of their most recent self-assessment, so as to enable and assist the Secretary-General to identify, qualify and quantify, in consultation with the State concerned, the needs and the priorities of the State in question. For this purpose, any submission of the results is not a prerequisite for seeking or obtaining technical assistance. In this respect, the contents of any such submission are to be treated with the utmost and strictest confidence and the name of the submitting Government will only be released with the expressed consent of the Government concerned;
5. INVITES Governments to submit, on a voluntary basis, to the Organization a copy of their self-assessment report in order to enable the establishment of a database which would assist the Organization in its efforts to achieve consistent and effective implementation of IMO instruments;
6. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to consider other measures necessary to ensure the effective and consistent global implementation of IMO instruments and, in so doing, to pay particular attention to any special difficulties faced by Governments;
7. REQUESTS ALSO the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Guidance and Criteria and performance indicators under continuous review and to update them in the light of their work on the matter;
8. REVOKES resolution A.881(21).

ANNEX 1

GUIDANCE TO ASSIST FLAG STATES IN THE SELF-ASSESSMENT OF THEIR PERFORMANCE

General obligations of flag States

1 It is the responsibility of flag States to ensure that they establish and maintain measures for the effective application and enforcement of the IMO instruments to which they are a Party. From the point of view of flag State implementation the most significant IMO instruments are:

- .1 the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74), as amended;
- .2 the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), as amended;
- .3 the International Convention on Load Lines, 1966 (LL 66) as amended;
- .4 the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW 78), as amended;
- .5 the Convention on the International Regulations for Preventing Collisions at Sea, 1972, (COLREG 72), as amended; and
- .6 the International Convention on Tonnage Measurement of Ships, 1969 (Tonnage 69).

Regard should also be given to the United Nations Convention on the Law of the Sea, 1982 (UNCLOS).

2 Having accepted an instrument, a Government is bound by the provisions of the instrument to promulgate laws in relation to the implementation of its provisions through appropriate national legislation (e.g. SOLAS 74 article I(b)). The undertaking to give effect to the provisions of the relevant instrument (e.g. SOLAS 74 article I(a)) means that the Government must have a functioning legislative body to enact laws for ships flying its flag and to provide for their subsequent implementation and enforcement.

Internal criteria for the assessment of flag State performance

3 "**Internal**" criteria are those which are directly relevant to the operation of the flag State as an Administration and are designed to give a clear indication of the effectiveness of a flag State Administration in fulfilling its obligations under the instruments. Guidance on flag State responsibilities is contained in Assembly resolution A.847(20) on Guidelines to assist flag States in the implementation of IMO instruments. Article 94 of UNCLOS also sets out the duties of the State Parties (Article 1.2(1)). Article 217 of UNCLOS is also relevant in detailing the enforcement responsibilities of flag States. Based on international instruments, a flag State has responsibilities relating, in particular, to setting legal requirements to give national effect to the instruments to which it is a Party; enforcement of those requirements; authorization of organizations acting on its behalf and casualty investigation. These are considered in more detail below.

Legal framework

- 4 A flag State should:
- .1 take measures to ensure safety at sea and pollution prevention for ships entitled to fly its flag with regard to:
 - .1.1 the construction, equipment and management of ships;
 - .1.2 the principles and rules with respect to the limits to which ships may be loaded;
 - .1.3 the prevention, reduction and control of pollution of the marine environment and the minimization of the impact of accidental discharges of pollutants;
 - .1.4 the manning of ships and the training of crews; and
 - .1.5 the safety of navigation (including taking part in mandatory reporting and routing systems), maintenance of communications and prevention of collisions;
 - .2 promulgate laws which permit effective jurisdiction and control in administrative, technical and social matters over ships flying its flag and, in particular, relating to the inspection of ships, safety and pollution prevention laws applying to such ships and the making of associated regulations; and
 - .3 promulgate laws providing the legal basis for the establishment of a registry and maintain a register of ships flying its flag.

Enforcement

- 5 A flag State should:
- .1 provide for the enforcement of its national laws, including the associated investigative and penalty processes;
 - .2 take appropriate action against ships flying its flag that fail to comply with applicable requirements;
 - .3 ensure the availability of sufficient personnel with maritime and technical expertise to carry out its flag State responsibilities, including:
 - .3.1 the development and enforcement of necessary national laws;
 - .3.2 the establishment and maintenance of minimum safe manning levels on board ships flying its flag and the provision of effective certification of seafarers;
 - .3.3 the inspection of ships flying its flag to ensure compliance with the requirements of international instruments to which the flag State is a Party;
 - .3.4 the reporting of casualties and incidents as required by the respective instruments; and

- .3.5 the investigation of circumstances following any detention of ships flying its flag.

Responsibility of recognized organizations acting on behalf of the Administration

6 In the case where a flag State authorizes third party organizations to act on its behalf, i.e. recognized organizations, any delegation of authority to these recognized organizations must be clearly recorded and should follow as a minimum the Guidelines for the authorization of organizations acting on behalf of the Administration (resolution A.739(18)) and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration (resolution A.789(19)). The requirements of SOLAS regulation I/6(c), and the analogous requirements of MARPOL 73/78 should be included in any delegation of authority. The flag State must also take full responsibility for all safety and pollution prevention certificates issued under the relevant instruments by it or on its behalf.

Casualty and incident investigation

7 A flag State should undertake prompt and thorough casualty and incident investigations and submit relevant reports to IMO, as appropriate.

External criteria for the assessment of flag State performance

8 "**External**" criteria refer to information, in particular port State control data and casualty accident data, which may also be taken to be indicators of the way in which a flag State is performing. The following are indicators of the way in which the flag State is performing but do not relate directly to the organization of the flag State's Administration. When used as indicators, the criteria listed in .1 to .5 should be considered in proportion to the overall number of ships flying its flag, subject to international instruments to which the State is a Party:

- .1 Number of accidents, casualties and incidents reportable to IMO in terms of the requirements of the international casualty database.
- .2 Number of accidents involving personal injuries leading to absence from duty of 3 days or more on board ships flying the flag of the State concerned.
- .3 Number of lives lost on its ships resulting from the operation of ships flying its flag.
- .4 Number of ships lost.
- .5 Number of incidents of loss of pollutants into the sea according to MARPOL 73/78 reporting standards, including a measure of the seriousness of the incidents.
- .6 Number of ships detained by other States under port State control procedures.
- .7 Communication to IMO of information required in mandatory instruments.

Self-assessment form

9 Based on the internal and external criteria outlined above, a self-assessment form is attached. The primary objective of the form is to assist flag States in assessing their performance against these criteria. Questions relating to the STCW Convention have not been included because that instrument has its own assessment procedures.

Appendix

FLAG STATE PERFORMANCE SELF-ASSESSMENT FORM

All questions relate to merchant ships flying the flag of the State concerned

GENERAL	
<p>1. Name of State/Associate Member</p> <p><i>List the Administrations which you represent at IMO (a separate assessment form should be completed for each. Include all flag States, including those which are not Member States of IMO but are Parties to IMO instruments).</i></p>	
<p>2. Name of contact person responsible for the completion of this form</p> <p>Name of Administration</p> <p>Address</p> <p>Telephone number</p> <p>Fax number</p> <p>E-mail address</p>	

<p>3. Indicate to which of the following international instruments your State is a Party and which (optional) MARPOL 73/78 Annexes have been ratified.</p>	
<p style="text-align: center;"> <i>SOLAS 74</i> <i>SOLAS Protocol 78</i> <i>SOLAS Protocol 88</i> <i>MARPOL 73/78</i> <i>Annex III</i> <i>Annex IV</i> <i>Annex V</i> <i>Annex VI</i> <i>LL 66</i> <i>LL Protocol 88</i> <i>TONNAGE 69</i> <i>COLREG 72</i> <i>UNCLOS</i> </p>	<p>Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No</p>
<p>4.1 How many merchant ships of 100 gross tonnage and upwards, subject to the relevant instruments you indicated in question 3, are currently flying the flag of your State?</p> <p>4.2 What is the total gross tonnage of merchant ships flying the flag of your State?</p>	<p>MS:</p>
<p>INTERNAL CRITERIA</p>	
<p>Legal framework</p>	
<p>5. Does your Administration have the necessary laws in force to implement international maritime safety and pollution prevention instruments with regard to:</p> <p>.1 the construction, equipment and management of ships;</p> <p>.2 the prevention, reduction and control of pollution of the marine environment;</p> <p>.3 the safe loading of ships;</p> <p>.4 the manning of ships;</p> <p>.5 the safety of navigation (including taking part in mandatory reporting and routing systems), maintenance of communications and prevention of collisions?</p>	<p>Yes/No Yes/No Yes/No Yes/No Yes/No</p>

<p>6. Does your Administration have the necessary laws in force to ensure the provision of penalties of adequate severity to discourage violation of international instruments to which your State is a Party?</p>	<p>Yes/No</p>
<p>7. Does your Administration have the necessary laws in force to provide for ship inspections to ensure compliance with international maritime safety and pollution prevention standards, to which your State is a Party?</p>	<p>Yes/No</p>
<p>8. Does your Administration have the necessary laws in force to take legal action against ships which have been identified as not being in compliance with the international instruments to which your State is a Party?</p>	<p>Yes/No</p>
<p>9. Does your Administration have the necessary laws in force to carry out the required casualty investigations?</p>	<p>Yes/No</p>
<p>Enforcement</p>	
<p>10. Does your Administration have an infrastructure, including personnel with appropriate technical expertise and experience, to:</p> <ul style="list-style-type: none"> .1 identify ships flying the flag of your State which are not in compliance with international maritime safety and pollution prevention requirements? .2 take action against ships flying the flag of your State which have been identified as not being in compliance with international maritime safety and pollution prevention requirements? <ul style="list-style-type: none"> - If yes, against how many such ships was action taken for each of the previous 5 years*? 	<p>Yes/No</p> <p>Yes/No</p> <p>....</p>
<p>11. Did your Administration investigate detentions by port States of ships flying the flag of your State for each of the previous 5 years*? (see also question 28)</p> <ul style="list-style-type: none"> - If yes, indicate how many such detentions were investigated. 	<p>Yes/No</p> <p>....</p>

Recognized organizations acting on behalf of the Administration	
12. Which organizations has your Administration recognized for the purpose of delegation of authority under the relevant instruments you indicate under question 3?	
13. When your Administration delegates authority to recognized organizations, does it follow resolutions A.739(18) and A.789(19) as minimum requirements, the requirements in SOLAS 74, regulation XI/1, and the analogous requirements in MARPOL 73/78 in any delegation of authority?	Yes/No
14. Has your Administration provided IMO with a copy of the formal agreement or equivalent legal arrangements with the recognized organizations listed in question 12?	Yes/No
15. Indicate which survey and/or certification functions your Administration has delegated to the recognized organizations referred to in question 12.	
16. Indicate, for the instruments you listed under question 3, which survey and/or certification functions are carried out by your Administration.	
17. Does your Administration carry out the verification and monitoring functions specified in resolution A.739(18)?	Yes/No
18. How does your Administration carry out the verification and monitoring functions specified in resolution A.739(18)?	
19. How often does your Administration verify and monitor the work of recognized organizations acting on its behalf?	Every.... months
20. How does your Administration take specific responsibility for international certificates issued on its behalf by dependent territories/second registers?	

Casualty and incident investigation	
21. Does your Administration have the means (financial and administrative) to ensure that thorough and prompt casualty and incident investigations into all cases of serious and very serious casualties, as defined in paragraphs 4.2 and 4.3 of the Annex to resolution A.849(20), are carried out?	Yes/No
22. For each of the previous 5 years*, for ships flying the flag of your State: .1 How many serious and very serious casualties and incidents were investigated? .2 How many such casualties and incidents were reported to IMO?	
23. Can your Administration provide to IMO, on request, evidence which shows that casualties and incidents on ships flying the flag of your State have been investigated?	Yes/No
24. For each of the previous 5 years*, has your Administration provided IMO with the mandatory annual reporting required by article 11.1(f) of MARPOL 73/78?	Yes/No
25. How many allegations of violations, according to article 4 of MARPOL 73/78, have been made against ships flying the flag of your State in each of the previous 5 years*? .1 How many investigations or legal proceedings has your Administration carried out in the previous 5 years* in accordance with articles 4 and 6 of MARPOL? .2 In how many cases did your Administration report back to the reporting State or to IMO in each of the previous 5 years*?	

EXTERNAL CRITERIA		
26.	For each of the previous 5 years*, how many ships flying the flag of your State:	
.1	have been involved in serious or very serious casualties?	
.2	have become total losses or constructive total losses?	
.3	have caused severe pollution**?	
.4	What casualty rate per 1000 ships does this represent?	
.5	What is the total tonnage involved as a percentage of the total fleet?	
27.	In each of the previous 5 years*, how many lives have been lost:	
.1	in casualties involving ships flying the flag of your State?	
.2	due to occupational accidents (i.e. other than from casualties to ships) on ships flying the flag of your State?	
	<i>NB - Includes: falls; boarding or disembarking; accidents on deck and in machinery spaces; deaths in enclosed spaces; but does not include: accidents ashore; homicide; suicide; or deaths from disease or natural causes.</i>	
28.	.1 For each of the previous 5 years*, how many ships flying the flag of your State were detained, within the scope of SOLAS 74, MARPOL 73/78, LL 66 or COLREG 72, by port States?	
	.2 What detention rate per 1000 ship inspections does this represent? (see also question 11).	

* or from the date your Government became a Party to the relevant instrument, if that is later.

** "Severe pollution" is a case of pollution which, as evaluated by the coastal State(s) affected or the flag State, as appropriate, produces a major deleterious effect upon the environment, or which would have produced such an effect without preventive action.

ANNEX 2

CRITERIA AND PERFORMANCE INDICATORS FOR THE SELF-ASSESSMENT OF FLAG STATE PERFORMANCE

Introduction

1 A State conducting a self-assessment exercise should adopt a holistic approach, meaning a generality which may be used by any flag State, irrespective of the composition of its fleet, and such a holistic approach should lead to a balanced, total picture of the performance of a flag State, catering for the particular characteristics of the individual flag State. As a goal, the flag State should have a fleet with a good safety record and which causes minimal damage to the marine environment.

Criteria

- 2 The following set of criteria constitute a means to reach the defined goal:
- .1 Legal framework and means of promulgating maritime legislation which should satisfy the international maritime obligations of the State.
 - .2 Ability to demonstrate giving full and complete effect to instruments in force to which the flag State is a Party.
 - .3 Enforcement of maritime legislation.
 - .4 Responsibility for any recognized organization (RO) acting on behalf of the Administration, including authorization and monitoring of, and any corrective action against, the RO.
 - .5 Ability to investigate the causes of personal injuries, non-compliance, casualties, pollution incidents and ability to take appropriate remedial action.
 - .6 Ability to ensure that a ship having joined its register does not operate unless it complies with applicable requirements.
 - .7 Ability to demonstrate that a policy is in place to promote at all times a safety and environmentally-minded working culture.

Performance indicators

3 The performance indicators are needed to obtain results demonstrating whether the criteria listed in paragraph 2 above have been fulfilled, and should be perceived as general areas of performance which provide objective information that can be analysed. The analysis of the information associated with the performance indicators should be undertaken in an effort to identify trends and common factors. On this basis, the following performance indicators should be analysed against each of the above criteria:

- .1 Accidents, casualties and incidents reportable to the Organization in terms of the requirements of the applicable Conventions.
- .2 Accidents involving personal injuries leading to absence from duty of 3 days or more on board ships flying the flag of the State concerned.
- .3 Lives lost on its ships resulting from the operation of ships flying its flag.
- .4 Ships lost.
- .5 Pollution incidents according to MARPOL 73/78 and other applicable instruments' reporting standards, as appropriate, including a measure of the seriousness of the incidents.
- .6 Information provided by other States under port State control procedures in accordance with the applicable Conventions.
- .7 Information provided by statutory surveys, audits and inspections carried out by, on behalf of and at the request of, the flag State.
- .8 Compliance with communication of information requirements of mandatory instruments, including the serious and very serious incidents reportable to the Organization.
- .9 Actions taken against ships, flying the flag of the State, which have been identified as not being in compliance with the requirements of mandatory instruments, including the effects of such actions.

ANNEX 12

DRAFT ASSEMBLY RESOLUTION

MEASURES TO FURTHER STRENGTHEN FLAG STATE IMPLEMENTATION

THE ASSEMBLY,

RECALLING resolutions A.500(XII), A.777(18) and A.900(21) on the objectives of the Organization which, *inter alia*, stressed the importance of effective implementation of IMO instruments,

RECALLING ALSO resolution A.847(20) on Guidelines to assist flag States in the implementation of IMO instruments,

RECALLING FURTHER resolution A.900(21) which directed the Committees, under the co-ordination of the Council, *inter alia*, to focus their attention on developing a safety culture and environmental conscience in all activities undertaken by the Organization,

DESIRING to consider measures to further strengthen flag State implementation,

REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee, under the co-ordination of the Council, to consider measures to further strengthen flag State implementation as part of the development of a safety culture and environmental conscience in all activities undertaken by the Organization as referred to in resolution A.900(21).

ANNEX 13**DRAFT ASSEMBLY RESOLUTION****REVISED GUIDELINES ON THE IMPLEMENTATION OF THE INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE BY ADMINISTRATIONS**

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 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),

RECALLING FURTHER resolution A.788(19) by which the Assembly adopted Guidelines on implementation of the International Safety Management (ISM) Code by Administrations,

NOTING that the ISM Code became mandatory, under the provisions of chapter IX of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended for companies operating certain types of ships, on 1 July 1998 and will become mandatory for companies operating other cargo ships and mobile offshore drilling units propelled by mechanical means of 500 gross tonnage and upwards, on 1 July 2002,

NOTING ALSO that the Maritime Safety Committee, at its seventy-third session, when adopting the amendments to the ISM Code by resolution MSC.104(73), agreed that the Guidelines on Implementation of the ISM Code by Administrations should be revised to take account of those amendments,

RECOGNIZING that an Administration, in establishing that safety standards are being maintained, has a responsibility to ensure that Documents of Compliance and Safety Management Certificates have been issued in accordance with the Guidelines,

RECOGNIZING ALSO that there may be a need for Administrations to enter into agreements in respect of issuance of certificates by other Administrations in compliance with chapter IX of the 1974 SOLAS Convention and in accordance with resolution A.741(18),

RECOGNIZING FURTHER the need for uniform implementation of the ISM Code,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its seventy-fourth session and the Marine Environment Protection Committee at its forty-sixth session,

1. ADOPTS the Revised Guidelines on implementation of the International Safety Management (ISM) Code by Administrations set out in the Annex to the present resolution;

2. URGES Governments, when implementing the ISM Code, to adhere to the Revised Guidelines;
3. REQUESTS Governments to inform the Organization of any difficulties they have experienced in using the annexed Revised Guidelines;
4. AUTHORIZES the Maritime Safety Committee and the Marine Environment Protection Committee to keep the annexed Guidelines under review and to amend them as necessary.
5. REVOKES resolution A.788(19), with effect as of [2 July 2002].

ANNEX

REVISED GUIDELINES ON THE IMPLEMENTATION OF THE INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE BY ADMINISTRATIONS

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INTRODUCTION

The ISM Code

The International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code) was adopted by the Organization by resolution A.741(18) became mandatory by virtue of the entry into force on 1 July 1998 of SOLAS chapter IX on Management for the Safe Operation of Ships. The ISM Code provides an international standard for the safe management and operation of ships and for pollution prevention.

The Maritime Safety Committee, at its seventy-third session, adopted amendments to chapter IX of SOLAS, by resolution MSC.99(73) and sections 1, 7, 13, 14, 15 and 16 of the ISM Code by resolution MSC.104(73). As a result it becomes necessary to revise the previous version of the Guidelines which were contained in Assembly resolution A.788(19), which is being superseded by the present Guidelines.

The ISM Code requires that Companies establish safety objectives as described in section 1.2 of the ISM Code, and in addition that the Companies develop, implement and maintain a Safety Management System which includes functional requirements as listed in section 1.4 of the ISM Code.

The application of the ISM Code should *support and encourage* the development of a safety culture in shipping. Success factors for the development of a safety culture are, *inter alia*, commitment, values and beliefs.

Mandatory application of the ISM Code

The appropriate organisation of management, ashore and on board, is needed to ensure adequate standards of safety and of pollution prevention. A systematic approach to management by those responsible for management of ships is therefore required. The objectives of the mandatory application of the ISM Code are to ensure:

- .1 compliance with mandatory rules and regulations related to the safe operation of ships and protection of the environment; and
- .2 the effective implementation and enforcement thereof by Administrations.

Effective enforcement by Administrations must include verification that the Safety Management System complies with the requirements as stipulated in the ISM Code, as well as verification of compliance with mandatory rules and regulations.

The mandatory application of the ISM Code should ensure, support and encourage that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organisations are taken into account.

Verification and certification responsibilities

The Administration is responsible for verifying compliance with the requirements of the ISM Code and for issuing Documents of Compliance to Companies and Safety Management Certificates to ships.

Resolutions A.739(18) - Guidelines for the Authorization of Organizations Acting on Behalf of the Administration and A.789(19) – Specifications on the Survey and Certification Functions of Recognized Organizations Acting on Behalf of the Administration, which have been made mandatory by virtue of SOLAS regulation XI/1, and resolution A.847(20) – Guidelines to Assist Flag States in the Implementation of IMO Instruments, are applicable when Administrations authorize organizations to issue Documents of Compliance and Safety Management Certificates on their behalf.

1 SCOPE AND APPLICATION

1.1 Definitions

The terms used in these Revised Guidelines have the same meaning as those given in the ISM Code.

1.2 Scope and application

1.2.1 These Guidelines establish basic principles:

- .1 for verifying that the Safety Management System of a Company responsible for the operation of ships or the Safety Management System for the ship or ships controlled by the company complies with the ISM Code; and
- .2 for the issue and annual verification of the Document of Compliance and for the issue and intermediate verification of the Safety Management Certificate.

1.2.2 These Guidelines are applicable to Administrations with effect as of [2 July 2002].

2 VERIFYING COMPLIANCE WITH THE ISM CODE

2.1 General

2.1.1 To comply with the requirements of the ISM Code, Companies should develop, implement and maintain a Safety Management System to ensure that the safety and environmental protection policy of the Company is implemented. The Company policy should include the objectives defined by the ISM Code.¹

2.1.2 Administrations should verify compliance with the requirements of the ISM Code by determining:

- .1 the conformity of the Company's Safety Management System with the requirements of the ISM Code; and
- .2 that the Safety Management System ensures that the objectives defined in paragraph 1.2.3 of the ISM Code are met.

2.1.3 Determining conformity or non-conformity of the Safety Management System elements with the requirements specified by the ISM Code may demand that criteria for assessment be developed. Administrations are recommended to limit the development of criteria in the form of prescriptive management system solutions. Criteria for assessment in the form of prescriptive requirements may have the effect that safety management in shipping results in Companies implementing solutions prepared by others, it may then be difficult for a Company to develop the solutions which best suit that particular Company, that particular operation or that specific ship.

2.1.4 Therefore, Administrations are recommended to ensure that these assessments are based on determining the effectiveness of the Safety Management System in meeting specified objectives, rather than conformity with detailed requirements in addition to those contained in the ISM Code so as to reduce the need for developing criteria to facilitate assessment of the Companies' compliance with the ISM Code.

¹ The ICS/ISF Guidelines on the application of the International Safety Management Code provide useful guidance on important individual elements of a Safety Management System and its development by Companies.

2.2 The ability of the Safety Management System to meet general safety management objectives

2.2.1 The ISM Code identifies general safety management objectives. These objectives are:

- .1 to provide for safe practices in ship operation and a safe working environment;
- .2 to establish safeguards against all identified risks; and
- .3 to continuously improve the safety-management skills of personnel ashore and aboard, including preparing for emergencies related both to safety and environmental protection.

The verification should support and encourage Companies in achieving these objectives.

2.2.2 These objectives provide clear guidance to Companies for the development of Safety Management System elements in compliance with the ISM Code. Since, however, the ability of the Safety Management System in achieving these objectives cannot be determined beyond whether the Safety Management System complies with the requirements of the ISM Code, they should not form the basis for establishing detailed interpretations to be used for determining conformity or non-conformity with the requirements of the ISM Code.

2.3 The ability of the Safety Management System to meet specific requirements of safety and pollution prevention

2.3.1 The main criteria which should govern the development of interpretations needed for assessing compliance with the requirements of the ISM Code should be the ability of the Safety Management System to meet the specific requirements defined by the ISM Code in terms of specific standards of safety and pollution prevention.

The specific standards of safety and protection of the environment specified by the ISM Code are:

- .1 compliance with mandatory rules and regulations; and
- .2 that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and other maritime industry organizations are taken into account.

2.3.2 All records having the potential to facilitate verification of compliance with the ISM Code should be open to scrutiny during an examination. For this purpose the Administration should ensure that the Company provide auditors with statutory and classification records relevant to the actions taken by the Company to ensure that compliance with mandatory rules and regulations is maintained. In this regard the records may be examined to substantiate their authenticity and veracity.

2.3.3 Some mandatory requirements may not be subject to statutory or classification surveys, such as:

- .1 maintaining the condition of ship and equipment between surveys; and

- .2 certain operational requirements.

Specific arrangements may be required to ensure compliance and to provide for the objective evidence needed for verification in these cases, such as:

- .1 documented procedures and instructions; and
- .2 documentation of the verification carried out by senior officers of day-to-day operation when relevant to ensure compliance.

2.3.4 The verification of compliance with mandatory rules and regulations, which is part of the ISM Code certification, neither duplicates nor substitutes surveys for other maritime certificates. The verification of compliance with the ISM Code does not relieve the Company, the master or any other entity or person involved in the management or operation of the ship of their responsibilities.

2.3.5 Administrations should ensure that the Company has:

- .1 taken into account the recommendations, as referred to in 1.2.3.2 of the ISM Code, when establishing the Safety Management System; and
- .2 developed procedures to ensure that these recommendations are implemented on shore and on board.

2.3.6 Within a Safety Management System, implementation of codes, guidelines and standards recommended by the Organization, Administrations, classification societies and other maritime industry organizations does not make these recommendations mandatory under the ISM Code. Nevertheless auditors should encourage companies to adopt these recommendations whenever applicable to the Company.

3 THE CERTIFICATION PROCESS

3.1 Certification activities

3.1.1 The certification process relevant to a Document of Compliance for a Company and a Safety Management Certificate to a ship will normally involve the following steps:

- .1 initial verification;
- .2 annual or intermediate verification;
- .3 renewal verification; and
- .4 additional verification.

These verifications are carried out at the request of the Company to the Administration, or to the organization recognized by the Administration to perform certification functions under the ISM Code or at the request of the Administration by another Contracting Government to the Convention.

The verifications will include an audit of the Safety Management System.

3.2 Initial verification

3.2.1 The Company should apply for ISM Code certification to the Administration.

3.2.2 An assessment of the shore side management system undertaken by the Administration would necessitate assessment of the offices where such management is carried out and possibly other locations depending on the Company's organization and functions of the various locations.

3.2.3 On satisfactory completion of the assessment of the shore side Safety Management System, arrangements/planning may commence for the assessment of the Company's ships.

3.2.4 On satisfactory completion of the assessment, a Document of Compliance will be issued to the Company, copies of which should be forwarded to each shore side premises and each ship in the Company's fleet. As each ship is assessed and issued with a Safety Management Certificate, a copy of it should also be forwarded to the Company's head office.

3.2.5 In cases where certificates are issued by a recognized organization, copies of all certificates should also be sent to the Administration.

3.2.6 The safety management audit for the Company and for a ship will involve the same basic steps. The purpose is to verify that a Company or a ship comply with the requirements of the ISM Code. The audits include:

- .1 the conformity of the Company's Safety Management System with the requirements of the ISM Code including objective evidence demonstrating that the Company Safety Management System has been in operation for at least three months, and a Safety Management System has been in operation on board at least one ship of each type operated by the Company for at least three months; and
- .2 that the Safety Management System ensures that the objectives defined in paragraph 1.2.3 of the ISM Code are met. This includes the verification that the Document of Compliance for the Company responsible for the operation of the ship is applicable to that particular type of ship, and assessment of the shipboard Safety Management System to verify that it complies with the requirements of the ISM Code, and that it is implemented. Objective evidence demonstrating that the Company's Safety Management System has been functioning effectively for at least three months on board the ship should be available, including, *inter alia*, records from the internal audit performed by the Company.

3.3 Annual verification of Document of Compliance

3.3.1 Annual safety management audits are to be carried out to maintain the validity of the Document of Compliance and should include examining and verifying the correctness of the statutory and classification records presented for at least one ship of each type to which the Document of Compliance applies. The purpose of these audits is to verify the effective functioning of the Safety Management System, and that any modifications made the Safety Management System comply with the requirements of the ISM Code.

3.3.2 Annual verification is to be carried out within three months before and after each anniversary date of the Document of Compliance. A schedule not exceeding three months is to be agreed for completion of the necessary corrective actions.

3.3.3 Where the Company has more than one shore side premises, each of which may not have been visited at the initial assessment, the annual assessments should endeavour to ensure that all sites are visited during the period of validity of the Document of Compliance.

3.4 Intermediate verification of Safety Management Certificates

3.4.1 Intermediate safety management audits should be carried out to maintain the validity of the Safety Management Certificate. The purpose of these audits is to verify the effective functioning of the Safety Management System and that any modifications made to the Safety Management System comply with the requirements of the ISM Code. In certain cases, particularly during the initial period of operation under the Safety Management System, the Administration may find it necessary to increase the frequency of the intermediate verification. Additionally, the nature of non-conformities may also provide a basis for increasing the frequency of intermediate verifications.

3.4.2 If only one intermediate verification is to be carried out, it should take place between the second and third anniversary date of the issue of the Safety Management Certificate.

3.5 Renewal verification

Renewal verifications are to be performed before the validity of the Document of Compliance or the Safety Management Certificate expires. The renewal verification will address all the elements of the Safety Management System and the activities to which the requirements of the ISM Code apply. Renewal verification may be carried out from six months before the date of expiry of the Document of Compliance or the Safety Management Certificate and should be completed before their date of expiry.

3.6 Safety management audits

The procedure for safety management audits outlined in the following paragraphs includes all steps relevant for initial verification. Safety management audits for annual verification and renewal verification should be based on the same principles even if their scope may be different.

3.7 Application for audit

3.7.1 The Company should submit a request for audit to the Administration or to the organization recognized by the Administration for issuing Document of Compliance or Safety Management Certificate on behalf of the Administration.

3.7.2 The Administration or the recognized organization should then nominate the lead auditor and, if relevant, the audit team.

3.8 Preliminary review

As a basis for planning the audit, the auditor should review the safety management manual to determine the adequacy of the Safety Management System in meeting the requirements of the ISM Code. If this review reveals that the system is not adequate, the audit will have to be delayed until the Company undertakes corrective action.

3.9 Preparing the audit

3.9.1 The nominated lead auditor should liaise with the Company and produce an audit plan.

3.9.2 The auditor should provide the working documents which are to govern the execution of the audit to facilitate the assessments, investigations and examinations in accordance with the standard procedures, instructions and forms which have been established to ensure consistent auditing practices.

3.9.3 The audit team should be able to communicate effectively with auditees.

3.10 Executing the audit

3.10.1 The audit should start with an opening meeting in order to introduce the audit team to the Company's senior management, summarize the methods for conducting the audit, confirm that all agreed facilities are available, confirm time and date for a closing meeting and clarify possible unclear details relevant to the audit.

3.10.2 The audit team should assess the Safety Management System on the basis of the documentation presented by the Company and objective evidence as to its effective implementation.

3.10.3 Evidence should be collected through interviews and examination of documents. Observation of activities and conditions may also be included when necessary to determine the effectiveness of the Safety Management System in meeting the specific standards of safety and protection of the environment required by the ISM Code.

3.10.4 Audit observations should be documented. After activities have been audited, the audit team should review their observations to determine which are to be reported as non-conformities. Non-conformities should be reported in terms of the general and specific provisions of the ISM Code.

3.10.5 At the end of the audit, prior to preparing the audit report, the audit team should hold a meeting with the senior management of the Company and those responsible for the functions concerned. The purpose is to present the observations to ensure that the results of the audit are clearly understood.

3.11 Audit report

3.11.1 The audit report should be prepared under the direction of the lead auditor, who is responsible for its accuracy and completeness.

3.11.2 The audit report should include the audit plan, the identification of audit team members, dates and identification of the Company, observations on any non-conformities and observations on the effectiveness of the Safety Management System in meeting the specified objectives.

3.11.3 The Company should receive a copy of the audit report. The Company should be advised to provide a copy of the shipboard audit reports to the ship.

3.12 Corrective action follow-up

3.12.1 The Company is responsible for determining and initiating the corrective action needed to correct a non-conformity or to correct the cause of the non-conformity. Failure to correct non-conformities with specific requirements of the ISM Code may affect the validity of the Document of Compliance and related Safety Management Certificates.

3.12.2 Corrective actions and possible subsequent follow-up audits should be completed within the time period agreed. The Company should apply for the follow-up audits.

3.13 Company responsibilities pertaining to safety management audits

3.13.1 The verification of compliance with the requirements of the ISM Code does not relieve the Company, management, officers or seafarers of their obligations as to compliance with national and international legislation related to safety and protection of the environment.

3.13.2 The Company is responsible for:

- .1 informing relevant employees about the objectives and scope of the ISM Code certification;
- .2 appointing responsible members of staff to accompany members of the team performing the certification;
- .3 providing the resources needed by those performing the certification to ensure an effective and efficient verification process;
- .4 providing access and evidential material as requested by those performing the certification; and
- .5 co-operating with the verification team to permit the certification objectives to be achieved.

3.14 Responsibilities of the organization performing the ISM Code certification

The organization performing the ISM Code certification is responsible for ensuring that the certification process is performed according to the ISM Code and these Guidelines. This includes management control of all aspects of the certification according to the appendix to these Guidelines.

3.15 Responsibilities of the verification team

3.15.1 Whether the verifications involved with certification are performed by a team or not, one person should be in charge of the verification. The leader should be given the authority to make final decisions regarding the conduct of the verification and any observations. His responsibilities should include:

- .1 preparation of a plan for the verification; and
- .2 submission of the report of the verification.

3.15.2 Personnel participating in the verification are responsible for complying with the requirements governing the verification, ensuring confidentiality of documents pertaining to the certification and treating privileged information with discretion.

APPENDIX

STANDARDS ON ISM CODE CERTIFICATION ARRANGEMENTS

1 INTRODUCTION

The audit team, and the organization under which it may be managed, involved with ISM Code certification should comply with the specific requirements stated in this annex.

2 STANDARD OF MANAGEMENT

2.1 Organizations managing verification of compliance with the ISM Code should have, in their own organization, competence in relation to:

- .1 ensuring compliance with the rules and regulations including certification of seafarers, for the ships operated by the Company;
- .2 approval, survey and certification activities;
- .3 the terms of reference that must be taken into account under the Safety Management System as required by the ISM Code; and
- .4 practical experience of ship operation.

2.2 The Convention requires that organizations recognized by Administrations for issuing Document of Compliance and Safety Management Certificate at their request should comply with resolution A.739(18) - Guidelines for the authorization of organizations acting on behalf of the Administration and A.789(19) Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration.

2.3 Any organization performing verification of compliance with the provisions of the ISM Code should ensure that there exists independence between the personnel providing consultancy services and those involved in the certification procedure.

3 STANDARDS OF COMPETENCE

3.1 ISM Code certification scheme management

Management of ISM Code certification schemes should be carried out by those who have practical knowledge of ISM Code certification procedures and practices.

3.2 Basic competence for performing verification

3.2.1 Personnel who are to participate in the verification of compliance with the requirements of the ISM Code should have a minimum of formal education comprising the following:

- .1 qualifications from a tertiary institution recognized by the Administration or by the recognized organization within a relevant field of engineering or physical science (minimum two years programme), or
- .2 qualifications from a marine or nautical institution and relevant sea-going experience as a certified ship officer.

3.2.2 They should have undergone training to ensure adequate competence and skills for performing verification of compliance with the requirements of the ISM Code, particularly with regard to:

- .1 knowledge and understanding of the ISM Code;
- .2 mandatory rules and regulations;
- .3 the terms of reference which the ISM Code requires that Companies should take into account;
- .4 assessment techniques of examining, questioning, evaluating and reporting;
- .5 technical or operational aspects of safety management;
- .6 basic knowledge of shipping and shipboard operations; and
- .7 participation in at least one marine related management system audit.

3.2.3 Such competence should be demonstrated through written or oral examinations, or other acceptable means.

3.3 Competence for initial verification and renewal verification

3.3.1 In order to assess fully whether the Company or the ship complies with the requirements of the ISM Code, in addition to the basic competence stated under 3.2 above, personnel who are to perform initial verifications or renewal verifications for a Document of Compliance or Safety Management Certificate, must possess the competence to:

- .1 determine whether the Safety Management System elements conform or do not conform with the requirements of the ISM Code;
- .2 determine the effectiveness of the Company's Safety Management System, or that of the ship, to ensure compliance with rules and regulations as evidenced by the statutory and classification survey records;
- .3 assess the effectiveness of the Safety Management System in ensuring compliance with other rules and regulations which are not covered by statutory and classification surveys and enabling verification of compliance with these rules and regulations; and
- .4 assess whether the safe practices recommended by the Organization, Administrations, classification societies and maritime industry organizations have been taken into account.

3.3.2 This competence can be accomplished by teams which together possess the total competence required.

3.3.3 Personnel who are to be in charge of initial verification or renewal verification of compliance with the requirements of the ISM Code should have at least five years experience in areas relevant to the technical or operational aspects of safety management; and have participated in at least three initial verifications or renewal verifications. Participation in verification of compliance with other management standards may be considered as equivalent to participation in verification of compliance with the ISM Code.

3.4 Competence for annual, intermediate and interim verification

Personnel who are to perform annual, intermediate and interim verifications should satisfy basic requirements for personnel participating in verifications and should have participated in a minimum of two annual, renewal or initial verifications. They should have received special instructions needed to ensure that they possess the competence required to determine the effectiveness of the Company's Safety Management System.

4 QUALIFICATION ARRANGEMENTS

Organizations performing ISM Code certification should have implemented a documented system for qualification and continuous updating of the knowledge and competence of personnel who are to perform verification of compliance with the ISM Code. This system should comprise theoretical training courses covering all the competence requirements and the appropriate procedures connected to the certification process, as well as practical tutored training, and it should provide documented evidence of satisfactory completion of the training.

5 CERTIFICATION PROCEDURES AND INSTRUCTIONS

Organizations performing ISM Code certification should have implemented a documented system to ensure that the certification process is performed in accordance with this standard. This system should, *inter alia*, include procedures and instructions for the following:

- .1 contract agreements with Companies;
- .2 planning, scheduling and performing verification;
- .3 reporting results from verification;
- .4 issuance of Documents of Compliance, Safety Management Certificates and Interim Documents of Compliance and Safety Management Certificates; and
- .5 corrective action and follow-up of verifications, including actions to be taken in cases of major non-conformity.

ANNEX 14**DRAFT ASSEMBLY RESOLUTION****MEASURES TO PREVENT THE REGISTRATION OF "PHANTOM" SHIPS**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention of 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 advice in paragraph 2.1 of the Annex to resolution A.847(20) on Guidelines to assist flag States in the implementation of IMO instruments and, in particular, the importance of providing the legal basis for general requirements for registries,

NOTING the duties of the flag State under the international law of the sea, including the provisions of article 94 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS),

NOTING ALSO the continuing increase in the number of acts of piracy and armed robbery against ships reported to the Maritime Safety Committee,

BEARING IN MIND the Maritime Safety Committee's continuing discussions about appropriate measures for reporting and investigating such incidents and for eliminating the threat of piracy and armed robbery of ships,

BEING DEEPLY CONCERNED that some ships have been registered on the basis of false or inaccurate information ("phantom" ships),

RECOGNIZING the undesirability of the registration, even if accidental, by flag States of "phantom" ships,

BEING MINDFUL of the need for vigilance throughout the international maritime community and, in particular, in the ancillary financial and logistical sectors,

1. INVITES Governments to review their ship registration procedures to ensure that adequate safeguards are in place to prevent the registration of "phantom" ships;
2. INVITES ALSO Governments to exhaust all means available to them to obtain evidence that a ship previously registered under another State's flag has been deleted, or that consent to the transfer of the ship has been obtained from that State's register. Registration of a ship, which has previously not been registered, should not take place until sufficient evidence of it not being registered has been received. Prior to registration of any ship, Governments should verify its identity, including the IMO Ship Identification Number, where appropriate, and other records of the ship so that the ship does not fly the flags of two or more States simultaneously;
3. URGES Governments to submit, when requested to do so, evidence of a ship's registration status to a State requesting such documentation prior to registration of a ship.

Governments accepting previously registered ships should, when requested to do so, inform the previous flag State when the registration process has been completed;

4. ALSO URGES Governments to pay particular attention when accepting documents for registration purposes, especially proof of ownership, and only accept either original paper documents, or electronically submitted documents whose authenticity has been verified;

5. FURTHER URGES Governments to take steps to encourage greater vigilance from those involved in port operations, ship surveying, chartering, brokering, insurance and other activities that may bring them into contact with a ship which may have been improperly registered or involved in an act of piracy or armed robbery;

6. REQUESTS the Maritime Safety Committee to keep this resolution under review and take action as appropriate;

7. FURTHER REQUESTS the Secretary-General to bring this Assembly resolution to the attention of the Secretary-General of the United Nations for further action as appropriate.

ANNEX 15

**RESOLUTION MSC.121(74)
(adopted on 4 June 2001)**

**USE OF THE SPANISH LANGUAGE IN IMO INSTRUMENTS RELATING
TO MARITIME SAFETY**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 38(c) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING that the present provisions of safety-related IMO Conventions, such as the International Convention for the Safety of Life at Sea, 1974 and its Protocol of 1988 provide for the use of English and French only in the certificates, manuals and other relevant documents required thereby,

NOTING ALSO that Spanish is one of the official and working languages of the Organization,

HAVING CONSIDERED the proposal of Argentina, Brazil, Chile, Colombia, Cuba, Ecuador, Honduras, Mexico, Panama, Peru, Spain, Uruguay and Venezuela (MSC 72/21/11) to the effect that the Spanish language be used in SOLAS certificates, manuals and other relevant IMO documents,

HAVING CONSIDERED ALSO the recommendation made by the Sub-Committee on Flag State Implementation at its ninth session,

1. AGREES to take appropriate action to amend safety-related IMO instruments, as appropriate, to grant the Spanish language the same status as that provided for the English and French languages;
2. AGREES ALSO to provide equal status to the English, French and Spanish languages when preparing future safety-related instruments;
3. INVITES the attention of the Council, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee to the adoption of this resolution, for consistency in the Organization's policy.

