

*Final Act of the International Conference on
Safety of Fishing Vessels, 1993, with attachments,
including the*

**Torremolinos Protocol of 1993
relating to the Torremolinos International
Convention for the Safety of
Fishing Vessels, 1977**

and

*Consolidated text of the
regulations annexed to the*
**Torremolinos International Convention
for the Safety of Fishing Vessels, 1977,
as modified by the Torremolinos
Protocol of 1993 relating thereto**



**IMO
London, 1995**

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Published in 1995
by the INTERNATIONAL MARITIME ORGANIZATION
4 Albert Embankment, London SE1 7SR

Printed by Clifford Frost Ltd., London SW19

2 4 6 8 10 9 7 5 3 1

ISBN 92-801-1317-8

IMO PUBLICATION

Sales number: IMO-793E

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Foreword

This publication contains the texts of documents which resulted from the work of the 1993 International Conference on Safety of Fishing Vessels. The Conference, which was convened by the International Maritime Organization, met in Torremolinos, Spain, from 22 March to 2 April 1993.

The Conference adopted the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (1993 Torremolinos Protocol), which constitutes attachment 1 to the Final Act of the Conference. The Conference also adopted eleven resolutions and eight recommendations, which are set forth in attachments 2 and 3 to the Final Act. By virtue of the Protocol, its articles and the regulations contained in the annex to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, shall, subject to the modifications set out in the annex to the Protocol, be read and interpreted as one single document.

The texts of the 1993 Torremolinos Protocol and the resolutions and recommendations of the Conference are reproduced in part 1 of this publication. Part 2 reproduces the consolidated text of the regulations annexed to the 1977 Torremolinos Convention, as modified by the 1993 Torremolinos Protocol relating thereto.

The footnotes to the text of the regulations, which have been added by the IMO Secretariat, do not form part of the Protocol and have been inserted for ease of reference. The IMO Secretariat was requested to update these footnotes as and when appropriate.

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Part 1

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Final Act of the International Conference on Safety of Fishing Vessels, 1993

1 Pursuant to resolution A.728(17) of 7 November 1991 adopted by the Assembly of the International Maritime Organization, the Council of the Organization decided, at its sixty-ninth session in November 1992, to convene an international conference to consider the adoption of a Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.

2 In this connection, the Assembly of the Organization, at its seventeenth session, noted that the Governments of Germany, Iceland, Japan, Norway, Panama, the Republic of Korea, Sweden, the United Kingdom of Great Britain and Northern Ireland and the United States of America had kindly agreed to provide the necessary funds for a two-week conference. Subsequently, the Government of Spain kindly offered to provide additional funds and host facilities for the conference.

3 The Conference was held in Torremolinos from 22 March to 2 April 1993.

4 The following forty-eight States were represented at the Conference by delegations:

Algeria	Denmark
Argentina	Egypt
Belgium	France
Benin	Germany
Brazil	Ghana
Canada	Greece
Chile	Iceland
China	Indonesia
Colombia	Iran (Islamic Republic of)
Congo	Ireland
Côte d'Ivoire	Italy
Cuba	Japan

Kenya	Republic of Korea
Kuwait	Romania
Liberia	Russian Federation
Libyan Arab Jamahiriya	Saudi Arabia
Mauritius	Spain
Mexico	Sweden
Morocco	Syrian Arab Republic
Namibia	Tunisia
Netherlands	Ukraine
Norway	United Kingdom of Great Britain and Northern Ireland
Panama	United States of America
Poland	
Portugal	

5 The following State sent observers to the Conference:

Philippines

6 Hong Kong, an Associate Member of the International Maritime Organization, sent observers to the Conference.

7 The following two organizations of the United Nations system sent representatives to the Conference:

International Labour Organization (ILO)
Food and Agriculture Organization (FAO)

8 The following two intergovernmental organizations sent observers to the Conference:

Commission of the European Communities
International Maritime Satellite Organization (Inmarsat)

9 The following non-governmental international organization sent observers to the Conference:

International Confederation of Free Trade Unions (ICFTU)

10 The Conference was opened by Mr. W.A. O'Neil, Secretary-General of the International Maritime Organization. The Minister of Public Works and Transport of Spain, Mr. J. Borrell Fontelles, addressed the Conference and welcomed the participants on behalf of the Government of Spain.

