

AGENDA OF THE FOURTH EXTRAORDINARY SESSION  
OF THE ASSEMBLY

1. Adoption of the agenda
2. Establishment of the Credentials Committee
3. Consideration and adoption of amendments to the Regulations annexed to the International Convention for the Safety of Life at Sea, 1960, recommended for adoption by the Maritime Safety Committee at its seventeenth session, in accordance with Article IX of that Convention and relating directly to the loss of the "Torrey Canyon"
4. Endorsement of Recommendations adopted by the Maritime Safety Committee relating directly to the loss of the "Torrey Canyon"
5. Consideration of the work of the Legal Committee concerning "Torrey Canyon" questions
6. Possible convening of a conference or conferences on "Torrey Canyon" matters including financial implications
7. Consideration and adoption of other amendments to the Regulations annexed to the International Convention for the Safety of Life at Sea, 1960
8. Determination of the important nature of the amendments in accordance with the procedure under Article IX(e) of the International Convention for the Safety of Life at Sea, 1960
9. Endorsement of other Recommendations adopted by the Maritime Safety Committee.

R E S O L U T I O N S

RESOLUTION A.146(ES.IV)

AMENDMENTS TO THE INTERNATIONAL CONVENTION  
FOR THE SAFETY OF LIFE AT SEA, 1960

The Assembly,

*Recognizing* the need to improve safety of life at sea,

*Noting* Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization, concerning the functions of the Assembly with regard to regulations relating to maritime safety,

*Noting further* that Article IX of the International Convention for the Safety of Life at Sea, 1960, in paragraphs (b), (d), (e), (g) and (h), provides for procedures of amendment involving participation of the Organization,

*Having considered* certain amendments to the International Convention for the Safety of Life at Sea, 1960, forming the subject of a recommendation adopted by the Maritime Safety Committee at its seventeenth session, and directed towards improvement of safety of navigation,

*Adopts* the following amendment to Chapter V of the Regulations annexed to the International Convention for the Safety of Life at Sea, 1960, which shall be communicated for acceptance to Contracting Governments in accordance with Article IX(d) of the Convention:

The replacement of Regulation 12 by a new Regulation and the addition of new Regulations 19 and 20. The text of this amendment appears in the Annex to this Resolution,

*Requests* the Secretary-General of the Organization, in conformity with Article IX(b)(i), to communicate for purposes of acceptance, certified copies of this Resolution and the Annex, to all Contracting Governments of the International Convention for the Safety of Life at Sea, 1960, together with copies to all Members of the Organization, and

*Invites* all governments concerned to accept the amendment at the earliest possible date.

#### ANNEX

#### Regulation 12

#### *Shipborne Navigational Equipment*

- (a) All ships of 1,600 tons gross tonnage and upwards shall be fitted with a radar of a type approved by the Administration. Facilities for plotting radar readings shall be provided on the bridge in those ships.
- (b) All ships of 1,600 tons gross tonnage and upwards, when engaged on international voyages, shall be fitted with radio direction-finding apparatus complying with the provisions of Regulation 11 of Chapter IV. The Administration may, in areas where it considers it unreasonable or unnecessary for such apparatus to be carried, exempt any ship under 5,000 tons gross tonnage from this requirement, due regard being had to the fact that radio direction-finding apparatus is of value both as a navigational instrument and as an aid to locating ships, aircraft or survival craft.
- (c) All ships of 1,600 tons gross tonnage and upwards, when engaged on international voyages, shall be fitted with a gyro-compass in addition to the magnetic compass. The Administration, if it considers it unreasonable or unnecessary to require a gyro-compass, may exempt any ship under 5,000 tons gross tonnage from this requirement.
- (d) All new ships of 500 tons gross tonnage and upwards, when engaged on international voyages, shall be fitted with an echo-sounding device.
- (e) Whilst all reasonable steps shall be taken to maintain the apparatus in an efficient condition, malfunction of the radar equipment, the gyro-compass or the echo-sounding device shall not be considered as making the ship unseaworthy or as a reason for delaying the ship in ports where repair facilities are not readily available.

## Regulation 19

### *Use of the Automatic Pilot*

- (a) In areas of high traffic density, in conditions of restricted visibility and in all other hazardous navigational situations where the automatic pilot is used it shall be possible to establish human control of the ship's steering immediately.
- (b) In circumstances as above, it shall be possible for the officer of the watch to have available without delay the services of a qualified helmsman who shall be ready at all times to take over steering control.
- (c) The changeover from automatic to manual steering and vice versa shall be made by or under the supervision of a responsible officer.

## Regulation 20

### *Nautical Publications*

All ships shall carry adequate and up-to-date charts, sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage.

26 November 1968  
Agenda item 3

## RESOLUTION A.147 (ES.IV)

### REPORTS ON ACCIDENTS INVOLVING SIGNIFICANT SPILLAGES OF OIL

The Assembly,

*For the purpose* of promoting rapid action by the governments concerned in cases of significant spillages of oil following accidents,

*Having in mind* the recommendation of the Council of the Inter-Governmental Maritime Consultative Organization at its third extraordinary session,

*Recommends* to governments that they:

- (a) require masters of all ships to report immediately through the channels which may be found most practicable and adequate under the circumstances, all accidents in which their ships are involved which have given or may give rise to significant spillages of oil. Such reports should, if possible, include details on the nature and degree of pollution, the movement of the oil slick and any other useful information as appropriate;
- (b) appoint an appropriate officer or agency to whom such information may be referred. Such officer or agency would also be responsible for transmission of relevant details to all other governments concerned;
- (c) ensure that any such reports received by any authority in the country be forwarded to such an officer or agency with all despatch;