ANNEX 16**DRAFT AMENDMENTS TO SOLAS REGULATION II-1/12-2****CHAPTER II-1****CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS****Regulation 12-2 – Access to spaces in the cargo area of oil tankers**

1 The existing title and the text of the regulation is replaced by the following:

“Access to and within spaces in the cargo area of oil tankers and bulk carriers

1 Application

1.1 Except as provided for in paragraph 1.2, this regulation applies to oil tankers of 500 gross tonnage and over and bulk carriers, as defined in regulation IX/1, of 20,000 gross tonnage and over, constructed on or after 1 January 2004.

1.2 Oil tankers of 500 gross tonnage and over constructed on or after 1 October 1994 but before 1 January 2004 shall comply with the provisions of regulation II-1/12-2 adopted by resolution MSC.27(61).

2 Means of access to cargo and other spaces

2.1 Each space within the cargo area shall be provided with a permanent means of access to enable, throughout the life of a ship, overall and close-up inspections and thickness measurements of the ship's structures to be carried out by the Administration, the Company, as defined in regulation IX/1, and the ship's personnel and others as necessary. Such means of access shall comply with the requirements of paragraph 4 and with the Technical provisions for means of access for inspections, adopted by the Maritime Safety Committee by resolution MSC...(…), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

2.2 Where a permanent means of access may be susceptible to damage during normal cargo loading and unloading operations or where it is impracticable as specified in the Technical provisions, the Administration may allow, in lieu, the provision of portable means of access such as staging, moveable platforms and ladders, provided the means of attaching, rigging, suspending or supporting the portable means of access forms a permanent part of the ship's structure. All portable equipment shall be capable of being readily erected by ship's personnel.

2.3 The construction and materials of all means of access and their attachment to the ship's structure shall be to the satisfaction of the Administration. The means of access shall be subject to survey prior to, or in conjunction with, its use in carrying out surveys in accordance with regulation XI/2.

2.4 Safe access* to cargo holds, cofferdams, ballast tanks, cargo tanks and other spaces in the cargo area shall be direct from the open deck and such as to ensure their complete inspection. Safe access* to double bottom spaces may be from a pump-room, deep cofferdam, pipe tunnel, cargo hold, double hull space or similar compartment not intended for the carriage of oil or hazardous cargoes.

2.5 Tanks, and subdivisions of tanks, having a length of 35 m or more shall be fitted with at least two access hatchways and ladders, as far apart as practicable. Tanks less than 35 m in length shall be served by at least one access hatchway and ladder. When a tank is subdivided by one or more wash bulkheads or similar obstructions which do not allow ready means of access to the other parts of the tank, at least two hatchways and ladders shall be fitted.

2.6 Each cargo hold shall be provided with at least two means of access as far apart as practicable. In general, these accesses shall be arranged diagonally, e.g. one access near the forward bulkhead on the port side, the other one near the aft bulkhead on the starboard side.

3 Ship Structure Access Manual

3.1 A ship's means of access to carry out overall and close-up inspections and thickness measurements shall be described in a Ship Structure Access Manual approved by the Administration, an updated copy of which shall be kept on board. The Ship Structure Access Manual shall include the following for each space in the cargo area:

- .1 plans showing the means of access to the space, with appropriate technical specifications and dimensions;
- .2 plans showing the means of access within each space to enable an overall inspection to be carried out, with appropriate technical specifications and dimensions. The plans shall indicate from where each area in the space can be inspected;
- .3 plans showing the means of access within the space to enable close-up inspections to be carried out, with appropriate technical specifications and dimensions. The plans shall indicate the positions of critical structural areas, whether the means of access is permanent or portable and from where each area can be inspected;

* Refer to the Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.864(20).

- .4 instructions for inspecting and maintaining the structural strength of all means of access and means of attachment, taking into account any corrosive atmosphere that may be within the space;
- .5 instructions for the rigging of any portable means of access in a safe manner; and
- .6 an inventory of all portable means of access.

3.2 For the purpose of this regulation 'critical structural areas' are locations which have been identified from calculations to require monitoring or from the service history of similar or sister ships to be sensitive to cracking, buckling, deformation or corrosion which would impair the structural integrity of the ship.

4 General technical specifications

4.1 For access through horizontal openings, hatches or manholes, the dimensions shall be sufficient to allow a person wearing a self-contained air-breathing apparatus and protective equipment to ascend or descend any ladder without obstruction and also provide a clear opening to facilitate the hoisting of an injured person from the bottom of the space. The minimum clear opening shall not be less than 600 mm x 600 mm. When access to a cargo hold is arranged through the cargo hatch, the top of the ladder shall be placed as close as possible to the hatch coaming. Access hatch coamings having a height greater than 900 mm shall also have steps on the outside in conjunction with the ladder.

4.2 For access through vertical openings, or manholes, in wash bulkheads, floors, girders and web frames providing passage through the length and breadth of the space, the minimum opening shall be not less than 600 mm x 800 mm at a height of not more than 600 mm from the bottom shell plating unless gratings or other foot holds are provided.

4.3 For oil tankers of less than 5,000 tonnes deadweight, the Administration may approve, in special circumstances, smaller dimensions for the openings referred to in paragraphs 4.1 and 4.2 above, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration."

ANNEX 17**DRAFT AMENDMENTS TO THE GUIDELINES ON THE ENHANCED PROGRAMME
OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS
(RESOLUTION A.744(18), AS AMENDED)****ANNEX A****GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING
SURVEYS OF BULK CARRIERS**

- 1 The "Contents" is amended as follows:
 - .1 the existing text of 1.3 is replaced by the following:

"1.3 Repairs";
 - .2 the following new item is added after the existing 3.5:

"3.6 Additional annual survey requirements for the foremost cargo hold of ships subject to SOLAS regulation XII/9.1";
 - .3 The existing text of 4 to 4.4 is replaced by the following:

"4 INTERMEDIATE ENHANCED SURVEY
4.1 General
4.2 Bulk carriers 5-10 years of age
4.3 Bulk carriers 10-15 years of age
4.4 Bulk carriers exceeding 15 years of age";
 - .4 The existing text of 6 and 6.1 is deleted and 7, 8 and 9 are renumbered as 6, 7 and 8.
 - .5 the following new appendices 4 and 5 are added under annex 8 after appendix 3:

"Appendix 4 Ore carriers - Thickness measurement and typical transverse section indicating longitudinal and transverse members
Appendix 5 Ore carriers - Thickness measurement and close-up survey requirements";
 - .6 the following new annexes 11 and 12 are added after annex 10:

"Annex 11 Guidelines for the gauging of the vertically corrugated transverse watertight bulkhead between holds Nos.1 and 2
Annex 12 Additional annual survey requirements for the foremost cargo hold of ships subject to SOLAS regulation XII/9.1"

2 The following new paragraphs 1.2.15 and 1.2.16 are added after the existing paragraph 1.2.14:

“1.2.15 A *prompt and thorough repair* is a permanent repair completed at the time of survey to the satisfaction of the surveyor, therein removing the need for the imposition of any associated condition of classification.

1.2.16 *Convention* means the International Convention for the Safety of Life at Sea, 1974, as amended”.

3 The existing text of section 1.3 is replaced by the following:

"1.3 **Repairs**

1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly repaired. Areas to be considered include:

- .1 side shell frames, their end attachments or adjacent shell plating;
- .2 deck structure and deck plating;
- .3 bottom structure and bottom plating;
- .4 watertight or oiltight bulkheads, and
- .5 hatch covers or hatch coamings.

Where adequate repair facilities are not available, the Administration may allow the ship to proceed directly to a repair facility. This may require discharging the cargo and/or temporary repairs for the intended voyage.

1.3.2 Additionally, when a survey results in the identification of significant corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service.”

4 The following text is added at the end of paragraph 2.6.1 is replaced by the following:

"Annex 11 provides additional thickness measurement guidelines applicable to the vertically corrugated transverse watertight bulkhead between cargo hold Nos.1 and 2 on ships subject to compliance with regulation XII/6.2 of the Convention."

5 The following new paragraph 3.6 is added after the existing paragraph 3.5.1:

"3.6 Additional annual survey of the foremost cargo hold of ships subject to regulation XII/9.1 of the Convention in accordance with the requirements of annex 12

Ships subject to regulation XII/9.1 of the Convention are those meeting all of the following conditions:

- .1 bulk carriers of 150m in length and upwards of single side skin construction;
- .2 carrying solid bulk cargoes having a density of 1,780 kg/m³ and above;
- .3 constructed before 1 July 1999; and
- .4 constructed with an insufficient number of transverse watertight bulkheads to enable them to withstand flooding of the foremost cargo hold in all loading conditions and remain afloat in a satisfactory condition of equilibrium as specified in regulation XII/4.3 of the Convention.”

6 The existing text of section 4 is replaced by the following:

"4 INTERMEDIATE ENHANCED SURVEY

4.1 General

4.1.1 Items that are additional to the requirements of the annual survey may be surveyed either at the second or third annual survey or between these surveys.

4.1.2 The extent of survey is dependent upon the age of the ship as specified in 4.2, 4.3 and 4.4 below.

4.2 Bulk carriers 5 - 10 years of age

4.2.1 Ballast tanks

4.2.1.1 For spaces used for salt water ballast, an overall survey of representative spaces selected by the surveyor should be carried out. If such inspections reveal no visible structural defects, the examination may be limited to a verification that the protective coating remains efficient.

4.2.1.2 Where POOR coating condition, corrosion or other defects are found in salt water ballast spaces or where protective coating was not applied from the time of construction, the examination should be extended to other ballast spaces of the same type.

4.2.1.3 In salt water ballast spaces other than double bottom tanks, where a protective coating is found in POOR condition, and it is not renewed, where soft coating has been applied, or where a protective coating was not applied from the time of construction, the tanks in question should be examined and thickness measurements carried out as considered necessary at annual intervals. When such breakdown of coating is found in salt water ballast double bottom tanks, where a soft coating has been applied, or where a coating has not been applied, the tanks in question should be examined at annual intervals. When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurements should be carried out.

4.2.1.4 In addition to the requirements above, areas found to be suspect areas at the previous periodical survey should be overall and close-up surveyed.

4.2.2 Cargo holds

4.2.2.1 An overall survey of all cargo holds, including close-up survey of sufficient extent, minimum 25% of frames, should be carried out to establish the condition of:

- .1 shell frames including their upper and lower end attachments, adjacent shell plating, and transverse bulkheads in the forward cargo hold and one other selected cargo hold; and
- .2 areas found to be suspect areas at the previous periodical survey.

4.2.2.2 Where considered necessary by the surveyor as a result of the overall and close-up survey as described in 4.2.2.1, the survey should be extended to include a close-up survey of all of the shell frames and adjacent shell plating of that cargo hold as well as a close-up survey of sufficient extent of all remaining cargo holds.

4.2.3 Extent of thickness measurement

4.2.3.1 Thickness measurement should be carried out to an extent sufficient to determine both general and local corrosion levels at areas subject to close-up survey as described in 4.2.2.1. The minimum requirement for thickness measurements at the intermediate enhanced survey are areas found to be suspect areas at the previous periodical survey.

4.2.3.2 Where substantial corrosion is found, the extent of thickness measurements should be increased in accordance with the requirements of annex 10.

4.2.3.3 The thickness measurement may be dispensed with provided the surveyor is satisfied by the close-up survey, that there is no structural diminution and the protective coating, where applied, remains effective.

4.2.3.4 Where the protective coating in cargo holds, as referred to in the explanatory note below, is found to be in GOOD condition, the extent of close-up surveys and thickness measurements may be specially considered by the Administration.

Explanatory note:

At the time of new construction, all internal and external surfaces of hatch coamings and hatch covers, and all internal surfaces of the cargo holds, excluding the flat tank top areas and the hopper tanks sloping sloping plating approximately 300 mm below the side shell frame and brackets, should have an efficient protective coating (epoxy coating or equivalently) applied in accordance with the manufacturer's recommendation. In the selection of coating due consideration should be given by the owner to intended cargo conditions expected in service. For existing bulk carriers, where owners may elect to coat or recoat cargo holds as noted above, consideration may be given to the extent of the close-up and thickness measurement surveys. Prior to the coating of cargo holds of existing ships, scantlings should be ascertained in the presence of a surveyor.

4.3 Bulk carriers 10 - 15 years of age

4.3.1 Ballast tanks

4.3.1.1 For bulk carriers:

All salt water ballast tanks should be examined. If such inspections reveal no visible structural defects, the examination may be limited to a verification that the protective coating remains efficient.

4.3.1.2 For ore carriers:

- .1 all web frame rings - in one ballast wing tank;
- .2 one deck transverse - in each of the remaining ballast wing tanks;
- .3 both transverse bulkheads - in one ballast wing tank;
- .4 one transverse bulkhead - in each remaining ballast wing tank.

4.3.1.3 In addition, the requirements described in 4.2.1.2 to 4.2.1.4 apply.

4.3.2 Cargo holds

4.3.2.1 An overall survey of all cargo holds, including close-up survey of sufficient extent, minimum 25% of frames, should be carried out to establish the condition of:

- .1 shell frames including their upper and lower end attachments, adjacent shell plating, and transverse bulkheads of all cargo holds; and
- .2 areas found to be suspect areas at the previous periodical survey.

4.3.2.2 Where considered necessary by the surveyor as a result of the overall and close-up survey as described in 4.3.2.1, the survey should be extended to include a close-up survey of all of the shell frames and adjacent plating of all cargo holds.

4.3.3 Extent of thickness measurement

4.3.3.1 Thickness measurement should be carried out to an extent sufficient to determine both general and local corrosion levels at areas subject to close-up survey as described in 4.3.2.1. The minimum requirement for thickness measurements at the intermediate enhanced survey are areas found to be suspect areas at the previous periodical survey.

4.3.3.2 In addition, the requirements described in 4.2.3.2 to 4.2.3.4 apply.

4.4 Bulk carriers exceeding 15 years of age

4.4.1 The requirements of the intermediate enhanced survey should be to the same extent as the previous periodical survey required in chapters 2 and 5.1. However, pressure testing of tanks and cargo holds used for ballast is not required unless deemed necessary by the attending surveyor.

4.4.2 In application of 4.4.1, the intermediate enhanced survey may be commenced at the second annual survey and be progressed during the succeeding year with a view to completion at the third annual survey in lieu of the application of 2.1.1."

7 The existing text of paragraph 5.2.2 is replaced by the following:

"5.2.2 Tanks and spaces should be safe for access, i.e. gas-freed, ventilated, and illuminated."

8 The text of chapter 6 is deleted and the following chapters 7, 8 and 9 are renumbered accordingly.

9 The following new subparagraph 5 is added at the end of existing paragraph 7.3.1 (renumbered paragraph 6.3.1):

".5 survey programme as required by 5.1 until such time as the periodical survey has been completed."

10 The existing text of section 8.1 (renumbered section 7.1) is replaced by the following:

"7.1 General

7.1.1 The required thickness measurements, if not carried out by the recognised organisation acting on behalf of the Administration, should be witnessed by a surveyor of the recognised organisation. The surveyor should be on board to the extent necessary to control the process.

7.1.2 The thickness measurement company should be part of the survey planning meeting to be held prior to commencing the survey.

7.1.3 Thickness measurements are to be carried out within 12 months prior to completion of the periodical survey or of the intermediate enhanced survey.

7.1.4 In all cases the extent of the thickness measurements should be sufficient as to represent the actual average condition."

11 The table in annex 2 is amended as follows:

.1 In the second column "5<AGE≤10", the existing text of item 6 is replaced by the following:

"6. Wind and water strikes in way of transverse sections considered under point 2 above."

.2 In the third column "10<AGE≤15", the following new item 8 is added at the end:

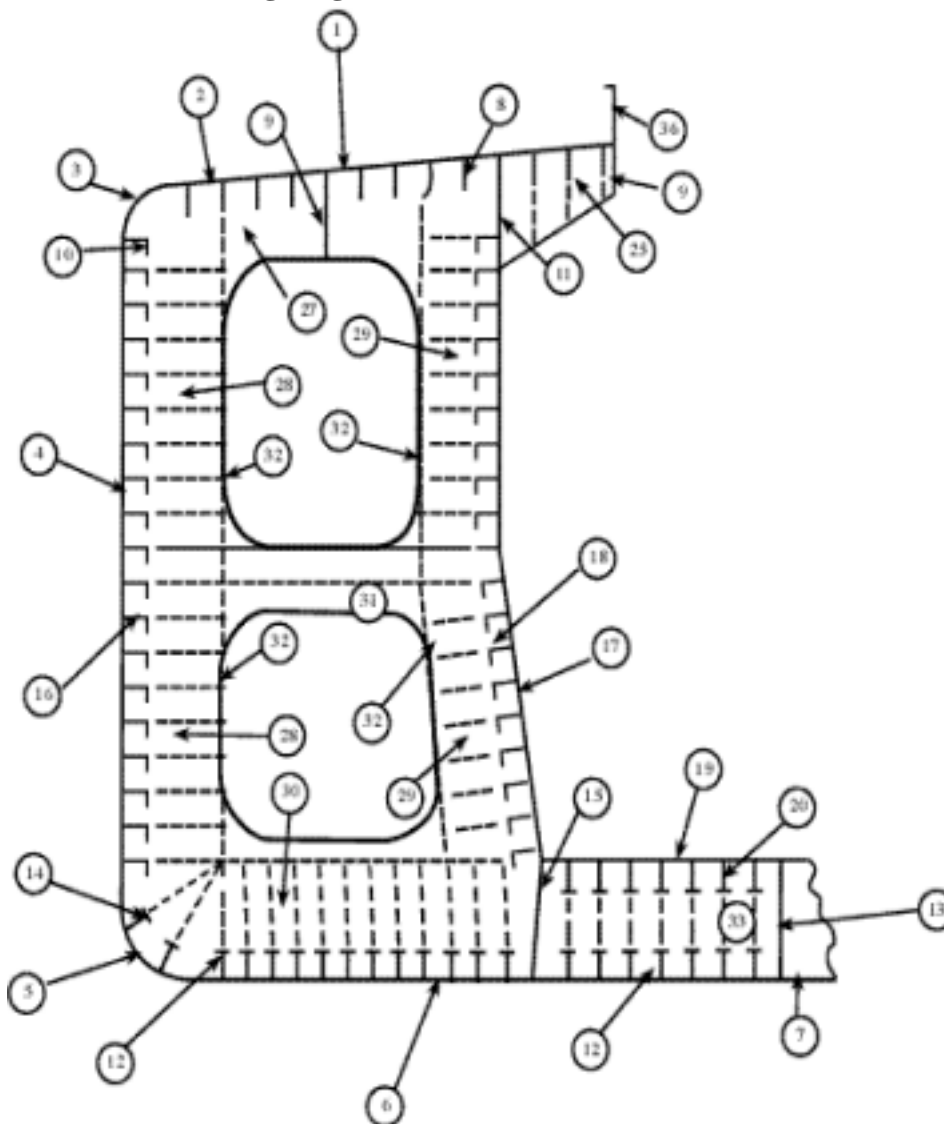
"8 As required by annex 12 for ships subject to compliance with regulation XII/6.2 of the Convention."

- 12 In annex 7, the table headed “Extract of thickness measurements” is amended as follows:
- .1 The existing text of the heading of the first column is replaced by the following:
"Position of substantially corroded tanks/areas or areas with deep pitting".
 - .2 The following new note is added at the end of the table:
"3 Any bottom plating with a pitting intensity of 20% or more, with wastage in the substantial corrosion range or having an average depth of pitting of 1/3 or more of actual plate thickness should be noted."
- 13 In annex 8, General, the following new appendices are added to the list of appendices:
- “Appendix 4 Ore carriers – Thickness measurement and typical transverse section indicating longitudinal and transverse members
 - Appendix 5 Ore carriers – Thickness measurements and close-up survey requirements”
- 14 The following new Appendices 4 and 5 are added after Appendix 3 of Annex 8:

“Appendix 4

Ore carriers

Thickness measurement ore carriers and typical transverse section indicating longitudinal and transverse members



Report on TM2-BC (1) and (2)	
1.	Strength deck plating
2.	Stringer plate
3.	Sheerstrake
4.	Side shell plating
5.	Bilge plating
6.	Bottom shell plating
7.	Keel Plate

Report on TM6-BC	
36.	Hatch coamings
37.	Deck plating between hatches
38.	Hatch covers

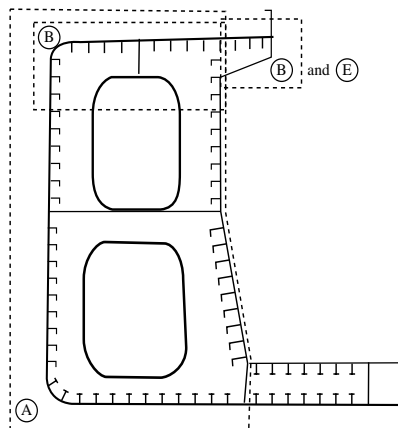
Report on TM3-BC	
8.	Deck longitudinals
9.	Deck girders
10.	Sheerstrake longitudinals
11.	Longitudinal bulkhead top strake
12.	Bottom longitudinals
13.	Bottom girders
14.	Bilge longitudinals
15.	Longitudinal bulkhead lower strake
16.	Side shell longitudinals
17.	Longitudinal bulkhead plating (remainder)
18.	Longitudinal bulkhead longitudinals
19.	Inner bottom plating
20.	Inner bottom longitudinals

Report on TM4-BC	
25.	Deck transverse centre tank
26.	Bottom transverse centre tank
27.	Deck transverse wing tank
28.	Side shell vertical web
29.	Longitudinal bulkhead vertical web
30.	Bottom transverse wing tank
31.	Struts
32.	Transverse web face plate
33.	D.B. Floors

Appendix 5

Ore carriers Thickness measurement and close-up survey requirements

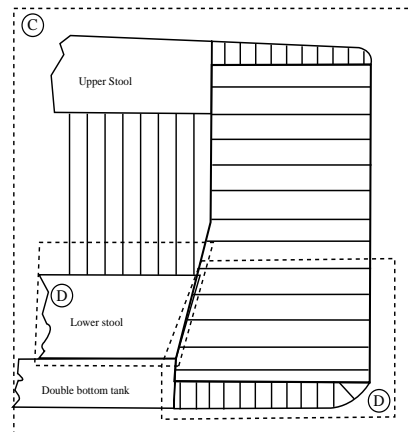
Typical transverse section close-up survey



Thickness to be reported on
TM3-T of Annex B and TM4-T of Annex B
as appropriate

Close-up survey
area

Typical transverse bulkhead



Thickness to be reported on TM5-T of Annex B

Recommendations for the extent and pattern of gaugings
are indicated in Annex 10.

15 In annex 10, in the table headed "Deck structure including cross strips, main cargo hatchways, hatch covers, coamings and top side tanks", the existing text of item "a", in the column headed "Extent of measurement", across from the entry "3. Hatch covers" in the column headed "Structural members" is replaced by the following:

"a Side and end skirts, each 3 locations"

16 The following new annexes 11 and 12 are added after existing annex 10:

“ANNEX 11

GUIDELINES FOR THE GAUGING OF THE VERTICALLY CORRUGATED TRANSVERSE WATERTIGHT BULKHEAD BETWEEN HOLDS Nos.1 AND 2

1 Gauging is necessary to determine the general condition of the structure and to define the extent of possible repairs and/or reinforcements of the vertically corrugated transverse watertight bulkhead for verification of the compliance with the Bulk Carrier Bulkhead and Double Bottom strength standards defined in regulation XII/1.5 of the Convention.

2 Taking into account the buckling model specified in the bulk carrier bulkhead and double bottom strength standards defined in regulation XII/1.5 of the Convention in the evaluation of strength of the bulkhead, it is essential to determine the thickness diminution at the critical levels shown in Figures 1 and 2 of this annex.

3 The gauging should be carried out at the levels as described below. To adequately assess the scantlings of each individual vertical corrugation, each corrugation flange, web, shedder plate and gusset plate within each of the levels given below should be gauged.

Level (a) Ships without lower stool (see figure 1):

Locations:

- The mid-breadth of the corrugation flanges at approximately 200 mm above the line of shedder plates;
- The middle of gusset plates between corrugation flanges, where fitted;
- The middle of the shedder plates;
- The mid-breadth of the corrugation webs at approximately 200 mm above the line of shedder plates.

Level (b) Ships with lower stool (see figure 2):

Locations:

- The mid-breadth of the corrugation flanges at approximately 200 mm above the line of shedder plates;
- The middle of gusset plates between corrugation flanges, where fitted;
- The middle of the shedder plates;
- The mid-breadth of the corrugation webs at approximately 200 mm above the line of shedder plates.

Level (c) Ships with or without lower stool (see figures 1 and 2):

Locations:

- The mid-breadth of the corrugation flanges and webs at about the mid-height of the corrugation.

4 Where the thickness changes within the horizontal levels, the thinner plate should be gauged.

5 Steel renewal and/or reinforcement should comply with the bulk carrier bulkhead and double bottom strength standards defined in regulation XII/1.5 of the Convention.

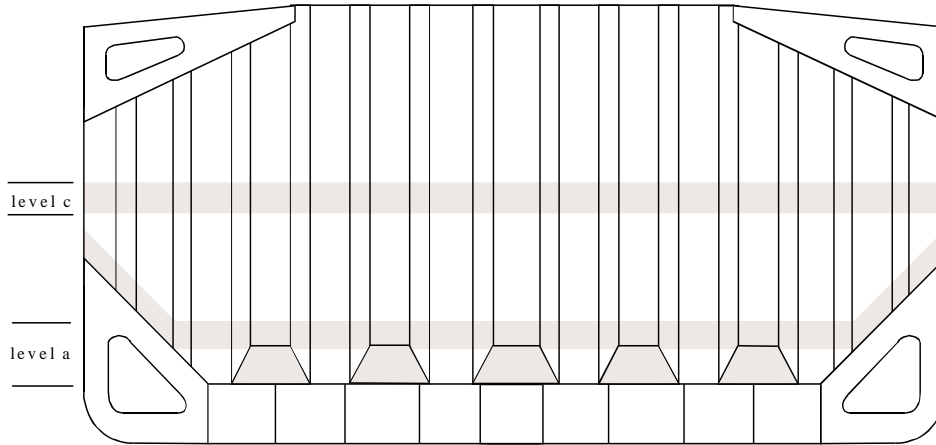


Figure 1. Ships without lower stool

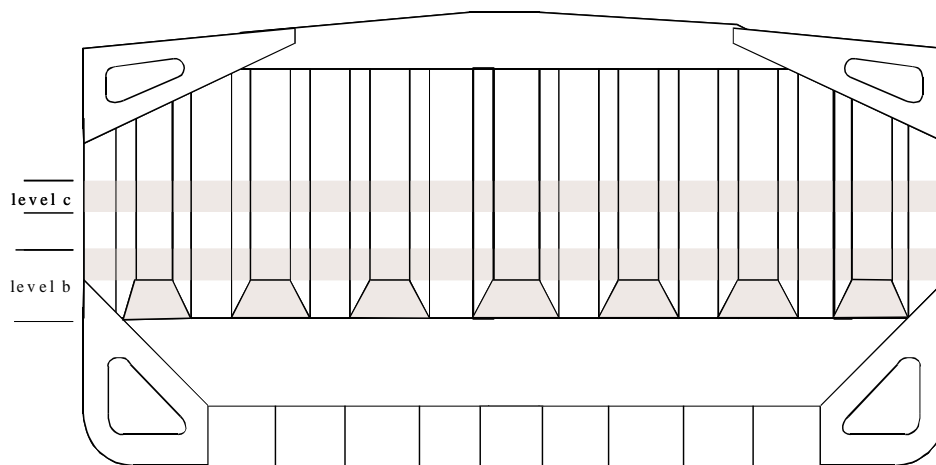


Figure 2. Ships with lower stool

ANNEX 12

ADDITIONAL ANNUAL SURVEY REQUIREMENTS FOR THE FOREMOST CARGO HOLD OF SHIPS SUBJECT TO SOLAS REGULATION XII/9.1

1 General

In the case of bulk carriers over 5 years of age, the annual survey should include, in addition to the requirements of the annual surveys prescribed in chapter 3 of the present Guidelines, an examination of the following items.

2 Extent of survey

2.1 For bulk carriers of 5 - 15 years of age:

2.1.1 An overall survey of the foremost cargo hold, including close-up survey of sufficient extent, minimum 25% of frames, should be carried out to establish the condition of:

- .1 shell frames including their upper and lower end attachments, adjacent shell plating, and transverse bulkheads; and
- .2 areas found to be suspect areas at the previous periodical survey.

2.1.2 Where considered necessary by the surveyor as a result of the overall and close-up survey as described in 2.1.1 above, the survey should be extended to include a close-up survey of all of the shell frames and adjacent shell plating of the cargo hold.

2.2 For bulk carriers exceeding 15 years of age:

An overall survey of the foremost cargo hold, including close-up survey should be carried out to establish the condition of:

- .1 all shell frames including their upper and lower end attachments, adjacent shell plating, and transverse bulkheads; and
- .2 areas found to be suspect areas at the previous periodical survey.

3 Extent of thickness measurement

3.1 Thickness measurement should be carried out to an extent sufficient to determine both general and local corrosion levels at areas subject to close-up survey, as described in 2.1 and 2.2 above. The minimum requirement for thickness measurements are areas found to be suspect areas at the previous periodical survey. Where substantial corrosion is found, the extent of thickness measurements should be increased with the requirements of annex 10.

3.2 The thickness measurement may be dispensed with provided the surveyor is satisfied by the close-up survey, there is no structural diminution and the protective coating, where applied, remains effective.

4 Special consideration

Where the protective coating, as referred to in the explanatory note below, in the foremost cargo hold is found to be in GOOD condition, the extent of close-up surveys and thickness measurements may be specially considered.

Explanatory note:

At the time of new construction, all internal and external surfaces of hatch coamings and hatch covers, and all internal surfaces of the cargo holds, excluding the flat tank top areas and the hopper tanks sloping sloping plating approximately 300 mm below the side shell frame and brackets, should have an efficient protective coating (epoxy coating or equivalently) applied in accordance with the manufacturer's recommendation. In the selection of coating due consideration should be given by the owner to intended cargo conditions expected in service.

For existing bulk carriers, where owners may elect to coat or recoat cargo holds as noted above, consideration may be given to the extent of the close-up and thickness measurement surveys. Prior to the coating of cargo holds of existing ships, scantlings should be ascertained in the presence of a surveyor."

ANNEX B

GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF OIL TANKERS

- 1 The "Contents" is amended as follows:
 - .1 The existing text of 1.3 is replaced by the following:

"1.3 Repairs"
 - .2 The existing text of 4 to 4.4 is replaced by the following:

"4 INTERMEDIATE ENHANCED SURVEY
4.1 General
4.2 Oil tankers 5-10 years of age
4.3 Oil tankers 10-15 years of age
4.4 Oil tankers exceeding 15 years of age"
- 2 The following new paragraphs 1.2.13 is added after the existing paragraph 1.2.12:

"1.2.13 A *prompt and thorough repair* is a permanent repair completed at the time of survey to the satisfaction of the surveyor, therein removing the need for the imposition of any associated condition of classification."
- 3 The existing text of section 1.3 is replaced by the following:

"1.3 Repairs

1.3.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Administration, will affect the ship's structural, watertight or weathertight integrity, should be promptly and thoroughly repaired. Areas to be considered include:

 - .1 side shell frames, their end attachments or adjacent shell plating;
 - .2 deck structure and deck plating;
 - .3 bottom structure and bottom plating;
 - .4 watertight or oiltight bulkheads; and
 - .5 hatch covers or hatch coamings.

Where adequate repair facilities are not available, the Administration may allow the ship to proceed directly to a repair facility. This may require discharging the cargo and/or temporary repairs for the intended voyage.

1.3.2 Additionally, when a survey results in the identification of substantial corrosion or structural defects, either of which, in the opinion of the Administration, will impair the ship's fitness for continued service, remedial measures should be implemented before the ship continues in service."

4 In existing paragraph 2.1.3 the words “, as required in 2.1.5,” are inserted between the words “piping” and “is in a satisfactory condition”.

5 The existing text of paragraph 2.1.5 is replaced by the following:

"2.1.5 Cargo piping on deck, including Crude Oil Washing (COW) piping, and cargo and ballast piping within the above tanks and spaces should be examined and operationally tested to working pressure to attending surveyor's satisfaction to ensure that tightness and condition remain satisfactory. Special attention should be given to any ballast piping in cargo tanks and cargo piping in ballast tanks and void spaces, and surveyors should be advised on all occasions when this piping, including valves and fittings, are open during repair periods and can be examined internally."

6 The existing text of paragraph 2.3.1 is replaced by the following:

"Where provided, the condition of the corrosion prevention system of cargo tanks should be examined. A ballast tank where a protective coating is found in POOR condition and it is not renewed or where soft coating has been applied, or where a protective coating has not been applied from the time of construction, the tank in question should be examined at annual intervals. Thickness measurements should be carried out as deemed necessary by the surveyor."

7 The following new paragraph is added after the end of the existing paragraph 3.5.2:

"3.5.3. For oil tankers exceeding 15 years of age, all ballast tanks adjacent to (i.e. with a common plane boundary) a cargo tank with any means of heating should be examined internally. When considered necessary by the surveyor, thickness measurements should be carried out and if the results of these thickness measurements indicate that substantial corrosion is found, the extent of thickness measurements should be increased in accordance with the requirements of annex 4. Tanks or areas where coating was found to be in GOOD condition at the previous intermediate or periodical survey may be specially considered by the Administration."

8 The existing text of paragraphs 4 to 4.4.2 is replaced by the following:

"4 INTERMEDIATE ENHANCED SURVEY

4.1 General

4.1.1 Items that are additional to the requirements of the annual survey may be surveyed either at the second or third annual survey or between these surveys.

4.1.2 The survey extent of cargo and ballast tanks dependent on the age of the ship is specified in 4.2, 4.3 and 4.4.

4.1.3 For weather decks, an examination as far as applicable of cargo, crude oil washing, bunker, ballast, steam and vent piping systems as well as vent masts and headers. If upon examination there is any doubt as to the condition of the piping, the piping may be required to be pressure tested, thickness measured or both.

4.2 Oil tankers 5 – 10 years of age

4.2.1 The requirements of 4.1.3 apply.

4.2.2 For tanks used for salt water ballast, an overall survey of representative tanks selected by the surveyor should be carried out. If such inspections reveal no visible structural defects, the examination may be limited to a verification that the protective coating remains efficient.

4.2.3 Where POOR coating condition, corrosion or other defects are found in salt water ballast tanks or where a protective coating was not applied from the time of construction, the examination should be extended to other ballast tanks of the same type.

4.2.4 In salt water ballast tanks where a protective coating is found in POOR condition and it is not renewed, where soft coating has been applied, or where a protective coating was not applied from the time of construction, the tanks in question should be examined and thickness measurements carried out as considered necessary at annual intervals.

4.3 Oil tankers 10 - 15 years of age

4.3.1 The requirements of 4.2 apply.

4.3.2 An overall survey of at least two representative cargo tanks should be carried out.

4.3.3 For tanks used for salt water ballast including combined cargo/ballast tanks, an overall survey of all such tanks should be carried out. If such survey reveals no visible structural defects, the survey may be limited to a verification that the protective coatings remain efficient.

4.3.4 Extent of close up survey:

Ballast tanks: To the same extent as previous periodical survey

Cargo tanks: Two combined cargo/ballast tanks. The extent of survey should be based on the record of the previous periodical survey, and repair history of the tanks.

The extent of close-up surveys may be extended as stated in 2.4.3. For areas in tanks where coatings are found to be in GOOD condition, the extent of the close-up surveys may be specially considered by the Administration.

4.3.5 Extent of thickness measurement:

The minimum requirements for thickness measurements at the intermediate survey are areas found to be suspect areas at the previous periodical survey. Where substantial corrosion is found, the extent of the thickness measurements should be increased in accordance with the requirements of annex 4.

- .2 The table headed "Extract of thickness measurements" is amended as follows:
 - .1 The existing text of the heading of the first column is replaced by the following:

"Position of substantially corroded tanks/areas or areas with deep pitting"
 - .2 The following new note is added at the end of the table:
 - "3 Any bottom plating with a pitting intensity of 20% or more, with wastage in the substantial corrosion range or having an average depth of pitting of 1/3 or more of actual plate thickness should be noted."

13 In annex 11, the fourth sentence of the existing text of paragraph 3.1 is replaced by the following:

"The approach is basically an evaluation of the risk based on the knowledge and experience related to design and corrosion".

ANNEX 18**DRAFT ASSEMBLY RESOLUTION****CODE OF PRACTICE FOR THE INVESTIGATION OF THE CRIMES OF
PIRACY AND ARMED ROBBERY AGAINST SHIPS**

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,

RECALLING ALSO the 1988 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA Convention) and the 1988 Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf,

NOTING resolution A/RES/55/7 on "Oceans and the law of the sea", by which the United Nations General Assembly, at its fifty-fifth session, urged all States, in particular coastal States, in affected regions to take all necessary and appropriate measures to prevent and combat incidents of piracy and armed robbery at sea, including through regional co-operation, and to investigate or co-operate in the investigation of such incidents wherever they occur and bring the alleged perpetrators to justice in accordance with international law,

NOTING ALSO the approval by the Maritime Safety Committee of MSC/Circ.622/Rev.1 and MSC/Circ.623/Rev.1 containing recommendations to Governments and guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships,

BEARING IN MIND the rights and obligations of States under the international law of the sea, including the provisions of the 1982 United Nations Convention on the Law of the Sea (UNCLOS),

RECOGNIZING WITH DEEP CONCERN the grave danger to the safety of life at sea, maritime safety and the protection of the marine environment arising from acts of piracy and armed robbery against ships,

RECOGNIZING ALSO that the number of acts of piracy and armed robbery against ships continues to increase world-wide,

BEING AWARE that the fight against piracy and armed robbery against ships is often impeded by the absence of effective legislation in some countries for the investigation of reported cases of piracy and armed robbery against ships,

BEING ALSO AWARE that, when arrests are made, some Governments are lacking the legislative framework and adequate guidelines for investigation necessary to enable conviction and punishment of those involved in acts of piracy and armed robbery against ships,

TAKING INTO ACCOUNT the recommendations made at regional seminars and workshops organized by IMO within the context of the 1998 anti-piracy project, that the development of a Code of practice for the investigation and prosecution of acts of piracy and armed robbery against ships should be pursued on a priority basis to ensure an appropriate punishment for the crime of piracy and armed robbery against ships,

BEING CONVINCED of the apparent need for a Code of Practice to be adopted and promulgated as soon as possible,

BEING ALSO CONVINCED of the need for Governments to co-operate and to take, as a matter of the highest priority, all necessary action to prevent and suppress any acts of piracy and armed robbery against ships,

1. ADOPTS the Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships set out in the Annex to the present resolution;
2. INVITES Governments to co-operate in the interests of the safety of life at sea and environmental protection by increasing their efforts to suppress and prevent acts of piracy and armed robbery against ships;
3. ALSO INVITES Governments to develop, as appropriate, agreements and procedures to facilitate co-operation in applying efficient and effective measures to prevent acts of piracy and armed robbery against ships;
4. ENCOURAGES Governments to apply the provisions of international instruments aiming at improving the safety of life at sea and the prevention and suppression of acts of piracy and armed robbery against ships;
5. REQUESTS the Secretary-General to bring this resolution and the annexed Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships to the attention of Member Governments, the United Nations and other international organizations concerned for information and appropriate action;
6. URGES Governments to take actions, as set out in the annex to the Code of Practice, to investigate all acts under their jurisdiction of piracy and armed robbery against ships, and to report to the Organization pertinent information on all investigations and prosecutions concerning these acts;
7. FURTHER URGES all Governments responsible for ports, anchorages and sea areas to inform the Organization of specific advice available to ships on the subject of piracy and armed robbery against ships for promulgation by the industry to such vessels.

ANNEX

CODE OF PRACTICE FOR THE INVESTIGATION OF THE CRIMES OF PIRACY AND ARMED ROBBERY AGAINST SHIPS

1 PURPOSE OF THIS DOCUMENT

The purpose of this document is to provide IMO Member States with an *aide-mémoire* to facilitate the investigation of the crimes of piracy and armed robbery against ships.

2 DEFINITIONS

For the purpose of this Code:

2.1 “Piracy” means unlawful acts as defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS).

2.2 “Armed robbery against ships” means any unlawful act of violence or detention or any act of depredation, or threat thereof, other than an act of "piracy", directed against a ship or against persons or property on board such a ship, within a State’s jurisdiction over such offences.

2.3 “Investigators” means those people appointed by the relevant State(s) to intervene in an act of piracy or armed robbery against a ship, during and/or after the event.

3 PRIOR CONSIDERATIONS

Legislation

3.1 States are recommended to take such measures as may be necessary to establish their jurisdiction over the offences of piracy and armed robbery against ships, including adjustment of their legislation, if necessary, to enable those States to apprehend and prosecute persons committing such offences.

* The following definition of piracy is contained in article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS):

“Piracy consists of any of the following acts:

- (a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
 - (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
- (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
- (c) any act inciting or of intentionally facilitating an act described in subparagraph (a) or (b).”

3.2 States are encouraged to ratify, adopt and implement the practical applications of the 1982 United Nations Convention on the Law of the Sea, the 1988 Convention for the Suppression of Unlawful Acts Against the Safety of Navigation and the 1988 Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf.

Action by coastal/port States

3.3 To encourage masters to report all incidents of piracy and armed robbery against ships, coastal/port states should make every endeavour to ensure that these masters and their ships will not be unduly delayed and that the ship will not be burdened with additional costs related to such reporting.

Coastal State agreements

3.4 Coastal states are encouraged, where appropriate, to enter into bilateral or multilateral agreements to facilitate the investigation of piracy and armed robbery against ships.

4. TRAINING OF INVESTIGATORS

4.1 Training of investigators should cover the **primary purposes of an intervention/investigation:**

- .1 In any cases where persons on board have been abducted or have been held hostage, the primary objective of any law enforcement operation or investigation must be their safe release. **Their rescue must take precedence over all other considerations.**
- .2 Arrest of offenders.
- .3 Securing of evidence, especially if an examination by experts is needed.
- .4 Dissemination of information which may help prevent other offences.
- .5 Recovery of property stolen.
- .6 Co-operation with the authority responsible for dealing with any particular incident.