11 The Conference elected Mr. M. Panadero López, Head of the delegation of Spain, President of the Conference.

- 12 The Vice-Presidents elected by the Conference were:

Mr. J.C. Babich (Argentina)
Mr. Hu Jinglu (China)
Ms. R. Hjaltdóttir (Iceland)
Captain J.M. Odhach (Kenya)
Mr. J. Vonau (Poland)

- 13 The Secretariat of the Conference consisted of the following officers:

Secretary-General:	Mr. W.A. O'Neil Secretary-General of the Organization
Executive Secretary:	Mr. E.E. Mitropoulos Director, Maritime Safety Division
Deputy Executive Secretary:	Mr. F. Plaza Senior Deputy Director, Maritime Safety Division

- 14 The Conference established a Committee of the Whole with the mandate to consider the draft text of a protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, and related recommendations and resolutions.

- 15 The Drafting Committee established by the Conference was composed of representatives of the following nine States:

Egypt	Russian Federation
France	Spain
Germany	United Kingdom of Great Britain and Northern Ireland
Mexico	
Republic of Korea	United States of America

- 16 A Credentials Committee was appointed to examine the credentials of representatives attending the Conference. The Committee was composed of representatives of the following five States:

Benin
Denmark
Indonesia
Panama
Romania

- 17 The officers elected for the Committees were as follows:

Committee of the Whole	
Chairman:	Mr. Y. Sasamura (Japan)
Vice-Chairman:	Captain F. Klein Koch (Chile)
Vice-Chairman:	Mr. E. Hareide (Norway)

Drafting Committee:

Chairman: Mr. J.J. Angelo (United States of America)
Vice-Chairman: Mr. J.C. Leclair (France)
Vice-Chairman: Mr. K.A. Bekyashev (Russian Federation)

Credentials Committee:

Chairman: Captain B.J.P. Pitna (Indonesia)

18 The Conference used as the basis of its work a draft text of a protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.

19 The Conference also considered proposals, comments and observations on, and suggested amendments to, the draft protocol submitted to the Conference by Governments and international organizations concerned.

20 As a result of its deliberations, recorded in the reports of the respective Committees and in the records of decisions of plenary meetings of the Conference and meetings of the Committee of the Whole, the Conference adopted the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, which constitutes attachment 1 to this Final Act.

21 The Conference also adopted the following 11 resolutions set forth in attachment 2 to this Final Act.

- Resolution 1: Avoidance of a situation in which two conflicting treaty regimes are operational
- Resolution 2: Certain treaty law issues relating to States which have expressed their consent to be bound by the Torremolinos International Convention for the Safety of Fishing Vessels, 1977
- Resolution 3: Co-operation among States on the early entry into force and effective implementation of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977
- Resolution 4: Development of regional standards for fishing vessels as called for in article 3(5) of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

- Resolution 5: Application of regional standards for fishing vessels as called for in article 3(5) of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977
- Resolution 6: Fishing vessel subdivision and damage stability
- Resolution 7: Fire-retardant materials for constructing fishing vessel lifeboats
- Resolution 8: Implementation of GMDSS requirements on existing fishing vessels
- Resolution 9: Early introduction of satellite emergency position-indicating radio beacons (EPIRBs) on existing fishing vessels
- Resolution 10: Shipborne navigational equipment and arrangements
- Resolution 11: Appreciation to the Government and people of Spain

22 The Conference also adopted the following eight recommendations set forth in attachment 3 to this Final Act:

- Recommendation 1: Guidance on a method of calculation of the effect of water on deck
- Recommendation 2: Guidance relating to ice accretion
- Recommendation 3: Guidance on stability information
- Recommendation 4: Guidance on a method of calculation of bow height
- Recommendation 5: Guidance on subdivision and damage stability calculations
- Recommendation 6: Guidance for precautions against freezing of fire mains
- Recommendation 7: Guidance concerning the use of certain plastic materials
- Recommendation 8: Guidance on a method of calculation of the minimum distance from the deepest operating waterline to the lowest point of the top of the bulwark or to the edge of the working deck

23 This Final Act is established in a single original text in the Arabic, Chinese, English, French, Russian and Spanish languages and is deposited, including its attachments, with the Secretary-General of the International Maritime Organization.

