

附件 2

第 MSC.532(107)号决议
(2023 年 6 月 8 日通过)

《1974 年国际海上人命安全公约》修正案

海上安全委员会，

忆及《国际海事组织公约》关于本委员会职能的第 28(b)条，

还忆及《1974 年国际海上人命安全公约》(“本公约”)第 VIII(b)条有关除第 I 章规定外适用的本公约附则修正程序，

在其第 107 届会议上，审议了按本公约第 VIII(b)(i)条提出和分发的本公约修正案，

1 按本公约第 VIII(b)(iv)条，通过本公约修正案，其文本载于本决议附件；

2 按本公约第 VIII(b)(vi)(2)(bb)条，决定该修正案应于 2025 年 7 月 1 日被视为获得接受，除非在此日期之前，有三分之一以上的本公约缔约国政府或拥有商船合计吨位数不少于世界商船总吨数 50%的缔约国政府已通知秘书长其反对该修正案；

3 提请本公约各缔约国政府注意，按本公约第 VIII(b)(vii)(2)条，该修正案在按上述第 2 段获得接受后，应于 2026 年 1 月 1 日生效；

4 要求秘书长，按本公约第 VIII(b)(v)条，将本决议及其附件中所载修正案文本的核正无误副本送交本公约所有缔约国政府；

5 还要求秘书长将本决议及其附件的副本分发给非本公约缔约国政府的本组织各会员。

附件

《1974 年国际海上人命安全公约》修正案

第 II-1 章

构造 - 结构、分舱与稳性、机电设备

A 部分

总则

第 2 条

定义

1 现有第 29 款后新增以下各款：

“30 起重设备系指任何装卸的船舶设备：

- .1 用于货物装载、转运或卸货；
- .2 用于升高和降低舱口盖或活动舱壁；
- .3 用作机舱吊机；
- .4 用作储物吊机；
- .5 用作软管起升吊机；
- .6 用于释放和回收补给船和类似应用；和
- .7 用作人员起升吊机。

31 锚操作绞车系指用于在海底作业中部署、回收和重新布置锚索和系泊缆绳的任何绞车。

32 可拆卸零部件系指可以通过其将负载附连到起重设备或锚操作绞车上的船舶设备的物件，但该物件并非该设备或负载的组成部分。

33 第 3-13 条中规定的“2026 年 1 月 1 日或以后安装”系指：

- .1 对于 2026 年 1 月 1 日或以后安放龙骨或处于类似建造阶段的船舶，在船上的任何安装日期；或
- .2 对于第.1 项中规定以外的船舶，包括 2009 年 1 月 1 日以前建造的船舶，2026 年 1 月 1 日或以后的起重设备或锚操作绞车的合同交付

日期；或如无合同交付日期，2026 年 1 月 1 日或以后的起重设备或锚操作绞车的实际交付到船日期。”

A-1 部分

船舶结构

2 现有第 II-1/3-12 条后新增以下条款及相关脚注：

“第 3-13 条

起重设备和锚操作绞车

1 适用范围

1.1 除非另有明确规定，本条须适用于起重设备和锚操作绞车，以及与起重设备和锚操作绞车一同使用的可拆卸零部件。

1.2 尽管有以上规定，本条不适用于：

- .1 认证为海上移动式钻井平台(MODUs)¹的船舶上的起重设备；
- .2 符合主管机关可接受标准的，在近海施工船上，例如管道/电缆铺设/维修或近海装置船，包括进行拆解工作的船舶上使用的起重设备；
- .3 用于打开和关闭舱口盖的集成机械设备；和
- .4 符合《国际救生设备(LSA)规则》的救生降落设备。