4.2 Investigators must be trained and experienced in conventional investigative techniques, and should be as familiar as possible with a ship environment. Maritime knowledge will of course be an advantage, and access to persons with knowledge on maritime procedures useful, but it is investigative skills which are vital.

4.3 Trainers may wish to emphasise that offenders could still be at the scene of crime when investigators arrive on scene.

5 INVESTIGATIVE STRATEGY

5.1 It is essential that those employed by security force agencies to investigate piracy or armed robbery against ships have demonstrated investigation skills and competencies, as well as maritime knowledge/experience. Offenders are ultimately land-based, and it is likely that it is on land they will be most vulnerable to detection. Associates may be prepared to give information against them, for example, and it is there that they will be spending the proceeds of their crime. It is also probable that offenders will be involved in other offences such as carrying of illegal immigrants, and useful intelligence may be lost if investigators are too compartmentalised in their approach.

5.2 Conventional detective methods offer the best chance to identify and apprehend pirates and perpetrators of armed robbery.

5.3 It may be appropriate to link anti-piracy measures to anti-smuggling patrols or efforts to prevent drug smuggling or unlawful drug trafficking, so minimising duplication of effort and leading to saving of resources. Wherever possible, inter-agency approach to investigation should be adopted.

Overall management/other liaison/co-operation

5.4 It is important to identify the person and/or organisation in charge of an investigation. Confusion or delay in the early stages will, at best, result in delayed investigative opportunities and loss of evidence. At worst, it may increase the danger to any crewmen held captive by the offenders, possibly resulting in avoidable loss of life or injury.

5.5 Recognition should be given to the different national interests that may be involved in each case including: the flag state of the ship; country in whose territorial waters the attack took place; country of suspected origin of the perpetrators; country of nationality of persons on board; country of ownership of cargo; and country where the crime is committed. In cases of piracy and armed robbery against ships outside territorial waters, the flag State of the ship should take lead responsibility and in other cases of armed robbery the lead should be taken by the State in whose territorial waters the attack took place. In all cases it should be recognised that other States will have legitimate interests and therefore liaison and co-operation between them is vital to a successful investigation.

5.6 It is important to involve relevant organizations (e.g. Interpol, ICC/International Maritime Bureau) at an early stage, where appropriate, to take account of the possibility that transnational organised crime may be involved.

5.7 If in the course of the investigation there is an unavoidable need to change the investigators in charge a full debriefing should take place.

6 DEALING WITH AN INITIAL REPORT

When information is received that a ship is under attack, or a recently committed major offence is reported and the ship is accessible, investigators should attend without delay. The responsibilities of those who first attend crime scenes will be the following:

Preservation of life

- .1 They must secure medical treatment for all persons injured.

Prevention of the escape of offenders

- .2 They must be alert to the possibility that, in some circumstances, offenders may still be in the vicinity.

Warnings to other ships

- .3 Whenever practicable warnings should be issued to other ships in the vicinity which may be vulnerable to attack.

Protection of crime scenes

- .4 Recovery of forensic material from a crime scene has the potential to provide evidence to identify offenders. Equally, interpretation of what happened at the scene will help investigators and determine the outcome of the investigation. It is therefore vital that crime scenes be protected until the attendance of appropriately qualified personnel to examine them. This point must be fully understood by the master, crew and shipowner of any ship involved.
- .5 The initial phases of the law enforcement and emergency services' response present the greatest risk of scene contamination. Personnel co-ordinating the law-enforcement response should be aware of the risk of contamination and advise persons attending scenes, including other law enforcement officials and naval personnel, accordingly.
- .6 They must ensure that the authorities in the country with lead responsibility for investigating any crime are informed of the details of the incident and given the opportunity to conduct an investigation into it. Any evidence, details of action taken, etc should be passed to the State with the lead responsibility.

Securing evidence

- .7 Focused questioning at the crime scene may lead to information which, by being rapidly passed to all appropriate authorities, could lead to the identification or arrest of offenders e.g. description of offenders, description of ship and direction last seen heading in.
- .8 Law enforcement officials first attending a scene must appreciate the importance of their role in gathering and passing on as quickly as possible, relevant evidence even if the offenders have escaped. Mistakes or omissions at the outset may have serious implications for the subsequent investigation.
- .9 Investigators should bear in mind that recovery of property during the investigation is important as it may become evidence in the event of any prosecution.

7 THE INVESTIGATION

Proportionality

The course of an investigation will to a large extent depend on the circumstances of the offence. In this regard the investigating agency will wish to take account of the “seriousness” of the incident. This will range from stolen property to the loss of life. Consequently, action to be pursued should be proportionate to the crime committed and consistent with the laws that were violated. The following will, however, be common to all piracy and armed robbery investigations:

Establishing and recording of all relevant facts

- .1 All relevant facts must be recorded in a systematic way. Most law enforcement agencies use multi-purpose crime reporting forms, but officers dealing with offences at sea must be sure to include the additional information which may subsequently prove essential in legal proceedings in these cases e.g. weather, sea state, position, direction of travel and speed of the ship, a detailed description of the ship and so forth.
- .2 Photographs and videotapes taken of and on a ship will help investigators and witnesses subsequently explain what happened.
- .3 Investigators must bear in mind that laws governing offences committed at sea allow, in some circumstances, for legal proceedings in countries other than those where initial investigators may be based. Investigations must therefore be sufficiently comprehensive and detailed to explain what happened to courts other than the investigators’ own, possibly several years after the offences have been committed. The *modus operandi* of investigators has to be described in the investigation report.

Recording of individual witness accounts

- .4 These should be recorded in a formal manner acceptable for use in subsequent court proceedings. These accounts will form the basis of any prosecution case and untrained personnel should not be used for this important task.
- .5 Witness accounts must be recorded at the earliest opportunity, as memories do fade and accounts may be influenced by contact with other witnesses and media reports.
- .6 Where witnesses speak different languages to the investigators, as will happen frequently in piracy cases, their accounts must be recorded in their own languages and through use of properly qualified interpreters when this can be done within a reasonable timescale. Investigators should be aware that an account signed by a witness, or indeed the suspect, in a language foreign to that person may be valueless in court proceedings. It is important, therefore, to establish the legal requirements for the validity of evidence in each case.

- .7 Experience has proved that witnesses in piracy cases, and particularly those who have been subjected to violence, are likely to be exceptionally distressed. Their experience will have been all the worse if they have been held captive for a long period and/or been in fear of death, and the situation will be exacerbated still further if they are far from home. Investigators should bear these factors in mind and deal with them sympathetically and patiently if they are to elicit all relevant facts.
- .8 Witnesses should be interviewed separately from each other when this can be done within a reasonable timescale to protect the integrity of the individual accounts of the incident.
- .9 Investigators should focus upon obtaining specific descriptions of the individuals involved in the piracy incident, particularly noting any distinguishing characteristics of the “leader”.
- .10 If more than one offender is involved, investigators should attempt to obtain particular information from the witnesses about the actions of each individual offender, rather than be satisfied with the general statements about what “the hijackers” or “the pirates” did on the ship.

Detailed forensic examination of scenes

- .11 Detailed forensic examination of the crime scene, particularly in serious matters including homicides, offers investigators the best opportunities to establish crucial information and evidence which may ultimately result in the case being detected.
- .12 Investigators should secure particular objects or places on the ship where the offenders may have left fingerprints or other latent prints of value.
- .13 Investigators will be well advised to take advantage of the full range of specialist services available to them.
- .14 Investigators should take into consideration the need not to detain ships or impede work on board the ship longer than what is strictly necessary when carrying out the forensic examination.

Search of intelligence databases

- .15 Crimes must not be treated in isolation.
- .16 Offenders may be responsible for similar offences not yet solved, but when the evidence from all those cases is accumulated and considered opportunities to identify offenders may emerge. Appropriate databases, including those held by the International Maritime Bureau in Kuala Lumpur, Malaysia should be searched to identify series of offences. However, usage of private databases has to be compatible with the law governing the investigation. Consideration should be given to contacting Interpol in case they have any information on the offenders.

- .17 Equally, offenders may have convictions the details of which could link them to crimes under investigation.

Distribution of information and intelligence to appropriate agencies

- .18 An important product of an effective investigation, even if it does not lead to any arrests, should be the generation of intelligence, and systems should be in place to ensure that potentially useful intelligence is disseminated to all appropriate parties. These might include law enforcement agencies, naval authorities, coastguards, harbour masters and others who may need it and could act on it according to their national regulations.

ANNEX 19

WORK PROGRAMMES OF THE SUB-COMMITTEES

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG)

		Target completion date/number of sessions needed for completion	Reference
1	Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments	Continuous	BLG 1/20, section 3; BLG 6/16, section 7
2	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Matters related to the probabilistic methodology for oil outflow analysis	2002	BLG 1/20, section 8; BLG 6/16, section 4
H.2	Review of Annex I of MARPOL 73/78	2003	BLG 1/20, section 9; BLG 6/16, section 5
H.3	Review of Annex II of MARPOL 73/78	2003	BLG 1/20, section 9; BLG 6/16, section 6
H.4	Environmental and safety aspects of alternative tanker designs under MARPOL 73/78 regulation I/13F		BLG 3/18, paragraph 15.7
.1	development of the final guidelines	2 sessions	BLG 1/20, paragraph 8.15
.2	assessment of alternative tanker designs, if any (as necessary)	Continuous	BLG 1/20, section 16; BLG 4/18, paragraph 15.3

Notes: 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.

2 Items printed in bold letters have been selected for the provisional agenda for BLG 7, shown in annex 20.

Sub-Committee on Bulk Liquids and Gases (BLG) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.5	Requirements for personnel protection involved in the transportation of cargoes containing toxic substances in all types of tankers	2002	BLG 1/20, section 12; BLG 6/16, section 10
H.6	Oil tagging systems	2003	MEPC 45/20, paragraph 17.4
H.7	Revision of the fire protection requirements of the IBC and IGC Codes (in co-operation with FP as necessary)	2 sessions	MSC 74/24, paragraph 18.5
L.1	Development of guidelines for ships operating in Arctic ice-covered waters (co-ordinated by DE)	2002	DE 43/18, section 12; MSC 71/23, paragraph 20.43; BLG 6/16, paragraph 13.4
L.2	Application of MARPOL requirements to FPSOs and FSUs	2002	MEPC 41/20, paragraph 7.7; MSC 69/22, paragraph 20.8.1; BLG 6/16, section 9
L.3	Amendments to requirements on electrical installations in the IBC and IGC Codes (in co-operation with DE)	2002	MSC 71/23, paragraph 20.3; BLG 6/16, section 8

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC)

		Target completion date/number of sessions needed for completion	Reference
1	Harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods	Continuous	MSC 63/23, paragraph 10.6
2	Reports on incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Continuous	CDG 45/22, section 11 and paragraph 20.2
3	Amendments to the BC Code, including evaluation of properties of solid bulk cargoes	Continuous	BC 34/17, section 3; DSC 2/16, paragraph 16.2.5.1
4	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Amendment 31-02 to the IMDG Code, its annexes and supplements (EmS, MFAG)	2002	DSC 3/15, paragraph 12.6; DSC 5/13, paragraph 10.5
H.2	Implementation of Annex III of MARPOL 73/78	2002	DSC 3/15, paragraph 12.6; DSC 5/13, paragraph 10.4
H.3	Cargo securing manual	2002	DSC 5/13, paragraph 10.5; MSC 73/21, paragraph 18.8

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- Notes:**
- "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
 - Items printed in bold letters have been selected for the provisional agenda for DSC 6, shown in annex 20.

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.4	Development of an instrument for multimodal training requirements	2001	DSC 2/16, paragraph 13.10; DSC 5/13, paragraph 10.4
H.5	Revision of the Emergency Schedules (EmS)	2002	DSC 3/15, paragraph 3.2.21
H.6	Review of the BC Code	2002	DSC 3/15, paragraph 12.7
H.7	Amendments to SOLAS chapters VI and VII and MARPOL Annex III to make the IMDG Code mandatory	2001	MSC 70/23, paragraph 20.6; MSC 71/23, paragraph 20.7; MSC 73/21, paragraph 18.11
H.8	Stowage and segregation requirements for freight containers on containerhips with partially weatherproof hatchway covers (co-ordinated by SLF)	2001	DSC 5/13, paragraph 10.6; MSC 72/23, paragraph 21.15
H.9	Development of a manual on loading and unloading of solid bulk cargoes for terminal representatives	2002	MSC 72/23, paragraph 21.17
L.1	Guidelines for the development of shipboard emergency plans for marine pollutants	1 session*	CDG 42/22, section 9 and paragraph 20.2; DSC 2/16, paragraph 16.2.5.3

* To be decided by the MEPC

SUB-COMMITTEE ON FIRE PROTECTION (FP)

		Target completion date/number of sessions needed for completion	Reference
1	Analysis of fire casualty records	Continuous	FP 45/16, section 10; FSI 8/19, section 11
H.1	Recommendation on evacuation analysis for new and existing passenger ships	2002	MSC 73/21, paragraph 4.16; FP 45/16, section 3
H.2	Unified interpretations of SOLAS chapter II-2 and related fire test procedures	2002	FP 43/18, paragraphs 5.7, 7.25 and 15.3.5.1; FP 45/16, section 6
H.3	Large passenger ship safety	2003	MSC 74/24, paragraph 21.4
H.4	Revision of the fishing vessel Safety Code and Voluntary Guidelines (co-ordinated by SLF)	2003	MSC 74/24, paragraph 21.5
H.5	Performance testing and approval standards for fire safety systems	2005	MSC 74/24, paragraph 21.12
L.1	Revision of resolution A.654(16)	2003	FP 41/22, section 12; FP 45/16, section 11
L.2	Development of guidelines for ships operating in Arctic ice-covered waters (co-ordinated by DE)	2002	MSC 71/23, paragraph 20.43; FP 45/16, section 9
L.3	Smoke control and ventilation	2002	FP 39/19, section 9; FP 45/16, section 5
L.4	Revision of resolution A.602(15)	2002	MSC 72/23, paragraph 21.21.2; FP 45/16, section 12

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- Notes:** 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
- 2 Items printed in bold letters have been selected for the provisional agenda for FP 46, shown in annex 20.

Sub-Committee on Flag State Implementation (FSI)

		Target completion date/number of sessions needed for completion	Reference
1	Mandatory reports under MARPOL 73/78	Continuous	MSC 70/23, paragraph 20.12.1; FSI 9/19, section 8
2	Casualty statistics and investigations	Continuous	MSC 68/23, paragraphs 7.16 to 7.24; FSI 9/19, section 10
3	Regional co-operation on port State control	Continuous	FSI 9/19, section 6
4	Reporting procedures on port State control detentions and analysis and evaluation of reports	Continuous	MSC 71/23, paragraph 20.16; FSI 9/19, section 7
5	Responsibilities of Governments and measures to encourage flag State compliance	Continuous	MSC 68/23, paragraphs 7.2 to 7.8; FSI 9/19, section 3
6	Comprehensive analysis of difficulties encountered in the implementation of IMO instruments	Continuous	MSC 69/22, paragraph 20.28; FSI 8/19, section 4
H.1	PSC on seafarers' working hours	2 sessions	MSC 70/23, paragraph 20.12.3; FSI 7/14, paragraphs 7.11 to 7.13; MSC 71/23, paragraph 13.13
H.2	Review of resolutions A.744(18) and A.746(18)	2004*	MSC 72/23, paragraph 21.27; FSI 9/19, section 12; MSC 74/24, paragraph 21.20

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- Notes:**
- 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
 - 2 Items printed in bold letters have been selected for the provisional agenda for FSI 10, shown in annex 20.

* Reference is made to paragraph 21.20 of document MSC 74/24 in which FSI 10 is instructed to finalize work on the review of resolution A.744(18) with a view to transferring all future work on the subject to the DE Sub-Committee.

Sub-Committee on Flag State Implementation (FSI) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.3	Self-assessment of flag State performance	2003	MSC 70/23, paragraphs 9.2 to 9.14; MSC 71/23, paragraph 20.15; FSI 9/19, section 4
H.4	Implications arising when a vessel loses the right to fly the flag of a State	2002	MSC 68/23, paragraph 7.7; MSC 70/23, paragraph 22.12.4; FSI 9/19, section 5
H.5	Illegal, unregulated and unreported (IUU) fishing and related matters	2002	MSC 72/23, paragraph 21.28; FSI 9/19, section 15
H.6	Development of guidelines for survey and certification for anti-fouling paints	2003	MEPC 45/20, paragraph 17.1; MEPC 46/23, paragraphs 5.19 and 5.20
H.7	Matters related to CSD 7	2002	MSC 73/21 paragraph 18.18.4; FSI 9/19, paragraphs 3.2 to 3.8; MSC 74/24, paragraph 21.16
H.8	Measures to prevent accidents with lifeboats (co-ordinated by DE)	2 sessions	MSC 74/24, paragraph 21.34
L.1	Introduction of the HSSC into MARPOL Annex VI on prevention of air pollution	2003*	MEPC 41/20, paragraph 8.22.1; MSC 69/22, paragraph 20.28; FSI 9/19, section 9

* To be included in the provisional agenda for FSI 11 (see paragraph 9.3 document FSI 9/19).
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SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)

		Target completion date/number of sessions needed for completion	Reference
1	Global Maritime Distress and Safety System (GMDSS)		COMSAR 5/14, section 3
	.1 matters relating to the GMDSS Master Plan	Continuous	COMSAR 5/14, paragraphs 3.1 to 3.10
	.2 replies to questionnaire on casualties	Continuous	COMSAR 1/30, paragraphs 3.15 to 3.16
	.3 exemptions from radio requirements	Continuous	COMSAR 4/14, paragraphs 3.38 to 3.41
2	Promulgation of maritime safety information (MSI) (in co-operation with ITU, IHO, WMO and IMSO)		
	.1 operational and technical co-ordination provisions of Maritime Safety Information (MSI) services, including review of the related documents	Continuous	COMSAR 5/14, paragraphs 3.11 to 3.28
3	ITU World Radiocommunication Conference matters	Continuous	COMSAR 5/14, section 5
4	Radiocommunication ITU-R Study Group 8 matters	Continuous	COMSAR 5/14, section 5
5	Satellite services (Inmarsat and COSPAS-SARSAT)	Continuous	COMSAR 5/14, section 6

Notes: 1 “H” means a high priority item and “L” means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.

2 Items printed in bold letters have been selected for the provisional agenda for COMSAR 6, shown in annex 20.

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
6	Matters concerning search and rescue, including those related to the 1979 SAR Conference and the introduction of the GMDSS		
.1	harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters	2002	COMSAR 4/14, paragraphs 8.1 to 8.19; COMSAR 5/14, paragraph 8.1 to 8.20 and 11.5.2.1
.2	plan for the provision of maritime SAR services, including procedures for routing distress information in the GMDSS	Continuous	COMSAR 5/14, paragraphs 8.25 to 8.92
.3	revision of the IAMSAR Manual	Continuous	MSC 71/23, paragraph 20.22; COMSAR 5/14, paragraphs 8.21 to 8.24
.4	development of a list of contents for a medical first-aid kit for certain ro-ro passenger ships for utilization by a medical doctor	2002	COMSAR 5/14, paragraph 14.2.4; MSC 74/24, paragraph 21.25.4
7	Emergency radiocommunications: false alerts and interference	2002	COMSAR 5/14, section 7 and paragraph 7.11
8	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Procedures for responding to DSC alerts	2003	COMSAR 4/14, paragraph 3.49; MSC 72/23, paragraph 21.32; COMSAR 5/14, paragraph 11.5.3.1

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.2	Development of criteria for general radiocommunications	2002	MSC 69/22, paragraph 20.36; COMSAR 5/14, section 4
H.3	Amendments to SOLAS chapter IV pursuant to the criteria set out in resolution A.888(21)	3 sessions	MSC 72/23, paragraph 21.33.1.2
H.4	Development of a procedure for recognition of mobile-satellite systems	2003	MSC 72/23, paragraph 21.33.1.3; COMSAR 5/14, paragraph 11.5.3.2
H.5	Developments in maritime radiocommunication systems and technology	2003	COMSAR 5/14, paragraphs 3.42 to 3.46; MSC 74/24, paragraph 21.25.1
H.6	Bridge-to-bridge radiocommunications	2003	COMSAR 5/14, paragraphs 3.42 to 3.46; MSC 74/24, paragraph 21.25.2
H.7	[Places of refuge] (co-ordinated by NAV)	2002	COMSAR 5/14, paragraph 8.88; MSC 74/24, paragraphs 21.25.3 and 21.31
H.8	Large passenger ship safety	2003	MSC 74/24, paragraph 21.4
H.9	Revision of the fishing vessel Safety Code and Voluntary Guidelines (co-ordinated by SLF)	2003	MSC 74/24, paragraph 21.5
H.10	Matters related to bulk carrier safety	2002	MSC 74/24, paragraph 21.6

Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) (continued)

		Target completion date/number of sessions needed for completion	Reference
L.1	Harmonization of GMDSS requirements for radio installations on board SOLAS ships	2002	MSC 71/23, paragraph 20.23; COMSAR 5/14, paragraphs 3.36. to 3.41
L.2	Revision of the performance standards for NAVTEX equipment	2003	MSC 74/24, paragraph 21.26

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV)

		Target completion date/number of sessions needed for completion	Reference
1	Routeing of ships, ship reporting and related matters	Continuous	MSC 72/23, paragraphs 10.69 to 10.71 and 20.41 to 20.42; NAV 46/16, section 3
2	ITU matters, including Radio-communication ITU-R Study Group 8 matters	Continuous	MSC 69/22, paragraphs 5.69 to 5.70; NAV 46/16, paragraphs 8.1 to 8.9
3	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4 NAV 46/16, paragraphs 15.24 to 15.28
H.1	World-wide radio navigation system	2001	MSC 69/22, paragraphs 5.65 and 20.43; NAV 46/16, paragraphs 7.1 to 7.10
H.2	Revision of resolution A.815(19) on World-wide radionavigation system	2001	NAV 46/16, paragraph 7.11; MSC 73/21, paragraph 18.21.1
H.3	Performance standards for bridge watch alarm	2001	MSC 71/23, paragraph 20.28; NAV 46/16, paragraphs 7.12 to 7.14

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2 Items printed in bold letters have been selected for the provisional agenda for NAV 47, shown in annex 20.

Sub-Committee on Safety of Navigation (NAV) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.4	Guidelines for recording events related to navigation	2001	MSC 72/23, paragraph 21.39.1; NAV 46/16, paragraphs 10.1 to 10.8
H.5	Guidelines on automatic identification system (AIS) operational matters (in co-operation with COMSAR)	2001	MSC 72/23, paragraphs 10.65 to 10.68; NAV 46/16, paragraphs 10.9 to 10.29
H.6	Guidelines on voyage data recorders' ownership and recovery	2001	NAV 46/16, paragraph 15.38; MSC 73/21, paragraph 18.21.2
H.7	Training and certification of maritime pilots and revision of resolution A.485(XII) (co-ordinated by STW)	2001	MSC 72/23, paragraph 21.39; NAV 46/16, paragraphs 15.9 to 15.19
H.8	Feasibility study on carriage of VDR on existing cargo ships	3 sessions	MSC 73/21, paragraphs 11.31 and 18.22
H.9	Large passenger ship: effective voyage planning for large passenger ships	2003	MSC 73/21, paragraph 18.23; MSC 74/24, paragraph 21.4
H.10	Places of refuge (in co-operation with COMSAR and DE)	2003	MSC 74/24, paragraph 21.31
H.11	Revision of fishing vessel Safety Code and Voluntary Guidelines (co-ordinated by SLF)	2003	MSC 74/24, paragraph 21.5
H.12	Revision of the performance standards for radar reflectors	2 sessions	MSC 74/24, paragraph 21.29
H.13	Anchoring, mooring and towing equipment (co-ordinated by DE)	2003	MSC 74/24, paragraph 21.30

Sub-Committee on Safety of Navigation (NAV) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.14	Measures to prevent accidents with lifeboats (co-ordinated by DE)	2 sessions	MSC 74/24, paragraph 21.34
H.15	Matters related to bulk carrier safety	2002	MSC 74/24, paragraph 21.6
L.1	Development of guidelines for ships operating in Arctic ice-covered waters (co-ordinated by DE)	2001	MSC 69/22, paragraph 20.51; MSC 71/23, paragraph 20.43; NAV 46/16, paragraphs 12.1 to 12.5
L.2	Integrated bridge systems (IBS) operational aspects	2001	MSC 70/23, paragraph 20.17.2; NAV 46/16, section 5

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE)

		Target completion date/number of sessions needed for completion	Reference
1	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Low-powered radio homing devices for liferafts on ro-ro passenger ships	2002	MSC 66/24, paragraph 21.24.1; MSC 73/21, paragraph 9.3; DE 44/19, section 7
H.2	Development of guidelines for ships operating in Arctic ice-covered waters (in co-operation with BLG, FP, NAV, SLF, STW and MEPC)	2002	MSC 68/23, paragraph 20.4; DE 44/19, section 12
H.3	Guidelines under MARPOL Annex VI on prevention of air pollution from ships	2003	MEPC 41/20, paragraph 8.22.1
	.1 guidelines for on-board NOx monitoring and recording devices	2003	DE 44/19, section 10
H.4	Revision of resolutions MEPC.60(33) and A.586(14)	2002	MEPC 42/22, paragraph 15.7; DE 44/19, section 11
H.5	Matters related to resolution A.744(18)		MSC 70/23, paragraphs 9.29 and 20.23
	.1 sampling of thickness measurements	2002	DE 44/19, paragraphs 13.5 to 13.8
	.2 amendments to resolution A.744(18)	2003	DE 44/19, paragraphs 13.9 to 13.12

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- 1 "H" means a high priority item and "L" a low priority one. However, within the high and low priority groups, items have not been listed in any order of priority.
 - 2 Items printed in bold letters have been selected for the provisional agenda for DE 45, shown in annex 20.

Sub-Committee for Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.6	Use of desalinators on lifeboats and liferafts	2002	MSC 71/23 paragraph 20.38; DE 44/19, section 5
H.7	Safety aspects of water ballast management	1 session	MSC 71/23, paragraph 9.11
H.8	Matters related to incinerators	2002	MEPC 45/20, paragraph 17; DE 44/19, section 15
H.9	Amendments to the 2000 HSC Code	2003	MSC 73/21, paragraph 18.27; DE 44/19, paragraphs 18.21 to 18.24
H.10	Large passenger ship safety	2003	MSC 74/24, paragraph 21.4
H.11	Revision of the fishing vessel Safety Code and Voluntary Guidelines (co-ordinated by SLF)	2003	MSC 74/24, paragraph 21.5
H.12	Measures to prevent accidents with lifeboats (in co-operation with FSI, NAV and STW)	2004	DE 44/19, paragraphs 18.8 to 18.14; MSC 74/24, paragraph 21.34
H.13	Protection of fuel tanks (in co-operation with BLG and SLF as necessary)	2 sessions	DE 44/19, paragraph 2.7.2; MEPC 46/23, paragraph 20.18; MSC 74/24, paragraph 21.36
H.14	Interpretation of the 2000 HSC Code	2003	MSC 74/24, paragraph 21.37
H.15	Review of fast rescue boat and means of rescue requirements	2003	MSC 74/24, paragraph 21.39

Sub-Committee for Ship Design and Equipment (DE) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.16	Anchoring, mooring and towing equipment	2003	MSC 74/24, paragraph 21.42
H.17	Carriage and stowage of immersion suits	2003	MSC 74/24, paragraph 21.44
H.18	Performance testing and approval standards for SOLAS personal life-saving appliances	2004	MSC 74/24, paragraph 21.46
H.19	[Places of refuge]	2002	MSC 74/24, paragraph 21.31
H.20	Matters related to bulk carrier safety	2002	MSC 74/24, paragraph 21.6
L.1	Development of requirements for wing-in-ground (WIG) craft	2003	DE 42/15, section 8; DE 44/19, paragraphs 18.4 to 18.7
L.2	Guidelines under MARPOL Annex VI on prevention of air pollution from ships	2003	MEPC 41/20, paragraph 8.22.1; DE 42/15, paragraphs 10.2 to 10.4
	.1 guidelines on equivalent methods to reduce on-board NOx emission		
	.2 guidelines on on-board exhaust gas cleaning systems		
	.3 guidelines on other technological methods verifiable or enforceable to limit SOx emission		
L.3	Revision of the Interim Standards for ship manoeuvrability (resolution A.751(18))	2002	MSC 71/23, paragraph 20.39; DE 44/19, section 4
L.4	Amendments to SOLAS requirements on electrical installations (co-ordinated by BLG)	2002	MSC 71/23, paragraph 20.45; DE 44/19, section 8; MSC 74/24, paragraph 11.3

SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF)

		Target completion date/number of sessions needed for completion	Reference
1	Analysis of intact stability casualty records	Continuous	SLF 30/18, paragraphs 4.16 and 4.17
2	Analysis of damage cards	Continuous	SLF 41/18, paragraph 17.5
3	Improved stability criteria and systematic model tests	Continuous	SLF 39/18, paragraph 15.4 and annex 7
H.1	Harmonization of damage stability provisions in IMO instruments (probabilistic method)		
	.1 development of revised SOLAS chapter II-1 parts A, B and B-1	2003	SLF 42/18, section 3; MSC 72/23, paragraph 21.52; SLF 43/16, section 3
	.2 development of explanatory notes for harmonized SOLAS chapter II-1 parts A, B and B-1	2 sessions	MSC 69/22, paragraph 20.60.1; SLF 42/18, section 5
H.2	Revision of technical regulations of the 1966 LL Convention	2002	SLF 43/16, paragraph 4.29
H.3	Revision of the fishing vessel Safety Code and Voluntary Guidelines (in co-operation with FP,COMSAR, NAV, DE and STW)	2004	SLF 43/16, section 5

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 - 2 Items printed in bold letters have been selected for inclusion in the provisional agenda for SLF 44, shown in annex 20.

Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF)
(continued)

		Target completion date/number of sessions needed for completion	Reference
H.4	Role of the human element		
	.1 damage consequence diagrams	2001	SLF 42/18, paragraph 6.8; MSC 71/23, paragraph 20.51; SLF 43/16, section 7
H.5	Safety aspects of ballast water management	1 session	MSC 71/23, paragraph 9.11
H.6	Guidelines for the conduct of high-speed craft model tests	2001	MSC 73/23, paragraph 21.49; SLF 43/16, section 12
H.7	Amendments to the 2000 HSC Code	2001	MSC 73/21, paragraph 18.31
H.8	Large passenger ship safety	2003	MSC 74/24, paragraph 21.4
H.9	Revision of the model test method specified in the 1995 SOLAS Conference resolution 14	2003	MSC 74/24, paragraph 21.51
H.10	Initial tests of watertight doors in passenger and cargo ships	2001	MSC 74/24, paragraph 21.53
H.11	Matters related to bulk carrier safety	2002	MSC 74/24, paragraph 21.6
L.1	Harmonization of damage stability provisions in IMO instruments (probabilistic method)		SLF 41/18, section 13; MSC 65/25, paragraph 21.23
	.1 harmonization of damage stability provisions in other IMO instruments, including the 1993 Torremolinos Protocol	3 sessions	SLF 37/25, paragraph 22.2; MSC 65/25, paragraph 21.23; SLF 41/18, section 13

Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF)
(continued)

		Target completion date/number of sessions needed for completion	Reference
L.2	Development of guidelines for ships operating in Arctic ice-covered waters (co-ordinated by DE)	2002	MSC 68/23, paragraph 20.4; SLF 43/16, section 10
L.3	Containership partially weathertight hatch covers (in co-operation with DE, DSC and FP)	2002	MSC 68/23, paragraph 20.60; SLF 43/16, section 11
L.4	Review of the Intact Stability Code	Continuous	SLF 41/18, paragraph 3.14; MSC 69/22, paragraph 20.6

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW)

		Target completion date/number of sessions needed for completion	Reference
1	Validation of model training courses	Continuous	STW 31/17, paragraph 14.4
2	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Training and certification of maritime pilots and revision of resolution A.485(XII) (in co-operation with NAV)	2002	STW 32/16, paragraph 4.8
H.2	Follow-up action to the 1995 STCW Conference including:		
	.1 clarification of STCW Convention and STCW Code provisions	2002	STW 28/20, section 11
H.3	Follow-up action to the 1995 STCW-F Conference including:		STW 29/14, paragraph 8.6
	.1 guidance on training, certification and watchkeeping standards for fishing vessel personnel serving on board large fishing vessels (resolution 6)	2 sessions	STW 32/16, paragraph 7.11
	.2 requirements for officers in charge of an engineering watch and watch-keeping provisions (resolution 7)	2 sessions	
	.3 clarification of STCW-F Convention requirements	2 sessions	

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 - 2 Items printed in bold letters have been selected for the provisional agenda for STW 33, shown in annex 20.

Sub-Committee on Standards of Training and Watchkeeping (STW) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.4	Unlawful practices associated with certificates of competency	2003	MSC 71/23, paragraph 20.55.2; STW 32/16, paragraph 6.19
H.5	Large passenger ships safety	2003	MSC 74/24, paragraph 21.4
H.6	Revision of the fishing vessel Safety Code and Voluntary Guidelines (co-ordinated by SLF)	2003	MSC 74/24, paragraph 21.5
H.7	Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions	2003	MSC 74/24, paragraph 21.56
H.8	Measures to prevent accidents with lifeboats	2 sessions	MSC 74/24, paragraph 21.34
L.1	Development of guidelines for ships operating in Arctic ice-covered waters (co-ordinated by DE)	2002	MSC 71/23, paragraph 20.43; STW 32/16, paragraph 12.6
L.2	Development of requirements for training in ballast water management	2002	MSC 71/23, paragraph 20.55.3; STW 32/16, paragraph 11.4
L.3	Review of the implementation of STCW chapter VII	2 sessions	STW 31/17, paragraph 14.4; MSC 72/23, paragraph 21.56

ANNEX 20

**PROVISIONAL AGENDAS FOR THE FORTHCOMING
SESSIONS OF THE SUB-COMMITTEES***

SUB-COMMITTEE ON BULK LIQUIDS AND GASES (BLG) – 7TH SESSION

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Matters related to the probabilistic methodology for oil outflow analysis
 - 4 Review of Annex I of MARPOL 73/78
 - 5 Review of Annex II of MARPOL 73/78
 - 6 Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments
 - 7 Amendments to requirements on electrical installations in the IBC and IGC Codes
 - 8 Application of MARPOL requirements to FPSOs and FSUs
 - 9 Requirements for personnel protection involved in the transportation of cargoes containing toxic substances in all types of tankers
 - 10 Oil tagging systems
 - 11 Development of guidelines for ships operating in Arctic ice-covered waters
 - 12 Work programme and agenda for BLG 8
 - 13 Election of Chairman and Vice-Chairman for 2003
 - 14 Any other business
 - 15 Report to the Committees

* Agenda item numbers do not necessarily indicate priority.

SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC) – 6TH SESSION

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Amendments to the IMDG Code, its annexes and supplements (EmS, MFAG), including harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods
 - .1 amendment 31-02 to the IMDG Code, its annexes and supplements (EmS, MFAG)
 - .2 implementation of Annex III of MARPOL 73/78
- 4 Revision of the Emergency Schedules (EmS)
- 5 Review of the BC Code, including evaluation of properties of solid bulk cargoes
- 6 Cargo securing manual
- 7 Casualty and incident reports and analysis
- 8 Development of an instrument for multimodal training requirements
- 9 Stowage and segregation requirements for freight containers on containerhips with partially weatherproof hatchway covers
- 10 Development of a manual on loading and unloading of solid bulk cargoes for terminal representatives
- 11 Amendments to SOLAS chapters VI and VII and MARPOL Annex III to make the IMDG Code mandatory
- 12 Work programme and agenda for DSC 7
- 13 Election of Chairman and Vice-Chairman for 2002
- 14 Any other business
- 15 Report to the Maritime Safety Committee

SUB-COMMITTEE ON FIRE PROTECTION (FP) – 46TH SESSION*

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Recommendation on evacuation analysis for new and existing passenger ships
 - 4 Smoke control and ventilation
 - 5 Unified interpretations to SOLAS chapter II-2 and related fire test procedures
 - 6 Development of guidelines for ships operating in Arctic ice-covered waters
 - 7 Analysis of fire casualty records*
 - 8 Revision of resolution A.654(16)
 - 9 Revision of resolution A.602(15)
 - 10 Revision of the fishing vessel Safety Code and Voluntary Guidelines
 - 11 Large passenger ship safety
 - 12 Performance testing and approval standards for fire safety systems
 - 13 Work programme and agenda for FP 47
 - 14 Election of Chairman and Vice-Chairman for 2003
 - 15 Any other business
 - 16 Report to the Maritime Safety Committee

* Item under continuous review.

SUB-COMMITTEE ON FLAG STATE IMPLEMENTATION (FSI) - 10TH SESSION

- Opening of the session
- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Responsibilities of Governments and measures to encourage flag State compliance
- 4 Self-assessment of flag State performance
- 5 Implications arising when a vessel loses the right to fly the flag of a State
- 6 Regional co-operation on port State control
- 7 Reporting procedures on port State control detentions and analysis and evaluation of reports
- 8 Mandatory reports under MARPOL 73/78
- 9 Casualty statistics and investigations
- 10 Review of resolutions A.744(18) and A.746(18)
- 11 Illegal, unregulated and unreported (IUU) fishing and related matters
- 12 Matters related to CSD 7
- 13 Development of guidelines for survey and certification for anti-fouling paints
- 14 Work programme and agenda for FSI 11
- 15 Election of Chairman and Vice-Chairman for 2003
- 16 Any other business
- 17 Report to the Committees

SUB-COMMITTEE ON RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR) – 6TH SESSION*

- Opening of the session and election of Chairman and Vice-Chairman for 2002
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Global Maritime Distress and Safety System (GMDSS)
 - .1 matters relating to the GMDSS Master Plan
 - .2 operational and technical co-ordination provisions of Maritime Safety Information (MSI) services, including review of the related documents
 - .3 procedures for responding to DSC alerts
 - .4 harmonization of GMDSS requirements for radio installations on board SOLAS ships
 - 4 Development of criteria for general radiocommunications
 - 5 ITU maritime radiocommunication matters
 - .1 Radiocommunication ITU-R Study Group 8
 - .2 ITU World Radiocommunication Conference matters
 - 6 Satellite services (Inmarsat and COSPAS-SARSAT)
 - 7 Emergency radiocommunications: false alerts and interference
 - 8 Matters concerning search and rescue, including those related to the 1979 SAR Conference and the introduction of the GMDSS
 - .1 harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters
 - .2 plan for the provision of maritime SAR services, including procedures for routing distress information in the GMDSS
 - .3 revision of the IAMSAR Manual
 - .4 development of a list of contents for a medical first-aid kit for certain ro-ro passenger ships for utilization by a medical doctor
 - 9 Developments in maritime radiocommunication systems and technology
 - 10 Bridge-to-bridge radiocommunications

* Subject to the instructions of the Committee referred to in paragraph 21.59 of document MSC 74/24.
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Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) – 6th session
(continued)

- 11 Development of a procedure for recognition of mobile-satellite systems
- 12 [Places of refuge]
- 13 Large passenger ship safety
- 14 Revision of the fishing vessel Safety Code and Voluntary Guidelines
- 15 Matters related to bulk carrier safety
- 16 Revision of the performance standards for NAVTEX equipment
- 17 Work programme and agenda for COMSAR 7
- 18 Election of Chairman and Vice-Chairman for 2003
- 19 Any other business
- 20 Report to the Maritime Safety Committee

SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV) – 47TH SESSION

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Routeing of ships, ship reporting and related matters*
 - 4 Integrated bridge systems (IBS) operational aspects
 - 5 Guidelines relating to SOLAS chapter V on:
 - .1 recording events related to navigation
 - .2 automatic identification system (AIS) operational matters
 - .3 voyage data recorders' ownership and recovery
 - 6 Training and certification of maritime pilots and revision of resolution A.485(XII)
 - 7 Navigational aids and related matters on:
 - .1 world-wide radio navigation system
 - .2 revision of resolution A.815(19) on World-wide radionavigation system
 - .3 performance standards for bridge watch alarms
 - 8 ITU matters, including Radiocommunication ITU-R Study Group 8 matters*
 - 9 Effective voyage planning for large passenger ships
 - 10 Work programme and agenda for NAV 48
 - 11 Election of Chairman and Vice-Chairman for 2002
 - 12 Any other business
 - 13 Report to the Maritime Safety Committee

* Items under continuous review.

SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT (DE) –45TH SESSION*

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Casualty analysis
 - 4 Revision of the Interim Standards for ship manoeuvrability
 - 5 Use of desalinators on lifeboats and liferafts
 - 6 Low-powered radio homing devices for liferafts on ro-ro passenger ships
 - 7 Amendments to SOLAS requirements on electrical installations
 - 8 Guidelines for on-board NO_x monitoring and recording devices
 - 9 Revision of resolutions MEPC.60(33) and A.586(14)
 - 10 Development of guidelines for ships operating in Arctic ice-covered waters
 - 11 Matters related to resolution A.744(18)
 - .1 sampling of thickness measurements
 - .2 amendments to resolution A.744(18)
 - 12 Matters related to incinerators
 - 13 Development of requirements for wing-in-ground (WIG) craft
 - 14 Amendments to the 2000 HSC Code
 - 15 Interpretation of the 2000 HSC Code
 - 16 Revision of the fishing vessel Safety Code and Voluntary Guidelines
 - 17 Review of fast rescue boat and means of rescue requirements
 - 18 Anchoring, mooring and towing equipment
 - 19 Large passenger ship safety
 - 20 Carriage and stowage of immersion suits

* Subject to the instructions of the Committee referred to in paragraph 21.59 of document MSC 74/24.
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Sub-Committee on Ship Design and Equipment (DE) –45th session (continued)

- 21 Performance testing and approval standards for SOLAS personal life-saving appliances
- 22 Measures to prevent accidents with lifeboats
- 23 [Places of refuge]
- 24 Matters related to bulk carrier safety
- 25 Work programme and agenda for DE 46
- 26 Election of Chairman and Vice-Chairman for 2003
- 27 Any other business
- 28 Report to the Maritime Safety Committee

**SUB-COMMITTEE ON STABILITY AND LOAD LINES AND ON FISHING VESSELS SAFETY (SLF) –
44TH SESSION**

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Development of revised SOLAS chapter II-1 parts A, B and B-1
- 4 Revision of technical regulations of the 1966 LL Convention
- 5 Revision of the fishing vessel Safety Code and Voluntary Guidelines
- 6 Damage consequence diagrams
- 7 Guidelines for the conduct of high-speed craft model tests
- 8 Development of guidelines for ships operating in Arctic ice-covered waters
- 9 Containership partially weathertight hatch covers
- 10 Amendments to the 2000 HSC Code
- 11 Large passenger ship safety
- 12 Matters related to bulk carrier safety
- 13 Revision of the model test method specified in the 1995 SOLAS Conference resolution 14
- 14 Initial tests of watertight doors in passenger and cargo ships
- 15 Work programme and agenda for SLF 45
- 16 Election of Chairman and Vice-Chairman for 2002
- 17 Any other business
- 18 Report to the Maritime Safety Committee

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING (STW) – 33RD SESSION

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Validation of model training courses
 - 4 Training and certification of maritime pilots and revision of resolution A.485(XII)
 - 5 Follow-up action to the 1995 STCW Conference
 - 6 Unlawful practices associated with certificates of competency
 - 7 Follow-up action to the 1995 STCW-F Conference
 - 8 Casualty analysis
 - 9 Development of requirements for training in ballast water management
 - 10 Development of guidelines for ships operating in Arctic ice-covered waters
 - 11 Large passenger ships
 - 12 Revision of the fishing vessel Safety Code and Voluntary Guidelines
 - 13 Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions
 - 14 Work programme and agenda for STW 34
 - 15 Election of Chairman and Vice-Chairman for 2003
 - 16 Any other business
 - 17 Report to the Maritime Safety Committee

ANNEX 21

LONG-TERM WORK PLAN OF THE COMMITTEE

The following is an indicative list of subjects for consideration by the Maritime Safety Committee, for the period up to 2008. This list is not exhaustive and the subjects are not listed in order of priority.

MARITIME SAFETY COMMITTEE

The items listed below marked with an asterisk are considered to be high priority items. The remainder should be considered as such, and work on them initiated accordingly, only after proposals substantiating their importance and urgency have been submitted and endorsed by the Committee or a compelling need to do so has been clearly established and the Committee has agreed that urgent action should be taken on them.

I OBJECTIVES

1 Pursuant to the provisions of Articles 1 and 28 of the Convention on the International Maritime Organization, **to encourage** the general adoption of the highest practicable standards in respect of matters concerning maritime safety and efficiency of navigation, including any matter within the scope of the Organization, relating to the design, construction and equipment of ships (and other marine vehicles), training and qualification of seafarers and fishing vessel personnel, manning of ships from a safety standpoint, rules for the prevention of collisions, search and rescue, aids to navigation, maritime safety procedures and requirements, hydrographic information, handling of dangerous cargoes, log-books and navigational records, marine casualty investigations, salvage and any other matter directly affecting maritime safety (e.g. fire safety, maritime communications and the safe transport of cargoes generally), and with due regard to the contents of resolutions A.500(XII), A.777(18) and A.900(21).

2 **To provide** the necessary machinery for performing any duties assigned to it and to maintain such close relationship with other bodies as may further the purposes of the Organization.

II GENERAL SUBJECTS

- * 1 Implementation, enforcement, monitoring, technical interpretation and improvement of conventions, codes, recommendations and guidelines.
- * 2 Role of the human element in the prevention of maritime casualties and accidents.
- * 3 Promotion and maintenance of a safety culture.
- * 4 Shipboard and shore-based management for the safe operation of ships.
- * 5 Formal safety assessment.

- 6 Procedures for the control of ships, including deficiency reports.
- * 7 Casualty statistics and investigations into serious casualties.
- 8 Harmonization of survey and certification requirements.
- 9 Prevention/suppression of piracy and armed robbery against ships; and other unlawful acts which may threaten the safety of navigation.
- 10 Co-operation with the United Nations and other international bodies on matters of mutual interest.
- 11 Technical input in technical co-operation projects.

III SPECIFIC SUBJECTS

Items related to ships' design, construction, machinery, electrical installations and equipment

- 1 Safety aspects of the design, construction, machinery, electrical installations, equipment and operation of specific types of ships, including fishing vessels.
- 2 Intact and damage stability, subdivision and load lines of ships.
- 3 Manoeuvrability of ships.
- 4 Matters pertaining to fire protection, detection and extinction, fire-test procedures and other matters related to fire safety on board ships.
- 5 Safe evacuation, survival and recovery following maritime casualties or in case of distress.
- 6 Tonnage measurement of ships.

Items related to navigation and radiocommunications

- 7 Measures to improve navigational safety, including ships' routing, requirements and standards for navigational aids, shipborne navigational systems and requirements, ship reporting systems and vessel traffic services.
- 8 Monitoring the operation of the global maritime distress and safety system and other maritime radiocommunication matters (including maritime safety information, shipborne radio equipment and operational procedures) and the worldwide provision of maritime search and rescue services.

Items related to training, certification and watchkeeping

- 9 Training, watchkeeping and operational procedures for maritime personnel, including seafarers, fishing vessel personnel, maritime pilots, VTS operators, those responsible for maritime safety on mobile offshore units and shore-based port personnel.
- 10 Seafarers' certificates of competency.

Items related to cargo handling

- 11 Safe handling and carriage by sea of solid and liquid bulk cargoes.
- 12 Safe handling and carriage of dangerous goods in packaged form, including portable tanks, unit loads, other cargo transport units, shipborne barges and intermediate bulk containers (IBCs).
- 13 Emergency procedures and safety measures for ships carrying dangerous goods, medical first aid in case of accidents involving dangerous goods, and the safe use of pesticides in ships.
- 14 Safe cargo stowage and securing and container safety matters.
- 15 Safety at the ship/port interface.
- 16 Transboundary movement of hazardous waste.

ANNEX 22**DRAFT ASSEMBLY RESOLUTION****STANDARD MARINE COMMUNICATION PHRASES**

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,

RECALLING ALSO resolution A.380(X) by which it adopted the Standard Marine Navigational Vocabulary,

RECALLING FURTHER the provisions of regulation V/14.4 of the International Convention for the Safety of Life at Sea, 1974, requiring that on all ships to which chapter I thereof applies, English shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications between the pilot and bridge watchkeeping personnel unless those directly involved in the communications speak a common language other than English;

RECOGNIZING that the standardization of language and terminology used in such communications would assist the safe operation of ships and contribute to greater safety of navigation,

RECOGNIZING ALSO the wide use of the English language for international navigational communications and the need to assist maritime training institutions to meet the objectives of safe operations of ships and enhanced navigational safety through, *inter alia*, the standardization of language and terminology used,

HAVING CONSIDERED the recommendations of the Maritime Safety Committee at its sixty-eighth and seventy-fourth sessions,

1. ADOPTS the Standard Maritime Communication Phrases set out in Annex 1 to the present resolution;
2. AUTHORIZES the Maritime Safety Committee to keep the Standard Marine Communication Phrases under review and to amend them when necessary in accordance with the procedure set out in Annex 2 to the present resolution;
3. RECOMMENDS Governments to give the Standard Marine Communication Phrases a wide circulation to all prospective users and all maritime education authorities to support compliance with the standards of competence as required by table A-II/1 of the STCW Code.
4. REVOKES resolution A.380 (X).

ANNEX 1

FOREWORD

As navigational and safety communications from ship to shore and vice versa, ship to ship, and on board ships must be precise, simple and unambiguous, so as to avoid confusion and error, there is a need to standardize the language used. This is of particular importance in the light of the increasing number of internationally trading vessels with crews speaking many different languages since problems of communication may cause misunderstandings leading to dangers to the vessel, the people on board and the environment.

In 1973 the Maritime Safety Committee agreed at its twenty-seventh session that, where language difficulties arise, a common language should be used for navigational purposes and that language should be English. In consequence the Standard Marine Navigational Vocabulary (SMNV) was developed, adopted in 1977 and amended in 1985.

In 1992 the Maritime Safety Committee, at its sixtieth session, instructed the Sub-Committee on Safety of Navigation to develop a more comprehensive standardized safety language than the SMNV, 1985, taking into account the changing conditions in modern seafaring and covering all major safety-related verbal communications.

At its sixty-eighth session in 1997 the Maritime Safety Committee adopted the Draft Standard Marine Communication Phrases (SMCP) developed by the Sub-Committee on Safety of Navigation. The draft SMCP, following international trials, was amended at the forty-sixth session of this Sub-Committee and final consideration given at the Maritime Safety Committee at its seventy-fourth session in the light of remarks received by the Organization. The SMCP was adopted by the Assembly in [...] as resolution A.([...]).

Under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as revised 1995, the ability to understand and use the SMCP is required for the certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more.

STANDARD MARINE COMMUNICATION PHRASES

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STANDARD MARINE COMMUNICATION PHRASES: PART A

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AI/1.1 Distress traffic

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- .6 Sinking**
- .7 Disabled and adrift**
- .8 Armed attack / piracy**
- .9 Undesignated distress**
- .10 Abandoning vessel**
- .11 Person overboard**

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- .2 Acknowledgement and / or relay of SAR-messages**
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- .3 Ice**
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AI/3.2 Navigational warnings involving

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- .5 Miscellaneous**
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- .5.2 Diving operations, tows, dredging operations**
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- .5.4 Off-shore installations, rig moves**
- .5.5 Defective locks or bridges**
- .5.6 Military operations**
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AI/3.3 Environmental protection communications

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AI/4.1 Pilot request

AI/4.2 Embarking / disembarking pilot

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 - .1.8 Meteorological information**
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STANDARD MARINE COMMUNICATION PHRASES: PART B

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B1/1.6 Briefing on standing orders and bridge organization

B1/1.7 Briefing on special navigational events

B1/1.8 Briefing on temperatures, pressures and soundings

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B2/2 Occupational Safety

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B2/2.3 Occupational accidents

B2/3 Fire protection and fire fighting

B2/3.1 Fire protection

- .1 **Checking status of equipment**

B2/3.2 Fire fighting and drills

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- .2 **Reporting readiness for action**
- .3 **Orders for fire fighting**
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B2/4 Damage control

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- .2 **Reporting readiness for action**
- .3 **Orders for damage control**
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- .2 Preventing / reporting fire
- .3 PA announcements on emergency
- .4 Person overboard
- .5 Protective measures for children

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B4/2.2 Briefing on how to dress and what to take to assembly stations

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B4/2.4 Briefing on how to put on life-jackets

B4/2.5 Instructions on how to embark and behave in lifeboats / liferafts

B4/2.6 On-scene measures and actions in lifeboats / liferafts

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B4/3.1 Informing on present situation

B4/3.2 Escorting helpless passengers

INTRODUCTION

1 Position of the SMCP in maritime practice

The Standard Marine Communication Phrases (SMCP) has been compiled:

- to assist in the greater safety of navigation and of the conduct of the ship,
- to standardize the language used in communication for navigation at sea, in port-approaches, in waterways, harbours and on board vessels with multilingual crews, and
- to assist maritime training institutions in meeting the objectives mentioned above.

These phrases are not intended to supplant or contradict the International Regulations for Preventing Collisions at Sea, 1972 or special local rules or recommendations made by IMO concerning ships' routing, neither are they intended to supersede the International Code of Signals, and when applied in ship's external communication this has to be done in strict compliance with the relevant radiotelephone procedures as set out in the ITU Radio Regulations. Furthermore, the SMCP, as a collection of individual phrases, should not be regarded as any kind of technical manual providing operational instructions.

The SMCP meets the requirements of the STCW Convention, 1978, as revised, and of the SOLAS Convention, 1974, as revised, regarding verbal communications; moreover, the phrases cover the relevant communication safety aspects laid down in these Conventions.

Use of the SMCP should be made as often as possible in preference to other wording of similar meaning; as a minimum requirement users should adhere as closely as possible to their wording in relevant situations. In this way they are intended to become an acceptable safety language, using English for the verbal interchange of intelligence among individuals of all maritime nations on the many and varied occasions when precise meanings and translations are in doubt, increasingly evident under modern conditions at sea.

The accompanying CD/Cassette is designed to familiarize users with the pronunciation of the phrases.

2 Organization of the SMCP

The SMCP is divided into External Communication Phrases and On-board Communication Phrases as far as its application is concerned, and into PART A and PART B as to its status within the framework of the STCW, 1978, as revised.

PART A covers phrases applicable in external communications and which may thus be regarded as the replacement of the Standard Marine Navigational Vocabulary, 1985, which is requested to be used and understood by the STCW Code, 1995, Table A-II/I. This part was enriched by essential phrases concerning shiphandling and safety of navigation to be used in on-board communications, particularly when the Pilot is on the bridge, as required by Regulation 14(4), Chapter V, SOLAS 1974, as revised.

PART B calls attention to other on-board standard safety-related phrases which, supplementary to PART A, may also be regarded useful for Maritime English instruction.

3 Position of the SMCP in Maritime Education and Training

The SMCP does not intend to provide a comprehensive Maritime English syllabus which is expected to cover a far wider range of language skills to be achieved in the fields of vocabulary, grammar, discourse abilities, etc., than the SMCP could ever manage. However, PART A in particular, should be an indispensable part of any curriculum which is designed to meet the corresponding requirements of the STCW Convention, 1978, as revised. In addition, PART B offers a rich choice of situations covered by phrases well suited to meet the communication requirements of the STCW Convention, 1978, as revised, which are implicitly expected to be satisfied by mariners.

The SMCP should be taught and learnt selectively, according to the users' specific needs rather than completely. The respective instruction should be based on practice in the maritime environment and be implemented through appropriate modern language teaching methods.

4 Basic communicative features

The SMCP builds on a basic knowledge of the English language. It was drafted on purpose in a simplified version of Maritime English to reduce grammatical, lexical and idiomatic varieties to a tolerable minimum, using standardized structures for the sake of its function aspects, i.e. diminishing misunderstanding in safety related verbal communications, thereby endeavouring to reflect present Maritime English language usage on board vessels and in ship-to-shore/ship-to-ship communications.

This means, in phrases offered for use in emergency and other situations developing under considerable pressure of time or psychological stress as well as in navigational warnings, a block language was applied which sparingly uses, or frequently omits, the function words *the, a/an, is/are* as done in seafaring practice. Users, however, may be flexible in this respect.

Further communicative features may be summarized as follows:

- avoiding synonyms
- avoiding contracted forms
- providing fully worded answers to "yes/no"-questions and basic alternative answers to sentence questions
- providing *one* phrase for *one* event, and
- structuring the corresponding phrases after the principle: *identical invariable plus variable*.

5 Typographical conventions

- () **brackets** indicate that the part of the message enclosed within the brackets may be added where relevant;
- / **oblique strokes** indicate that the items on either side of the stroke are alternatives;
- ... **dots** indicate that the relevant information is to be filled in where the dots occur;
- (*italic letters*) indicate the kind of information requested;
- ~ **tildes** precede possible words or phrases which can be used after/in association with the given standard phrase.

GENERAL

1 Procedure

When it is necessary to indicate that the SMCP are to be used, the following message may be sent:

"Please use Standard Marine Communication Phrases."

"I will use Standard Marine Communication Phrases."

2 Spelling

2.1 Spelling of letters

When spelling is necessary, only the following spelling table should be used:

Letter	Code	Letter	Code
A	<u>Alfa</u>	N	<u>November</u>
B	<u>Bravo</u>	O	<u>Oscar</u>
C	<u>Charlie</u>	P	<u>Papa</u>
D	<u>Delta</u>	Q	<u>Quebec</u>
E	<u>Echo</u>	R	<u>Romeo</u>
F	<u>Foxtrot</u>	S	<u>Sierra</u>
G	<u>Golf</u>	T	<u>Tango</u>
H	<u>Hotel</u>	U	<u>Uniform</u>
I	<u>India</u>	V	<u>Victor</u>
J	<u>Juliet</u>	W	<u>Whisky</u>
K	<u>Kilo</u>	X	<u>X-ray</u>
L	<u>Lima</u>	Y	<u>Yankee</u>
M	<u>Mike</u>	Z	<u>Zulu</u>

2.2 Spelling of digits and numbers

A few digits and numbers have a **modified** pronunciation compared to general English:

Number	Spelling	Pronunciation
0	zero	<u>ZEERO</u>
1	one	WUN
2	two	TOO
3	three	<u>TREE</u>
4	four	<u>POWER</u>
5	five	FIFE
6	six	SIX
7	seven	<u>SEVEN</u>
8	eight	AIT
9	nine	<u>NINER</u>
1000	thousand	<u>TOUSAND</u>

3 Message Markers

In shore-to-ship and ship-to-shore communication or radio communication in general, the following eight Message Markers may be used (also see "**Application of Message Markers**" given in PART AI/6 "Vessel Traffic Service (VTS) Standard Phrases"):

- (i) **Instruction**
- (ii) **Advice**
- (iii) **Warning**
- (iv) **Information**
- (v) Question
- (vi) Answer
- (vii) Request
- (viii) Intention

4 Responses

- 4.1 When the answer to a question is in the affirmative, say:
"Yes, " - followed by the appropriate phrase in full.
- 4.2 When the answer to a question is in the negative, say:
"No, ..." - followed by the appropriate phrase in full.
- 4.3 When the information requested is not immediately available, say:
"Stand by" - followed by the time interval within which the information will be available.
- 4.4 When the information requested cannot be obtained, say:
"No information."
- 4.5 When an INSTRUCTION (e.g. by a VTS-Station, Naval vessel or other fully authorized personnel) or an ADVICE is given, respond if in the affirmative:
"I will/can ... " - followed by the instruction or advice in full; and,
if in the negative, respond:
"I will not/cannot ... " - followed by the instruction or advice in full.

Example: "ADVICE. Do not overtake the vessel North of you."
Respond: "I will not overtake the vessel North of me."

- 4.6 Responses to orders and answers to questions of special importance both in external and on-board communication are given in wording in the phrases concerned.

5 Distress, urgency and safety signals

- 5.1 MAYDAY to be used to announce a distress message
- 5.2 PAN - PAN to be used to announce an urgency message
- 5.3 SÈCURITÈ to be used to announce a safety message

6 Standard organizational phrases

- 6.1 "How do you read (me)?"
- 6.1.1 "I read you ...
- | | | |
|----------------|----------------------------|---------------------------|
| bad/one | with signal strength one | (i.e. barely perceptible) |
| poor/two | with signal strength two | (i.e. weak) |
| fair/three | with signal strength three | (i.e. fairly good) |
| good/four | with signal strength four | (i.e. good) |
| excellent/five | with signal strength five | (i.e. very good) |
- 6.2 When it is advisable to remain on a VHF Channel / frequency say:
"Stand by on VHF Channel ... / frequency ... "
- 6.2.1 When it is accepted to remain on the VHF channel / frequency indicated, say:
"Standing by on VHF Channel ... / frequency ... "
- 6.3 When it is advisable to change to another VHF Channel / frequency, say:
"Advise (you) change to VHF Channel ... / frequency"
"Advise(you) try VHF Channel .. / frequency... ."
- 6.3.1 When the changing of a VHF Channel / frequency is accepted, say:
"Changing to VHF Channel ... / frequency"

7 Corrections

When a mistake is made in a message, say:

"Mistake ..." - followed by the word:

"Correction ... " plus the corrected part of the message.

Example: "My present speed is 14 knots - mistake.

Correction, my present speed is 12, one-two, knots."

8 Readiness

"I am / I am not ready to receive your message".

9 Repetition

- 9.1 If any part of the message are considered sufficiently important to need safeguarding, say:
"Repeat ... " - followed by the corresponding part of the message.

Example: "My draft is 12.6 repeat one-two decimal 6 metres."

"Do not overtake - repeat - do not overtake."

- 9.2 When a message is not properly heard, say:
"Say again (please)."

10 Numbers

Numbers are to be spoken in separate digits:

"One-five-zero" for 150

"Two decimal five" or

"Two point five" for 2.5

Note: Attention! When rudder angles e.g. in wheel orders are given, say:

"Fifteen" for 15 or

"Twenty" for 20 etc..

11 Positions

11.1 When latitude and longitude are used, these shall be expressed in degrees and minutes (and decimals of a minute if necessary), North or South of the Equator and East or West of Greenwich.

Example: "WARNING. Dangerous wreck in position 15 degrees 34 minutes North
061 degrees 29 minutes West."

11.2 When the position is related to a mark, the mark shall be a well-defined charted object. The bearing shall be in the 360 degrees notation from true north and shall be that of the position FROM the mark.

Example: "Your position bearing 137 degrees from Big Head lighthouse
distance 2.4 nautical miles."

12 Bearings

The bearing of the mark or vessel concerned, is the bearing in the 360 degree notation from north (true north unless otherwise stated), except in the case of relative bearings. Bearings may be either FROM the mark or FROM the vessel.

Examples: "Pilot boat is bearing 215 degrees from you."

Note: Vessels reporting their position should always quote their bearing FROM the mark, as described in paragraph 11.2 of this section.

12.1 Relative bearings

Relative bearings can be expressed in degrees relative to the vessel's head. More frequently this is in relation to the port or starboard bow.

Example: "Buoy 030 degrees on your port bow."
(Relative D/F bearings are more commonly expressed in the 360 degree notation.)

13 Courses

Always to be expressed in 360 degree notation from north (true north unless otherwise stated). Whether this is to TO or FROM a mark can be stated.

14 Distances

To be expressed in nautical miles or cables (tenths of a mile), the unit always to be stated.

15 Speed

To be expressed in knots:

15.1 without further notation meaning speed through the water; or,

15.2.1.1 "ground speed" meaning speed over the ground.

16 Times

Times should be expressed in the 24 hour UTC notation; if local time will be used in ports or harbours it should clearly be stated.

17 Geographical names

Place names used should be those on the chart or in Sailing Directions in use.
Should these not be understood, latitude and longitude should be given.

18 Ambiguous words

Some words in English have meanings depending on the context in which they appear. Misunderstandings frequently occur, especially in VTS communications, and have produced accidents. Such words are:

18.1 The Conditionals "May", "Might", "Should" and "Could".

May

Do not say: "May I enter the fairway?"

Say: "QUESTION. Do I have permission to enter the fairway?"

Do not say: "You may enter the fairway."

Say: "ANSWER. You have permission to enter the fairway."

Might

Do not say: "I might enter the fairway."

Say: "INTENTION. I will enter the fairway."

Should

Do not say: "You should anchor in anchorage B 3."

Say: "ADVICE. Anchor in anchorage B 3."

Could

Do not say: "You could be running into danger."

Say: "WARNING. You are running into danger."

18.2 The word "Can"

The word "Can" either describes the possibility or the capability of doing something. In the SMCP the situations where phrases using the word "Can" appear make it clear whether a possibility is referred to. In an ambiguous context, however, say, for example:

"QUESTION. Do I have permission to use the shallow draft fairway at this time?",
do not say: "Can I use the shallow draft fairway at this time?", if you ask for a permission.
(The same applies to the word "May")

Note: In all cases the radiotelephone procedures as set out in the ITU - Radio Regulations have to be observed.

GLOSSARY

The GLOSSARY also includes a limited number of technical terms which do not appear in the text of the SMCP but might be useful in case the content of a given standard Phrase requires modification.

1 General terms

Abandon vessel	To evacuate crew and passengers from a vessel following a distress
Accommodation ladder	Ladder attached to platform at vessel's side with flat steps and handrails enabling persons to embark / disembark from water or shore
Adrift	Uncontrolled movement at sea under the influence of current, tide or wind
Air draft	The height from the waterline to the highest point of the vessel
Assembly station	Place on deck, in mess rooms, etc., assigned to crew and passengers where they have to meet according to the muster list when the corresponding alarm is released or announcement made
Backing (of wind)	Shift of wind direction in an anticlockwise manner, for example from north to west (opposite of veering)
Beach (to)	To run a vessel up on a beach to prevent its sinking in deep water
Berth	1: A sea room to be kept for safety around a vessel, rock, platform, etc. 2: The place assigned to a vessel when anchored or lying alongside a pier, etc.
Blast	A whistle signal made by the vessel
Blind sector	An area which cannot be scanned by the ship's radar because it is shielded by parts of the superstructure, masts, etc.
Boarding arrangements	All equipment, such as pilot ladder, accommodation ladder, hoist, etc., necessary for a safe transfer of the pilot
Boarding speed	The speed of a vessel adjusted to that of a pilot boat at which the pilot can safely embark / disembark
Bob-cat	A mini-caterpillar with push-blade used for the careful distribution of loose goods in cargo holds of bulk carriers
Briefing	Concise explanatory information to crew and/or passengers
Cable	.1 Chain connecting a vessel to the anchor(s) .2 Wire or rope primarily used for mooring a ship .3 (Measurement), one hundred fathoms or one tenth of a nautical mile
Capsize	To turnover

Cardinal buoy	A seamark, i.e. a buoy, indicating the North, East, South or West, i.e. the cardinal points from a fixed point such as a wreck, shallow water, banks, etc.
Cardinal points	The four main points of the compass: north, east, south and west
Casualty	here: Case of death in an accident or shipping disaster
Check (to)	1: To make sure that equipment etc. is in proper condition or that everything is correct and safe 2: To regulate motion of a cable, rope or wire when it is running out too fast
Close-coupled towing	A method of towing vessels through polar ice by means of icebreaking tugs with a special stern notch suited to receive and hold the bow of the vessel to be towed
Close up (to)	To decrease the distance to the vessel ahead by increasing one's own speed
Compatibility(of goods)	states whether different goods can be safely stowed together in one cargo spaces
Vessel constrained by her draft	A vessel severely restricted by her draught in her ability to deviate from the course followed in relation to the available depth and width of navigable water
Convoy	A group of vessels which sail together, e.g. through a canal or ice
Course	The intended direction of movement of a vessel through the water
Course made good	That course which a vessel makes good over ground, after allowing for the effect of currents, tidal streams, and leeway caused by wind and sea
COW	Crude Oil Washing: A system of cleaning the cargo tanks by washing them with the cargo of crude oil during discharge
CPA/TCPA	Closest Point of Approach /Time to Closest Point of Approach limit as defined by the observer to give warning when a tracked target or targets will close to within these limits
Crash-stop	An emergency reversal operation of the main engine(s) to avoid a collision
Damage control team	A group of crew members trained for fighting flooding in the vessel
Datum	1. The most probable position of a search target at a given time 2. The plane of reference to which all data as to the depth on charts are referenced.
Derelict	Vessel still afloat, abandoned at sea
Destination	Port which a vessel is bound for

Disabled	A vessel damaged or impaired in such a manner as to be incapable of proceeding on its voyage
Disembark (to)	To go from a vessel
Distress alert (GMDSS)	A radio signal from a distressed vessel automatically directed to an MRCC giving position, identification, course and speed of the vessel as well as the nature of distress
Distress/ Urgency traffic	here: The verbal exchange of information on radio from ship to shore and/or ship to ship/ air craft about a distress / urgency situation as defined in the relevant ITU Radio Regulations
Draught (or draft)	Depth in water at which a vessel flats
Dragging (of anchor)	Moving of an anchor over the sea bottom involuntarily because it is no longer preventing the movement of the vessel
Dredging (of anchor)	Moving of an anchor over the sea bottom to control the movement of the vessel
Drifting	Being driven along by the wind, tide or current
Drop back (to)	To increase the distance to the vessel ahead by reducing one's own speed
DSC	Digital Selective Calling (in the GMDSS system)
Embark (to)	To go aboard a vessel
EPIRB	Emergency Position Indicating Radio Beacon
Escape route	A clearly marked way in the vessel which has to be followed in case of an emergency
Escort	Attending a vessel, to be available in case of need, e.g. ice-breaker, tug, etc.
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
Fathom	A measure of 6 feet
Fire patrol	A member of the watch going around the vessel at certain intervals so that an outbreak of fire may be promptly detected; mandatory in vessels carrying more than 36 passengers
Flooding	Major uncontrolled flow of seawater into the vessel
Fire monitor	Fixed foam/powder/water cannon shooting fire extinguishing agents on tank deck, manifold etc.

Foul (of anchor)	Anchor has its own cable twisted around it or has fouled an obstruction
Foul (of propeller)	A line, wire, net, etc., is wound round the propeller
Full speed	Highest possible speed of a vessel
Fumes	Often harmful gas produced by fires, chemicals, fuel, etc.
General emergency alarm	A sound signal of seven short blasts and one prolonged blast given with the vessel's sound system
Give way	To keep out of the way of another vessel
GMDSS	Global Maritime Distress and Safety System
(D) GPS	(Differential)Global (satellite) Positioning System
Half cardinal points	The four main points lying between the cardinal points: north east, south east, south west and north west
Hampered vessel	A vessel restricted by her ability to manoeuvre by the nature of her work
Hatchrails	Ropes supported by stanchions around an open hatch to prevent persons from falling into a hold
Heading	The horizontal direction the vessel's bows at a given moment measured in degrees clockwise from north
Hoist	here: A cable used by helicopters for lifting or lowering persons in a pick-up operation
Icing	Coating of ice on an object, e.g. the mast or superstructure of a vessel
IMO-Class	Group of dangerous or hazardous goods, harmful substances or marine pollutants in sea transport as classified in the International Maritime Dangerous Goods Code (IMDG Code)
Inert (to)	To reduce the oxygen in a tank by inert gas to avoid an explosive atmosphere
Initial course	Course directed by the OSC or other authorized person to be steered at the beginning of a search
Inoperative	Not functioning
Jettison (to) (of cargo)	Throwing overboard of goods in order to lighten the vessel or improve its stability in case of an emergency
Launch (to)	To lower, e.g. lifeboats to the water
Leaking	Escape of liquids such as water, oil, etc., out of pipes, boilers, tanks, etc., or a minor inflow of seawater into the vessel due to damage to the hull

Leeward	On or towards the sheltered side of a ship; opposite of windward
Leeway	Vessels sideways drift leeward of the desired course
Let go (to)	To set free, let loose, or cast off (of anchors, lines, etc.)
Lifeboat station	Place assigned to crew and passengers to muster before being ordered into the lifeboats
List	here: Inclination of the vessel to port side or starboard side
Located	In navigational warnings: Position of object confirmed
Make water (to)	Seawater flowing into the vessel due to hull damage, or hatches awash and not properly closed
MMSI	Maritime Mobile Service Identity number
Moor (to)	To secure a vessel in a particular place by means of wires or ropes made fast to the shore, to anchors, or to anchored mooring buoys, or to ride with both anchors down
MRCC	Maritime Rescue Co-ordination Centre: Land-based authority responsible for promoting efficient organization of maritime search and rescue and for co-ordinating the conduct of search and rescue operations within a search and rescue region
Muster (to)	To assemble crew, passengers or both in a special place for purposes of checking
Muster list	List of crew, passengers and others on board and their functions in a distress or drill
Not under command	(abbr. NUC) A vessel which through exceptional circumstances is unable to manoeuvre as required by the COLREGs
Obstruction	An object such as a wreck, net, etc., which blocks a fairway, route, etc.
Off air	When the transmissions of a radio station etc., have broken down, been switched off or suspended
Off station (of buoys)	Not in charted position
Oil clearance	Oil skimming from the surface of the water
Operational	Ready for immediate use
Ordnance exercise	Naval firing practice
OSC	On-Scene Co-ordinator: A person designed to co-ordinate search and rescue operations within a specified area

Overflow	Escape of oil or liquid from a tank because of a two-fold condition as a result of overflowing, thermal expansion, change in vessel trim or vessel movement
Polluter	A vessel emitting harmful substances into the air or spilling oil into the sea
Preventers	Ropes or wires attached to derricks to prevent them from swinging during cargo handling operations
Proceed (to)	To sail or head for a certain position or to continue with the voyage
PA-system	Public address system: Loudspeakers in the vessel's cabins, mess rooms, etc., and on deck through which important information can be broadcast from a central point, mostly from the navigation bridge
Recover (to)	Here: To pick up shipwrecked persons
Refloat (to)	To pull a vessel off after grounding; to set afloat again
Rendez-vous	An appointment between vessels normally made on radio to meet in a certain area or position
Reported	in navigational warnings: Position of object unconfirmed
Restricted area	A deck, space, area, etc., in vessels, where for safety reasons, entry is only permitted for authorized crew members
Resume (to)	here: To re-start a voyage, service or search
Retreat signal	Sound, visual or other signal to a team ordering it to return to its base
Rig move	The movement of an oil rig, drilling platform, etc., from one position to another
Roll call	The act of checking who of the passengers and crew members are present, e.g. at assembly stations, by reading aloud a list of their names
Safe speed	That speed of a vessel allowing time for effective action to be taken under prevailing circumstances and conditions to avoid a collision and to be stopped within an appropriate distance
SWL	Safe working load: maximum working load of lifting equipment that should not be exceeded
Safe working pressure	The maximum permissible pressure in cargo hoses
SAR	Search and Rescue
Scene	The area or location where the event, e.g. an accident has happened
Search pattern	A pattern according to which vessels and/or aircraft may conduct a co-ordinated search (the IMOSAR offers seven search patterns)

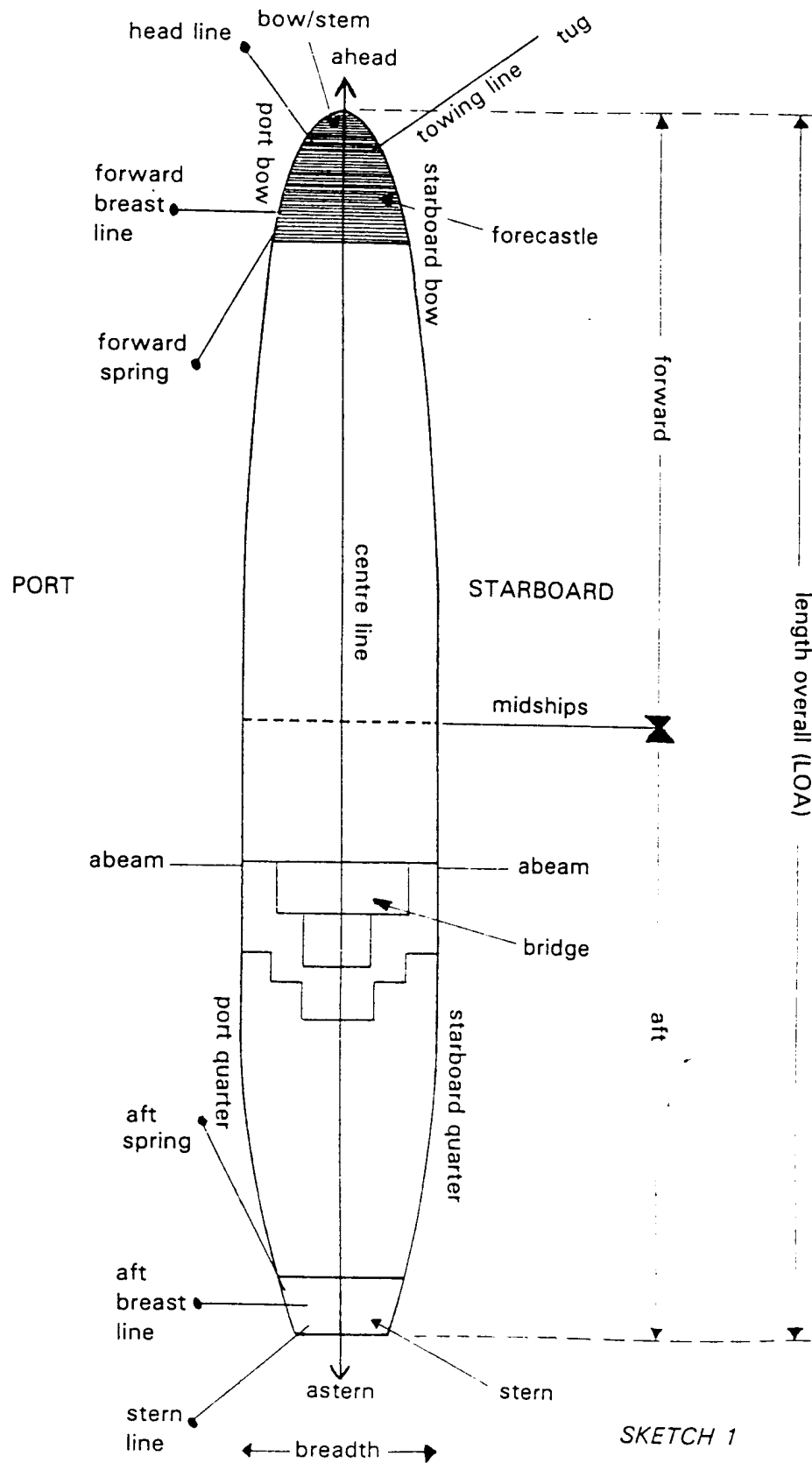
Search speed	The speed of searching vessels directed by the OSC
Seamark	A navaid placed to act as a beacon, or warning
Segregation(of goods)	Separation of goods which for different reasons must not be stowed together
Shackle	.1 Length of chain cable measuring 15 fathoms, .2 U-shaped link closed with a pin used for connecting purposes
Shifting cargo	Transverse movement of cargo, especially bulk, caused by rolling or a heavy list
Slings	Ropes, nets, and any other means for handling general cargoes
Speed of advance	The speed at which a storm centre moves
Spill (to)	The accidental escape of oil, etc., from a vessel, container, etc., into the sea
Spill control gear	Anti-pollution equipment for combating accidental spills of oils or chemicals
Elongated spreader	here: Step of a pilot ladder which prevents the ladder from twisting
Stand by (to)	To be in readiness or prepared to execute an order; to be readily available
Stand clear (to)	here: To keep a boat away from the vessel
Standing orders	Orders of the Master to the officer of the watch which s/he must comply with
Stand on (to)	To maintain course and speed
Station	The allotted place or the duties of each person on board
Stripping	Final pumping of tank's residues
Survivor	A person who continues to live in spite of being in an extremely dangerous situation, e.g. a shipping disaster.
Take off (to)	A helicopter lifts off from a vessel's deck
Target	The echo generated e.g. by a vessel on a radar screen
Tension winch	A winch which applies tension to mooring lines to keep them tight
TEU	Twenty Foot Equivalent Unit (standard container dimension)
Track	The path followed, or to be followed, between one position and another
Transit	here: The passage of a vessel through a canal, fairway, etc.
Transit speed	Speed of a vessel required for the passage through a canal, fairway, etc.