24 The Secretary-General of the International Maritime Organization shall send certified copies of this Final Act with its attachments and certified copies of the authentic texts of the Protocol to the Governments of States invited to be represented at the Conference, in accordance with the wishes of those Governments.

IN WITNESS WHEREOF the undersigned have affixed their signatures to this Final Act.★

DONE AT TORREMOLINOS this second day of April one thousand nine hundred and ninety-three.

★ Signatures omitted.

ATTACHMENT 1

Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

THE PARTIES TO THE PRESENT PROTOCOL,

RECOGNIZING the significant contribution which can be made by the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, to the safety of ships in general and to the safety of fishing vessels in particular,

ACKNOWLEDGING HOWEVER that certain provisions of the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, have given rise to difficulties in their implementation by a number of States with substantial fishing fleets under their flags and that this has prevented the entry into force of the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, and consequently the implementation of the regulations contained therein,

DESIRING to establish in common agreement the highest practicable standards for the safety of fishing vessels which can be implemented by all States concerned,

CONSIDERING that this objective may best be achieved by the conclusion of a Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977,

HAVE AGREED as follows:

Article 1

General obligations

- (1) The Parties to the present Protocol shall give effect to the provisions of:
 - (a) the articles of the present Protocol; and

- (b) the regulations contained in the annex to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (hereinafter referred to as “the Convention”), subject to the modifications set out in the annex to the present Protocol.

(2) The articles of the present Protocol and the regulations of the annex to the Convention shall, subject to the modifications set out in the annex to the present Protocol, be read and interpreted as one single instrument.

(3) The annex to the present Protocol shall constitute an integral part of the Protocol and a reference to the present Protocol shall constitute at the same time a reference to the annex hereto.

Article 2

Definitions

For the purpose of the present Protocol, unless expressly provided otherwise:

- (a) Party means a State for which the present Protocol has entered into force;
- (b) Fishing vessel or vessel means any vessel used commercially for catching fish, whales, seals, walrus or other living resources of the sea;
- (c) Organization means the International Maritime Organization;
- (d) Secretary-General means the Secretary-General of the Organization;
- (e) Administration means the Government of the State whose flag the vessel is entitled to fly;
- (f) Regulations means the regulations contained in the annex to the Convention as modified by the present Protocol.

Article 3

Application

(1) The present Protocol shall apply to seagoing fishing vessels including vessels also processing their catch entitled to fly the flag of a Party.

- (2) The provisions of the annex shall not apply to vessels exclusively used:
- (a) for sport or recreation;
 - (b) for processing fish or other living resources of the sea;
 - (c) for research and training; or
 - (d) as fish carriers.
- (3) Unless expressly provided otherwise, the provisions of the annex shall apply to fishing vessels of 24 metres in length and over.
- (4) In a case where a limit of the vessel's length is prescribed as greater than 24 metres in a chapter for the application of that chapter, the Administration shall determine which regulations of that chapter should apply, wholly or in part, to a fishing vessel of 24 metres in length and over but less than the length limit prescribed in that chapter and entitled to fly the flag of that State, having regard to the type, size and mode of operation of such a vessel.
- (5) Parties shall endeavour to establish, as a matter of high priority, uniform standards to be applied by Administrations to fishing vessels referred to in paragraph (4), which operate in the same region, taking into account the mode of operation, sheltered nature and climatic conditions in such region. Such uniform regional standards shall be communicated to the Organization for circulation to other Parties for information.

Article 4

Certification and port State control

- (1) Every vessel required to hold a certificate in accordance with the provisions of the regulations is subject, when in a port of another Party, to control by officers duly authorized by the Government of that Party in so far as this control is directed towards verifying that the certificate issued under the provisions of the relevant regulations is valid.
- (2) Such certificate, if valid, shall be accepted unless there are clear grounds for believing that the condition of the vessel or of its equipment does not correspond substantially with the particulars of that certificate or that the vessel and its equipment are not in compliance with the provisions of the relevant regulations.

(3) In the circumstances given in paragraph (2) or where a certificate has expired or ceased to be valid, the officer carrying out the control shall take steps to ensure that the vessel shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the appropriate repair yard without danger to the vessel or persons on board.