1.3 主管机关须确定在何种程度上第 2.1 和 2.4 款的规定不适用于安全工作载荷低于 1,000 kg 的起重设备。

2 设计、建造和安装

2.1 2026 年 1 月 1 日或以后安装的起重设备须：

- .1 按照由主管机关按第 XI-1/1 条的规定认可的船级社的要求，或主管机关可接受的能够提供同等安全水平的标准进行设计、建造和安装；和
- .2 在安装后和首次使用之前以及经过重大的修理、改装或改建后，应对负载进行测试和彻底检查。

2.2 2026 年 1 月 1 日或以后安装的锚操作绞车须按照本组织制定的导则进行设计、建造、安装和测试，以令主管机关满意。²

2.3 2026 年 1 月 1 日或以后安装的起重设备须永久标注并备有安全工作负荷(SWL)的书面证明。

2.4 2026 年 1 月 1 日以前安装的起重设备须按照本组织³制定的导则进行测试和彻底检查，并在不晚于 2026 年 1 月 1 日或以后的第一次换证检验之日符合第 2.3 款。

2.5 2026 年 1 月 1 日以前安装的锚操作绞车须在不晚于 2026 年 1 月 1 日或以后的第一次换证检验之日按照本组织制定的导则²进行测试和彻底检查。

3 维护、操作、检查和测试

无论其安装日期的所有起重设备和锚操作绞车，以及与起重设备和锚操作绞车一同使用的可拆卸零部件须按照本组织制定的导则^{2,3}进行操作性测试、彻底检验、检查、操作和维护。

4 失效的起重设备和锚操作绞车

除第 I/11(c)条中规定的情况外，须采取所有合理措施以维护本条适用的起重设备、锚操作绞车及可拆卸零部件的正常工作状态，但是，设备发生故障时不得被视为船舶不适航，或作为将船舶延误在港口的理由，只要船长已采取行动在规划和执行安全航行时考虑到了失效的起重设备和锚操作绞车。^{2,3}

¹ 认证为海上移动式钻井平台的船舶系指须符合《海上移动式钻井平台构造和设备规则》(《MODU 规则》)的船舶，且在船上携带由主管机关或被认可组织签发的《MODU 规则》证书。携带该证书包括船上备有经授权的电子版证书。

² 参阅《锚操作绞车导则》(第 MSC.1/Circ.1662 号通函)。

³ 参阅《起重设备导则》(第 MSC.1/Circ.1663 号通函)。”

第 II-2 章 构造 — 防火、探火和灭火

A 部分 总 则

第 1 条

适用范围

2 现有船舶的适用要求

3 现有第 2.9 款后新增以下第 2.10 款及相关脚注：

“2.10 2026 年 1 月 1 日以前建造的船舶须在不晚于 2026 年 1 月 1 日或以后的第一次检验*之日符合以第 MSC.532(107)号决议通过的第 10.11.2 条。

* 参阅《安全公约》规则中所述的“第一次检验”一词的统一解释(第 MSC.1/Circ.1290 号通函)。”

C 部分

抑制火

第 10 条

灭火

4 现有第 10 节后新增以下第 11 节：

“11 灭火剂的限制

本条目的是保护船上人员免于接触灭火使用的危险物质，并最大限度地减少被认为对环境有害的灭火剂的影响。

11.1 适用范围

本条适用于 2026 年 1 月 1 日或以后建造的船舶。

11.2 通则

11.2.1 本条禁用的物质从船舶卸下后，须交付至适当的岸基接收设施。

11.2.2 须禁止使用或储存含有全氟辛烷磺酸(PFOS)的灭火剂。”

第 V 章

航行安全

第 2 条

定义

5 现有第 7 款后新增以下各款及相关脚注：

“8 散货船系指第 XII/1.1 条定义的散货船。¹

9 集装箱船系指拟主要载运集装箱的船舶。²

1 参阅《对“散货船”术语的澄清和对偶尔载运干散货但按第 XII/1.1 条和第 II-1 章未被确定为散货船的船舶适用<安全公约>规则的指南》(第 MSC.277(85)号决议)。