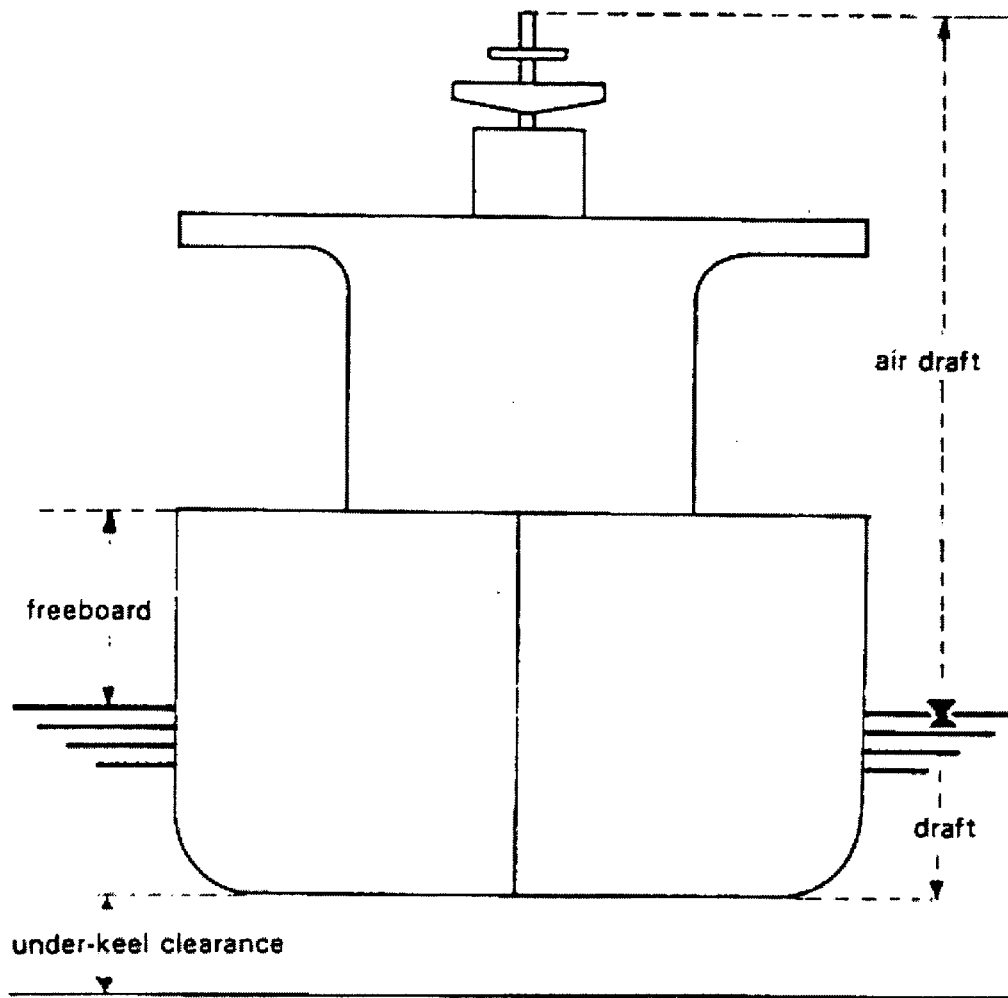
Transhipment (of cargo)	here: The transfer of goods from one vessel to another outside harbours
Underway	A vessel which is not at anchor, or made fast to the shore, or aground
Union purchase	A method of cargo handling by combining two derricks, one of which is fixed over the hatch, the other over the ship's side
Unlit	When the light of a buoy or a lighthouse are inoperative
UTC	Universal Time Co-ordinated (GMT)
Variable (of winds)	A wind that is constantly changing speed and direction
Veering (of winds)	Clockwise change in the direction of the wind; opposite of backing
Veer out (to)(of anchors)	To let out a greater length of cable
VHF	Very High Frequency (30 - 300 MHz)
Walk out (to) (of anchors)	To reverse the action of a windlass to lower the anchor until it is clear of the hawse pipe and ready for dropping
Walk back (to) (of anchors)	To reverse the action of a windlass to ease the cable
Way point	A position a vessel has to pass or at which she has to alter course according to her voyage plan
Windward	The general direction from which the wind blows; opposite of leeward
Wreck	A vessel which has been destroyed or sunk or abandoned at sea

2 VTS special terms

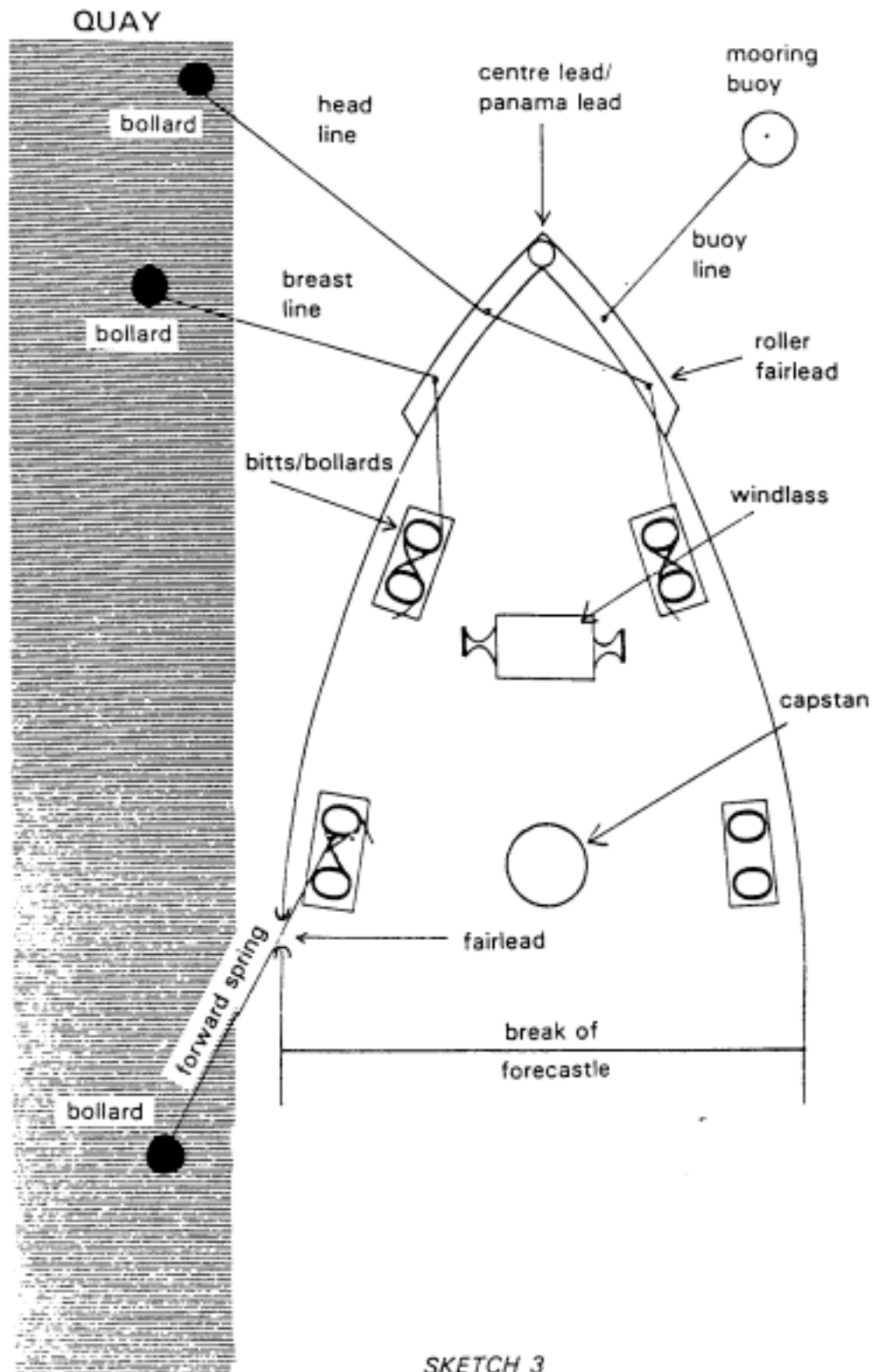
Fairway	Navigable part of a waterway
Fairway speed	Mandatory speed in a fairway
ITZ	Inshore Traffic Zone (of a TSS): A routing measure comprising a designated area between the landward boundary of a TSS and the adjacent coast
Manoeuvring speed	A vessel's reduced speed in circumstances where it may be required to use the engines at short notice
Receiving point	A mark or place at which a vessel comes under obligatory entry, transit, or escort procedure
Reference line	A line displayed on the radar screens in VTS Centres and/or electronic sea-charts separating the fairway for inbound and outbound vessels so that they can safely pass each other

Reporting point	A mark or position at which a vessel is required to report to the local VTS-Station to establish its position
Separation zone / line	A zone or line separating the traffic lanes in which vessels are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of vessels proceeding in the same direction
Traffic clearance	VTS authorization for a vessel to proceed under conditions specified
Traffic lane	An area within defined limits in which one-way traffic is established
TSS	Traffic Separation Scheme: A routing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes
VTS	Vessel Traffic Services: Services, designed to improve safety and efficiency of vessel traffic and to protect the environment
VTS-area	Area controlled by a VTS-Centre or VTS-Station





SKETCH 2



STANDARD MARINE COMMUNICATION PHRASES: PART A

PART A covers Phrases applicable in external communications from ship to shore, shore to ship and ship to ship as required by STCW 1978, as revised, Table A-II/1, as well as Phrases applicable on board vessels in conversations between Pilots and bridge teams as required by Regulation 14(4) of Chapter V of SOLAS 1974, as revised.

AI EXTERNAL COMMUNICATION PHRASES

Attention: The use of Standard Phrases in vessels' external communication does not in any way exempt from applying the radiotelephone procedures as set out in the ITU - Radio Regulations.

AI/1 Distress traffic

The distress traffic controlling station/other stations may impose radio silence on any interfering stations by using the term:

“Seelonce Mayday / Distress”

unless the latter have messages about the distress.

AI/1.1 Distress communications

Note: A distress traffic has always to commence with stating the position of the vessel in distress as specified in “GENERAL 11 Positions /13 Bearings” if it is not included in the DSC distress alert.

.1 Fire, explosion

.1 I am / MV ... on fire (- after explosion).

.2 Where is the fire?

.2.1 Fire is

~ on deck.

~ in engine-room.

~ in hold(s).

~ in superstructure / accommodation /

.3 Are dangerous goods on fire?

.3.1 Yes, dangerous goods are on fire.

.3.2 No, dangerous goods are not on fire.

.4 Is there danger of explosion?

.4.1 Yes, danger of explosion.

.4.2 No danger of explosion.

.5 I am / MV ... not under command.

.6 Is the fire under control?

.6.1 Yes, fire is under control.

.6.2 No, fire is not under control.

.7 What kind of assistance is required?

.7.1 I do not / MV ... does not require assistance.

.7.2 I require / MV ... requires

~ fire fighting assistance.

~ breathing apparatus - smoke is toxic.

~ foam extinguishers / CO₂ extinguishers.

~ fire pumps.

~ medical assistance /

.8 Report injured persons.

.8.1 No persons injured.

.8.2 Number of injured persons / casualties:

2

Flooding

- .1 I am/ MV ... is flooding below water line.
- .2 I / MV ... cannot control flooding.
- .3 What kind of assistance is required?
 - .3.1 I require / MV ... requires pumps / divers,
 - .3.2 I will send pumps / divers /
 - .3.3 I cannot send pumps / divers
- .4 I have / MV ... has dangerous list to port side / starboard.
- .5 I am / MV ... in critical condition.
- .6 Flooding is under control.
- .7 I / MV ... can proceed without assistance.
- .8 I require / MV ... requires escort / tug assistance /... .

3

Collision

- .1 I have / MV ... has collided
 - ~ with MV... .
 - ~ with unknown vessel / object /
 - ~ with ...(name) light vessel.
 - ~ with seamark ... (*charted name*).
 - ~ with iceberg/
- .2 Report damage.
 - .2.1 I have / MV .. has damage above / below water line.
 - .2.2 I am / MV ... not under command.
- .3 I / MV cannot repair damage.
- .4 I / MV ... can only proceed at slow speed.
- .5 What kind of assistance is required?
 - .5.1 I require / MV ... requires / escort / tug assistance /... .

4

Grounding

- .1 I am / MV ... aground.
- .2 I require / MV ... requires tug assistance / pumps /
- .3 What part of your vessel is aground?
 - .3.1 Aground forward / amidships /aft / full length.
- .4 Warning. Uncharted rocks in position
- .5 Risk of grounding at low water.
- .6 I / MV ... will jettison cargo to refloat.
 - .6.1 Warning! Do not jettison IMO-Class cargo!
- .7 When do you / does MV ... expect to refloat?
 - .7.1 I expect / MV ... expects to refloat
 - ~ at ... UTC.
 - ~ when tide rises.
 - ~ when weather improves.
 - ~ when draft decreases.
 - ~ with tug assistance /
- .8 Can you / can MV ... beach?
 - .8.1 I / MV ... can / will beach in position
 - .8.2 I / MV ... cannot beach.

.5 List - danger of capsizing

- .1 I have / MV ... has dangerous list to port / starboard.
- .2 I / MV ... will
 - ~ transfer cargo / bunkers to stop listing.
 - ~ jettison cargo to stop listing.
- .3 I am / MV ... in danger of capsizing (- list increasing).

.6 Sinking

- .1 I am / MV ... sinking after collision / grounding / flooding / explosion / ...
- .2 I require / MV ... requires assistance.
- .3 I am / MV ... proceeding to your assistance.
- .4 ETA at distress position within ... hours / at ... UTC.

.7 Disabled and adrift

- .1 I am / MV ...
 - ~ not under command.
 - ~ adrift.
 - ~ drifting at ... knots to ... (*cardinal points*).
- .2 I require / MV ... requires tug assistance.

.8 Armed attack / piracy

- .1 I am / MV ... under attack by pirates.
 - .1.1 I / MV ... was under attack by pirates.
- .2 I require / MV ... requires assistance.
- .3 What kind of assistance is required?
 - .3.1 I require / MV ... requires
 - ~ medical assistance.
 - ~ navigational assistance.
 - ~ military assistance.
 - ~ tug assistance.
 - ~ escort /
- .4 Report damage.
 - .4.1 I have / MV .. has
 - ~ no damage.
 - ~ damage to navigational equipment /
 - .4.2 I am / MV ... not under command.
- .5 Can you / can MV ... proceed?
 - .5.1 Yes, I / MV ... can proceed.
 - .5.2 No, I / MV ... cannot proceed.

.9 Undesignated distress

- .1 I have / MV ... has problems with cargo / engine(s) / navigation /
- .2 I require / MV ... requires

.10 **Abandoning vessel**

.1 I / crew of MV ... must abandon vessel ... after explosion / collision /
grounding / flooding / piracy / armed attack /

.11 **Person overboard**

- . 1 I have / MV ... has lost persons overboard in position
- . 2 Assist with search in vicinity of position
- . 3 All vessels in vicinity of position ... keep sharp lookout and report to
- . 4 I am / MV.. is proceeding for assistance - ETA at ... UTC / within ... hours.
- . 5 Search in vicinity of position
- . 5.1 I am / MV ... is searching in vicinity of position
- . 6 Aircraft ETA at ... UTC / within ... hours to assist in search.
- . 7 Can you continue search?
- . 7.1 Yes, I can continue search.
- . 7.2 No, I cannot continue search.
- . 8 Stop search.
- . 8.1 Return to
- . 8.2 Proceed with your voyage.
- .10 What is the result of search?
- .10.1 The result of search is negative.
- .11 I / MV ... located / picked up person(s) in position
- .12 Person picked up is crewmember / passenger of MV
- .13 What is condition of person(s)?
- .13.1 Condition of person(s) bad / good.
- .13.2 Person(s) dead.

AI/1.2 Search and Rescue communication

.1 **SAR communications** (specifying or supplementary to 1.1)

- . 1 I require / MV ... requires assistance.
- . 2 I am / MV ... proceeding to your assistance.
- . 3 What is your MMSI number?
- . 3.1 My MMSI number is
- . 4 What is your position?
- . 4.1 My position
- . 5 What is your present course and speed?
- . 5.1 My present course ... degrees, my speed ... knots.
- . 6 Report number of persons on board?
- . 6.1 Number of persons on board:
- . 7 Report injured persons.
- . 7.1 No person injured
- . 7.2 Number of injured persons / casualties:
- . 8 Will you abandon vessel?
- . 8.1 I will not abandon vessel.
- . 8.2 I will abandon vessel at ... UTC.
- . 9 Is your EPIRB/SART transmitting?

- . 9.1 Yes, my EPIRB/SART is transmitting.
- . 9.2 Yes, my EPIRB/SART is transmitting by mistake.
- .10 Did you transmit a DSC distress alert?
 - .10.1 Yes, I transmitted a DSC alert.
 - .10.2 Yes, I transmitted a DSC alert by mistake.
- .11 How many lifeboats / liferafts (with how many persons) will you launch?
 - .11.1 I will launch ... lifeboats / liferafts (with ... persons).
- .12 How many persons will stay on board?
 - .12.1 No person will stay on board.
 - .12.2 ... persons will stay on board.
- .13 What is the weather situation in your position?
 - .13.1 Wind ...(*cardinal points*) force Beaufort
 - .13.2 Visibility good/moderate/poor.
 - .13.3 Smooth/moderate/rough/high Sea / slight/moderate/heavy swell ...(*cardinal points*).
 - .13.4 Current ... knots, to ...(*cardinal points*).
- .14 Are there dangers to navigation?
 - .14.1 No dangers to navigation.
 - .14.2 Warning! Uncharted rocks / ice / abnormally low tides / mines /

.2 **Acknowledgement and / or relay of SAR - messages**

- . 1 Received MAYDAY from MV ... at UTC on VHF Channel.../ frequency
- . 2 Vessel in position ...
 - ~ on fire
 - ~ had explosion.
 - ~ flooded.
 - ~ in collision (with ..).
 - ~ listing / in danger of capsizing.
 - ~ sinking.
 - ~ disabled and adrift.
 - ~ abandoned /
- . 3 Vessel requires assistance.
- . 4 Received your MAYDAY.
 - . 4.1 My position
 - . 4.2 I / MV ... will proceed to your assistance.
 - . 4.3 ETA at distress position within ... hours / at ... UTC.

.3 **Performing / co-ordinating SAR - operations**

The questions are normally asked and advice is given by the On-scene Co-ordinator (OSC).
For further information see IAMSAR Manual, London/Montreal,1998.

- . 1 I will act as On-scene Co-ordinator.
 - . 1.1 I will show following signals / lights:
- . 2 Can you proceed to distress position?
 - . 2.1 Yes, I can proceed to distress position.
 - . 2.2 No, I cannot proceed to distress position.
- . 3 What is your ETA at distress position?
 - . 3.1 My ETA at distress position within ... hours / at ... UTC.
- . 4 MAYDAY position is not correct.
 - . 4.1 Correct MAYDAY position is
- . 5 Vessels are advised to proceed to position ... to start rescue.

- . 6 Carry out search pattern ... starting at ... UTC.
- . 7 Initial course ... degrees, search speed ... knots.
- . 8 Carry out radar search.
- . 9 MV ... allocated track number
- .10 MV / MVs ... adjust interval between vessels to ...kilometres / nautical miles.
- .11 Adjust track spacing to ...kilometres / nautical miles.
- .12 Search speed now ... knots.
- .13 Alter course
 - ~ to ... degrees (- at ... UTC).
 - ~ for next leg of track now / at ... UTC.
- .14 We resume search in position
- .15 Crew has abandoned vessel / MV
- .16 Keep sharp lookout for lifeboats / liferafts / persons in water /

4 **Finishing with SAR - operations**

- .1 What is the result of search?
 - .1.1 The result of search is negative.
- .2 Sighted
 - ~ vessel in position
 - ~ lifeboats / life rafts in position
 - ~ persons in water / ... in position
- .3 Continue search in position
- .4 Can you pick up survivors?
 - .4.1 Yes, I can pick up survivors.
 - .4.2 No, I cannot pick up survivors.
- .5 MV ... / I will proceed to pick up survivors.
- .5.1 Stand by lifeboats / liferafts.
- .6 Picked up
 - ~ ... survivors in position
 - ~ ... lifeboats / liferafts (with ... persons / casualties) in position
 - ~ ... persons / casualties in lifejackets in position
 - ~ ... in position
- .7 Survivors in bad / good condition.
- .8 Do you require medical assistance?
 - .8.1 Yes, I require medical assistance.
 - .8.2 No, I do not require medical assistance.
- .9 Try to obtain information from survivors.
- .10 There are
 - ~ still ... lifeboats / liferafts with survivors.
 - ~ no more lifeboats / liferafts.
- .11 Total number of persons on board was
- .12 All persons / ... persons rescued.
- .13 You / MV ... may stop search and proceed with voyage.
- .14 There is no hope to rescue more persons.
- .15 We finish with SAR - operations.

AI/1.3 Requesting medical assistance

- . 1 I require / MV ... requires medical assistance.
- . 2 What kind of assistance is required?
 - . 2.1 I require / MV ... requires
 - ~ boat for hospital transfer.
 - ~ radio medical advice.
 - ~ helicopter with doctor (to pick up person(s)).
- . 3 I / MV ... will
 - ~ send boat.
 - ~ send helicopter with doctor
 - ~ send helicopter to pick up person(s).
 - ~ arrange for radio medical advice on VHF Channel ... / frequency
- . 4 Boat / helicopter ETA at ... UTC / within ... hours.
- . 5 Do you have doctor on board?
 - . 5.1 Yes, I have doctor on board.
 - . 5.2 No, I have no doctor on board.
- . 6 Can you make rendezvous in position ... ?
 - . 6.1 Yes, I can make rendezvous in position at ... UTC / within ... hours.
 - . 6.2 No, I cannot make rendezvous.
- . 7 I / MV ... will send boat / helicopter to transfer doctor.
- . 8 Transfer person(s) to my vessel / to MV ... by boat / helicopter.
- . 9 Transfer of person(s) not possible.

AI/2 Urgency traffic

Safety of a vessel (other than distress).

Note: An urgency traffic has always to commence with stating the position of the calling vessel if it is not included in the DSC alert.

.1 Technical failure

- . 1 I am / MV ... not under command.
- . 2 What problems do you have / does MV ... have?
 - . 2.1 I have / MV ... has problems with engine(s) / steering gear / propeller /
- . 3 I am / MV ... is manoeuvring with difficulty.
- . 4 Keep clear of me / MV
- . 5 Navigate with caution.
- . 6 I require / MV ... requires tug assistance / escort /
- . 7 I try / MV ... tries to proceed without assistance.
- . 8 Stand by on VHF Channel ... / frequency
- . 8.1 Standing by on VHF Channel ... / frequency

.2 Cargo

- . 1 I have / MV has ... lost dangerous goods of IMO-Class ... in position
- . 2 Containers / barrels / drums / bags / ... with dangerous goods of IMO-Class ... adrift near position
- . 3 I am / MV ... is spilling
 - ~ dangerous goods of IMO-Class ... in position ...
 - ~ crude oil / ... in position
- . 4 I require / MV ... requires oil clearance assistance - danger of pollution.
- . 5 I am / MV ... is dangerous source of radiation.

- .3 **Ice damage**
- . 1 I have / MV ... has damage above / below waterline.
 - . 2 What kind of assistance is required?
 - . 2.1 I require / MV ... requires
 - ~ tug assistance.
 - ~ ice-breaker assistance / escort /
 - . 3 I have / MV ... has stability problems - heavy icing.
 - . 4 Can you proceed without assistance?
 - . 4.1 Yes, I can proceed without assistance.
 - . 4.2 No, I cannot proceed without assistance.
 - . 5 Stand by on VHF Channel ... / frequency
 - . 5.1 Standing by on VHF Channel ... / frequency

AI/3 Safety Communications

AI/3.1 Meteorological and hydrological conditions

- .1 **Winds, storms, tropical storms, sea state**
- . 1 What is wind direction and force in your position / in position ... ?
 - . 1.1 Wind direction ...(*cardinal points*), force Beaufort ... in my position / in position
 - . 2 What wind is expected in my position / in position ... ?
 - . 2.1 The wind in your position / in position ... is expected
 - ~ from direction... (*cardinal points*), force Beaufort
 - ~ to increase / decrease.
 - ~ variable.
 - . 3 What is the latest gale / storm warning?
 - . 3.1 The latest gale / storm warning is as follows:
Gale / storm warning. Winds at ... UTC in area ... (*met.area*) from direction ...(*cardinal points*) and force Beaufort ... backing/veering to ... (*cardinal points*).
 - . 4 What is the latest tropical storm warning?
 - . 4.1 The latest tropical storm warning is as follows:
Tropical storm warning at ... UTC. Hurricane... (*name*) / tropical cyclone /tornado/ willy-willy / typhoon ... (*name*) with central pressure of ... millibars /hPascals located in position ... Present movement... (*cardinal points*) at ... knots. Winds of ... knots within radius of ... miles of centre. Seas smooth/moderate/rough/high.
Further information on VHF Channel ... / frequency
 - . 5 What is the atmospheric pressure in your position / in position ... ?
 - . 5.1 The atmospheric pressure in your position / in position ... is ... millibars/hPascals.
 - . 6 What is the barometric change in your position / in position ... ?
 - . 6.1 The barometric change in your position / in position ... is ... millibars/hPascals per hour / within the last ... hours.
 - . 6.2 The barometer is steady / dropping (rapidly) / rising (rapidly).
 - . 7 What maximum winds are expected in the storm area?
 - . 7.1 Maximum winds of ... knots are expected
 - ~ in the storm area.
 - ~ within a radius of ... kilometres / miles of the centre.
 - ~ in the safe / dangerous semicircle.

- .8 What is sea state in your position / in position ... ?
- .8.1 The smooth/moderate/rough/high sea/ slight/moderate/heavy swell in my position / in position ... is ... metres from... (*cardinal points*).
- .9 Is the sea state expected to change (- within the next hours)?
- .9.1 No, the sea state is not expected to change (- within the next hours).
- .9.2 Yes, a sea / swell of ... metres from ...(*cardinal points*) is expected (- within the next hours).
- .10 A tsunami / an abnormal wave is expected by ... UTC.

.2 **Restricted visibility**

- .1 What is visibility in your position / in position ... ?
- .1.1 Visibility in my position / in position is ... metres / nautical miles
- .1.2 Visibility is restricted by mist / fog / snow / dust / rain.
- .1.3 Visibility is increasing / decreasing / variable.
- .2 Is visibility expected to change in my position / in position ... (within the next hours)?
- .2.1 No, visibility is not expected to change in your position / in position... (- within the next hours).
- .2.2 Yes, visibility is expected to increase / decrease to ... metres / nautical miles in your position / in position ... (within the next hours).
- .2.3 Visibility is expected to be variable between ... metres / nautical miles in your position / in position ... (within the next hours).

.3 **Ice**

- .1 What is the latest ice information?
- .1.1 Ice warning. Ice / iceberg(s) located in position ... / reported in area around ...
- .1.2 No ice located in position ... / reported in area around
- .2 What ice situation is expected in my position / area around ... ?
- .2.1 Ice situation is
 - ~ not expected to change in your position / area around
 - ~ expected to improve / deteriorate in your position / area around
- .2.2 Thickness of ice is expected to increase / decrease in your position / area around
- .3 Navigation is dangerous in area around ... due to floating ice / pack ice / iceberg(s).
- .4 Navigation in area around ... is only possible
 - ~ for high-powered vessels of strong construction .
 - ~ with ice-breaker assistance.
- .5 Area around ... temporarily closed for navigation.
- .6 Danger of icing in area around

.4 **Abnormal tides**

- .1 The present tide ... is metres above / below datum in position
- .2 The tide ... is metres above/below prediction.
- .3 The tide is rising / falling.
- .4 Wait until high / low water.
- .5 Abnormally high / low tides are expected in position ... at about ... UTC / within ... hours.
- .6 Is the depth of water sufficient in position ... ?
- .6.1 Yes, the depth of water is sufficient in position
- .6.2 No, the depth of water is not sufficient in position

- . 6.3 The depth of water is ... metres in position
- . 7 My draft ... is metres - can I enter / pass ... (*charted name of place*)?
- . 7.1 Yes, you can enter / pass (*charted name of place*).
- . 7.2 No, you cannot enter / pass (*charted name of place*) - wait until ... UTC.
- . 8 The charted depth of water is increased / decreased by ... metres due to sea state / winds.

AI/3.2 Navigational warnings involving

.1 Land- or seamarks

Defects

- .1 ...(*charted name of light / buoy*) in position ...
~ unlit / unreliable / damaged / destroyed / off station / missing.

Alterations

- .2 ... (*charted name of lightbuoy / buoy*) in position ...
~ (temporarily) changed to ...(*full characteristics*).
~ (temporarily) removed.
~ (temporarily) discontinued.

New and moved

- .3 ...(*charted name of light / buoy*) ...(*full characteristics*)
~ established in position
~ re-established in position
~ moved ... kilometres / nautical miles in ... (*direction*) to position
- .4 (Note: Only for major fog signal stations.)
Fog signal ...(*charted name of light / buoy*) in position ... inoperative.

.2 Drifting objects

- .1 Superbuoy / mine / unlit derelict vessel / ... (*number*) container(s)
adrift in vicinity ...(*position*) at ...(*date and time if known*).

.3 Electronic navigational aids

- .1 GPS Satellite ...(*number*) unusable from ... (*date and time*) to ...(*date and time*).
Cancel one hour after time of restoration.
- .2 LORAN station ...(*name or number of master / secondary*) off air from ...(*date and time*) to... (*date and time*). Cancel one hour after time of restoration.
- .3 RACON ... (*name of station*) in position ... off air from ...(*date and time*) to... (*date and time*). Cancel one hour after time of restoration.

.4 Seabottom characteristics, wrecks

Use REPORTED when position is unconfirmed, and use LOCATED when position has been confirmed by survey or other means

- .1 Uncharted reef / rock / shoal / dangerous wreck / obstruction
reported / located in position
- .2 Dangerous wreck in position... marked by ... (*type*)buoy ...(*distance in kilometres/nautical miles*) ...(*direction*).

.5 **Miscellaneous**

.5.1 **Cable, pipeline and seismic / hydrographic operations**

- .1 Cable / pipeline operations by ... (*vessel*) in vicinity / along line joining ... (*positions*) from ...(*date and time*)to ...(*date and time*). Wide berth requested (*if requested*). Contact via VHF Channel ... (*if requested*).
- .2 Seismic survey / hydrographic operations by ...(*vessel*) from ...(*date and time*) to... (*date and time*) in ...(*position*). Wide berth requested. (*if requested*). Contact via VHF Channel ... (*if requested*).
- .3 Survey vessel ...(*name*) towing ...(*length*) seismic cable along line joining / in area bounded by / in vicinity ...(*position*) from ...(*date and time*) to ...(*date and time*). Wide berth requested (*if requested*). Contact via VHF Channel ... (*if requested*).
- .4 Hazardous operations by ...(*vessel*) in area bounded by / in vicinity ... (*position*) from ... (*date and time*) to ...(*date and time*). Wide berth requested (*if requested*). Contact via VHF Channel ... (*if requested*).
- .5 Current meters / hydrographic instruments moored in ...(*position*). Wide berth requested (*if requested*).

.5.2 **Diving, towing and dredging operations**

- .1 Diving/dredging operations by vessel ... (*name*) from ...(*date and time*) to ...(*date and time*) in position Wide berth requested (*if requested*).
- .2 Difficult tow from ...(*port of departure*)on ... (*date*) to ...(*destination*)on ...(*date*). Wide berth requested.

.5.3 **Tanker transhipment**

- .1 Transhipment of ...(*kind of cargo*) in position... . Wide berth requested.
- .2 I am / MT ... spilling oil / chemicals /... in position....Wide berth requested.
- .3 I am / LNG-tanker/LPG-tanker ... leaking gas in position.. – avoid passing to leeward.
- .4 Oil clearance operations near MT ... in position Wide berth requested.

.5.4 **Off-shore installations, rig moves**

- .1 Platform ...(*name/number if available*) reported / established in position... at ... (*date and time*).Wide berth requested (*if requested*).
- .2 Platform ...(*name/number if available*) removed from ...(*position*) on ... (*date*).
- .3 Pipeline / platform ...(*name/number if available*) in position ... spilling oil / leaking gas. Wide berth requested.
- .4 Derelict platform ...(*name/number if available*) being removed from ...(*position*) at ... (*date and time*).Wide berth requested.

.5.5 **Defective locks or bridges**

- .1 Lock ...(*name*) defective.
 - .1.1 For entering ...(*charted name of place*) use lock ...(*name*).
- .2 Lock / bridge ... (*name*) defective.
 - .2.1 Avoid this area - no possibility for vessels to turn.

.5.6 Military operations

- .1 Gunnery / rocket firing / missile / torpedo / underwater ordnance exercises in area bounded by ... (*positions*) from ... (*date and time*) to... (*date and time*). Wide berth requested (*if requested*).
- .2 Mine clearing operations from ...(*date time*) to ...(*date and time*) in area bounded by ...(*positions*).Wide berth requested. Contact via VHF channel ...(*number*) (*if requested*).

.5.7 Fishery

- .1 Small fishing boats in area around ... - navigate with caution.
- .2 Is fishing gear ahead of me?
 - .2.1 No fishing gear ahead of you.
 - .2.2 Yes, fishing gear with buoys / without buoys in position .../ area around ... - navigate with caution.
- .3 Fishing gear has fouled my propeller(s).
- .4 You have caught my fishing gear.
- .5 Advise you to recover your fishing gear.
- .6 Fishing in area ... prohibited.

AI/3.3 Environmental protection communications

- .1 Located oil spill in position ... extending ... (*length and width in metres*) to ... (*cardinal points*).
- .2 Located oil spill
 - ~ in your wake.
 - ~ in the wake of MV
- .3 I have / MV ... has accidental spillage of oil /
- .4 Can you / MV ... stop spillage?
 - .4.1 Yes, I / MV ... can stop spillage.
 - .4.2 No, I / MV ... cannot stop spillage.
- .5 What kind of assistance is required?
 - .5.1 I require / MV ... requires
 - oil clearance assistance.
 - floating booms / oil dispersants /
- .5 Stay in vicinity of pollution and co-operate with oil clearance team.
- .6 ... (*number*) barrels / drums / containers with IMDG - Code marks reported adrift near position..... .
- .7 Located a vessel dumping chemicals / waste / ... in position
 - .7.1 Located a vessel incinerating chemicals / waste / ... in position
- .8 Can you identify the polluter?
 - .8.1 Yes, I can identify the polluter - polluter is MV
 - .8.2 No, I cannot identify the polluter.
- .9 What is course and speed of the polluter?
 - .9.1 Course of the polluter ... degrees, speed ... knots.
 - .9.2 The polluter left the scene.

AI/4 Pilotage

AI/4.1 Pilot request

See AI/6 - .4.3 "Pilot request"

AI/4.2 Embarking / disembarking pilot

- .1 Stand by pilot ladder.
- .2 Rig the pilot ladder on port side / starboard side ... metres above water.
- .3 The pilot ladder is rigged on port side / starboard side.
- .4 You must rig another pilot ladder
- .5 The pilot ladder is unsafe.
- .6 What is wrong with the pilot ladder?
 - .7.1 The pilot ladder
 - ~ has broken / loose steps.
 - ~ has broken spreaders.
 - ~ has spreaders too short.
 - ~ is too far aft / forward.
- .8 Move the pilot ladder
 - ~ ... metres aft / forward.
 - ~ clear of discharge.
- .9 Rig the accommodation ladder in combination with the pilot ladder.
- .10 Rig the pilot ladder alongside hoist.
- .11 Put lights on at the pilot ladder.
- .12 Man ropes are required / not required.
- .13 Have a heaving line ready at the pilot ladder.
- .14 Correct the list of the vessel.
- .15 Make a lee on your port side / starboard side.
- .16 Steer ... degrees to make a lee.
- .17 Keep the sea on your port quarter / starboard quarter.
- .18 Make a boarding speed of ... knots.
- .19 Stop engine(s) until pilot boat is clear.
- .20 Put helm hard to port / starboard.
- .21 Alter course to ... (cardinal points) - the pilot boat cannot clear the vessel.
- .22 Put engine(s) ahead / astern.
- .23 Embarkation is not possible.
 - .23.1 Boarding arrangements do not comply with SOLAS - Regulations.
 - .23.2 Vessel is not suited for the pilot ladder.

AI/4.3 Tug request

- .1 Must I take tug(s)?
 - .1.1 Yes, you must take ... tug(s).
 - .1.2 No, you need not take tug(s).
- .2 How many tugs must I take?
 - .2.1 You must take ... tug(s) according to Port Regulations.
 - .2.2 You must take ... tug(s) fore and ... tug(s) aft.
- .3 I require ... tug(s).
- .4 In what position will the tug(s) meet me?
 - .4.1 The tug(s) will meet you in position ... at ...UTC.
 - .4.2 Wait for the tug(s) in position

- .5 Must I use the towing lines of my vessel?
- .5.1 Yes, you must use the towing lines.
- .5.2 No, you must use the towing lines of the tug.

AI/5 Specials

AI/5.1 Helicopter operations

(H: = from helicopter V: = from vessel)

- .1 V: I require a helicopter.
 - ~ to pick up persons.
 - ~ with doctor.
 - ~ with liferaft /
- .1.1 MRCC: I will send a helicopter with
- .2 H: MV ... , I will drop
- .3 H: MV ... , are you ready for the helicopter?
 - .3.1 V: Yes, I am ready for the helicopter.
 - .3.2 V: No, I am not ready for the helicopter (yet).
 - .3.3 V: Ready for the helicopter in ... minutes.
- .4 H: MV ... , helicopter is on the way to you.
- .5 H: MV ... , what is your position.
 - .5.1 V: My position is
- .6 H: MV ... , what is your present course and speed.
 - .6.1 V: My present course is ... degrees, speed is ... knots.
- .7 H: MV ... , make identification signals.
- .8 V: I am making identification signals by smoke (buoy) / search light / flags / signalling lamp /
- .9 H: MV ... , you are identified.
- .10 H: MV ... , what is the relative wind direction in degrees and knots.
 - .10.1 V: The relative wind direction is ... degrees and ... knots.
- .11 H: MV ... , keep the wind on port / starboard bow.
- .12 H: MV ... , keep the wind on port / starboard quarter.
- .13 H: MV ... , indicate the landing / pick-up area.
 - .13.1 V: The landing / pick-up area is
- .14 H: MV ... , can I land on deck?
 - .14.1 V: Yes, you can land on deck.
 - .14.2 V: No, you cannot land on deck (yet).
 - .14.3 V: You can land on deck in ... minutes.
- .15 H: MV ... , I will use hoist / rescue sling / rescue basket / rescue net / rescue litter / rescue seat / double lift.
- .16 V: I am ready to receive you.
- .17 H: MV ... , I am landing.
- .18 H: MV ... , I am starting operation.
- .19 H: MV ... , do not fix the hoist cable.
- .20 H: MV ... , operation finished.
- .21 H: MV ... , I am taking off.

AI/5.2 Ice - breaker operations

.1 Ice - breaker request

- .1 I am / MV is ... fast in ice in position
- .2 I require / MV ... requires ice-breaker assistance to reach
- .3 Ice-breaker assistance
 - ~ will arrive at ... UTC / within ... hours.
 - ~ is not available until ... UTC.
 - ~ is available only up to latitude... longitude....
 - ~ is suspended until...(date and time).
 - ~ is suspended after sunset.
 - ~ is suspended until favourable weather conditions.
 - ~ will be resumed at ... UTC.

.2 Ice - breaker assistance for convoy

Ice-breaker commands applying to all the vessels in a convoy have to be immediately confirmed consecutively by each vessel in turn and executed according to the pattern given in

GENERAL 4.6. Ice-breaker commands applying to a single vessel are confirmed and executed only by that vessel, this applies also for close coupled towing. When being assisted by an ice-breaker it is important to maintain a continuous listening watch on the appropriate VHF Channel and to maintain a proper lookout for sound and visual signals.

- .1 Ice breaker assistance for convoy will start now / at ... UTC.
- .2 Your place in convoy is number
- .3 MV ... will follow you.
- .4 You will follow MV
- .5 Go ahead and follow me.
- .5.1 Do not follow me.
- .6 Proceed along the ice channel.
- .7 Increase / reduce your speed.
- .8 Reverse your engines.
- .9 Stop engines.
- .10 Keep a distance of ... metres /cables between vessels.
- .11 Increase / reduce the distance between vessels to ... metres / cables.
- .12 Stand by for receiving towing line.
- .12.1 Stand by for letting go towing line.
- .13 Switch on the bow / stern search light
- .14 Stop in present position.
- .15 Ice-breaker ... will escort you.
- .16 Ice-breaker assistance for convoy finished.
- .16.1 Open water / light ice conditions ahead.
- .17 Proceed by yourself (to area ...).

.3 Ice - breaker assistance in close-coupled towing

- .1 Stand by for close coupled towing.
- .2 Slack out your anchors under the hawse-pipes.
- .3 Pass heaving lines through the hawse-pipes.
- .4 Receive towing line on deck.
- .5 Lash together the eyes of the towing line with manila lashing.
- .6 Fasten towing line on your bits.
- .7 I start to draw your bow into the stern notch of the ice-breaker.
- .8 Stand by for cutting the manila lashing if required.
- .9 Keep yourself in the centre-plane of the ice-breaker.

AI/6 Vessel Traffic Service (VTS) Standard Phrases

Application of Message Markers

In order to especially facilitate shore-to-ship and ship-to-shore communication or when one of the Standard Marine Communication Phrases will not fit the meaning desired, one of the following eight message markers may be used to increase the probability of the purpose of the message being properly understood.

It is at the discretion of the shore personnel or the ship's officer whether to use one of the message markers and if so which of them to apply depending on the user's qualified assessment of the situation. If used the message marker is to be spoken preceding the message or the corresponding part of the message. The IMO VTS Guidelines recommend that in any message directed to a vessel it should be clear whether the message contains **information, advice, warning, or instruction** and IMO Standard Marine Communication Phrases should be used where practicable.

For further standardized VTS communications, also see other sections of PART AI. For VTS Standard Reporting Procedures see IMO Resolution A.851(20) on "General Principles for Ship Reporting Systems and Ship Reporting Requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and / or marine pollutants".

Note: All of the following phrases must come as the culmination (message content) of a radio message exchange between stations covered by the ITU Radio Regulations, and the relevant calling procedures have to be observed.

Message Markers

(i) INSTRUCTION

This indicates that the following message implies the intention of the sender to influence others by a Regulation.

Comment: This means that the sender, e.g. a VTS - Station or a naval vessel, must have the full authority to send such a message. The recipient has to follow this legally binding message unless s/he has contradictory safety reasons which then have to be reported to the sender.

Example: "INSTRUCTION. Do not cross the fairway."

(ii) ADVICE

This indicates that the following message implies the intention of the sender to influence others by a Recommendation.

Comment: The decision whether to follow the ADVICE still stays with the recipient. ADVICE does not necessarily have to be followed but should be considered very carefully.

Example: "ADVICE. (Advise you) stand by on VHF Channel six nine."

(iii) WARNING

This indicates that the following message implies the intention of the sender to inform others about danger.

Comment: This means that any recipient of a WARNING should pay immediate attention to the danger mentioned. Consequences of a WARNING will be up to the recipient.

Example: "WARNING. Obstruction in the fairway."

(iv) INFORMATION

This indicates that the following message is restricted to observed facts, situations, etc..

Comment: This marker is preferably used for navigational and traffic information, etc.. Consequences of INFORMATION will be up to the recipient.

Example: "INFORMATION. MV Noname will overtake to the West of you ."

(v) QUESTION

This indicates that the following message is of interrogative character.

Comment: The use of this marker removes any doubt on whether a question is being asked or statement being made, especially when interrogatives such as What, Where, Why, Who, How are additionally used at the beginning of the question. The recipient is expected to return an answer.

Example: "QUESTION.(What is) your present maximum draft?"

(vi) ANSWER

This indicates that the following message is the reply to a previous question.

Comment: Note that an answer should not contain another question.

Example: "ANSWER. My present maximum draft is zero seven metres."

(vii) REQUEST

This indicates that the following message is asking for action from others with respect to the vessel.

Comment: The use of this marker is to signal: I want something to be arranged or provided, e.g. ship's stores requirements, tugs, permission, etc..

Note: REQUEST must not be used involving navigation, or to modify COLREGS.

Example: "REQUEST. I require two tugs."

(viii) INTENTION

This indicates that the following message informs others about immediate navigational action intended to be taken.

Comment: The use of this message marker is logically restricted to messages announcing navigational actions by the vessel sending this message.

Example: "INTENTION. I will reduce my speed."

AI/6.1 Phrases for acquiring and providing data for a traffic image

.1 Acquiring and providing routine traffic data

- .1 What is the name of your vessel and call sign / identification?
 - .1.1 The name of my vessel is ... , call sign ... / identification
 - .1.2 Spell the name of your vessel.
- .2 What is your flag state?
 - .2.1 My flag state is
- .3 What is your position?
 - .3.1 My position is
- .4 What is your present course and speed?
 - .4.1 My present course is ... degrees, my speed is ... knots.
- .5 From what direction are you approaching?
 - .5.1 I am approaching from
- .6 What is your port of destination / destination?
 - .6.1 My port of destination / destination is
- .7 What was your last port of call?
 - .7.1 My last port of call was
- .8 What is your ETA in position ... ?
 - .8.1 My ETA is ... UTC.
- .9 What is your ETD from ... ?
 - .9.1 My ETD from ... is ... UTC.