(4) In the event of this control giving rise to an intervention of any kind, the officer carrying out the control shall forthwith inform, in writing, the Consul or, in his absence, the nearest diplomatic representative of the State whose flag the vessel is entitled to fly, of all the circumstances in which intervention was deemed necessary. In addition, nominated surveyors or recognized organizations responsible for the issue of the certificates shall also be notified. The facts concerning the intervention shall be reported to the Organization.

(5) If the port State authority concerned is unable to take steps as specified in paragraph (3) or if the vessel has been allowed to proceed to the next port of call, the port State authority concerned shall notify all relevant information about the vessel to the Party mentioned in paragraph (4) and to the authorities of the next port of call.

(6) When exercising control under this article, all possible efforts shall be made to avoid a vessel being unduly detained or delayed. If a vessel is thereby unduly detained or delayed, it shall be entitled to compensation for any loss or damage suffered.

(7) With respect to vessels of non-Parties to the present Protocol, Parties shall apply the requirements of the present Protocol as may be necessary to ensure that no more favourable treatment is given to such vessels.

Article 5

Force majeure

(1) A vessel which is not subject to the provisions of the present Protocol or which is not required to hold a certificate in accordance with the provisions of the present Protocol at the time of its departure on any voyage shall not become subject to such provisions on account of any deviation from its intended voyage due to stress of weather or any other cause of force majeure.

(2) Persons who are on board a vessel by reason of force majeure or in consequence of the obligation to carry shipwrecked or other persons shall not be taken into account for the purpose of ascertaining the application to the vessel of any provisions of the present Protocol.

Article 6

Communication of information

- (1) The Parties shall communicate to the Organization:
 - (a) the text of laws, orders, decrees, regulations and other instruments which have been promulgated on the various matters within the scope of the present Protocol;
 - (b) a list of non-governmental agencies which are authorized to act on their behalf in matters relating to the design, construction and equipment of vessels in accordance with the provisions of the present Protocol; and
 - (c) a sufficient number of specimens of their certificates issued under the provisions of the present Protocol.
- (2) The Organization shall notify all Parties of the receipt of any communication under paragraph (1)(a) and shall circulate to them any information communicated to it under paragraphs (1)(b) and (1)(c).

Article 7

Casualties to fishing vessels

- (1) Each Party shall arrange for an investigation of any casualty occurring to any of its vessels subject to the provisions of the present Protocol, when it judges that such an investigation may assist in determining what changes in the present Protocol might be desirable.
- (2) Each Party shall supply the Organization with pertinent information concerning the findings of such investigations for circulation to all Parties. No reports or recommendations of the Organization based upon such information shall disclose the identity or nationality of the vessels concerned or in any manner fix or imply responsibility upon any vessel or person.

Article 8

Other treaties and interpretation

Nothing in the present Protocol shall prejudice the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

Article 9

Signature, ratification, acceptance, approval and accession

(1) The present Protocol shall remain open for signature at the Headquarters of the Organization from 1 July 1993 until 30 June 1994 and shall thereafter remain open for accession. All States may become Parties to the present Protocol by:

- (a) signature without reservation as to ratification, acceptance or approval; or
- (b) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or
- (c) accession.

(2) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General.

(3) Each State which has either signed the present Protocol without reservation as to ratification, acceptance or approval or has deposited the requisite instruments of ratification, acceptance, approval or accession in accordance with this article shall transmit to the Secretary-General, at the time of deposit of the above instrument and by the end of each year, information on the aggregate number of fishing vessels of 24 metres in length and over entitled to fly the flag of that State.

Article 10

Entry into force

(1) The present Protocol shall enter into force 12 months after the date on which not less than 15 States have either signed it without reservation as to ratification, acceptance or approval or have deposited the requisite instruments of ratification, acceptance, approval or accession in accordance with article 9, the aggregate number of whose fishing vessels of 24 metres in length and over is not less than 14,000.

(2) For States which have deposited an instrument of ratification, acceptance, approval or accession in respect of the present Protocol after the requirements for entry into force thereof have been met but prior to the date of entry into force, the ratification, acceptance, approval or accession

shall take effect on the date of entry into force of the present Protocol or three months after the date of deposit of the instrument, whichever is the later date.