2 “集装箱”一词应视为与经修正的《1972 年国际安全集装箱公约》(CSC)中所定义和适用的含义相同。”

第 18 条

航行系统和设备及航行数据记录仪的认可、检验和性能标准

6 第 2 款对应的脚注增加以下引用：

“《电子倾斜仪性能标准》(第 MSC.363(92)号决议)”

第 19 条

船载航行系统和设备的配备要求

7 现有第 2.11 款后新增以下第 2.12 款：

“2.12 2026 年 1 月 1 日或以后建造的 3,000 总吨及以上的集装箱船和散货船须设有电子倾斜仪或其他措施，以确定、显示和记录船舶的横摇运动。”

第 XIV 章

极地水域营运船舶的安全措施

第 2 条

适用范围

8 第 2 条由以下替换：

“第 2 条

适用范围

1 除非另有明确规定，本章适用于在极地水域营运的以下船舶：¹

- .1 按第 I 章发证的船舶；
- .2 总长 24 米及以上的渔船；
- .3 300 总吨及以上、不从事贸易的游艇；和
- .4 300 总吨及以上、但小于 500 总吨的货船。

1 参阅《极地水域营运的非<安全公约>发证船舶的临时安全措施》(第 A.1137(31)号决议)。

2 2017 年 1 月 1 日以前建造的受第 1.1 款约束的船舶须在 2018 年 1 月 1 日以后的第一次中间或换证检验之前(以较早者为准)满足《极地规则》的相关要求。

3 2026 年 1 月 1 日以前建造的受第 1.2、1.3 或 1.4 款约束的船舶，须在 2027 年 1 月 1 日以前满足《极地规则》I-A 部分第 9-1 和 11-1 章的相关要求。

4 在适用《极地规则》的 I-A 部分时, 应考虑到《极地规则》I-B 部分中的附加指南。

5 本章不适用于由缔约国政府拥有或经营的、目前仅用于政府非商业性服务的船舶。但是, 仍鼓励缔约国政府拥有或经营的、目前仅用于政府非商业性服务的船舶在合理和可行的范围内符合本章要求。

6 本章的任何内容均不得损害各国根据国际法所具有的权利或义务。”

第 3 条

对适用本章的船舶的要求

9 第 3 条由以下替换:

“第 3 条

对按第 I 章发证的船舶的要求

1 受上述第 2.1.1 条约束的船舶须符合《极地规则》的引言和 I-A 部分中与安全相关条款的要求, 且除须符合第 I/7、I/8、I/9 和 I/10 条的适用要求外, 还须按该规则的规定进行检验和发证。

2 持有按上述第 1 款规定签发的证书的、受上述第 2.1.1 条约束的船舶须接受第 I/19 和 XI-1/4 条规定的监督。为此, 此种证书须视为根据第 I/12 或 I/13 条签发的证书。”

10 现有第 3 条后插入以下新条款:

“第 3-1 条

总长 24 米及以上的渔船, 300 总吨及以上、不从事贸易的游艇, 和 300 总吨及以上但小于 500 总吨的货船的要求

1 受第 2.1.2、2.1.3 或 2.1.4 条约束、在南极地区从事所有航行以及在悬挂其国旗的缔约国政府领海外界限以外的北极水域航行的船舶, 须符合《极地规则》I-A 部分第 9-1 和 11-1 章的规定, 并考虑到《极地规则》引言和 I-A 部分第 1 章第 1.2、1.4 和 1.5 款与安全相关的规定。

2 尽管有上述第 1 款的规定, 主管机关须确定《极地规则》I-A 部分第 9-1 章的第 9-1.3.1 和 9-1.3.2 条对以下船舶不适用的程度:

.1 总长 24 米及以上的渔船; 和

.2 非国际航行的 300 总吨及以上、但小于 500 总吨的货船。”

附录

证书

客船安全设备记录(格式 P)