- .10 What is your draft forward / aft?
 - .10.1 My draft forward / aft is ... metres.
 - .11 What is your present maximum draft ?
 - .11.1 My present maximum draft is ... metres.
 - .12 What is your freeboard?
 - .12.1 My freeboard is ... metres.
 - .13 What is your air draft?
 - .13.1 My air draft is ... metres.
 - .14 Are you underway?
 - .14.1 Yes, I am underway.
 - .14.2 No, I am not underway.
 - .14.3 I am ready to get underway.
 - .15 What is your full speed / full manoeuvring speed?
 - .15.1 My full speed / full manoeuvring speed is ... knots.
 - .16 What is your cargo?
 - .16.1 My cargo is
 - .17 Do you carry any dangerous goods?
 - .17.1 Yes, I carry the following dangerous goods: ... kilogrammes / tonnes IMO Class
 - .17.2 No, I do not carry any dangerous goods.
 - .18 Do you have any deficiencies / restrictions?
 - .18.1 No, I have no deficiencies / restrictions.
 - .18.2 Yes, I have the following deficiencies / restrictions:
 - .19 I am / MV ... is constrained by draft.
 - .20 The maximum permitted draft is ... metres.
 - .21 Do you have any list?
 - .21.1 Yes, I have a list to port / starboard of ... degrees.
 - .21.2 No, I have no list.
 - .22 Are you on even keel?
 - .22.1 Yes, I am on even keel.
 - .22.2 No, I am trimmed by the head / stern.
- .2 **Acquiring and providing distress traffic data**
See AI/1.1 "Distress communications "

AI/6.2 Phrases for providing VTS services

- .1 **Information service**
These phrases are normally transmitted from the shore.
- .1.1 **Navigational warnings**
 - .1 Unknown object(s) in position
 - .2 Ice / iceberg(s) in position ... / area around
 - .3 Unlit derelict vessel adrift in vicinity ... at ... (*date and time*).
 - .4 Dangerous wreck / obstruction located in position ... marked by ... (*type*) buoy.
 - .5 Hazardous mine adrift in vicinity ... at ... (*date and time*).
 - .6 Uncharted reef / rock / shoal reported in position
 - .7 Pipeline is leaking gas / oil in position ... - wide berth requested.
 - .8 Depth of water not sufficient in position
 - .9 Navigation closed in area

.1.2 Navigational information

- .1 Oil spill in position
- .2 Current meters / hydrographic instruments moored in position ...- wide berth requested.
- .3 Platform ...(*name / number*) reported / established in position ... - wide berth requested.
- .4 ...(*charted name of light / buoy*) in position ...
 - ~ unlit / unreliable / damaged / destroyed / off station / missing.
 - ~ (temporarily) changed to ...(*full characteristics*).
 - ~ (temporarily) removed.
 - ~ (temporarily) discontinued.
- .5 ...(*charted name of light / buoy*) ...(*full characteristics*)
 - ~ established in position
 - ~ re-established in position
 - ~ moved ... kilometres / nautical miles in ... (*direction*) to position
- .6 (Note: Only for major fog signal stations.)
Fog signal ...(*charted name of light / buoy*) in position ... inoperative.

.1.3 Traffic information

- .1 Gunnery / rocket firing / missile / torpedo / underwater ordnance exercises in area bounded by ...(*positions*) and ... from ... (*date and time*) to ... (*date and time*).
Wide berth requested.
- .2 Cable / pipeline operations by... (*vessel*) in vicinity ... / along a line joining ...(*position*) from ... (*date and time*) to... (*date and time*) - wide berth requested. Contact via VHF Channel ...
- .3 Salvage operations in position ... from ... (*date and time*) to ... (*date and time*)
- wide berth requested. Contact via VHF Channel
- .4 Seismic / hydrographic operations by ... (*vessel*)... from ... (*date and time*)
to ...(*date and time*) in position ... - wide berth requested.
Contact via VHF Channel
- .5 Oil clearance operations near MT ... in position ... - wide berth requested.
- .6 Transshipment of ...(*kind of cargo*) in position ... - wide berth requested.
- .7 Difficult tow from ...(*port of departure*) to ...(*destination*) on ...(*date*)
- wide berth requested.
- .8 Vessel not under command in position ... / area
- .9 Hampered vessel in position ... area ... (course ... degrees, speed ... knots).
- .9.1 Vessel constrained by her draft in position ... area ... (course ... degrees ... speed ... knots)
- .10 Vessel in position ... on course ... and speed ... is not complying with traffic regulations.
- .11 Vessel is crossing ... traffic lane on course ... and speed ... in position
- .12 Small fishing boats in area around ... - navigate with caution.
- .13 Submarines operating in sea area around ... surface vessels are in attendance.

.1.4 Route information

- .1 **Route .../ Traffic Lane ... has been suspended / discontinued / diverted.**

.1.5 Hydrographic information

- .1 Tidal prediction for ... (*name of station(s)*) / area ... :
 - .1.1 A tide of ... metres above / below datum is expected in position ... / area ...
at about ... UTC.
 - .1.2 Abnormally high / low tides are expected in position ... / area ... at about ... UTC.
- .2 The tide is rising -
 - ~ it is ... hours before high water / after low water.
 - ~ it is ... metres below high water / above low water.

- .3 The tide is falling -
 - ~ it is ... hours after high water / before low water.
 - ~ it is ... metres below high water / above low water.
- .4 The tide is slack.
- .5 Present tide is ... metres above / below datum ... in position ...
- .6 The tide is ... metres above / below prediction
- .7 The tidal stream / current is ... knots in position ...
- .8 The tide is setting in direction ... degrees.
- .9 The depth of water is / is not sufficient in position ...
- .12 Charted depth has increased / decreased by ... metres due to winds / sea state.

.1.6 **Electronic navigational aids information**

- .1 GPS Satellite ...(*number*) unusable from ...(*date and time*) to ... (*date and time*).
Cancel one hour after time of restoration.
- .2 LORAN station ...(*name number of master / secondary*)
- .3 RACON ... (*name of station*) in position ... off air ... from ... (*date and time*)
to ... (*date and time*).

.1.7 **Meteorological warnings**

- .1 Gale warning / storm warning was issued at ... UTC starting at ... UTC .
- .1.1 Gale warning / storm warning. Wind at ... UTC in area ... (*met. area*) from direction ... (*cardinal points*) and force Beaufort ... backing / veering to ... (*cardinal points*).
- .2 Tropical storm warning was issued at ... UTC starting at ... UTC.
- .2.1 Tropical storm warning at ... UTC. Hurricane ... (*name*) / tropical cyclone / tornado / willy-willy / typhoon / ... with central pressure of ... millibars/hPascals located in position
Present movement ... (*cardinal points*) at ... knots. Winds of ... knots within radius of ... nautical miles of centre. Seas over ... metres.
Further information on VHF Channel ... / frequency ... (at ... UTC).

.1.8 **Meteorological information**

- .1 Position of tropical storm ... (*name*) ..., path ... (*cardinal points*), speed of advance ... knots.
- .2 Wind direction ...(*cardinal points*), force Beaufort ... in position ...
- .3 Wind is backing / veering and increasing / decreasing.
- .4 Wind is expected to increase / decrease in position ... to force Beaufort ... within the next... hours.
- .5 Visibility in position ...
 - ~ ... metres / nautical miles.
 - ~ reduced by mist / fog / snow / dust / rain / ...
 - ~ expected to increase / decrease to ... metres / nautical miles within the next ... hours.
- .6 Sea / swell in position ...
 - ~ ... metres from ...(*cardinal points*).
 - ~ expected to increase / decrease within the next ... hours.
- .7 Icing is expected / not expected in area ...

.1.9 **Meteorological questions and answers**

See AI/3.1 "Meteorological and hydrological conditions"

.2 Navigational assistance service

Shore based pilotage by Navigational Assistance Service: also see AI/6.4 .3.18 to .3.21

.2.1 Request and identification

.1 Is shore based radar assistance available?

.1.1 Yes, shore based radar assistance is available.

.1.2 No, shore based radar assistance is not available.

.2 Shore based radar assistance is available from ... to ... UTC.

.3 Do you require navigational assistance to reach ... ?

.3.1 Yes, I require navigational assistance.

.3.2 No, I do not require navigational assistance

.4 What is your position?

.4.1 My position is bearing ... degrees ..., distance ... kilometres / nautical miles from

.5 How was your position obtained?

.5.1 My position was obtained by GPS / RADAR / cross-bearing /
astronomical observation / ...

.6 Repeat your position for identification.

.7 I have located you on my radar screen.

.7.1 Your position is bearing ... degrees, distance ... kilometres / nautical miles from

.8 I cannot locate you on my radar screen.

.9 What is your present course and speed?

.9.1 My present course is ... degrees, my speed is ... knots.

.10 What is the course to reach you?

.10.1 The course to reach me is ... degrees.

.11 Is your radar in operation?

.11.1 Yes, my radar is in operation.

.11.2 No, my radar is not in operation.

.12 What range scale are you using?

.12.1 I am using ... miles range scale.

.12.2 Change to a larger / smaller range scale.

.13 You are leaving my radar screen.

.14 Change to radar ... (*name*) VHF Channel

.15 I have lost radar contact.

.2.2 Position

.1 You are entering

.2 Your position is .../ bearing ... degrees, distance ... kilometres / nautical miles from

.4 You are passing

You are

~ in the centre of the fairway.

~ on / not on the radar reference line (of the fairway).

~ on the ... (*cardinal points*) side of the fairway.

.5 You are approaching the ... (*cardinal points*) limit of the fairway.

.6 Your position is buoy number ... distance ... metres / cables
to the ... (*cardinal points*) of the radar reference line

.7 Your position is distance ... metres / cables from the intersection of radar reference line ...
and radar reference line ... and distance ... metres / cables to the ... (*cardinal points*)
of radar reference line

.8 MV ... has reported at reporting point

.9 You are getting closer to the vessel ... (*cardinal points*) of you.

.10 Vessel on opposite course is passing to the ... (*cardinal points*) of you.

- .11 MV ... is metres / cables ... (*cardinal points*) of you
 - ~ is ingoing / outgoing.
 - ~ has stopped.
 - ~ is at anchor.
 - ~ is on a reciprocal course
 - ~ will overtake to the ... (*cardinal points*) of you
- .12 Vessel has anchored ... metres / cables ... (*cardinal points*) of you in position
- .13 Vessel ... (*cardinal points*) of you is obstructing your movements.
- .14 You will meet crossing traffic in position
- .15 Vessel is entering / leaving the fairway at
- .16 Buoy ... distance ... metres / cables ... (*cardinal points*).
- .17 Vessel ... (*cardinal points*) of you is
 - ~ turning.
 - ~ anchoring.
 - ~ increasing / decreasing speed.
 - ~ overtaking you.
 - ~ not under command.

.2.3 **Course**

Note: The user of this phrase should be fully aware of the implications of words such as "track", "heading" and "course made good".

- .1 Your track is
 - ~ parallel with the reference line.
 - ~ diverging from the reference line.
 - ~ converging to the reference line.
- .2 What is your present course / heading?
 - .2.1 My present course / heading is ... degrees
- .3 You are steering a dangerous course.
- .4 Course to make good is ... degrees.
- .5 Vessel ... (*cardinal points*) of you is on same course ... degrees.
 - .5.1 Advise you
 - ~ Keep your present course.
 - ~ A new course of ... degrees.
- .6 Have you altered course?
 - .6.1 Yes, I have altered course - my new course is ... degrees.
 - .6.2 No, I have not altered course - my course is ... degrees.
- .7 You are running into danger -
 - ~ shallow water ... (*cardinal points*) of you.
 - ~ submerged wreck ... (*cardinal points*) of you.
 - ~ fog bank ... (*cardinal points*) of you.
 - ~ risk of collision (with a vessel bearing ... degrees, distance ... kilometres / nautical miles).
 - ~ bridge is defective /

.3 **Traffic organization service**

.3.1 **Clearance, forward planning**

- .1 Traffic clearance is required before entering
- .2 Do not enter the traffic lane /
- .3 Proceed to the emergency anchorage.
- .4 Keep clear of .../ avoid

- .5 You have permission
 - ~ to enter the traffic lane / route - traffic clearance granted.
 - ~ to enter traffic lane / route in position ... at ... UTC.
- .6 Do not pass the reporting point ... until ... UTC.
- .7 Report at the next way point / way point ... / at ... UTC.
- .8 You must arrive at way point ... at ... UTC - your berth is clear.
- .9 Do not arrive in position ... before / after ... UTC.
- .10 The tide is with you / against you.

3.2 Anchoring

- .1 You must anchor
 - ~ at ... UTC.
 - ~ until the pilot arrives.
 - ~ in a different position.
 - ~ clear of fairway.
- .2 Do not anchor in position
- .3 Anchoring is prohibited.
- .6 You must heave up anchor.
- .7 You are at anchor in a wrong position.
- .8 Have your crew on stand by for heaving up anchor when the pilot embarks.
- .9 You have permission to anchor (at ... UTC)
 - ~ in position
 - ~ until the pilot arrives.
 - ~ until the tugs arrive.
 - ~ until sufficient water.
- .10 You are obstructing the fairway / other traffic.
- .11 Are you dragging / dredging anchor?
 - .11.1 Yes, I am dragging / dredging anchor.
 - .11.2 No, I am not dragging / dredging anchor.
- .12 Do not dredge anchor.

3.3 Arrival, berthing and departure

- .1 Your orders are to berth on
- .2 Your orders are changed to proceed to
- .3 Proceed to ... for orders.
- .4 You have permission to enter / to proceed at ... UTC.
- .5 Vessel is turning / manoeuvring in position
- .6 MV ...
 - ~ will turn in position
 - ~ will leave ... at ... UTC.
 - ~ is leaving
 - ~ has left
 - ~ entered fairway in position
- .7 Your berth is not clear (until ... UTC)
 - .7.1 Your berth will be clear at ... UTC.
- .8 You will berth / dock at ... UTC .
- .9 Berthing has been delayed by ... hours.
- .10 Be ready to get underway.
 - .10.1 I am ready to get underway
- .11 Get underway.
- .12 Are you underway?

- .12.1 Yes, I am underway.
- .12.2 No, I am not underway.
- .13 Move ahead / astern ... metres.
- .14 Your vessel is in position - make fast.

.3.4 **Enforcement**

- .1 According to my radar, your course does not comply with Rule 10 of the COLREGs.
- .2 Your actions will be reported to the Authorities.
- .3 You are
 - ~ not complying with traffic regulations.
 - ~ not keeping to the correct traffic lane.
- .4 Have all navigational instruments in operation before entering this area / area
- .5 Your navigation lights are not visible.
- .6 Recover your fishing gear.
- .6.1 You are fishing in the fairway.
- .7 Fishing gear is to the ... (*cardinal points*) of you.
- .8 Fishing in area ...is prohibited.
- .9 You are approaching a prohibited fishing area.
- .10 Fairway speed is... knots.

.3.5 **Avoiding dangerous situations, providing safe movements**

- .1 It is dangerous
 - ~ to anchor in your present position.
 - ~ to remain in your present position.
 - ~ to alter course to ... (*cardinal points*).
- .2 Large vessel is leaving the fairway- keep clear of the fairway approach.
- .3 Nets with buoys / without buoys in this area - navigate with caution.
- .4 Collision in position
- .5 MV ... is aground / on fire / ... in position
- .6 Stand by for assistance.
- .7 Vessels must
 - ~ keep clear of this area / area
 - ~ avoid this area / area
 - ~ navigate with caution.
- .8 Keep clear of ... - search and rescue in progress.
- .9 Your present course is too close
 - ~ to ingoing / outgoing vessel.
 - ~ to the vessel that you are overtaking.
 - ~ to the ... (*cardinal points*) limit of the fairway.
- .10 Your course is deviating from the radar reference line.
- .11 You are running into danger
 - ~ shallow water (*cardinal points*) of you.
 - ~ submerged wreck ... (*cardinal points*) of you.
 - ~ fog bank ... (*cardinal points*) of you.
 - ~ risk of collision (with vessel bearing ... degrees, distance ... kilometres / nautical miles).
 - ~ bridge is defective.
- .12 You are proceeding at a dangerous speed.
- .13 You must
 - ~ proceed by the fairway / route
 - ~ keep to the ... (*cardinal points*) of the fairway line / radar reference line.

- .14 ~ stay clear of the fairway.
- .14 You must wait for MV ... to cross ahead of you.
- .15 You must wait for MV ... to clear ... before
 - ~ entering the fairway.
 - ~ getting underway.
 - ~ leaving the berth.
- .16 Do not
 - ~ overtake.
 - ~ cross the fairway.
- .17 Alter course to ...(*cardinal points*) of you.
- .18 Pass ... (*cardinal points*) of
 - ~ ingoing /outgoing / anchored / disabled vessel.
 - ~ of ... mark /
- .19 Stop engines.
- .20 MV ...
 - ~ wishes to overtake ... (*cardinal points*) of you.
 - ~ agrees / does not agree to be overtaken.
 - ~ is approaching an obscured area ... - approaching vessels acknowledge.

3.6 Canal and lock operations

- .1 You must
 - ~ close up on the vessel ahead of you.
 - ~ drop back from the vessel ahead of you.
 - ~ wait at
 - ~ moor at
 - ~ wait for lock clearance at ... until ... UTC.
- .2 Convoy ... must wait / moor at
- .3 You will
 - ~ join convoy ... at ... UTC.
 - ~ enter canal / lock at ... UTC.
- .4 Transit will begin at ... UTC.
- .5 Your place in convoy is number
- .6 Transit / convoy speed is ... knots.
- .7 Convoys / vessels will pass in area

AI/6.3 Handing over to another VTS

- .1 ... VTS this is ... VTS: MV ... position is bearing... degrees, distance ... kilometres / nautical miles from working frequency is VHF Channel Your target. Please confirm.
- .2 ... VTS this is ... VTS: MV ... position bearing is ... degrees, distance ... kilometres / nautical miles from I confirm. My target.
- .3 VTS this is ... VTS: MV ... position is bearing... degrees, distance ... kilometres / nautical miles from I am unable to take over this target.

AI/6.4 Phrases for communication with emergency services and allied services

- .1 **Emergency services** (SAR, fire fighting, pollution fighting)
See AI/1 “Distress Communication”
- .2 **Tug services**
Also see AII/3.6 “Tug assistance”

- .1 How many tugs do you require?
- .1.1 I require ... tug(s).
- .2 You must take
 - ~ ... tug(s) according to port regulations.
 - ~ ... tug(s) fore and ... tug(s) aft.
- .3 Wait for the tug(s) in position
- .4 The tugs will meet you in position ... at ... UTC.
- .6 Tug services have been suspended until ...(*date and time*) / resumed on...(*date and time*).

.3 **Pilot request**

- .1 Must I take a pilot?
- .1.1 Yes, you must take a pilot - pilotage is compulsory.
- .1.2 No, you need not take a pilot.
- .2 Do you require a pilot?
- .2.1 Yes, I require a pilot.
- .2.2 No, I do not require a pilot - I am holder of Pilotage Exemption Certificate (No. ...).
- .3 You are exempted from pilotage.
- .4 Do you require a pilot at ...(*name*) Pilot Station?
- .4.1 Yes, I require a pilot at ...(*name*) Pilot Station.
- .4.2 No, I do not require a pilot at ...(*name*) Pilot Station - I require a pilot in position ...
- .5 What is your ETA at ...(*name*) Pilot Station in local time?
- .5.1 My ETA at...(*name*) Pilot Station is ... hours local time.
- .6 What is local time?
- .6.1 Local time is ... hours.
- .7 What is your position?
- .7.1 My position is
- .8 What is your distance from ...(*name*) Pilot Station?
- .8.1 My distance from ...(*name*) Pilot Station is ... kilometres / nautical miles.
- .9 Is the pilot boat on station?
- .9.1 Yes, the pilot boat is on station.
- .9.2 No, the pilot boat is not on station.
- .9.3 The pilot boat will be on station at ... hours local time.
- .10 In what position can I take the pilot?
- .10.1 Take the pilot at ...(*Pilot Station*) / near ... at ... hours local time.
- .11 When will the pilot embark?
- .11.1 The pilot will embark at ... hours local time.
- .12 The pilot boat is coming to you.
- .13 Stop in present position and wait for the pilot.
- .14 Keep the pilot boat ... (*cardinal points*) of you.
- .15 What is your freeboard?
- .15.1 My freeboard is ... metres.
- .16 Change to VHF Channel ... for pilot transfer.
- .17 Stand by on VHF Channel ... until pilot transfer is completed.
- .18 Pilotage at ...(*name*) Pilot Station has been suspended until ... (*date and local time*).
- .19 Pilotage at ...(*name*) Pilot Station has been resumed.
- .20 The pilot cannot embark at ... (*name*) Pilot Station due to
- .21 Do you accept shore-based navigational assistance from VTS Centre?
- .21.1 Yes, I accept shore-based navigational assistance.
- .21.2 No, I do not accept shore-based navigational assistance.
- .21.3 I will stay in position ... until
- .22 You have permission to proceed by yourself (or wait for the pilot at ... buoy).
- .23 Follow the pilot boat inward where the pilot will embark.

.4 **Embarking / disembarking pilot**

See AI/4.2 "Embarking/disembarking pilot"

Appendix to AI - External Communication Phrases Standard GMDSS Messages

For further details see: ITU MANUAL for use by the Maritime Mobile and Maritime Mobile-Satellite Services, Geneva.

1 Standard distress message

.1 Structure

Upon receipt of a DSC Distress Alert acknowledgement the vessel in distress should commence the distress traffic on one of the international distress traffic frequencies such as VHF Channel 16 or frequency 2182 kHz (if not automatically controlled) as follows:

MAYDAY

THIS IS

- the 9-digit Maritime Mobile Service Identity code (MMSI) plus name / call sign or other identification of the vessel calling
- the position of the vessel
- the nature of distress
- the assistance required
- any other information which might facilitate rescue.

.2 Example

MAYDAY

- THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO
MOTOR VESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO
- POSITION SIX TWO DEGREES ONE ONE DECIMAL EIGHT
MINUTES NORTH
- ZERO ZERO SEVEN DEGREES FOUR FOUR MINUTES EAST
- I AM ON FIRE AFTER EXPLOSION
- I REQUIRE FIRE FIGHTING ASSISTANCE
- SMOKE NOT TOXIC OVER

Standard urgency message

.1 Structure

After the transmission of a DSC Urgency Call switch the transmitter to VHF Channel 16 or frequency 2182 kHz (if not automatically controlled) and commence the urgency traffic as follows:

PAN-PAN (repeated three times)

ALL STATIONS (repeated three times)

THIS IS

- the 9-digit MMSI of the vessel plus name / call sign or other identification
- the position of the vessel
- the text of the urgency message.

.2 Example

PAN-PAN PAN-PAN PAN-PAN
ALL STATIONS ALL STATIONS ALL STATIONS
- THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO
MOTORVESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO
- POSITION SIX TWO DEGREES ONE ONE DECIMAL EIGHT MINUTES NORTH
ZERO ZERO SEVEN DEGREES FOUR FOUR MINUTES EAST
- I HAVE PROBLEMS WITH ENGINES
- I REQUIRE TUG ASSISTANCE OUT

Standard safety message

.1 Structure

After the transmission of a DSC Safety Call switch the transmitter to VHF Channel 16 or frequency 2182 kHz (if not automatically controlled) and transmit the safety message as follows:

SECURITE (repeated three times)
ALL STATIONS (or all ships in a specific geographical area, or to a specific station)
(repeated three times)
THIS IS
- the 9-digit MMSI of the vessel plus name / call sign or other identification
- the text of the safety message.

.3 Example

SECURITE SECURITE SECURITE
ALL SHIPS ALL SHIPS ALL SHIPS IN AREA PETER REEF
- THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO
MOTORVESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO
- DANGEROUS WRECK LOCATED IN POSITION TWO NAUTICAL MILES
SOUTH OF PETER REEF OVER

AII ON-BOARD COMMUNICATION PHRASES (A)

AII/1 Standard wheel orders

All wheel orders given should be repeated by the helmsman and the officer of the watch should ensure that they are carried out correctly and immediately. All wheel orders should be held until countermanded. The helmsman should report immediately if the vessel does not answer the wheel.

When there is concern that the helmsman is inattentive s/he should be questioned:

"What is your heading ?" And s/he should respond:

"My heading is ... degrees."

Order	Meaning
1. Midships	Rudder to be held in the fore and aft position.
2. Port / starboard five	5° of port / starboard rudder to be held.
3. Port / starboard ten	10° of port / starboard rudder to be held.
4. Port / starboard fifteen	15° of port / starboard rudder to be held.
5. Port / starboard twenty	20° of port / starboard rudder to be held.
6. Port / starboard twenty-five	25° of port / starboard rudder to be held.
7. Hard -a-port / starboard	Rudder to be held fully over to port / starboard.
8. Nothing to port/starboard	Avoid allowing the vessel's head to go to port/starboard
9. Meet her	Check the swing of the vessel's head in a turn.
10. Steady	Reduce swing as rapidly as possible.
11. Ease to five / ten / fifteen / twenty	Reduce amount of rudder to 5°/10°/15°/20° and hold.
12. Steady as she goes	Steer a steady course on the compass heading indicated at the time of the order. The helmsman is to repeat the order and call out the compass heading on receiving the order. When the vessel is steady on that heading, the helmsman is to call out: "Steady on ..."
13. Keep the buoy/ mark/ beacon/ ... on port side / starboard side.	
14. Report if she does not answer the wheel.	
15. Finished with wheel, no more steering.	

When the officer of the watch requires a course to be steered by compass, the direction in which s/he wants the wheel turned should be stated followed by each numeral being said separately, including zero, for example:

Order	Course to be steered
Port, steer one eight two	182°
Starboard, steer zero eight two	082°
Port, steer three zero five	305°

On receipt of an order to steer, for example, 182⁰, the helmsman should repeat it and bring the vessel round steadily to the course ordered. When the vessel is steady on the course ordered, the helmsman is to call out:

"Steady on one eight two".

The person giving the order should acknowledge the helmsman's reply.

If it is desired to steer on a selected mark the helmsman should be ordered to:

"Steer on ... buoy / ... mark / ... beacon".

The person giving the order should acknowledge the helmsman's reply.

AII/2 Standard engine orders

Any engine order given should be repeated by the person operating the bridge telegraph(s) and the officer of the watch should ensure the order is carried out correctly and immediately.

Order

1. (Port / starboard engines) Full ahead / astern
2. (Port / starboard engines) Half ahead / astern
3. (Port / starboard engines) Slow ahead / astern
4. (Port / starboard engines) Dead slow ahead / astern
5. Stop (port / starboard) engines
6. Emergency full ahead / astern
7. Stand by engine
(Engine-room personnel fully ready to manoeuvre and bridge manned to relay engine orders.)
8. Finished with engines – no more manoeuvring.
(Operation of engines no longer required.)

In vessels fitted with twin propellers, the word "both" should be added to all orders affecting both shafts, e.g. "Full ahead both", and "Slow astern both", except that the words "Stop all engines" should be used, when appropriate. When required to manoeuvre twin propellers independently, this should be indicated, i.e. "Full ahead starboard", "Half astern port", etc.

Where bow thrusters are used, the following orders are used:

9. Bow thruster full / half to port / starboard.
10. Stern thruster full / half to port / starboard.
11. Bow / stern thruster stop

AII/3 Pilot on the bridge

AII/3.1 Propulsion system

- . 1 Is the engine a diesel or a turbine?
 - . 1.1 The engine is a diesel / turbine.
- . 2 Is the engine-room manned or is the engine on bridge control?
 - . 2.1 The engine-room is manned.
 - . 2.2 The engine is on bridge control.
- . 3 How long does it take to change the engines from ahead to astern?
 - . 3.1 It takes ... seconds to change the engines (from ahead to astern).
- . 4 How long does it take to start the engines from stopped?
 - . 4.1 It takes ... seconds to start the engines (from stopped).
- . 5 Is extra power available in an emergency?
 - . 5.1 Yes, extra power is available.
 - . 5.2 No, extra power is not available.
- . 6 Do you have a controllable or fixed pitch propeller?
 - . 6.1 We have a controllable pitch propeller.
 - . 6.2 We have a fixed pitch propeller.
- . 7 Do you have a right-hand or left - hand propeller?
 - . 7.1 We have a right-hand / left-hand propeller.

- . 8 Do you have a single propeller or twin propellers?
- . 8.1 We have a single propeller / twin propellers.
- . 9 Do you have a bow thruster or stern thruster?
- . 9.1 We have one /two/.. bow thruster(s) / stern thruster(s).
- .10 What is the maximum manoeuvring power ahead / astern?
- .10.1 The maximum manoeuvring power ahead / astern is ... kiloWatts.
- .11 What are the maximum revolutions ahead / astern?
- .11.1 The maximum revolutions ahead / astern are
- .12 Do the twin propellers turn inward or outward when going ahead.
- .12.1 The twin propellers turn inward / outward (when going ahead).

AII/3.2 Manoeuvring

- . 1 I require the pilot card / manoeuvring data.
- . 2 What is the diameter of the turning circle?
- . 2.1 The diameter of the turning circle is ... metres.
- . 3 What is the advance and transfer distance in a crash-stop?
- . 3.1 The advance distance is ... kilometres / nautical miles, the transfer distance is ... degrees (in a crash-stop).
- . 4 How long does it take from hard-a-port to hard-a-starboard?
- . 4.1 It takes ... seconds (from hard-a-port to hard-a-starboard).
- . 5 Is the turning effect of the propeller very strong?
- . 5.1 Yes, the turning effect (of the propeller) is very strong.
- . 5.2 No, the turning effect (of the propeller) is not very strong.
- . 6 Where is the whistle control?
- . 6.1 The whistle control is on the console / on
- . 7 What notice is required to reduce from full sea speed to manoeuvring speed?
- . 7.1 ... minutes notice is required (to reduce from full sea speed to manoeuvring speed).
- . 8 Do you have an automatic pilot?
- . 8.1 Yes, we have an automatic pilot.
- . 8.2 No, we do not have an automatic pilot.
- . 9 Give ... short / prolonged blast(s) (on the whistle).
- .10 Stand by lookout.
- .11 Maintain a speed of ... knots.
- .12 What is the (manoeuvring) speed at full / half / slow / dead slow ahead?
- .12.1 The manoeuvring speed at full / half / slow / dead slow ahead is ... knots.
- .13 What is the full sea speed / fairway speed?
- .13.1 The full sea speed / fairway speed is ... knots.

AII/3.3 Radar

- .1 Is the radar operational?
- .1.1 Yes, the radar is operational.
- .1.2 No, the radar is not operational.
- .2 Where is the radar antenna?
- .2.1 The radar antenna is on
- .3 Does the radar have any blind sectors?
- .3.1 Yes, the radar has blind sectors from ... to ... degrees and from ... to ... degrees.
- .3.2 No, the radar does not have any blind sectors.
- .4 Change the radar to
 - ~ ... miles range scale.
 - ~ relative head-up / north-up / course-up.

~ true-motion north-up / course-up.

AII/ 3.4 Draft and air draft

- .1 What is your present maximum draft?
 - .1.1 My present maximum draft is ... metres.
 - .1.2 My draft forward / aft is ... metres.
- .2 What is your air draft?
 - .2.1 My air draft is ... metres.

AII/3.5 Anchoring

.1 Going to anchor

- .1 Stand by port / starboard / both anchor(s) for letting go.
- .2 Walk out the anchor(s)
- .3 We are going to anchorage.
- .4 We will let go port / starboard / both anchor(s).
- .5 Put ... shackles in the water / in the pipe / on deck.
- .6 Walk back port / starboard / both anchor(s) one / one and a half shackle(s).
- .7 We will let go port / starboard / both anchor(s) ... shackle(s) and dredge it / them.
- .8 Let go port / starboard / both anchor(s).
- .9 Slack out the cable(s).
 - .9.1 Check the cable(s).
 - .9.2 Hold on the port / the starboard / both cable(s).
- .10 How is the cable leading?
 - .10.1 The cable is leading
 - ~ ahead / astern.
 - ~ to port / to starboard.
 - ~ round the bow.
 - ~ up and down.
- .11 How is the cable growing?
 - .11.1 The cable is slack / tight / coming tight.
- .12 Is / are the anchor(s) holding.
 - .12.1 Yes, the anchor(s) is / are holding.
 - .12.2 No, the anchor(s) is / are not holding.
- .13 Is she brought up?
 - .13.1 Yes, she is brought up in position
 - .13.2 No, she is not brought up (yet).
- .14 Switch on the anchor light(s).
- .15 Hoist the anchor ball.
- .16 Check the anchor position by bearings / by
 - .16.1 The anchor position is bearing ... degrees,
distance ... kilometres / nautical miles to
 - .16.2 Check the anchor position every ... minutes.

.2 Leaving the anchorage

- .1 How much cable is out?
 - .1.1 ... shackle(s) is / are out.
- .2 Stand by for heaving up.
- .3 Put the windlass in gear.
 - .3.1 The windlass is in gear.

- .4 How is the cable leading?
 - .4.1 The cable is leading
 - ~ ahead / astern.
 - ~ to port / to starboard.
 - ~ round the bow.
 - ~ up and down.
 - .5 Heave up port / starboard / both cable(s).
 - .6 How much weight is on the cable?
 - .6.1 Much / too much weight is on the cable.
 - .6.2 No weight is on the cable.
 - .7 Stop heaving.
 - .8 How many shackles are left (to come in)?
 - .8.1 ... shackles are left (to come in).
 - .9 Attention! Turn in cable(s).
 - .10 The anchor(s) is / are aweigh.
 - .10.1 The cables are clear.
 - .11 The anchor(s) is / are clear of the water / home / foul / secured.

AII/3.6 Tug assistance

- .1 We will take ... tug(s).
- .2 The tug(s) will pull / push.
- .3 We use the towing line(s) of your vessel.
 - .3.1 We use the towing line(s) of the tug(s).
- .4 Stand by for making fast the tug(s).
- .5 Use the centre lead / panama lead.
 - .5.1 Use the fairlead
 - ~ on port side / starboard side.
 - ~ amidships.
 - ~ on port bow / starboard bow.
 - ~ on port / starboard quarter.
- .6 Send heaving line(s) to the tug(s).
- .7 Send two towing line(s) to the tug(s).
- .8 Lower towing line(s)
 - ~ to the tug(s).
 - ~ ... metre(s) from the water.
- .9 Slack away towing line(s).
- .10 Make fast the tug(s).
 - .10.1 Make fast the tug(s)
 - ~ forward / aft.
 - ~ on port bow / starboard bow.
 - ~ on port quarter / starboard quarter.
- .11 Make fast the forward / aft tug(s) alongside on port side / starboard side.
- .12 Make fast ... tug(s) on each bow / quarter.
- .13 Put the eyes of the towing line(s) on bitts.
- .14 The tug(s) is / are fast (on ...).
- .15 Keep clear of towing line(s).
- .16 Stand by for letting go the tug(s).
- .17 Let go the tug(s).
- .18 Towing line(s) is/are broken.

AII/3.7 Berthing and unberthing

.1 General

- .1 Is/are the propeller(s) clear?
 - .1.1 Yes, the propeller(s) is clear.
 - .1.2 No, the propeller(s) is not clear.
 - .1.3 Keep the propeller(s) clear.
- .2 Are fenders on the berth?
 - .2.1 Yes, fenders are on the berth.
 - .2.2 No, fenders are not on the berth.
- .3 Have fenders ready fore and aft.

.2 Berthing

- .1 We will berth port side / starboard side alongside.
- .2 We will moor
 - ~ to buoy(s) (ahead and astern).
 - ~ alongside.
 - ~ to dolphins.
- .3 Send out
 - ~ the head / stern / breast lines.
 - ~ the ... spring(s) forward / aft.
- .4 Do you have tension winches?
 - .4.1 Yes, we have tension winches (forward and aft).
 - .4.2 No, we do not have tension winches.
- .5 Have the heaving lines ready forward and aft.
- .6 Send the heaving / head / stern / breast line(s) ashore.
- .7 The linesmen will use shackles / lashings for securing the mooring.
- .8 Use
 - ~ the centre lead / panama lead .
 - ~ the bow lead.
 - ~ the port quarter / starboard quarter lead.
- .9 Heave on the ... line(s) / ... spring(s)..
- .10 Pick up the slack on the ... line(s) / ... spring(s)..
- .11 Heave away.
 - .11.1 Stop heaving.
- .12 Slack away / check the ... line(s) / ... spring(s)..
- .13 Hold on the ... line(s) / ... spring(s).
- .14 Heave in easy.
 - .14.1 Heave alongside.
- .15 Keep the ... line(s) / ... spring(s) tight.
- .16 Report the forward / aft distance to
 - .16.1 The forward / aft distance to is metres.
- .17 We have to move ... metres ahead / astern.
- .18 We are in position.
- .19 Make fast fore and aft.
- .20 Finished with manoeuvring stations.

.3 Unberthing

- .1 Stand by engine(s).
- .2 Are you ready to get underway?

- .2.1 Yes, we are ready (to get underway).
- .2.2 No, we are not ready (yet) (to get underway).
- .2.3 We will be ready to get underway in ... minutes.
- .3 Stand by for letting go.
- .4 Single up the ... lines and ... springs fore and aft.
- .5 Slack away / hold on / heave on the
 - ~ head / stern line.
 - ~ breast line.
 - ~ fore / aft spring.
- .6 Let go
 - ~ the head / stern line.
 - ~ the breast line.
 - ~ the fore / aft spring
 - ~ all (forward / aft).
- .7 Let go the towing line(s).
- .8 Stand by bow anchor(s).
- .9 Finished with manoeuvring stations.

STANDARD MARINE COMMUNICATION PHRASES: PART B

PART B covers further on-board standard safety-related Phrases which, supplementary to PART A, may assist mariners in meeting other basic on-board communication requirements and may be regarded useful for Maritime English instruction.

B ON-BOARD COMMUNICATION PHRASES (B)

B1 Operative shiphandling

B1/1 Handing over the watch

B1/1.1 Briefing on position, movement and draft

The officer of the watch should brief the relieving officer on the following:

.1 Position

- .1 The present position is
 - ~ latitude ..., longitude
 - ~ bearing ... degrees, distance ... cables / nautical miles.
 - ~ buoy ...(*charted name*).
 - ~ between ... and... .
 - ~ way point / reporting point
 - ~
- .2 The next way point / reporting point is
- .3 ETA at ... is ... UTC.
- .4 We are passing / we passed buoy ...(*charted name*) on port side / starboard side.
- .5 We are approaching buoy ...(*charted name*) on port side / starboard side.
- .6 Buoy ...(*charted name*) ... is cables / nautical miles ahead.
- .7 We are entering / we entered area
- .8 We are leaving / we left area

.2 Movements

- .1 True course / gyro compass course / magnetic compass course is ... degrees.
- .2 Gyro compass error is ... degrees plus / minus.
- .2.1 Magnetic compass error is ... degrees east / west.
- .3 Speed over ground / through water is ... knots.
- .4 Set and drift is ... degrees, ... knots.
- .5 We are making ... degrees leeway.
- .6 The course board is written up.
- .7 The next chart is within hours.

.3 Draft

- .1 Draft forward / aft is ... metres.
- .2 Present maximum draft is ... metres.
- .3 Underkeel clearance is ... metres.

B1/1.2 Briefing on traffic situation in the area

- .1 A vessel is
 - ~ overtaking ... (cardinal points) of us.
 - ~ on opposite course.
 - ~ passing on port side / starboard side.
- .2 A vessel is crossing from port side.
 - .2.1 The vessel
 - ~ will give way.
 - ~ has given way.
 - ~ has not given way yet.
 - ~ is standing on.
 - ~ need not give way.
 - .3 A vessel is crossing from starboard side.
 - .3.1 We
 - ~ need not give way.
 - ~ will stand on.
 - ~ will alter course to give way.
 - ~ have altered course to give way.
 - .3.2 The vessel will pass ... kilometres / nautical miles ahead / astern.
 - .3.3 I will complete the manoeuvre.
- .4 A vessel ... (cardinal points) of us is on the same course.
- .5 The bearing to the vessel in ... degrees is constant.
- .6 There is heavy traffic / ... in the area.
 - .6.1 There are fishing boats / ... in the area.
- .7 There are no dangerous targets on the radar .
 - .7.1 Attention. There are dangerous targets on the radar .
- .8 Call the Master if any vessel passes with a CPA of less than miles.
- .8.1 Call the Master if

B1/1.3 Briefing on navigational aids and equipment status

- .1 Port side / starboard side radar is at ... miles range scale.
- .2 The radar is
 - ~ relative head-up / north-up / course-up.
 - ~ true-motion north-up / course-up.
- .3 GPS / LORAN is / is not in operation.
- .4 Echo sounder is at ... metres range scale.
 - .4.1 The echo sounder recordings are unreliable.
- .5 I changed to manual / automatic steering (at ... UTC).
- .6 Navigation lights are switched on / off.

B1/1.4 Briefing on radiocommunications

- .1 INMARSAT ...(*type of system*) is operational / is not operational.
- .2 VHF DSC Channel 70 / VHF Channel ... / DSC controller is switched on.
 - .2.1 DSC frequency 2187.5 kHz is switched on.
- .3 NAVTEX is switched on.
- .4 Following was received on ... at ... UTC
- .5 Shore based radar assistance / VTS / Pilot station is on VHF Channel

- .6 The Pilot station / VTS station requires
 - ~ flag state.
 - ~ call sign / identification.
 - ~ draft.
 - ~ gross tonnage.
 - ~ length overall.
 - ~ kind of cargo.
 - ~ ETA at
 - ~ MAREP POSREP / ...
 - ~ ...

B1/1.5 Briefing on meteorological conditions

- .1 A weak / strong (tidal) current is setting degrees.
- .1.1 The direction of the (tidal) current will change in ... hours.
- .2 Fog / mist / dust / rain / snow / ... is in the area.
- .3 Automatic fog signal is switched on.
- .4 The wind increased / decreased (within last ... hours).
- .4.1 The wind is ... (*cardinal points*) force Beaufort ...
- .4.2 The wind changed from (*cardinal points*) to (*cardinal points*).
- .5 The sea state is expected to change (within hours).
- .6 A smooth/moderate/rough/heavy sea / slight/moderate/high swell of ... metres from ...(*cardinal points*) is expected (within hours).
- .7 A tsunami / an abnormal wave is expected by ... UTC.
- .8 Visibility is ... nautical miles.
- .9 Visibility is reduced by fog / mist / dust / rain / snow / ...
- .10 Visibility is expected
 - ~ to decrease / increase to ... nautical miles (within ... hours).
 - ~ variable between ... and ... nautical miles (within hours).
- .11 Next weather report is at ... UTC.
- .12 Atmospheric pressure is ... millibars/hPascal.
- .13 Barometric change is ... millibars /hPascal per hour / within the last ... hours.
- .13.1 Barometer is steady / dropping (rapidly) / rising (rapidly).
- .14 There was a gale warning / tropical storm warning for the area ... at ... UTC.

B1/1.6 Briefing on standing orders and bridge organization

- .1 Standing orders for the period from ... to ... UTC ... are: ...
- .2 Standing orders for the area ... are: ...
- .3 Take notice of changes in the standing orders.
- .4 Do you understand the standing orders?
 - .4.1 Yes, I understand the standing orders.
 - .4.2 No, I do not understand, please explain.
- .5 Read / sign the standing orders.
- .6 The latest fire patrol was at ... UTC.
- .7 The latest security patrol was at ... UTC.
 - .7.1 Everything is in order.
 - .7.2 The following was stated: ...
 - .7.3 The following measures were taken: ...
 - .7.4 The following requires attention: ...
- .8 The lookout is standing by.
- .9 The helmsman is standing by.
- .10 Call the Master at ... UTC / in position ...