(3) For States which have deposited an instrument of ratification, acceptance, approval or accession after the date on which the present Protocol entered into force, the present Protocol shall become effective three months after the date of deposit of the instrument.

(4) After the date on which an amendment to the present Protocol is deemed to have been accepted under article 11, any instrument of ratification, acceptance, approval or accession deposited shall apply to the present Protocol as amended.

Article 11

Amendments

(1) The present Protocol may be amended by either of the procedures specified in this article.

(2) Amendment after consideration within the Organization:

- (a) Any amendment proposed by a Party shall be submitted to the Secretary-General, who shall then circulate it to all Members of the Organization and to all the Parties at least six months prior to its consideration.
- (b) Any amendment proposed and circulated as above shall be referred to the Maritime Safety Committee of the Organization for consideration.
- (c) Parties whether or not Members of the Organization shall be entitled to participate in the proceedings of the Maritime Safety Committee for the consideration and adoption of amendments.
- (d) Amendments shall be adopted by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee expanded as provided for in paragraph (2)(c) (hereinafter referred to as “the expanded Maritime Safety Committee”) on condition that at least one third of the Parties shall be present at the time of voting.
- (e) Amendments adopted in accordance with paragraph (2)(d) shall be communicated by the Secretary-General to all the Parties.

- (f) (i) An amendment to an article shall be deemed to have been accepted on the date on which it is accepted by two thirds of the Parties.
- (ii) An amendment to the annex shall be deemed to have been accepted:
 - (aa) at the end of two years from the date of adoption; or
 - (bb) at the end of a different period, which shall not be less than one year, if so determined at the time of its adoption by a two-thirds majority of the Parties present and voting in the expanded Maritime Safety Committee.

However, if within the specified period either more than one third of the Parties or Parties the aggregate number of whose fishing vessels is not less than 65% of the number of fishing vessels of 24 metres in length and over of all the Parties, notify the Secretary-General that they object to the amendment, it shall be deemed not to have been accepted.

- (g) (i) An amendment to an article shall enter into force, with respect to those Parties which have accepted it, six months after the date on which it is deemed to have been accepted and, with respect to each Party which accepts it after that date, six months after the date of that Party's acceptance.
- (ii) An amendment to the annex shall enter into force with respect to all Parties, except those which have objected to the amendment under paragraph (2)(f)(ii) and which have not withdrawn such objections, six months after the date on which it is deemed to have been accepted. However, before the date set for entry into force any Party may give notice to the Secretary-General that it exempts itself from giving effect to that amendment for a period not longer than one year from the date of its entry into force, or for such longer period as may be determined by a two-thirds majority of the Parties present and voting in the expanded Maritime Safety Committee at the time of the adoption of the amendment.

(3) Amendment by a Conference:

- (a) Upon the request of a Party concurred with by at least one third of the Parties, the Organization shall convene a conference of the Parties to consider amendments to the present Protocol.

- (b) Every amendment adopted by such a conference by a two-thirds majority of the Parties present and voting shall be communicated by the Secretary-General to all the Parties for acceptance.
 - (c) Unless the Conference decides otherwise, the amendment shall be deemed to have been accepted and shall enter into force in accordance with the procedures specified in paragraphs (2)(f) and (2)(g) respectively, provided that references in those paragraphs to the expanded Maritime Safety Committee shall be taken to mean references to the Conference.
- (4) (a) A Party, which has accepted an amendment to the annex which has entered into force, shall not be obliged to extend the benefit of the present Protocol in respect of the certificates issued to a vessel entitled to fly the flag of a State the Government of which, pursuant to the provisions of paragraph (2)(f)(ii) of this article, has objected to the amendment and has not withdrawn such an objection, but only to the extent that such certificates relate to matters covered by the amendment in question.
- (b) A Party, which has accepted an amendment to the annex which has entered into force, shall extend the benefit of the present Protocol in respect of certificates issued to a vessel entitled to fly the flag of a State the Government of which, pursuant to the provisions of paragraph (2)(g)(ii) of this article, has notified the Secretary-General of the Organization that it exempts itself from giving effect to the amendment.
- (5) Unless expressly provided otherwise, any amendment to the present Protocol which relates to the structure of a vessel shall apply only to vessels for which, on or after the date of entry into force of the amendment:
- (a) the keel is laid; or
 - (b) construction identifiable with a specific vessel begins; or
 - (c) assembly has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.
- (6) Any declaration of acceptance of, or objection to, an amendment or any notice given under paragraph (2)(g)(ii) shall be submitted in writing to the Secretary-General who shall inform all the Parties of any such submission and of the date of its receipt.
- (7) The Secretary-General shall inform all the Parties of any amendments which enter into force under this article together with the date on which each such amendment enters into force.