2 救生设备明细表

11 “救生设备明细表”中的条目 10 至 10.2 由以下替换:

10	救生服的数量
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货船安全设备证书格式

货船安全设备证书

船型

12 “气体运输船”后新增以下条目:

“集装箱船”

货船安全设备记录(格式 E)

2 救生设备明细表

13 “救生设备明细表”中的条目 9 至 9.2 由以下替换:

9	救生服的数量
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3 导航系统和设备明细表

14 现有条目 15(驾驶台航行值班报警系统(BNwas))后新增以下条目:

“16 电子倾斜仪”

核能货船安全证书格式

核能货船安全证书

船型

15 “气体运输船”后新增以下条目:

“集装箱船”

货船安全设备记录(格式 C)

2 救生设备明细表

16 “救生设备明细表”中的条目 9 至 9.2 由以下替换：

9	救生服的数量
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5 航行系统和设备明细表

17 现有条目 15 (驾驶台航行值班报警系统(BNWAS))后新增以下条目：

“16 电子倾斜仪”

ANNEX 2

**RESOLUTION MSC.532(107)
(adopted on 8 June 2023)**

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

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its 107th session, amendments to the Convention 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 Convention, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2025, 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 the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2026 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of 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 ALSO 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

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

Part A
General

Regulation 2

Definitions

1 The following new paragraphs are added after existing paragraph 29:

"30 *Lifting appliance* means any load-handling ship's equipment:

- .1 used for cargo loading, transfer or discharge;
- .2 used for raising and lowering hold hatch covers or movable bulkheads;
- .3 used as engine-room cranes;
- .4 used as stores cranes;
- .5 used as hose handling cranes;
- .6 used for launch and recovery of tender boats and similar applications;
and
- .7 used as personnel handling cranes.

31 *Anchor handling winch* means any winch for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations.

32 *Loose gear* means an article of ships equipment by means of which a load can be attached to a lifting appliance or an anchor handling winch but which does not form an integral part of the appliance or load.

33 The expression *installed on or after 1 January 2026*, as provided in regulation 3-13, means:

- .1 for ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship; or
- .2 for ships other than those specified in .1, including those constructed before 1 January 2009, a contractual delivery date for lifting appliance or anchor handling winches, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026."

Part A-1

Structure of ships

2 The following new regulation is added after existing regulation II-1/3-12, together with the associated footnotes:

"Regulation 3-13

Lifting appliances and anchor handling winches

1 Application

1.1 Unless expressly provided otherwise, this regulation shall apply to lifting appliances and anchor handling winches, and loose gear utilized with the lifting appliances and the anchor handling winches.

1.2 Notwithstanding the above, this regulation does not apply to:

- .1 lifting appliances on ships certified as MODUs;¹
- .2 lifting appliances used on offshore construction ships, such as pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work, which comply with standards acceptable to the Administration;
- .3 integrated mechanical equipment for opening and closing hold hatch covers; and
- .4 life-saving launching appliances complying with the International Life-Saving Appliance (LSA) Code.

1.3 The Administration shall determine to what extent the provisions of paragraphs 2.1 and 2.4 do not apply to lifting appliances which have a safe working load below 1,000 kg.

2 Design, construction and installation

2.1 Lifting appliances installed on or after 1 January 2026 shall be:

- .1 designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1 or standards acceptable to the Administration which provide an equivalent level of safety; and
- .2 load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations of major character.

2.2 Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested to the satisfaction of the Administration, based on the Guidelines developed by the Organization.²

2.3 Lifting appliances installed on or after 1 January 2026 shall be permanently marked and provided with documentary evidence for the safe working load (SWL).

2.4 Lifting appliances installed before 1 January 2026 shall be tested and thoroughly examined, based on the Guidelines developed by the Organization³ and comply with paragraph 2.3 no later than the date of the first renewal survey on or after 1 January 2026.