B1/1.7 Briefing on special events

Also see AI/3 A Safety communications.

- .1 There was an engine alarm at ... UTC due to
- .2 Speed was reduced at ... UTC due to
- .3 Engine(s) was / were stopped at ... UTC due to
- .4 Course was altered at ... UTC due to
- .5 The Master / Chief Engineer was called at ... UTC due to

B1/1.8 Briefing on temperatures, pressures and soundings

- .1 The ...(equipment) temperature minimum/maximum is
~ ... degrees (centigrade) /to maintain.
~ ... above / below normal.
~ critical.
 - .1.1 Do not exceed a minimum/maximum temperature of ... degrees.
- .2 The ...(equipment) pressure minimum/maximum is
~ ... kiloponds / bars/to maintain.
~ above / below normal.
~ critical.
 - .2.1 Do not exceed a pressure of ... kiloponds / bars.
- .3 Ballast / fresh water/ fuel / oil /slop sounding is ... metres / cubic metres.
 - .3.1 Sounding of
~ no ... cargo tank is ... metres / cubic metres.
~ no ... cargo hold is ... centimetres.
~

B1/1.9 Briefing on operation of main engine and auxiliary equipment

Also see B1/1.8.

- .1 (present) revolutions of the main engine(s) are ... per minute.
- .2 (present) output of the main engine(s) / auxiliary engine(s) are ... kilowatts.
- .3 (present) pitch of the propeller(s) is ... degrees.
- .4 There are no problems.
- .5 There are problems with
~ with the main engine(s) / auxiliary engine(s).
~ with
- 6 Call the watch engineer (if the problems continue).
- .6.1 Call the watch engineer ... minutes before the arrival at ... / at ... UTC.

B1/1.10 Briefing on pumping of fuel, ballast water, etc.

- .1 There is no pumping at present.
- .2 We are filling / we filled (no.) ... double bottom tank(s) / the ballast tanks / the ... tank(s).
 - .2.1 Fill up ... tonnes/ sounding .../ ullage .../ level ... to the alarm point.
- .3 We are discharging / we discharged (no.) ... double bottom tank(s) / the ballast tanks / the ... tank(s).
- .4 We are transferring / we transferred fuel / ballast / fresh water / oil from (no.) ... tank(s) to (no.) ... tank(s).
- .5 We require a further generator to operate an additional pump.

B1/1.11 Briefing on special machinery events and repairs

- .1 There was a breakdown of the main engine(s) (at ... UTC / from ... to ... UTC).
- .1.1 There was a breakdown of ... (at ... UTC / from ... to ... UTC).
- .2 There was a total blackout (at ... UTC / from ... to ... UTC).
- .2.1 There was a blackout in ... (at ... UTC / from ... to ... UTC) .
- .3 Main engine(s) was / were stopped (at ... UTC / from ... to ... UTC) due to
- .4 Speed was reduced (at ... UTC / from ... to ... UTC) due to
- .5 Call the Master / Chief engineer if the revolutions of the main engine(s) are below ... per minute.
- .5.1 Call the Master / Chief Engineer / watch engineer if

B1/1.12 Briefing on record keeping

- .1 The log books / record books are completed and signed.
- .1.1 The note book entries will be copied (into the log books / record books) after the watch.
- .2 Change the paper of the data logger / echo sounder / ... recorder.
- .2.1 Refill the toner / ink of the data logger / echo sounder / ... recorder

B1/1.13 Handing and taking over the watch / conn

- The Master / Chief Engineer or an (engineer) officer handing over the watch should say:
- .1 You have the watch now.
- The relieving officer should confirm and say:
- .1.1 I have the watch now .
- The Master / Chief Engineer when called to the bridge / engine (control) room and formally taking over the watch, should confirm and say:
- .2 I have the watch now.
- The officer of the watch should confirm and say:
- .2.1 You have the watch now.

B1/2 Trim, list and stability

- 1 The vessel is on even keel (at present).
- .1.1 The vessel is ... metres down by the head / stern (at present).
- .2 There is no list (at present).
- .2.1 (present) list is ... degrees to port / starboard.
- .3 Fuel / ballast / fresh water / oil was transferred from (no.) ... tank(s) to (no.) ... tank(s) to correct the list.
- .3.1 We must transfer fuel / ballast / fresh water / oil from (no.) ... tank(s) to (no.) ... tank(s) to correct the list.
- .4 Deck cargo / cargo was restowed (in (no.) ... hold(s)) to correct the list.
- .4.1 We must restow cargo in (no.) ... hold(s) to correct the list.
- .5 (present) stability is good / poor.
- .6 (no.) ... double bottom tank(s) was / were filled to improve the stability.
- .7 Fuel / ballast / fresh water / oil was transferred from (no.) ... tank(s) to (no.) ... tank(s) to improve the stability.
- .7.1 We must transfer fuel / ballast / fresh water/ oil from (no.) ... tank(s) to (no.) ... tank(s) to improve the stability.
- .7.2 Fore peak/after peak tank was filled/emptied to change the trim

- .8 Cargo was restowed in (no.) ... hold(s) / on deck to improve the stability.
- .8.1 We must restow cargo in (no.) ... hold(s) / on deck to improve the stability.
- .9 Containers were restowed from ... to ... to improve the stability.
- .9.1 We must restow containers from ... to ... to improve the stability.

B2 Safety on board

B2/1 General activities

The phrases of this section apply to most of the emergencies covered in this chapter.

B2/1.1 Raising alarm

- .1 Operate the general emergency alarm.
- .2 Inform the Master / Chief Engineer /... .
- .3 Inform the ... coast radio station / vessels in vicinity (on radio).
- .4 Request assistance (on radio) from ... and report.
 - .4.1 Assistance was
 - ~ requested from
 - ~ offered by
 - ~ accepted from
- .5 Transmit a SECURITE / PAN-PAN / distress alert / MAYDAY and report.
 - .5.1 A SECURITE / PAN-PAN / distress alert / MAYDAY was transmitted.
- .6 Was the distress alert / MAYDAY acknowledged?
 - .6.1 Yes, the distress alert / MAYDAY was acknowledged by ... coast radio station / MRCC / vessel(s) in vicinity.
 - .6.2 No, the distress alert was not acknowledged (yet).
 - .6.1.1 Repeat the distress alert.

B2/1.2 Briefing crew and passengers

Also see B4 “ Passenger Care”.

- .1 Make the following announcement (on the PA - system):
 - .2 This is your Captain speaking.
 - .2.1 We have grounded / a minor flooding / a minor fire in
 - .2.2 There is no immediate danger to crew, passengers or vessel - and there is no reason to be alarmed.
 - .2.3 For safety reasons I request all crew members to go to their assembly stations.
 - .2.3.1 All officers to report to the bridge.
 - .2.3.2 Watchkeepers remain at stations until further order.
 - .2.4 As soon as I have further information I will make another announcement - there is no danger at this time.
 - .2.5 Fire fighting teams / damage control teams are fighting the fire / flooding.
 - .2.6 We also have radio contact with other vessels / coast radio stations.
 - .2.7 The fire / flooding is under control.
 - .3 This is your Captain speaking. I have another announcement:
 - .3.1 The fire / flooding is not under control yet.
 - .3.2 Leave the engine room / superstructure / your stations / your cabins / ... immediately - close all openings.
 - .3.3 Take lifejackets with you.
 - .3.3.1 Take your emergency equipment with you according to the muster list.
 - .3.4 Stand by fire fighting stations / damage control stations and report.
 - .3.4.1 Fire fighting stations / damage control stations are standing by.
 - .3.5 All crew members to assembly stations.

- .3.6 Follow the escape routes shown.
- .3.7 The route to the assembly station is ... not clear.
- .3.7.1 The route to the assembly station will be via
- .3.8 Assemble
 - ~ on deck.
 - ~ on the foredeck / afterdeck.
 - ~ on the ... deck on port side / starboard side.
 - ~ on the ... deck forward of ... / aft of
- .3.9 Do not
 - ~ go to the lifeboat / liferaft stations before ordered.
 - ~ enter the lifeboats / liferafts - the order to enter will be given from the bridge / by the officers.
- .3.10 The following department(s) / crew members will (temporarily) disembark for safety reasons.

B2/1.3 Checking status of escape routes

- .1 Check the escape routes and report.
- .1.1 All escape routes are clear.
- .1.2 The escape route(s) from ... (to ...) / via ... is / are blocked / not clear (yet).
- .1.3 The escape route(s) from ... (to ...) / via ... will be clear in ... minutes..

B2/1.4 Checking status of lifeboats / liferafts

- .1 Check the launching tracks and report.
- .1.1 All launching tracks are clear.
- .1.2 The launching track(s) of no. ...lifeboat / liferaft is / are not clear (yet).
- .1.3 The launching track(s) of no. ... lifeboat / liferaft will be clear in ... minutes.
- .2 Check the working parts and report.
- .2.1 All working parts are free.
- .2.2 The roll(s) / block(s) / rigging / ... of no. ...lifeboat is / are not free (yet).
- .2.3 The roll(s) / block(s) / rigging / ... of no. ... lifeboat will be free in ... minutes.
- .3 Check the securings of the launching appliances and report.
- .3.1 All securings are in the correct position.
- .3.2 The securing of no. ... lifeboat / liferaft is not in the correct position.
- .3.2.1 Correct the position of the securing .
- .3.3 The securing of no. ... lifeboat / liferaft is damaged.
- .3.3.1 Replace / repair the securing.
- .3.4 The harbour pin(s) of no. ...lifeboat is / are missing.
- .3.4.1 Replace the harbour pin(s).
- .4 Check the fuel / oil of the lifeboat engine(s) and report.
- .4.1 The fuel tank of no. ...lifeboat engine is full / not full.
- .4.1.1 Fill up fuel.
- .4.2 The oil level of no. ... lifeboat engine is normal / below normal.
- .4.2.1 Fill up oil.
- .5 Operate the lifeboat engine(s) and report.
- .5.1 All lifeboat engines are operational.
- .5.2 No. ... lifeboat engine is not operational (yet).
- .5.3 No. ... lifeboat engine will be operational in ... minutes.
- .6 Check the bilge pumps of the lifeboats and report.
- .6.1 All bilge are operational.
- .6.2 The bilge pumps of no. ... lifeboat are not operational (yet).
- .6.3 The bilge pumps of no. ... lifeboat will be operational in ... minutes.

- .7 Check the drain plugs and report.
 - .7.1 All drain plugs are available.
 - .7.2 The drain plug(s) in no. ... lifeboat is / are missing.
 - .7.2.1 Replace the drain plug(s).
- .8 Check the slip gear in the lifeboats and report.
 - .8.1 All slip gear is in the correct position and secured.
 - .8.2 The slip gear of no. ... lifeboat is not in the correct position.
 - .8.2.1 Correct the position of the slip gear.
 - .8.3 The slip gear of no. ... lifeboat is not secured.
 - .8.3.1 Secure the slip gear.
- .9 Check the lifeboat equipment and report.
 - .9.1 All lifeboat equipment is complete and operational.
 - .9.2 The lifeboat equipment is not complete.
 - .9.2.1 Complete the lifeboat equipment..
- .10 Launch / hoist no. ... lifeboat(s) and report.
 - .10.1 The launching appliances are operational.
 - .10.2 The launching appliances are not operational.
 - .10.3 No. ... winch / davit is not operational (yet).
 - .10.3.1 No. ... winch / davit will be operational in ... minutes.
 - .10.4 Hoist no. ... lifeboat(s).
- .11 Secure the lifeboat(s) and report.
 - .11.1 Lifeboat(s) is / are secured .
- .12 Check the liferafts and report.
 - .12.1 All liferafts are in position and operational.
 - .12.2 No. ... liferaft(s) is / are not operational.
 - .12.3 The inflation cord of no. ... liferaft is not secured on board.
 - .12.3.1 Secure the inflation cord.
 - .12.4 No. ... liferaft container is damaged.
 - .12.4.1 Replace the liferaft container in the next port.
 - .12.5 The inspection tag of no. ... liferaft is expired.
 - .12.5.1 Replace the liferaft in the next port.

B2/1.5 Ordering evacuation

- .1 Evacuate all rooms / spaces / decks / ... and report.
 - .1.1 All rooms / spaces / decks / ... evacuated.
- .2 Evacuate engine room and report.
 - .2.1 Engine room evacuated.
- .3 Evacuate no. ... hold(s) / tank(s) and report.
 - .3.1 No. ... hold(s) / tank(s) evacuated.
- .4 Evacuate superstructure and report.
 - .4.1 Superstructure evacuated.
- .5 Evacuate accommodation and report.
 - .5.1 Accommodation evacuated.
- .6 Do not enter ... deck / space / area.
- .7 Report missing persons / injured persons / casualties.
 - .7.1 No persons missing / injured.
 - .7.2 Number of missing persons / injured persons / casualties is:... .
 - .7.3 ... deck / space / area not accessible (yet).
- .8 Provide first aid (in the vessel's hospital / at a safe place).
 - .8.1 Request medical assistance from ... (on radio).
- .9 All persons are outside the danger area.

B2/1.6 Roll call

- .1 Report number of all persons / passengers / crew members at assembly stations.
- .1.1 Number of all persons / passengers / crew members at assembly station ...is
- .1.2 Number of persons / passengers / crew members at assembly station ... is complete.
- .1.3 Number of persons / passengers / crew members at assembly station ... is not complete (yet).
- .1.4 ... passenger(s) / crew member(s)is / are missing.
- .2 Search for missing passenger(s) / crew member(s) and report.
- .2.1 Missing passenger(s) / crew member(s) recovered.
- .2.2 Missing passenger(s) / crew member(s) not recovered (yet)-(search is continuing).
- .3 Watchkeepers to assembly stations.
- .4 Lifeboatmen! Check the equipment of the crew at assembly stations and report.
- .4.1 Equipment of the crew at assembly station ... is complete.
- .4.2 Equipment of the crew at assembly station ...is not complete (yet).
- .4.3 Complete the equipment and report.
- .4.3.1 Go for blanket / stretcher / ... and report.
- .5 Lifeboatmen! Check the outfit of the passengers at assembly stations and report.
- .5.1 Outfit of the passengers at assembly station ... is correct.
- .5.2 Outfit of the passengers at assembly station ... is not correct (yet).
- .5.2.1 Correct the outfit and report.
- .5.2.2 Put on warm clothing / long sleeved shirt / long trousers / strong shoes / head covering / ... and report.
- .6 Passengers and crew ! Follow the lifeboatmen to the lifeboat stations / liferaft stations on the embarkation deck.

B2/1.7 Ordering abandon vessel

- .1 Swing out no. ... lifeboat(s) and report.
- .1.1 No. ... lifeboat(s) swung out.
- .2 Lower no. ... lifeboat(s) alongside the embarkation deck and report.
- .2.1 No. ... lifeboat(s) is / are alongside the embarkation deck.
- .3 Enter the lifeboat(s) (no. ...) and report.
- .3.1 Enter the lifeboat(s) / liferaft(s) over the ... deck.
- .3.2 Enter the lifeboat(s) / liferaft(s) over the ladders / nets / manropes.
- .3.3 Jump into the water and enter the lifeboat(s) / liferaft(s).
- .3.4 Jump onto the liferaft(s) alongside the vessel.
- .3.5 Do not push each other when entering.
- .3.6 Assist injured / helpless persons.
- .3.7 Clear the entrance of the lifeboat / liferaft.
- .3.8 Sit down in the lifeboat / liferaft immediately.
- .3.9 Hold on to the ropes or to your seat when launching.
- .4 No. ... lifeboat(s) / liferaft(s) entered.
- .5 Let go no. ... lifeboat(s) / liferaft(s) and report.
- .5.1 No. ... lifeboat(s) / liferaft(s) is / are let go.
- .6 Throw over board no. ... liferaft and report.
- .6.1 No. ... liferaft thrown over board.
- .7 Inform coast radio stations / vessels in vicinity about the number of lifeboats / liferafts launched and report.
- .7.1 Inform coast radio stations / vessels in vicinity about the number of persons in each lifeboat / liferaft and report.
- .7.2 Inform coast radio stations / vessels in vicinity about the number of crew members remaining on board.

- .7.3 Coast radio station ... / vessels in vicinity informed.
- .8 Stand clear of the vessel and report.
- .8.1 No. ... lifeboat(s) / liferaft(s) standing clear.
- .8.2 No. ... lifeboat(s) / liferaft(s) not standing clear.
- .9 Rescue boat / no. ... motor lifeboat!
Assist no. ... lifeboat(s) / liferaft(s) and report.
- .9.1 Rescue boat / no. ... motor lifeboat is assisting.
- .9.2 No. ... lifeboat(s) / liferaft(s) standing clear of the vessel now.

B2/1.8 In - boat procedures

Also see: B4 "Passenger Care" 2.5 and 2.6.

- .1 Stand by engine / pumps / lookout / entrance and report.
- .1.1 Engine/ pumps / lookout / entrance is / are standing by.
- .2 Recover persons in water and report.
- .2.1 Number of persons recovered is:
- .2.2 Keep lookout for further persons in water.
- .2.3 Report the total number of persons in lifeboat(s) / liferaft(s).
- .2.3.1 The total number of persons is now:
- .3 Report the number of injured persons.
- .3.1 No persons injured.
- .3.2 The number of injured persons is:
- .3.3 Provide first aid to injured persons .
- .3.4 Secure injured / helpless persons.
- .4 Let go sea anchor and report.
- .4.1 Sea anchor is let go.
- .5 Report the number of lifeboats / liferafts in sight.
- .5.1 The number of lifeboats / liferafts in sight is:
- .6 Contact the lifeboat(s) / liferaft(s) on radio and report.
- .6.1 Lifeboat(s) / liferaft(s) contacted.
- .6.2 No contact possible.
- .7 Give distress signals for identification.
- .7.1 Fire rockets for identification.
- .7.2 Use glasses / lamps / mirrors for identification.
- .7.3 Give sound signals / ... signals for identification.
- .8 Start the engine. and report.
- .9 Set sail.
- .10 Use oars.
- .11 Join the other lifeboat(s) / liferaft(s).
- .11.1 Connect the lifeboats / liferafts with lines and report.
- .11.2 ... lifeboats / liferafts connected.

B2/2 Occupational safety

B2/2.1 Instruction

- .1 Prepare a training plan for occupational safety.
- .2 When was the last training session on occupational safety?
- .2.1 The last training session was on ... (*date*).
- .3 When is the next training session on occupational safety?
- .3.1 The next training session is on ... (*date*).
- .4 Are new crew members / passengers instructed on occupational safety?
- .4.1 Yes, new crew members / passengers are instructed.

- .4.2 No, new crew members / passengers are not instructed (yet).
- .4.3 Instruct new crew members / passengers by ...(*time*) / on ...(*date*).
- .5 Participation in training sessions on occupational safety is mandatory.

B2/2.2 Practical occupational safety

- .1 Instruct crew on occupational safety before departure.
- .2 Have special instruction on dangerous goods / heavy lifts/
cargo securing / illumination / ventilation /
- .3 Where are dangerous goods carried on board?
- .3.1 Dangerous goods of IMO Class ... are carried
 - ~ on deck (in roped-off areas).
 - ~ in no. ... hold(s).
 - ~ in ... /on... .
- .4 Prepare an emergency plan.
- .5 Brief all crew members / passengers on the symptoms caused by
dangerous substances.
- .6 What signals / communications are used in case of emergency ?
- .6.1 The following signals / communications are used in case of emergency:
- .7 Brief all crew members / passengers
 - about restricted areas.
 - how to report in / out (when entering / leaving bridge / engine room / ...).
- .8 Do not enter the unmanned (engine) room /... space without permission.
- .8.1 Report on telephone / radio / ... while in
the (engine) room /... space every ... minutes.
- .9 Brief all crew members / passengers on the storm.
- .9.1 Attention!
Entering the forecabin / main deck / weather side / ... of the vessel is
prohibited / dangerous (due to storm).
- .9.2 Attention!
Make use of hand rails and lifelines in corridors and on deck.
- .9.3 Attention!
Close all dead lights and storm doors.
- .9.4 Attention!
Secure all loose objects in your cabins / on deck / in
- .10 Brief all crew members / passengers on winter conditions / tropical conditions.
- .12 Check the completeness and availability of the occupational safety equipment
and report.
- .12.1 Occupational safety equipment is complete and available.
- .12.2 Following occupational safety equipment is not complete / available: ...
- .12.3 Occupational safety equipment will be complete and available in ... hour(s).
- .13 Appoint an officer / a crew member in charge of safety before working.
- .14 Take additional safety measures for the
 - ~ work on masts.
 - ~ work outboard.
 - ~ work in hold(s) / tank(s).
 - ~ work in extreme weather conditions /

B2/2.3 Occupational accidents

- .1 Accident in engine room / in no. ... hold / in no. ... tank / in superstructure/
in accommodation / in ... space / on deck / outboard / on pier / on ... / in
- .2 Report injured persons / casualties:

- .2.1 No person injured.
- .2.2 The number of injured persons / casualties is:
- .3 What happened?
 - .3.1 Explosion / fire in
 - .3.2 Accident with cargo.
 - .3.3 Fall from .../ into
 - .3.4 Electrical accident in
 - .3.5 Leakage of gas /
 - .3.6
- .4 Take immediate action to recover injured person(s) / casualties.
 - .4.1 Provide first aid.
 - .4.2 Take immediate action to control the danger area.
- .5 What kind of assistance is required?
 - .5.1 No assistance is required.
 - .5.2 Medical / technical assistance is required.
 - .5.3 Shoreside assistance is required.
- .6 Secure the danger area and report.
 - .6.1 The danger area is secured.
- .7 Prepare an accident report.

B2/3 Fire protection and fire fighting

B2/3.1 Fire protection

.1 Checking status of equipment

- .1 Have fire patrols (every ... hour(s) / ... time(s) every watch).
 - .1.1 Have fire patrols
 - ~ in all spaces.
 - ~ in the engine room / cargo hold(s) / superstructures / accommodation/
 - ~ on deck.
 - .1.2 Have a permanent fire watch.
- .2 Is everything in order?
 - .2.1 Yes, everything is in order.
 - .2.2 No, following is not in order:
- .3 Check the fire / smoke alarm(s) and report.
 - .3.1 All fire / smoke alarms are operational.
 - .3.2 Fire / smoke alarm(s) in ... is / are not operational (yet).
 - .3.3 Fire / smoke alarm(s) in ... will be operational in ... minutes.
- .4 Check the portable extinguishers and report.
 - .4.1 All portable extinguishers are in position and operational.
 - .4.2 The portable extinguishers in ...
 - ~ are not in position (yet)..
 - ~ will be in position in ... minutes..
 - ~ are not accessible (yet).
 - ~ will be accessible in ... minutes.
 - ~ are missing.
 - .4.2.1 Replace the missing portable extinguisher(s).
 - .4.3 The inspection tag(s) of the portable extinguisher(s) in ... is / are broken / expired.
 - .4.3.1 Replace the portable extinguisher(s) with broken / expired inspection tag(s).
- .5 Check the fire mains and report.
 - .5.1 All fire mains are operational.

- .5.2 The hydrant(s) in ... is / are not operational (yet)..
- .5.2.1 The hydrant(s) will be operational in ... minutes.
- .5.3 The hose(s) to hydrant(s) in ... is / are worn / cut.
- .5.3.1 Replace the worn / cut hose(s).
- .5.4 The hose(s) / spanner (s) / nozzle(s) to hydrant(s) in ... is / are missing.
- .5.4.1 Replace the missing hose(s) / spanner(s) / nozzles(s).
- .5.5 The fire pump(s) in ... is / are not operational (yet).
- .5.5.1 Fire pump(s) in ... will be operational in ... minutes.
- .5.6 The water pipe(s) in ... is / are leaking.
- .5.6.1 Repair the leaking water pipe(s) in
- .5.7 The water pipe(s) in ... is / are blocked.
- .5.7.1 Free the blocked water pipe(s) in
- .5.8 Pressure in the water pipe(s) in ... is too high / low.
- .5.8.1 Reduce / increase pressure in the water pipe(s)in
- .6 Check the fixed foam / gas fire extinguishing system and report.
- .6.1 The fixed foam / gas system is operational.
- .6.2 The fixed foam/gas system is not operational (yet)
- .6.2.1 The fixed foam / gas system will be operational in ... minutes.
- .7 Check the sprinkler system and report.
- .7.1 The sprinkler system is operational.
- .7.2 The sprinkler system in ... is not operational (yet).
- .7.2.1 The sprinkler system in ... will be operational in ... minutes.
- .8 Check the ventilation system and report.
- .8.1 The ventilation system is operational.
- .8.2 The ventilation system is not operational (yet)
- .8.2.1 The ventilation system will be operational in ... minutes.
- .8.3 The remote control is not operational (yet).
- .8.3.1 The remote control will be operational in ... minutes
- .8.4 The indicators are not operational (yet).
- .8.4.1 The indicators will be operational in ... minutes.
- .8.5 The fire dampers in ... are not operational (yet).
- .8.5.1 The fire dampers in ... will be operational in ... minutes.
- .8.6 The fire dampers in ... are painted stuck.
- .8.6.1 Clear the fire dampers.
- .9 Check the skylights / windows / ... and report.
- .9.1 The skylights / windows / ... in / to ... are open.
- .9.1.1 Close the skylights / windows / ... in / to
- .10 Check the watertight door control and report.
- .10.1 The watertight door control is operational.
- .10.2 The watertight door control in ... is not operational (yet).
- .10.3 The watertight door control in ... will be operational in ... minutes.
- .11 Check the electrical lighting and report
- .11.1 The electrical lighting is operational.
- .11.2 The electrical lighting in ...is not operational (yet).
- .11.3 The electrical lighting in ... will be operational in ... minutes.
- .11.4 Switch on / off the electrical lighting in
- .12 Check the emergency power supply and report.
- .12.1 The emergency power supply is operational.
- .12.2 The emergency power supply is not operational (yet).
- .12.3 The emergency power supply will be operational in ... minutes.
- .13 Check the firemen's outfits and report.
- .13.1 All firemen's outfits are complete and available.

- .13.2 The firemen's outfits are not complete.
- .13.2.1 Complete the firemen's outfits.

B2/3.2 Fire fighting and drills

.1 Reporting fire

- .1 Fire on board!
 - .1.1 Smoke / fumes / fire / explosion
 - ~ in engine room.
 - ~ in no. ... hold(s) / tank(s).
 - ~ in superstructure / accommodation.
 - ~ in ... space.
 - ~ on deck /
 - .1.2 Smoke / fumes from ventilator(s).
 - .1.3 Burnt smell / fumes in .../ from... .
- .2 Report injured persons / casualties:
 - .2.1 No person injured.
 - .2.2 Number of injured persons / casualties is:
- .3 What is on fire?
 - .3.1 Fuel / cargo / car(s) / truck(s) / waggon(s) / containers (with dangerous goods) / ... on fire.
 - .3.6 No information (yet).
- .4 Is smoke toxic?
 - .4.1 No, smoke not toxic.
 - .4.2 Yes, smoke toxic
- .5 Is fire under control?
 - .5.1 Yes, fire (in ...) under control.
 - .5.2 No, fire (in ...) not under control (yet).
 - .5.2.1 Fire spreading (to ...).
 - .5.2.2 Fire (in ...) not accessible.
- .6 Report damage.
 - .6.1 No damage.
 - .6.2 Minor / major damage in .../ to
 - .6.3 No power supply (in ...).
 - .6.4 Making water in
- .7 Pressure on fire mains!
- .8 Shut down main engine(s) / auxiliary engine(s) / ... and report.
 - .8.1 Main engine(s) / auxiliary engine(s) / ... shut down.
- .9 Stop fuel and report.
 - .9.1 Fuel stopped.
- .10 Close all openings (in ... / in all rooms) and report.
 - .10.1 All openings (in ... / in all rooms) closed.
 - .10.1.1 Openings in ... not accessible.
 - .11 Switch off ventilator(s) (in ...) and report.
 - .11.1 Ventilator(s) (in ...) switched off.
- .12 Turn bow / stern to windward.
- .13 Turn port side / starboard side to windward.
- .14 Alter course to

2 Reporting readiness for action

- .1 Stand by fire fighting team / rescue team / first aid team / support team and report.
 - .1.1 Fire fighting team / rescue team / first aid team / support team standing by.
- .2 Stand by main engine and report.
 - .2.1 Main engine standing by.
- .3 Stand by CO₂ station / ... station/ emergency generator.
 - .3.1 CO₂ station / ... station / emergency generator standing by.
- .4 Close all openings (in ... / in all rooms) and report.
 - .4.1 All openings (in ... / in all rooms) closed.
 - .4.1.1 Openings in ... not accessible.

3 Orders for fire fighting

- .1 Start fire fighting.
 - .1.1 Take one / two / ... fire fighting teams / ... team(s) to scene.
- .2 Go following route:
 - .2.1 Go through engine room / no. ... hold(s)/tank(s) / superstructure / accommodation / ... space / manhole(s) to ... space / funnel /
 - .2.2 Go from
 - ~ outside / inside to
 - ~ port side / starboard side to
 - ~ ... to
- .3 Take following (additional) safety measures and report.
 - .3.1 Have two / ... members in one team.
 - .3.1.1 Number of members in fire fighting team / ... team is:
 - .3.2 Have lifeline between each other / to outside.
 - .3.2.1 ... team members have lifelines to each other.
 - .3.2.2 ... team has lifelines to outside.
 - .3.3 Have rescue team on stand by.
 - .3.4 Maintain visual contact / radio contact on walkie-talkie.
- .4 Fire fighting team must have following outfit:
 - .4.1 Fire fighting team must have protective clothing / smoke helmets / breathing apparatus /
- .5 Manning of fire fighting team / ... team(s) as follows:
 - .5.1 Chief Officer / Chief Engineer / ... in command of fire fighting team / ... team (no. ...).
 - .5.2 Following officer(s) / crew member(s) in fire fighting team /... team: ...
- .6 Restrict action (in .../ on ...) to ... minutes.
 - .6.1 Agree on retreat signal and report.
 - .6.1.1 Retreat signal for fire fighting team / ... team ... is
- .7 Use water / foam / powder / CO₂ / sand / ... in
- .8 Run out fire hoses and report.
 - .8.1 Fire hoses run out.
- .9 Water on!
 - .9.1 Water is on.
- .10 Cool down ... with water and report.
 - .10.1 ... cooled down.

4 Cancellation of alarm

- .1 Is the fire extinguished?
 - .1.1 Yes, fire (in ...) extinguished.

- .1.2 No, fire (in ...) not extinguished (yet).
- .1.3 Fire restricted to ... space / area.
- .2 Post a fire watch and report.
 - .2.1 Fire watch posted (in ...space / area).
- .3 Fire extinguishing systems / means remain on stand-by.
- .4 Fire fighting team / ... team remain on stand-by.
- .5 Rope-off the fire area and report.
 - .5.1 Fire area roped-off.
- .6 Check the fire area every ... minutes / hour(s) for re-ignition and report.
 - .6.1 Fire area checked, no re-ignition.
 - .6.2 Fire area checked, re-ignition in ... space / area.
 - .6.2.1 Re-ignition extinguished.
- .7 The fire alarm is cancelled (with following restrictions: ...)

B2/4 Damage Control

Also see B2/1 "General Activities".

B2/4.1 Checking equipment status and drills

- .1 Check the openings in all spaces / in ... and report
 - .1.1 All openings in ... are closed.
 - .1.2 Openings in ... are not closed (yet).
 - .1.3 Openings in ... are not accessible.
- .2 Check the watertight door control and report
 - .2.1 Watertight door control
 - ~ is operational.
 - ~ (in ...) is not operational (yet).
 - ~ (in ...) will be operational in ... minutes.
 - .2.2 Watertight door(s) (in ...) is / are not accessible.
- .3 Check the pumps / emergency generator and report
 - .3.1 (Bilge) pump(s) in ... / emergency generator
 - ~ is / are operational.
 - ~ is / are not operational (yet).
 - ~ will be operational in ... minutes.
- .4 Check the power supply and report
 - .4.1 Power (in / at ...)
 - ~ is available.
 - ~ is not available (yet).
 - ~ will be available in ... minutes.
- .5 Check the damage control equipment and report.
 - .5.1 All damage control equipment is complete and available.
 - .5.2 Damage control equipment is not complete.
 - .5.2.1 Complete the damage control equipment.

B2/4.2 Damage control activities

.1 Reporting flooding

- .1 We have collided (with ...) .
- .2 We have flooding in
- .3 Is flooding under control ?
 - .3.1 Yes, flooding under control.
 - .3.2 No, flooding (in ...) not under control (yet).

- .4 Is danger imminent ?
 - .4.1 No, danger not imminent.
 - .4.2 Yes, danger of (total) blackout (in ...).
 - .4.3 Yes, danger of heavy listing / capsizing / sinking /

.2 Reporting readiness for action

- .1 Muster damage control team and report.
 - .1.1 Damage control team stand complete and mustered.
- .2 Is damage control material available?
 - .2.1 Yes, damage control material available.
 - .2.2 No, damage control material not available (yet).
 - .2.3 Damage control material will be available in ... minutes.
- .3 Stand by engine room / ... station and report.
 - .3.1 Engine room / ... station standing by.
 - .3.2 Engine room / ... station flooded.
 - .3.3 Engine room / ... station will be standing by in ... minutes.

.3 Orders for damage control

- .1 Close all openings / outlets / valves (in ...) and report.
 - .1.1 All openings / outlets / valves (in ...) closed.
 - .1.2 Openings / outlets / valves in ... not accessible / not operational.
- .2 Switch on / off power (at / on / in) and report.
 - .2.1 Power (at / on / in ...) switched on / off.
 - .2.2 Power supply (at / on / in ...) not operational.
- .3 Close watertight door(s) (in ...) (by hand) and report.
 - .3.1 Watertight door(s) (in ...) closed.
 - .3.2 Watertight door(s) (in ...) not accessible / not operational.
- .4 Switch on (bilge) pump(s) (in ...) and report.
 - .4.1 (Bilge) pump(s) (in ...) switched on.
 - .4.2 (Bilge) pump(s) (in ...) not operational.
- .5 Switch over (bilge) pump(s) from ... to
 - .5.1 (Bilge) pump(s) switched over.
 - .5.2 Switching over (bilge) pump(s) not possible.
- .6 Start damage control.
 - .6.1 Take one / two / ... damage control team(s) to scene.
- .7 Go following route:
 - .7.1 Go through engine room / no. ... hold(s)/tank(s) / superstructure / manhole / ... space / ... deck /
- .8 Go from
 - ~ outside / inside to
 - ~ port side / starboard side to
 - ~ ... to
- .9 Take following (additional) safety measures and report.
 - .9.1 Have two / ... members in one damage control team.
 - .9.2 Have lifeline to each other / to outside.
 - .9.3 Have rescue team on stand by and report.
 - .9.3.1 Rescue team standing by.
 - .9.4 Maintain visual contact / radio contact on walkie-talkie.
- .10 Damage control team must have following outfit(s).
 - .10.1 Damage control team must have
 - ~ protective clothing

- ~ safety helmets.
- ~ lifejackets.
- ~ diving equipment /
- .11 Manning of damage control team as follows:
- .11.1 Chief Officer / Chief Engineer / ... in command of damage control team (no. ...) ...
- .11.2 Following officer(s) / crew member(s) in damage control team (no. ...) :
- .12 Restrict action (in ...) to ... minutes.
- .12.1 Agree on retreat signal and report.
- .12.1.1 Retreat signal
- .13 Stop flooding from inside / outside (... space / area) and report.
- .13.1 Flooding stopped
- .13.2 Stopping flooding from inside / outside not possible.

.4 Cancellation of alarm

- .1 Has flooding stopped ?
- .1.1 Yes, flooding (in ...) has stopped.
- .1.2 No, flooding (in ...) has not (completely) stopped (yet).
- .2 Is flooding under control ?
- .2.1 Yes, flooding (in ...) under control.
- .2.2 Flooding (in ...) below / above capacity of (bilge) pump(s).
- .2.3 Flooding restricted to ... space / area.
- .3 Post damage control watch and report.
- .3.1 Damage control watch posted (in ...).
- .4 How much water is in the vessel ?
- .4.1 Quantity of water (in ...) about ... tonnes.
- .4.2 Quantity of water (in ...) not dangerous.
- .5 (Bilge) pump(s) remain on stand by.
- .6 Engine room remains on stand by.
- .7 Additional emergency generator remains on stand by.
- .8 Damage control team remains on stand by.
- .9 Rope - off flooded area.
- .10 Check leak every ... minutes / hour(s) and report.
- .10.1 Leak checked - no flooding.
- .10.2 Leak checked - minor / major flooding (in ...).
- .10.2.1 Flooding has stopped.
- .11 The alarm is cancelled (with following restrictions: ...).

B2/5 Grounding

Also see B2/1 "General Activities"

B2/5.1 Reporting grounding and ordering actions

- .1 We are aground.
- .2 Stop engine(s).
- .3 Close watertight doors and report.
- .3.1 Watertight doors closed.
- .4 Is vessel (still) making way ?
- .4.1 Yes, vessel making way ahead / astern.
- .4.2 No, vessel not making way.
- .5 Give "vessel aground" signals.
- .6 Inform engine room.
- .7 What part is aground ?

- .7.1 Vessel aground forward / amidships / aft / full length.
- .8 Stand by forward station and aft station and report.
- .8.1 Forward station / aft station standing by.
- .9 Stand by port anchor / starboard anchor.
- .10 What is position ?
- .10.1 Position

B2/5.2 Reporting damage

- .1 Report damage.
- .1.1 No damage.
- .1.2 Crack(s) in plating / no. ... double bottom / no. ... hold(s) / tank(s) / main/auxiliary engine(s) foundation /
- .1.3 Deformation(s) / indentation(s) to plating / to
- .1.4 Deformation(s) / indentation(s) to
- .2 Check flooding and report.
- .2.1 No flooding.
- .2.2 Flooding in
- .3 Is danger imminent ?
- .3.1 No, danger not imminent.
- .3.2 Yes, danger of
 - ~ heavy listing (to port / starboard)
 - ~ decreasing stability.
 - ~ damage by sea.
 - ~ breaking apart.
 - ~ environmental pollution.
 - ~
- .4 What is nature of sea bottom ?
- .4.1 Sea bottom rocky.
- .4.2 Sea bottom soft.
- .5 What is state of tide ?
- .5.1 No tide.
- .5.2 Tide ... metres / rising / falling / turning at ... UTC / within ... hours.
- .6 What is wind force and direction ?
- .6.1 Wind force Beaufort... from ...(*cardinal points*) .
- .6.1.1 Wind expected to decrease / increase (within the next ... hours).
- .6.1.2 Wind expected to back / veer (within the next ... hours).
- .6.1. No change expected (within the next ... hours).
- .7 What is sea state ?
- .7.1 Sea smooth/moderate/rough/high / swell slight/moderate/heavy... metres from ...(*cardinal points*) .
- .7.2 Sea smooth/moderate/rough/high / swell slight/moderate/heavy ... expected to decrease / increase (within the next ... hours).
- .7.3 No change expected (within the next ... hours).
- .8 What is draft ?
- .8.1 Draft ... metres (port side / starboard side) forward / aft / amidships.
- .9 What is depth of water ?
- .9.1 Greatest depth ... metres (port side / starboard side) forward / aft / amidships.

B2/5.3 Orders for refloating

- .1 Are (bilge) pumps operational ?
- .1.1 Yes, (bilge) pumps operational.

- .1.2 No, (bilge) pumps not operational (yet).
- .1.3 (Bilge) pumps will be operational in ... minutes.
- .2 Is damage control material available ?
 - .2.1 Yes, damage control material available.
 - .2.2 No, damage control material not available (yet).
 - .2.3 Damage control material will be available in ... minutes.
- .3 Stand by engine room and report.
 - .3.1 Engine room standing by.
- .4 Stand by all anchors for letting go.
- .5 Report distribution of cargo.
 - .5.1 No. ... hold(s) / tank(s) ... tonnes (of ... cargo).
 - .5.2 Deck cargo forward / aft / amidships ... tonnes (of ...).
 - .5.3 Forepeak / afterpeak ... tonnes.
 - .5.4 No. ... double bottom tank(s) ... tonnes (of ballast / ...).
- .6 Transfer cargo from no. ... hold(s) / tank(s) to no. ... hold(s) / tank(s) and report.
 - .6.1 Cargo from no. ... hold(s) / tank(s) transferred to no. ... hold(s) / tank(s).
- .7 Transfer deck cargo from ... to ... and report.
 - .7.1 Deck cargo from ... transferred to
- .8 Pump out forepeak / afterpeak and report.
 - .8.1 Forepeak / afterpeak pumped out.
- .9 Transfer ballast / ... from no. ... double bottom tank(s)
to no. ... double bottom tank(s) and report.
 - .9.1 Ballast / ... from no. ... double bottom tanks transferred to
no. ... double bottom tank(s).
- .10 Fill forepeak / afterpeak.
- .11 Jettison cargo from ... and report.
 - .11.1 Cargo from ... jettisoned .
- .12 Engine(s) full / ... astern / ahead.
- .13 Has vessel refloated?
 - .13.1 Yes, vessel refloated.
 - .13.2 No, vessel not refloated (yet).

B2/5.4 Checking seaworthiness

- .1 Request a (diving) survey.
- .2 Report the result of the (diving) survey.
 - .2.1 No damage.
 - .2.2 Following damage to the plating:
 - .2.2.1 Crack(s) in area of
 - .2.2.2 Deformation(s) / indentation(s) in area of
 - .2.3 Following damage to the engine(s) / pipe(s):
 - .2.3.1 Crack(s) in the main engine(s) / auxiliary engine(s) foundation.
 - .2.3.2 Deformations / fracture(s) to the pipe(s) in / out
 - .2.3.3 Fractures / bending of the bolt(s) of ...
 - .2.4 Following damage to the underwater hull:
(also see: .1.2.2)
 - .2.4.1 Deformation(s) / indentation(s) to the sea water inlet(s) / outlet(s).
 - .2.4.2 Deformation(s) / indentation(s) to the stem / bulb.
 - .2.4.3 Deformation(s) to the propeller(s).
 - .2.4.4 (Port / starboard) propeller(s) missing.
 - .2.4.5 Deformation to the rudder / to
 - .2.5 Dry - docking is recommended / necessary.
- .3 Is the vessel seaworthy ?