Article 12

Denunciation

- (1) The present Protocol may be denounced by any Party at any time after the expiry of five years from the date on which the present Protocol enters into force for that Party.
- (2) Denunciation shall be effected by notification in writing to the Secretary-General.
- (3) A denunciation shall take effect 12 months after receipt of the denunciation by the Secretary-General or after the expiry of any longer period which may be indicated in the notification.

Article 13

Depositary

- (1) The present Protocol shall be deposited with the Secretary-General of the Organization (hereinafter referred to as “the Depositary”).
- (2) The Depositary shall:
 - (a) inform the Governments of all States which have signed the present Protocol or acceded thereto of:
 - (i) each new signature or deposit of an instrument of ratification, acceptance, approval or accession, together with the date thereof;
 - (ii) the date of entry into force of the present Protocol;
 - (iii) the deposit of any instrument of denunciation of the present Protocol together with the date on which it was received and the date on which the denunciation takes effect;
 - (b) transmit certified true copies of the present Protocol to the Governments of all States which have signed the present Protocol or acceded thereto.
- (3) As soon as the present Protocol enters into force, a certified true copy thereof shall be transmitted by the Depositary to the Secretary-General of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

Article 14

Languages

The present Protocol is established in a single original in the Arabic, Chinese, English, French, Russian and Spanish languages, each text being equally authentic.

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective Governments for that purpose, have signed the present Protocol.*

DONE AT TORREMOLINOS this second day of April one thousand nine hundred and ninety-three.

* Signatures omitted.

ANNEX

**Modifications to the annex
and the appendices to the annex
to the Torremolinos International Convention
for the Safety of Fishing Vessels, 1977**

*Regulations for the Construction
and Equipment of Fishing Vessels*

Chapter I
GENERAL PROVISIONS

Regulation 1
Application

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

“Unless expressly provided otherwise, the provisions of this annex shall apply to new vessels.”

Regulation 2
Definitions

The existing text of regulation 2 is inserted, subject to the following changes.

The introductory phrase of paragraph (1) is replaced by the following:

“(1) *New vessel* is a vessel for which, on or after the date of entry into force of the present Protocol:”.

In paragraph (1)(b), “the Convention” is replaced by “the present Protocol”.

In paragraph (5), “the least depth” is replaced by “the least moulded depth”.

The existing text of paragraph (8)(a) is replaced by the following:

“(a) *The moulded depth* is the vertical distance measured from the keel line to the top of the working deck beam at side”.

In paragraph (8)(b) and (c), “the depth” is replaced by “the moulded depth”.

A new paragraph (9) is inserted as follows:

“(9) *The depth (D)* is the moulded depth amidships.”

Existing paragraphs (9) to (21) are renumbered as (10) to (22), respectively.

Existing paragraphs (22) to (51) are deleted.

Regulation 3

Exemptions

The existing text of regulation 3 is inserted, subject to the following change.

The existing text of paragraph (2) is replaced by the following:

“(2) Exemptions from the requirements of chapter IX are dealt with in regulation IX/3 and exemptions from chapter X are dealt with in regulation X/2.”

Regulation 4

Equivalents

The existing text of regulation 4 is replaced by the following:

“(1) Where the present regulations require that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a vessel, or that any particular provision shall be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that vessel, if it is satisfied by trial thereof or

otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present regulations.

(2) Any Administration which so allows, in substitution, a fitting, material, appliance or apparatus, or type thereof, or provision, shall communicate to the Organization particulars thereof together with a report on any trials made and the Organization shall circulate such particulars to other Parties for the information of their officers.”

Regulation 5

Repairs, alterations and modifications

The existing text of regulation 5 is inserted.