2.5 Anchor handling winches installed before 1 January 2026 shall be tested and thoroughly examined, based on the Guidelines developed by the Organization² no later than the date of the first renewal survey on or after 1 January 2026.

3 Maintenance, operation, inspection and testing

All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilized with any lifting appliances and anchor handling winches, shall be operationally tested, thoroughly examined, inspected, operated and maintained, based on the Guidelines developed by the Organization.^{2,3}

4 Inoperative lifting appliances and anchor handling winches

Except as provided in regulation I/11(c), while all reasonable steps shall be taken to maintain lifting appliances, anchor handling winches and loose gear to which this regulation applies in working order, malfunctions of that equipment shall not be assumed as making the ship unseaworthy or as a reason for delaying the ship in ports, provided that action has been taken by the master to take the inoperative lifting appliance or anchor handling winch into account in planning and executing a safe voyage.^{2, 3}

¹ Ships certified as MODUs are those subject to the MODU Code and which carry a MODU Code Certificate on board issued by the Administration or a recognized organization. The carriage of this certificate includes authorized electronic versions available on board.

² Refer to the *Guidelines for anchor handling winches* (MSC.1/Circ.1662).

³ Refer to the *Guidelines for lifting appliances* (MSC.1/Circ.1663)."

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

Part A General

Regulation 1 Application

2 Applicable requirements to existing ships

3 The following new paragraph 2.10 is added after existing paragraph 2.9, together with the associated footnote:

"2.10 All ships constructed before 1 January 2026 shall comply with regulation 10.11.2, as adopted by resolution MSC.532(107), not later than the date of the first survey* on or after 1 January 2026.

* Refer to the *Unified interpretation of the term "first survey" referred to in SOLAS regulations* (MSC.1/Circ.1290)."

Part C

Suppression of fire

Regulation 10

Fire fighting

4 The following new paragraph 11 is added after existing section 10:

"11 Fire-extinguishing media restrictions

The purpose of this paragraph is to protect persons on board against exposure to dangerous substances used in fire fighting, as well as to minimize the impact of fire-extinguishing media that are deemed detrimental to the environment.

11.1 Application

This regulation applies to ships constructed on or after 1 January 2026.

11.2 General

11.2.1 The prohibited substances in this regulation shall be delivered to appropriate shore-based reception facilities when removed from the ship.

11.2.2 Use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) shall be prohibited."

CHAPTER V

SAFETY OF NAVIGATION

Regulation 2

Definitions

5 The following new paragraphs are added after existing paragraph 7, together with the associated footnotes:

"8 *Bulk carrier* means a bulk carrier as defined in regulation XII/1.1.¹

9 *Containership* means a ship which is intended primarily to carry containers.²

1 Refer to *Clarification of the term "bulk carrier" and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with regulation XII/1.1 and chapter II-1 (resolution MSC.277(85))*.

2 Refer to the term "container" as defined in article II of the International Convention for Safe Containers (CSC), 1972."

Regulation 18

Approval, surveys and performance standards of navigational systems and equipment and voyage data recorder

6 The following reference is added to the footnote corresponding to paragraph 2:

"*Performance standards for electronic inclinometers (resolution MSC.363(92))*"

Regulation 19

Carriage requirements for shipborne navigational systems and equipment

7 The following new paragraph 2.12 is added after existing paragraph 2.11:

"2.12 Containerships and bulk carriers of 3,000 gross tonnage and upwards constructed on or after 1 January 2026 shall be fitted with an electronic inclinometer, or other means, to determine, display and record the ship's roll motion."

CHAPTER XIV SAFETY MEASURES FOR SHIPS OPERATING IN POLAR WATERS

Regulation 2

Application

8 Regulation 2 is replaced by the following:

"Regulation 2

Application

1 Unless expressly provided otherwise, this chapter applies to the following ships operating in polar waters:¹

- .1 ships certified in accordance with chapter I;
- .2 fishing vessels of 24 metres in length overall and above;
- .3 pleasure yachts of 300 gross tonnage and upwards not engaged in trade; and
- .4 cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

¹ Refer to the *Interim safety measures for ships not certified under the SOLAS Convention operating in polar waters* (resolution A.1137(31)).