- .3.1 Yes, the vessel is seaworthy ?
- .3.2 No, the vessel is not seaworthy (yet).
- .3.2.1 The vessel must be repaired and re-inspected.
- .3.3 Request ... tug(s).

B2/6 Search and rescue on-board activities

For details also see IAMSAR-Manual, London/Montreal, 1998.

B2/6.1 Checking equipment status

- .1 Check the lifebuoys and report.
 - .1.1 All lifebuoys are complete.
 - .1.2 Lifebuoy(s) at ... is / are damaged / missing.
 - .1.2.1 Replace the damaged / missing lifebuoy(s).
 - .2 When was the last man overboard drill ?
 - .2.1 Last man overboard drill was on ...(*date*) .
 - .3 Prepare a plan for man overboard drill.
 - .3.1 Prepare a plan for
 - ~ an announced / not announced drill.
 - ~ a daytime / nighttime drill.
 - ~ a muster (at all stations).
 - ~ a recovering manoeuvre (with dummy / buoy).
 - .4 Have a drill / manoeuvre / muster on ...(*date*) .

B2/6.2 Person-overboard activities

- .1 Man overboard (on port side / starboard side / astern)!
- .2 Drop lifebuoy(s).
 - .2.1 Sound "man overboard" alarm.
- .3 Hoist flag signal "Oscar".
- .4 Hard-a-port / hard-a-starboard the wheel.
- .5 Is person in water / lifebuoy located ?
 - .5.1 Yes, person in water / lifebuoy located.
 - .5.2 Report direction and distance of person in water / lifebuoy.
 - .5.2.1 Direction at ... points port side / starboard side / ... degrees, distance ... metres.
 - .5.2.2 Maintain visual contact to person in water / lifebuoy.
 - .5.3 No, person in water / lifebuoy not located (yet).
 - .5.3.1 Look out for person in water / lifebuoy and report.
 - .5.4 Passenger / crew member missing (for ... hours / since ... UTC)
 - search in vessel negative.
 - .5.4.1 Stop engine(s).
 - .5.4.2 Transmit alarm signal - PAN-PAN / distress alert - MAYDAY to radio coast station / Maritime Rescue Co-ordination Centre / vessels in vicinity and report.
 - .5.4.3 Alarm signal - PAN-PAN / distress alert - MAYDAY transmitted / acknowledged by ... / not acknowledged (yet)..
- .6 Return manoeuvre ! Port / starboard, steer... degrees.
- .7 Report position.
 - .7.1 Position
- .8 Report traffic situation.
 - .8.1 No vessel in vicinity.
 - .8.2 Following vessel(s) in vicinity
- .9 Report weather situation.

- .9.1 Sea smooth/moderate/rough/high – swell slight/moderate/heavy from .. (cardinal points).
- .9.2 Winds force Beaufort... from ... (cardinal points).
- .9.3 Visibility good/moderate/poor.
- .9.4 Current ... knots to ... (cardinal points).
- .10 Have man overboard stations / lookouts at ... manned and report.
- .10.1 Man overboard stations / lookouts at ... manned.
- .11 Stand by for recovering from shipboard and report.
- .11.1 Standing by for recovering from shipboard.
- .12 Stand by boat / motor lifeboat no. ... for letting go and report.
- .12.1 Rescue boat / motor lifeboat no. ... standing by for letting go.
- .13 Let go rescue boat / motor lifeboat.
- .14 Use VHF Channel ... / frequency ... for communication.
- .14.1 Use light signals / flag signals / whistle for communication.
- .15 What is retreat signal for rescue boat / motor lifeboat ?
- .15.1 Retreat signal
- .16 Stand by one / two crew member(s) for rescue in water and report.
- .16.1 One / two crew member(s) standing by for rescue in water.
- .17 Person overboard rescued / recovered
- .18 Stand by boat / rescue litter / rescue net / rescue basket / rescue sling and report.
- .18.1 Boat / rescue litter / rescue net / rescue basket / rescue sling standing by.
- .19 Hoist person and report.
- .20 Report condition of survivor.
- .20.1 Survivor
 - ~ is in good / bad condition.
 - ~ has hypothermia.
 - ~ is injured.
 - ~ is suffering from shock.
- .20.2 Person is dead.

B2/6.3 Rescue operation - reporting readiness for assistance

Also see AI/1.2 "Search and rescue communications"

- .1 Received an alarm signal PAN-PAN / distress alert - MAYDAY at ... UTC on ... (*VHF Channel/frequency*).
- .2 Observed the following distress signal in ... degrees.
- .3 Report the distress position.
- .3.1 Distress position
- .4 Was the alarm signal / PAN-PAN / distress alert - MAYDAY acknowledged?
- .4.1 The alarm signal / PAN-PAN / distress alert - MAYDAY was acknowledged by ... / not acknowledged (yet)..
- .4.2.1 Acknowledge the PAN-PAN / distress alert - MAYDAY - RELAY.
- .4.3 Transmit a MAYDAY - RELAY to ... (*radio station*).
- .5 Watch the radar.
- .6 Have the lookouts manned and report.
- .6.1 Lookouts are manned.
- .7 Contact vessels in vicinity of the distress and report.
- .7.1 We have contact to following vessel(s) in vicinity of the distress:
- .7.2 We have no contact (yet).
- .8 Request information from the vessel in distress and report.
- .8.1 We have following information from the vessel in distress:
- .8.2 We have no information (yet).

- .9 Stand by lines / lifebuoys / nets / derricks / cranes / ... and report.
- .9.1 Lines / lifeboats / nets / derricks / cranes / ... standing by.
- .10 Stand by lifeboats / rescue boat and report.
- .10.1 Lifeboats / rescue boat standing by.
- .11 Stand by liferaft(s) as boarding station(s) and report.
- .11.1 Liferaft(s) standing by as boarding station(s).
- .12 Let go liferaft(s) as boarding station(s) with ... crew members (each).
- .13 Stand by ... crew members for assisting survivors in water and report.
- .13.1 ... crew members standing by for assisting survivors in water.
- .14 Switch on the deck lighting / outboard lighting / search lights.
- .15 Stand by line throwing apparatus and report.
- .15.1 Line throwing apparatus standing by.

B2/6.4 Conducting search

- .1 We / MV ... will act as On-scene Co-ordinator.
- .1.2 Inform radio coast station(s) / MRCC/ vessels in vicinity.
- .2 Stand by bridge team / lookouts for information / signals of On-scene Co-ordinator.
- .2.1 Following information / signal received from On-scene Co-ordinator:
- .3 We carry out search pattern ... / radar search.
- .3.1 We start search pattern ... radar search at ... UTC.
- .3.1.1 Inform the crew / lookouts / engine room.
- .4 Bridge team / lookouts !
Keep sharp lookout for signals / sightings of the vessel in distress and report every ... minutes.
- .4.1 Light signals / smoke signals / sound signals / ... signals in ... degrees.
- .4.2 Objects / vessel in distress / lifeboat(s) / life raft(s) / person(s) in water in ... degrees
- .5 Stand by rescue team / boat crews / engine room and report.
- .5.1 Rescue team / boat crews / engine room standing by.
- .6 Transmit the following information / signals to the searching vessel(s):

B2/6.5 Rescue activities

Also see B2/6.2 "Person-overboard activities"

- .1 Rescue persons in following order:
 - persons in water
 - injured / helpless persons
 - women and children
 - passengers
 - crewmembers.
- .2 Ask the survivor(s) the following information:
 - .2.1 What was the total number of persons on board the vessel in distress ?
 - .2.1.1 Total number of persons was:
 - .2.2 What was the number of casualties ?
 - .2.2.1 Number of casualties was:
 - .2.3 What was the number of lifeboats / liferafts launched ?
 - .2.3.1 Number of lifeboats / liferafts launched was:
 - .2.4 What was the number of persons in lifeboats / liferafts ?
 - .2.4.1 Number of persons in lifeboats / liferafts was:
 - .2.5 What was the number of persons in water ?
 - .2.5.1 Number of persons in water was:

- .3 Inform ... coast radio station about the name(s) / call sign(s) and destination of the vessel(s) with the survivors.
 - .3.1 Inform about the number of survivors on (each) vessel.
 - .3.2 Inform about the condition of the survivors.
- .4 Inform ... coast radio station about the condition of the vessel in distress:
 - .4.1 The vessel in distress
 - ~ capsized / sunk / adrift (near position ...) / drifting in ... degrees.
 - ~ grounded (in position: ...).
 - ~ on fire.
 - ~ not under command.
- .5 Transmit the following safety message / navigational warning:
Vessel in distress (in position ...) danger to navigation.

B2/6.6 Finishing with search and rescue operations

- .1 Search and rescue finished at ... UTC.
 - .1.1 Inform the crew / lookouts / engine room.
- .2 We resume on-board routine at ... UTC.
- .3 Inform the coast radio station / searching vessels about the cancellation of search and rescue.
- .4 We proceed with our voyage.

B3 Cargo and cargo handling

B3/1 Cargo handling

B3/1.1 Loading and unloading

.1 Loading capacities and quantities

- .1 What is the deadweight of the vessel?
 - .1.1 The deadweight is ... tonnes.
- .2 What is the hold / bale / grain capacity of vessel?
 - .2.1 The hold / bale / grain capacity is ... cubic metres.
- .3 What is the container capacity of the vessel?
 - .3.1 The container capacity is ... TEU.
- .4 How many 20' / 40' containers will the vessel load?
 - .4.1 The vessel will load ... 20' / 40' containers.
- .5 How many cubic metres of cargo space are required?
 - .5.1 ... cubic metres of cargo space are required.
- .6 How many tonnes / cubic metres can the vessel still load?
 - .6.1 The vessel can still load ... tonnes / cubic metres.
- .7 How much deck cargo can the vessel load?
 - .7.1 The vessel can load ... tonnes / cubic metres / ... 20'/40' containers on deck.
- .8 How many cars / trailers / trucks / ... can the vessel load?
 - .8.1 The vessel can load ... cars / trailers / trucks /
- .9 What is the size of the hatch openings?
 - .9.1 The size of the hatch openings is ... by ... metres.
- .10 What is the safety load of no. ... hold?
 - .10.1 The safety load of the ... deck of no. ... hold is ... tonnes per square metre.
- .11 The vessel will still bunker ... tonnes of fuel / fresh water/

.2 Docksider / shipboard cargo handling gear and equipment

- .1 Are docksider / floating cranes available?
 - .1.1 Yes, docksider / floating cranes are available.
 - .1.2 No, docksider / floating cranes are not available.
- .2 What is the capacity of the crane?
 - .2.1 The capacity of the crane is ... tonnes.
- .3 What is the maximum reach of the crane?
 - .3.1 The maximum reach of the crane is ... metres.
- .4 What is the handling capacity of the container crane / gantry?
 - .4.1 The handling capacity of container crane / gantry is ... containers per hour.
- .5 What is the handling capacity of the grain elevator/ore loader/ ... ?
 - .5.1 The handling capacity of the grain elevator / ore loader / is ... tonnes / cubic metres per hour.
- .6 What is the pumping capacity of the cargo pumps?
 - .6.1 The pumping capacity of the cargo pumps is ... tonnes per hour.
- .7 Are (light) fork-lift trucks for the cargo holds available?
 - .7.1 Yes, (light) fork-lift trucks are available.
 - .7.2 No, (light) fork-lift trucks are not available.
- .8 Only use electric fork-lift trucks in the holds.
- .9 What is the capacity of the fork-lift truck?
 - .9.1 The capacity of the fork-lift truck is ... tonnes.
- .10 What is the capacity of the derricks / cranes of the vessel?
 - .10.1 The capacity of the derricks / cranes of the vessel is ... tonnes.
- .11 What is the capacity of the ... slings?
 - .11.1 The capacity of the ... slings is ... tonnes.
- .12 These slings do not permit safe cargo handling.
 - .12.1 Replace the slings.
- .13 Are bob-cats available for trimming?
 - .13.1 Yes, bob-cats are available for trimming.
 - .13.2 No, bob-cats are not available for trimming.

.3 Preparing for loading / unloading

- .1 Prepare the vessel for loading / discharging.
- .2 Unlock the hatch covers.
- .3 Rig the hatchrails in no. ... hold(s).
- .4 Give notice of readiness to load/discharging by ... UTC/local time.
- .5 Is the cargo list available and complete?
 - .5.1 Yes, the cargo list is available and complete .
 - .5.2 No, the cargo list is not available and complete (yet).
 - .5.3 The cargo list will be available and complete in ... minutes.
- .6 Complete the stowage plan.
- .7 Make the stability calculation.
- .8 Are the holds clean / dry / free of smell ?
 - .8.1 Yes, the holds are clean / dry / free of smell.
 - .8.2 No, the holds are not clean / dry / free of smell (yet).
 - .8.3 The holds will be clean / dry / free of smell in ... minutes / hours.
 - .8.3.1 Clean the hold(s) / deck(s).
- .9 Are the safety arrangements in the hold(s) operational?
 - .9.1 Yes, the safety arrangements in the hold(s) are operational.
 - .9.2 No, the safety arrangements in the hold(s) are not operational (yet).
 - .9.3 The safety arrangements in the hold(s) will be operational in ... minutes.

- .10 Fill the double bottom tank(s) / ballast tank(s) before loading the heavy lifts.
- .11 What is the maximum loading rate / discharging rate?
 - .11.1 The maximum loading rate / discharging rate is ... tonnes per hour.
 - .11.2 Do not exceed the loading rate / discharging rate of ... tonnes per hour.

.4 Operating cargo handling equipment and hatches

- .1 Open all hatches before loading / discharging.
- .2 Are the cranes / derricks operational?
 - .2.1 Yes, the cranes / derricks are operational.
 - .2.2 No, the cranes / derricks are not operational (yet).
 - .2.3 The cranes / derricks will be operational in ... minutes.
- .3 Rig the derrick(s) / crane(s) of no. ... hold(s).
- .4 Check the preventers.
- .5 Keep within the safe working load of derrick(s) / crane(s).
- .6 Instruct the winchmen / cranemen .
- .7 Clean the tween deck(s) before opening lower hold(s).
- .8 Switch on / off the hold ventilation.
- .9 Switch on / off the hold lights.
- .10 Close / open the cargo port(s) to no. ... hold(s).

.5 Maintaining / repairing cargo handling equipment

- .1 Check the hold(s) / hatch cover(s) / derrick(s) / ... for damage and report.
 - .1.1 The hold(s) / hatch cover(s) / derrick(s) / ... is / are in order.
 - .1.2 The cargo battens are damaged.
 - .1.3 The rubber seals of the hatch cover(s) are damaged.
 - .1.4 The preventer(s) of no. ... hold(s) is / are damaged.
 - .1.5 The (Container) lashings are damaged.
 - .1.6 ... is / are damaged.
 - .1.6.1 Replace the damaged
- .2 The hold ladder(s) is / are bent.
 - .2.1 Straighten the hold ladder(s).
- .3 Are the hold ventilators operational?
 - .3.1 Yes, the hold ventilators are operational.
 - .3.2 No, the hold ventilators are not operational (yet).
 - .3.3 The hold ventilators will be operational in ... minutes.
- .4 Are the winch motors operational?
 - .4.1 Yes, the winch motors are operational.
 - .4.2 No, the winch motor of no. ... derrick is not operational (yet).
 - .4.3 The winch motor of no. ... derrick will be operational in ... minutes.
- .5 Check the repair works personally.

.6 Briefing on stowing and securing

- .1 Check the
 - ~ careful and safe stowage.
 - ~ complete unloading.
 - ~ proper use of handling gear.
 - ~ careful separation of different lots.
- .2 Close the hatches in case of rain / snow /
- .3 Refuse damaged / crushed / railed / wet / torn / resewn / ... boxes / cartons / cases / crates / bags /

- .4 Do not overstuff cartons with other goods
- .5 Do not use hooks for handling bags.
- .6 Stow ventilation ducts into the bag cargo.
- .7 Place dunnage between the tiers.
- .8 Stow the
 - ~ ... into tween deck of no. ... hold.
 - ~ pallets / cartons / ... closely together.
 - ~ ... in reefer hold.
 - ~ empty containers in topmost tiers .
 - ~ container(s) onto hatch cover(s).
 - ~
- .9 Check the
 - ~ containers for damage.
 - ~ correct interlock of the stowpieces.
 - ~ correct fixing of the rope clips.
 - ~
- .10 Secure the heavy lift(s) immediately .
- .11 Relash all lashings.

B3/1.2 Handling dangerous goods

Also see IMO-IMDG Code, London 1994, as revised.

.1 Briefing on nature of dangerous goods

- .1 What is the IMO-Class of these goods?
 - .1.1 The IMO-Class of these goods is:
- .2 This package contains IMO - Class ... goods.
- .3 These goods are flammable / poisonous /
 - .3.1 Handle these goods with caution.
- .4 These goods emit flammable gases in contact with water.
 - .4.1 Keep these goods dry.
- .5 These goods are liable to spontaneous heating and combustion.
- .6 Do not touch

.2 Instructions on compatibility and stowage

- .1 Observe the IMDG-Code when loading / stowing.
- .2 Check the
 - ~ proper segregation of goods.
 - ~ correct technical names in documents.
 - ~ correct marks / labels.
 - ~ compatibility of IMO-Class ... goods.
- .3 Stow IMO-Class ... goods
 - ~ away from living quarters / away from
 - ~ separated (by one hold) from IMO-Class ... goods.
 - ~ under / on deck.
- .3.1 Cover IMO-Class ... goods on deck with tarpaulins /
- .4 Stow
 - ~ flammable goods away from the engine room bulkhead /
 - ~ infectious substances separated by one hold / compartment from foodstuffs.
 - ~ ... drums away from IMO-Class ... goods at a minimum of ... metres.
- .5 Brief the stevedores on the dangerous goods in number ... hold(s).
- .6 Refuse damaged / wet / ... packings with dangerous goods.

- .7 Ventilate the hold(s) before entering.
- .8 Load / unload IMO-Class ... goods first.
- .9 No smoking during loading / unloading.

.3 Reporting incidents

- .1 Sling(s) with bottles / drums / ... of IMO-Class ... goods were dropped on deck / into no. ... hold / on pier
 - .1.1 Liquid / powder / gas is spilling.
- .2 Several drums / barrels / tanks / ... are deformed (and leaking).
- .3 The ... container with IMO-Class ... goods is spilling out of the door.
- .4 Spilling substances of IMO - Class ... escaped into the sea / harbour water
 - .4.1 Inform the pollution control.
- .5 Temperature in locker / container/ ... with IMO-Class ... goods is increasing (rapidly).
- .6 Orange / red / ... smoke is developing from IMO-Class ... goods (on deck).
- .7 Explosion in no. ... hold.
 - .7.1 Damage to gas tank / container /....
- .8 Minor / major fire in number ... hold.
 - .8.1 Fire extinguished.
 - .8.2 IMO-Class ... goods re-ignited.
 - .8.3 Fire under control.
 - .8.4 Fire not under control (yet).
 - .8.4.1 Operate the general emergency alarm.
 - .8.4.2 Call the harbour fire brigade /
- .9 Report injured persons / casualties.
 - .9.1 No person injured.
 - .9.2 Number of injured persons / casualties is

.4 Action in case of incidents

- .1 Take actions according to the Emergency Plan.
- .2 Turn the vessel out of the wind – the spilling gas / smoke is toxic.
- .3 Put on protective clothing and breathing apparatus.
- .4 Stop the spillage.
- .5 Let the spillage evaporate.
- .6 Remove the spillage with synthetic scoops.
 - .6.1 Use absorbents for the spillage.
 - .6.2 Do not touch the spillage.
- .7 Separate contaminated goods from other goods.
- .8 Cover contaminated goods with tarpaulins /
- .9 Only open the container / hold / locker / ... when smoking is stopped.
- .10 Cool down the container/ ... with water.
- .11 Ventilate the hold(s) carefully.
- .12 Close the hatch - operate the fire extinguishing system.
- .13 Fight the fire from a great distance.
- .14 Flood no. ... hold(s).
- .15 Rescue persons.
 - .15.1 Take injured persons / casualties to a safe area.
 - .15.2 Provide first aid to injured persons / casualties.
 - .15.3 Call the ambulance.
- .16 Take off and dispose contaminated clothing.
- .17 Alter course for the nearest port (- inform on radio).

B3/1.3 Handling liquid goods, bunkers and ballast - pollution prevention

.1 Preparing safety measures

- .1 Plug the scuppers / drip-trays and report.
 - .1.1 All scuppers / drip-trays are plugged.
- .2 Close the sea-valves / discharges and report.
 - .2.1 All sea-valves / discharges are closed.
- .3 Stand by absorbent materials and report.
 - .3.1 Absorbent materials standing by.
- .4 Stand by spill control gear and report.
 - .4.1 Spill control gear standing by.
- .5 Stand by emergency fire pump / foam monitor / fire extinguishers and report.
 - .5.1 Emergency fire pump / foam monitor / fire extinguishers standing by.
- .6 Fit bonding wire and report.
 - .6.1 Bonding wire is fitted.
- .7 Maintain contact on VHF Channels ... with the bunker barge / oil terminal.
- .8 Is the oil pollution prevention plan available ?
 - .8.1 Yes, the oil pollution prevention plan is available.
 - .8.2 No, the oil pollution prevention plan is not available (yet).
 - .8.3 The oil pollution prevention plan will be available in ... minutes.
- .9 Instruct the pumpman / ... and report.
 - .9.1 Pumpman / ... is instructed.

.2 Operating pumping equipment

including: phrases for communication with bunker barge / oil terminal

- .1 What is the (maximum) loading rate / discharge rate ?
 - .1.1 The (Maximum) loading rate / discharge rate is: ... tonnes per hour.
- .2 Is the COW - system / inert gas system operational ?
 - .2.1 Yes, the COW - system / inert gas system is operational .
 - .2.2 No, the COW - system / inert gas system is not operational (yet).
 - .2.3 The COW - system / inert gas will be operational in ... minutes.
- .3 When will crude oil washing start ?
 - .3.1 Crude oil washing will start in ... minutes.
- .4 Are your tanks inerted?
 - .4.1 Yes, my tanks are inerted.
 - .4.2 No, my tanks are not inerted (yet).
 - .4.3 My tanks will be inerted in ... minutes.
- .5 What is the pressure in the inerted tanks?
 - .5.1 The pressure in the inerted tanks is ... bar.
- .6 What is the pumping pressure ?
 - .6.1 The pumping pressure is ... bar.
- .7 Can we connect the loading arm ?
 - .7.1 Yes, you can connect the loading arm.
 - .7.2 No, you cannot connect the loading arm (yet).
 - .7.3 Connect the loading arm in ... minutes.
- .8 Inform ... minutes before loading / discharge will start / finish.
 - .8.1 Loading / discharge will start / finish in ... minutes.
- .9 What is the back pressure for stripping ?
 - .9.1 The backpressure for stripping is... bars.

- .10 Are the cargo hoses / booms connected ?
 - .10.1 Yes, the cargo hoses / booms are connected.
 - .10.2 No, the cargo hoses / booms are not connected (yet).
 - .10.3 The cargo hoses / booms will be connected in ... minutes.
- .11 Are the cargo hoses / booms disconnected ?
 - .11.1 Yes, the cargo hoses / booms are disconnected.
 - .11.2 No, the cargo hoses / booms are not disconnected (yet).
 - .11.3 The cargo hoses / booms will be disconnected in ... minutes.
- .12 Are you ready to load /discharge?
 - .12.1 Yes, I am ready to load / discharge.
 - .12.2 No, I am not ready to load /discharge (yet).
 - .12.3 I will be ready to load / discharge in ... minutes.
- .13 Keep a safe working pressure.
- .14 Open the valve(s) and report.
 - .14.1 All full open aboard / ashore.
- .15 Close the valve(s) and report.
 - .15.1 All full closed aboard / ashore.
- .16 Start pumping (slowly).
- .17 Are you pumping / receiving ?
 - .17.1 Yes, I am pumping / receiving.
 - .17.2 No, I am not pumping / not receiving.
- .18 Increase / decrease pumping rate to ... revolutions / bar..
- .19 (Quantity received) - stop pumping.

.3 Reporting and cleaning up spillage

- .1 Leak at manifold connection!
 - .1.1 Overflow at ... !
- .2 Stop pumping !
- .3 How much is spilled ?
 - .3.1 Spill is about ... tonne(s).
- .4 Treat spill with
- .5 Stand by oil clearance team and report.
 - .5.1 Oil clearance team standing by.
 - .5.2 All crew assist to remove the spill.
 - .5.4.1 Spillage stopped.
 - .5.4.2 Spill cleaned up.
 - .5.4.3 Spill waste contained in save-all/... .
- .6 Oil / ... escaping into sea / harbour water!
 - .6.1 Inform pollution control!

.4 Ballast handling

- .1 Plug the scuppers and report.
 - .1.1 All scuppers are plugged.
- .2 Open / close the sea suction valve / ballast tank valve no. ... and report.
 - .2.1 Sea suction valve / ballast tank valve no. ... is open / closed.
- .3 Start the ballast pump and report.
 - .3.1 Ballast pump started.
- .4 Stop the ballast pump (- ballast overflow!) and report.
 - .4.1 Ballast pump stopped.

- .5 Pump out ballast tank no. ... and report.
- .5.1 Ballast tank no. ... is pumped out.
- .5.2 Stop the ballast pump - ballast dirty !

.5 Cleaning tanks

- .1 Pump the slops into the slop tank .
- .2 Dispose the sludge into the sludge tank.
- .3 Order a shore slop tank / slop barge.
- .3.1 We have ... tonnes of slops / sludge.
- .4 Start / stop pumping slops.
- .5 Keep a safe working pressure.

B3/1.4 Preparing for sea

- .1 Close and secure the hatch covers for sea and report
- .1.1 Hatch covers closed and secured.
- .2 Lash and secure the goods for sea and report.
- .2.1 Goods lashed and secured.

(In ro/ro-ferries: The execution of the instructions 3,4 and 5 given from the bridge on radio should be confirmed from the person in charge of the corresponding station using phrases 3.1, 4.1 and 5.1)

- .3 Close and secure the bow door / stern door and report..
- .3.1 Bow door / stern door closed and secured.
- .4 Fold and secure the bow ramp / stern ramp / side ramp and report.
- .4.1 Bow ramp / stern ramp / side ramp folded and secured.
- .5 Lash and secure all cars / trucks / wagons / ... and report.
- .5.1 All cars / trucks / wagons / ... lashed and secured.
- .6 Lower and secure the derricks / cranes and report.
- .6.1 Derricks / cranes lowered and secured.
- .7 Check the seaworthiness of the holds and report
- .7.1 Holds seaworthy.
- .8 How much ballast can we take (down to her marks)?
- .8.1 We can take ... tonnes of ballast.
- .9 Check the trim.
- .9.1 Fill the forepeak to decrease the stern trim.
- .9.2 Fill the double-bottom tank(s) .
- .9.3 Pump fuel from ... tank to ... tank to bring the vessel upright.

B3/2 Cargo Care

B3/2.1 Operating shipboard equipment for cargo care

- .1 Is the equipment for cargo care operational?
- .1.1 Yes, the equipment for cargo care is operational.
- .1.2 No, the ... (*equipment*) is not operational (yet).
- .1.3 The ... (*equipment*) will be operational in ... minutes.
- .2 What is the air change rate of the hold ventilators?
- .2.1 The air change rate of the hold ventilators is ... -fold.

- .3 Are the temperature / humidity recorders in the hold(s) operational?
- .3.1 Yes, the temperature / humidity recorders in the hold(s) are operational.
- .3.2 No, the temperature / humidity recorders in the hold(s) are not operational (yet).
- .3.3 The temperature / humidity recorders in the hold(s) will be operational in ... minutes.
- .4 Instruct the crew how to connect reefer plugs / clip-on units / ... and report.
- .4.1 The crew is instructed how to connect reefer plugs / clip-on units /

B3/2.2 Taking measures for cargo care

.1 Carrying out inspections

- .1 The holds must be inspected by the surveyor before loading.
- .2 Check the reefer holds for proper loading preparation and report.
 - .2.1 The reefer holds are ready for loading.
 - .2.2 The reefer holds are not ready for loading (yet).
 - .2.3 The reefer holds will be ready for loading in ... minutes.
- .3 Are the holds clean (dry and free of smell)?
 - .3.1 Yes, the holds are clean(dry and free of smell).
 - .3.2 No, the holds are not clean (dry and free of smell) (yet).
 - .3.3 The holds will be clean (dry and free of smell) in ... minutes / hours.
- .4 Check the operation of the hold ventilators and report
 - .4.1 The hold ventilators are operational.
 - .4.2 The hold ventilators (in no. ... hold(s)) are not operational (yet).
 - .4.3 The hold ventilators (in no ... hold(s)) will be operational in ... minutes.
- .5 Order a surveyor to check the reefer plugs / cargo securings.
- .6 Is the certificate of survey available and complete?
 - .6.1 Yes, the certificate of survey is available and complete.
 - .6.2 No, the certificate of survey is not available and complete (yet).
 - .6.3 The certificate of survey will be available and complete in ... minutes / hours.
- .7 Check the lashings and securings every day / ... hours..
- .8 Enter all checks into the log - book.
- .9 Before unloading open the hatches only when the surveyor is present.

.2 Describing damage to the cargo

Also see section B2/1.2.3 "Reporting incidents"

- .1 The ...(cargo) is in a bad condition.
- .2 The packages of ...(cargo) are
 - ~ wet / damp / mouldy.
 - ~ marked by fresh water / sea water.
- .3 The metal of ...(cargo) is rusty.
- .4 The bands of ...(cargo) are broken / missing / rusty.
- .5 The crates / cases with ...(cargo) are railed.
 - .5.1 The boards of crates/cases with ...(cargo) are loose.
- .6 The marks / labels on ...(cargo) are unclear / illegible /false.
- .7 The contents of drums / barrels / ... are unknown.
- .8 The weight of the ...(cargo) is unknown.
- .10 The boxes / crates / cases / ... with ...(cargo) are damaged.
- .11 The bags / bales with ...(cargo) are torn / re sewn / spilling.
- .12 The drums / barrels / ... with ...(cargo) are deformed / spilling .
- .13 The boxes / cartons / cases/ ... with ...(cargo) are crushed.
- .14 The bags / boxes / cartons / ... with ...(cargo) are not full / slack / empty.

- .15 The bags / boxes / cartons / ... with ...(*cargo*) are second hand.
- .16 The boxes/cartons/cases/ ... with bottles of ...(*cargo*) are (partly) broken.
- .17 The ...(*cargo*) is (partly)
 - ~ eaten by rats /worms.
 - ~ infected by vermin.
 - ~ missing.
- .18 ... container(s) are damaged.
- .18.1 ... container(s) were damaged
 - ~ before loading.
 - ~ during loading.
 - ~ by shifting on board.
 - ~ by heavy seas.
- .19 ... container(s) were washed overboard (- inform on radio).
- .20 The temperature in no. ... hold is
above normal / below normal / critical / ... degrees Celsius.
- .21 The humidity of ...(*cargo*) is above normal / below normal / critical.

.3 Taking actions

Also see section B2/1.2.4 "Action in case of incident"

- .1 Switch on the hold ventilation to supply / exhaust air.
- .2 Switch off the hold ventilation (in case of shipping seas).
- .3 Switch on / off the automatic temperature control / recorder.
- .4 Relash the container(s) /car(s) / trucks(s)... in no. ... hold / on ... deck.
- .5 Replug the reefer container(s) in no. ... hold/on deck.
- .6 Secure the shifting cargo in no. ... hold / on ... deck.
- .7 Protect the deck cargo of ...(*cargo*) against sun / rain / shipping seas.
- .8 Keep the deck cargo of ...(*cargo*) wet / dry.
- .9 Check the contents of drum(s) / barrel(s) /container(s) / ... with false labels.

B4 Passenger Care

The phrases of this chapter should help Masters, officers and crew members of passenger vessels and passenger ferries to inform passengers on safety aspects and to manage them in case of an emergency.

B4/1 Briefing and Instruction

B4/1.1 Conduct of passengers on board

.1 General information on conduct of passengers

- .1 Ladies and Gentlemen. This is Captain ... speaking.
I have pleasure in informing you that all safety equipment is in full working order.
The bow / stern doors are closed and secured. The vessel is in all respects ready for sea.
Please listen carefully to the safety instructions which follow. In the unlikely event of an emergency, please obey the orders given on the public address system.
- .2 Passengers are requested to read all notes and leaflets concerning safety regulations.
- .3 All regulations concerning the vessel's routine have to be obeyed.

.2 **Briefing on prohibited areas, decks, and spaces**

Safety regulations do not permit passengers to enter the following spaces:

- navigating bridge
- engine room
- manoeuvring areas at the front and back end of the vessel
- cargo rooms and compartments
- service rooms
- all areas and spaces marked "Crew only"
- all closed, sealed or roped off areas, spaces and rooms
- car decks when the vessel is at sea.

B4/1.2 Briefing on safety regulations, preventive measures and communications

.1 **Drills**

- .1 International regulations require all passengers to be assembled in a drill which has to take place within 24 hours of departure..
- .2 A drill will be held to familiarize passengers with their assembly stations, with their life-saving equipment and with emergency procedures.
- .3 All passengers must attend this drill.

.2 **The general emergency alarm**

- .1 In case of emergency seven short blasts and one prolonged blast will be given with the ship's whistle and the alarm system.
- .2 Remain calm when you hear the general emergency alarm.
- .3 Passengers will be taught how to act and behave in cases of emergency .

.3 **Preventing / reporting fire**

- . 1 Always remember that fire is the greatest hazard aboard ship.
- . 2 Always act immediately if you detect fire, smell, fumes or smoke.
- . 3 Always inform a member of the crew if you detect fire, smell fumes or smoke.
- . 4 Be careful to extinguish cigarettes completely.
- . 5 Put used cigarettes in a container provided.
- . 6 Never smoke in bed.
- . 7 Never smoke on deck except in areas labelled as smoking areas.
- . 8 Never throw a cigarette overboard.
- . 9 The use of naked light and open fire is strictly prohibited.
- .10 Never use lighted candles.
- .11 Never hang anything over or near an electric bulb.
- .12 Never use an electric iron in a cabin. If you need to iron something use the ironing room on deck. The key may be collected at the information desk.
- .13 If you detect a fire, smell, fumes or smoke act immediately as follows:
 - Call out "Fire !"
 - Operate the nearest fire alarm
 - Inform a member of the crew
 - Telephone the navigating bridge. The number to dial is
 -

.4 PA announcements on emergency

- .1 Attention please! Attention please!
This is your captain with an important announcement.
I repeat, this is your captain with an important announcement.
- .1.1 We have grounded/ a minor flooding (in ...)/ a minor fire (in ...).
- .1.2 There is no immediate danger to our passengers or the ship
- and there is no reason to be alarmed.
- .1.3 For safety reasons we request all passengers to go to their assembly stations
on deck .. and wait there for further instructions.
- .1.4 Please follow the instructions given by the officers and crew.
- .1.5 The ship's fire fighting team / damage control team is fighting the fire / flooding.
- .1.6 We also have radio contact with other ships / radio coast stations.
- .1.7 The fire / flooding is under control.
- .1.8 As soon as I have further information I will make another announcement.
I ask you kindly to remain calm. There is no danger at this time.
- .2 This is your Captain speaking. I have another announcement.
The fire / flooding is not under control yet.
- .2.1 There is smoke / flooding in ... - access to this area is prohibited..
- .2.2 For safety reasons we request all passengers to prepare to go to their assembly
stations. Access to the assembly stations will be via Do not forget to take your
lifejackets and blankets with you.
- .2.3 All passengers of deck no. are requested to follow the crew members who will
escort you to your assembly stations.
- .2.4 When you get to your assembly stations put on your lifejackets and wait for further
orders.
- .2.5 Do not go to the lifeboat stations until you are ordered to do so.
- .2.6 Go to your lifeboat stations.
- .2.7 Follow the escape routes shown.
- .2.8 Do not enter the lifeboats / liferafts. The order to enter the lifeboats / liferafts will be
given from the bridge or by the officers.
- .2.9 We have just received a message from shore / other vessels that assistance is on the
way. Assistance should arrive within approximately hours.

.5 Person overboard

- .1 If you see anybody fall overboard, act as follows:
 - call out "Man overboard"
 - throw lifebuoys overboard
 - keep your eyes on the person in the water
 - show / tell an officer / crew the person's position in the water, or telephone the
bridge immediately, the number is

.6 Protective measures for children

- .1 Children must be kept under permanent observation.
- .2 Never let children climb or sit on the ship's rails.
- .3 Special lifejackets for children are available; please ask the steward / stewardess.
- .4 You may leave your children under qualified care in the children's playroom / on the
playdeck on deck from to hours.

B4/2 Evacuation and Boat Drill

B4/2.1 Allocating / directing to assembly stations, describing how to escape

- .1 When the general emergency alarm is sounded which consists of seven short blasts and one prolonged blast, all passengers have to go to their assembly station. Take your lifejackets and blankets with you. Lifejackets are stored in your cabins under your beds and at your assembly stations. You are encouraged to try on your lifejacket.
- .2 All passengers must put on
 - warm clothing
 - long trousers, long-sleeved shirts / jackets
 - strong shoes and head covering.
- .3 All passengers with their lifejackets and blankets are requested to go to their assembly stations/ the lounge / the ... immediately.
- .4 From your assembly stations you will be escorted to your lifeboats / liferafts.
- .5 All passengers are requested to carefully study the safety instructions behind their cabin doors.
- .6 All passengers are requested to follow the escape routes shown.
- .7 Do not use lifts / elevators.
- .8 All passengers are requested to strictly obey the instructions given by the officers or crew.
- .9 When you hear the abandon ship alarm which consists of one prolonged and one short blast repeated continuously, please act in the same manner as under the general emergency alarm.
- .10 During the voyage you may hear some other sound signals. These are exclusively for the information of the crew.
Please, act only if you hear the general emergency alarm or the abandon ship alarm.
- .11 If you have any questions regarding safety, do not hesitate to ask any of the officers or crew.

B4/2.2 Briefing on how to dress and what to take to assembly stations

- .1 Take your lifejacket and a blanket.
You will find your lifejacket under your bed.
- .2 Put on warm clothing, long-sleeved shirts, strong shoes and head covering whatever the weather. No high-heeled shoes.
- .3 Do not forget personal documents, your spectacles and medicine if necessary.
- .4 Do not return to your cabin to collect your property.

B4/2.3 Performing roll call

- .1 At your assembly station one of the officers / crew will perform a roll call.
- .2 The officer / crew will say "This is a roll call", and s/he will call out the passengers individually by their names.
- .3 When your name is called out, please answer loudly "Here".
- .4 If one of your cabinmates is not able to attend the roll call, please inform the officer/crew immediately.

B4/2.4 Briefing on how to put on lifejackets

- .1 (*dependent on type of lifejacket used*)
 - pull the lifejacket over your head
 - tighten the strings well
 - pull the strings around your waist and tie in front.

- .2 Follow closely the demonstration given by the officer / crew.
The crew members will help you if necessary.
- .3 Carefully study the demonstration in the pictures in your cabins.
- .4 Carefully study the demonstration in the diagram at the assembly station.

B4/2.5 Instructions on how to embark and behave in lifeboats / liferafts

- .1 Enter the lifeboat / liferaft only when ordered by an officer / lifeboatman.
- .2 Clear the entrance of the lifeboat / liferaft immediately after entering.
- .3 Do not push each other when entering the lifeboat / liferaft.
- .4 Hold on to ropes or to your seat when lowering / hoisting.
- .5 Sit down in the lifeboat / liferaft immediately.
- .6 Keep your lifejackets on.
- .7 Provisions and drinking water will be distributed by an officer / lifeboatman only.
- .8 Strictly obey all instructions given by the officer / lifeboatman.
- .9 Discipline in the lifeboat / liferaft is of vital importance.

B4/2.6 On-scene measures and actions in lifeboats / liferafts

- .1 Keep a sharp lookout for persons in the water.
- .2 Have a line / hook / knife / lifebuoy ready.
- .3 Do not take off your shirts / long trousers / head covering whatever the weather.
- .4 Pump out the water / free the lifeboat / liferaft from water.
- .5 Who needs medical first aid?
- .6 Everybody will get the same ration of provisions and water.
- .7 Warning! Do not drink sea water whatever the situation.
- .8 We will send a MAYDAY.
- .9 We will fire rockets / use smoke buoys / to attract attention.
- .10 We will join the other lifeboats / liferafts.

B4/3 Attending to passengers in an emergency

B4/3.1 Informing on present situation

- .1 The vessel was abandoned in position due to
fire / grounding / collision / flooding / heavy list / serious damage /
- .2 Keep calm. There is no reason to panic.
The officers / lifeboatmen know exactly what to do.
- .3 There are enough life-saving appliances for everyone on board.
- .4 The Maritime Rescue Co-ordination Centre/vessels in the vicinity have already been
informed of our situation.
- .5 Vessels / helicopters / aircraft are coming to our rescue.
- .6 Vessels / helicopters / aircraft will reach us within hours.
- .7 We have radio contact with rescue craft.
- .8 There are enough provisions and drinking water for 48 hours.
- .9 You obtain medicine for seasickness from the lifeboatman.

B4/3.2 Escorting helpless passengers

- .1 persons are missing.
- .2 Search all cabins / WC /s howers for missing persons.
- .3 Assist those who need help.

- .4 Help children, elderly, disabled, injured or sick persons with lifejackets.
- .5 Give assistance when entering lifeboats / liferafts.
- .6 We require warm clothing and blankets
for the children / elderly / disabled / injured / sick.
- .7 We require a stretcher for the disabled / injured / sick.
- .8 All persons, please move closer.
- .8.1 The elderly / disabled / injured / sick need room to lie down.
- .9 Everyone, please, be quiet. The children / the sick need rest.

ANNEX 2

**PROCEDURE FOR AMENDING THE STANDARD
MARINE COMMUNICATION PHRASES**

- 1 The Committee should receive and evaluate proposals for amendments and/or additions to the Standard Marine Communication Phrases, submitted as appropriate.
- 2 Such proposals should be examined collectively rather than individually when, in the Committee's judgement, they are sufficient or of such importance as to warrant examination.
- 3 Amendments to the Standard Marine Communication Phrases should normally come into force at intervals of approximately five years. When, however, amendments are of a very important nature and/or require urgent action, the period may be shortened to three years. Amendments adopted by the Committee will be notified to all concerned and will come into force twelve months after the date of notification.