Regulation 6

Surveys

The existing text of regulation 6 is replaced by the following:

“(1) Every vessel shall be subject to the surveys specified below:

- (a) An initial survey before the vessel is put into service or before the certificate required under regulation 7 is issued for the first time, which shall include a complete survey of its structure, stability, machinery, arrangements and material, including the outside of the vessel’s hull and the inside and outside of the boilers and equipment in so far as the vessel is covered by this annex. This survey shall be such as to ensure that the arrangements, material, and scantlings of the structure, boilers, and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installations, radio installations including those used in life-saving appliances, fire protection, fire safety systems and appliances, life-saving appliances and arrangements, ship-borne navigational equipment, nautical publications and other equipment fully comply with the requirements of this annex. The survey shall also be such as to ensure that the workmanship of all parts of the vessel and its equipment is in all respects satisfactory and that the vessel is provided with the lights, means of making sound signals and distress signals, required by this annex and the International

Regulations for Preventing Collisions at Sea in force. Where pilot transfer arrangements are carried these shall also be surveyed to ensure that they are in a safe working condition and comply with the relevant requirements of the International Convention for the Safety of Life at Sea in force.

- (b) Periodical surveys at intervals specified below:
- (i) four years with regard to the structure, including the outside of the vessel's hull, and machinery of the vessel referred to in chapters II, III, IV, V and VI. As provided for in regulation 11(1) the period may be extended for one year subject to the vessel being surveyed internally or externally as far as it is reasonable and practicable;
 - (ii) two years with regard to the equipment of the vessel referred to in chapters II, III, IV, V, VI, VII and X; and
 - (iii) one year with regard to the radio installations, including those used in life-saving appliances, and the radio direction-finder of the vessel referred to in chapters VII, IX and X.

Periodical surveys shall be such as to ensure that the appropriate items referred to in subparagraph (a) fully comply with the applicable requirements of this annex, that the equipment is in good working order and that the stability information is readily available on board.

When the duration of the certificate issued under regulation 7 or 8 is extended as specified in regulation 11(2) or (4), the intervals of the surveys may be extended correspondingly.

- (c) In addition to the periodical survey required in subparagraph (b)(i), intermediate surveys with regard to the structure and machinery of the vessel at intervals specified by the Administration. The survey shall also be such as to ensure that alterations which would adversely affect the safety of the vessel or the crew have not been made.
- (d) Periodical surveys, as specified in subparagraphs (b)(ii) and (iii), and intermediate surveys, as specified in subparagraph (c), shall be endorsed on the certificate referred to in regulation 7 or 8, as appropriate.

- (2) (a) The inspection and survey of vessels shall, so far as the enforcement of the provisions of the present regulations and the granting of exemptions therefrom are concerned, be carried out by officers of the Administration. The Administration may, however, entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it.
- (b) An Administration nominating surveyors or recognizing organizations to conduct inspections and surveys as set forth in subparagraph (a) shall, as a minimum, empower any nominated surveyor or recognized organization:
- (i) to require repairs to a vessel;
 - (ii) to carry out inspections and surveys if requested by the appropriate authorities of a port State.

The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to nominated surveyors or recognized organizations.

- (c) When a nominated surveyor or recognized organization determines that the condition of the vessel or its equipment does not correspond substantially with the particulars of the certificate or is such that the vessel is not fit to proceed to sea without danger to the vessel, or persons on board, such surveyor or organization shall immediately ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken the relevant certificate should be withdrawn and the Administration shall be notified immediately; and, if the vessel is in the port of another Party, the appropriate authorities of the port State shall also be notified immediately. When an officer of the Administration, a nominated surveyor or a recognized organization has notified the appropriate authorities of the port State, the Government of the port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this regulation. When applicable, the Government of the port State concerned shall ensure that the vessel shall not sail until it can proceed to sea, or leave port for the purpose of proceeding to the appropriate repair yard, without danger to the vessel or persons on board.
- (d) In every case, the Administration shall fully guarantee the completeness and efficiency of the inspection and survey, and shall undertake to ensure the necessary arrangements to satisfy this obligation.