2 Ships subject to paragraph 1.1 constructed before 1 January 2017 shall meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

3 Ships subject to paragraphs 1.2, 1.3 or 1.4 constructed before 1 January 2026 shall meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2027.

4 In applying part I-A of the Polar Code, consideration should be given to the additional guidance in part I-B of the Polar Code.

5 This chapter shall not apply to ships owned or operated by a Contracting Government and used, for the time being, only in government non-commercial service. However, ships owned or operated by a Contracting Government and used, for the time being, only in government non-commercial service are encouraged to act in a manner consistent, so far as reasonable and practicable, with this chapter.

6 Nothing in this chapter shall prejudice the rights or obligations of States under international law."

Regulation 3

Requirements for ships to which this chapter applies

9 Regulation 3 is replaced by the following:

"Regulation 3

Requirements for ships certified in accordance with chapter I

1 Ships subject to regulation 2.1.1 above shall comply with the requirements of the safety-related provision of the introduction and with part I-A of the Polar Code and shall, in addition to the requirements of regulations I/7, I/8, I/9 and I/10, as applicable, be surveyed and certified, as provided for in that Code.

2 Ships subject to regulation 2.1.1 above holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulations I/19 and XI-1/4. For this purpose, such certificates shall be treated as a certificate issued under regulation I/12 or I/13."

10 The following new regulation is inserted after existing regulation 3:

"Regulation 3-1

Requirements for fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage

1 Ships subject to regulations 2.1.2, 2.1.3 or 2.1.4 on all voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly shall comply with the provisions of chapters 9-1 and 11-1 of part I-A of the Polar Code, taking into account the introduction and the safety-related provisions of paragraphs 1.2, 1.4 and 1.5 of chapter 1 of part I-A of the Polar Code.

2 Notwithstanding paragraph 1 above, the Administration shall determine to what extent the provisions of regulations 9-1.3.1 and 9-1.3.2 of chapter 9-1 of part I-A of the Polar Code do not apply to:

- .1 fishing vessels of 24 metres in length overall and above; and
- .2 ships of 300 gross tonnage and upwards but below 500 gross tonnage not engaged in international voyages."

APPENDIX

CERTIFICATES

Record of equipment for passenger ship safety (Form P)

2 Details of life-saving appliances

11 In the table for "Details of life-saving appliances", entries 10 to 10.2 are replaced by the following:

10	Number of immersion suits
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Form of Safety Equipment Certificate for Cargo Ships

Cargo Ship Safety Equipment Certificate

Type of ship

12 The following new entry is added after "Gas carrier":

"Containership"

Record of equipment for cargo ship safety (Form E)

2 Details of life-saving appliances

13 In the table for "Details of life-saving appliances", entries 9 to 9.2 are replaced by the following:

9	Number of immersion suits
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3 Details of navigational systems and equipment

14 In the table for "Details of navigational systems and equipment", the following new entry is added after existing entry 15 (Bridge navigational watch alarm system (BNWAS)):

"16 Electronic inclinometer"

Form of Safety Certificate for Nuclear Cargo Ships

Nuclear Cargo Ship Safety Certificate

Type of Ship

15 The following new entry is added after "Gas carrier":

"Containership"

Record of equipment for cargo ship safety (Form C)

2 Details of life-saving appliances

16 In the table for "Details of life-saving appliances", entries 9 to 9.2 are replaced by the following:

9	Number of immersion suits
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5 Details of navigational systems and equipment

17 In the table for "Details of navigational systems and equipment", the following new entry is added after existing entry 15 (Bridge navigational watch alarm system (BNWAS)):

"16 Electronic inclinometer"