- (3) (a) The condition of the vessel and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the vessel in all respects will remain fit to proceed to sea without danger to the vessel or persons on board.
- (b) After any survey of the vessel under this regulation has been completed, no change shall be made in the structural arrangements, machinery, equipment and other items covered by the survey, without sanction of the Administration.
- (c) Whenever an accident occurs to a vessel or a defect is discovered, either of which affects the safety of the vessel or the efficiency or completeness of its life-saving appliances or other equipment, the skipper or owner of the vessel shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the relevant certificate, who shall cause investigations to be initiated to determine whether a survey, as required by this regulation, is necessary. If the vessel is in a port of another Party, the skipper or owner shall also report immediately to the appropriate authorities of the port State and the nominated surveyor or recognized organization shall ascertain that such a report has been made.”

Regulation 7

The existing text of regulation 7 and its title are replaced by the following:

“Issue or endorsement of certificates

- (1) (a) An International Fishing Vessel Safety Certificate shall be issued after survey to a vessel which complies with the applicable requirements of this annex.
- (b) When an exemption is granted to a vessel under, and in accordance with, the provisions of this annex, an International Fishing Vessel Exemption Certificate shall be issued in addition to the certificate prescribed in subparagraph (a).
- (2) The certificates referred to in paragraph (1) shall be issued or endorsed either by the Administration or by any person or organization duly authorized by the Administration. In every case, the Administration shall assume full responsibility for the issue of the certificates.”

Regulation 8

The existing text of regulation 8 and its title are replaced by the following:

“Issue and endorsement of certificates by another Party

(1) A Party may, at the request of another Party, cause a vessel to be surveyed and, if satisfied that the requirements of this annex are complied with, shall issue or authorize the issue of certificates to the vessel and, where appropriate, endorse or authorize the endorsement of the certificates of the vessel in accordance with the provisions of this annex.

(2) A copy of the certificate and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.

(3) A certificate so issued shall contain a statement to the effect that it has been issued at the request of the other Administration and shall have the same force and receive the same recognition as a certificate issued under regulation 7.”

Regulation 9

The existing text of regulation 9 and its title are replaced by the following:

“Form of certificates and record of equipment

The certificates and record of equipment shall be drawn up in the form corresponding to the model given in the appendix. If the language used is neither English nor French, the text shall include a translation into one of these languages unless the Administration deems it to be unnecessary, taking into account the area of operation of the vessel.”

Regulation 10

The existing text of regulation 10 and its title are replaced by the following:

“Availability of certificates

The certificate issued under regulation 7 or 8 shall be readily available on board for examination at all times.”

Regulation 11

The existing text of regulation 11 and its title are replaced by the following:

“Duration and validity of certificates

(1) An International Fishing Vessel Safety Certificate shall be issued for a period of not more than four years and shall not be extended for more than one year subject to the periodical and intermediate surveys as required in regulation 6(1)(b) and (c), except as provided for in paragraphs (2), (3) and (4). An International Fishing Vessel Exemption Certificate shall not be valid for longer than the period of the International Fishing Vessel Safety Certificate.

(2) If at the time when the validity of its certificate expires or ceases, a vessel is not in a port of the Party whose flag the vessel is entitled to fly, the validity of the certificate may be extended by that Party, but such extension shall be granted only for the purpose of allowing the vessel to complete its voyage to a port of that Party or to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so.

(3) No certificates shall be thus extended for a period longer than five months and a vessel to which such extension is granted shall not, on its arrival in a port of the Party whose flag the vessel is entitled to fly or the port in which it is to be surveyed, be entitled by virtue of such extension to leave such port without having obtained a new certificate.

(4) A certificate which has not been extended under the provisions of paragraph (2) may be extended by the Administration for a period of grace up to one month from the date of expiry stated on it.

(5) A certificate issued under regulation 7 or 8 shall cease to be valid in any of the following cases:

- (a) if the relevant surveys are not completed within the periods specified in regulation 6;
- (b) if the certificate is not endorsed in accordance with the present regulations;
- (c) upon transfer of the vessel to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the vessel is in compliance with the requirements of regulation 6(3)(a) and (b). In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the State whose flag the vessel

was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificates carried by the vessel before the transfer and, if available, copies of the relevant survey report.”

Chapter II

CONSTRUCTION, WATERTIGHT INTEGRITY AND EQUIPMENT

Regulation 1

Construction

The existing text of regulation 12 is inserted, subject to the following change.

In paragraph (5), the reference to “**regulation 2(21)**” is replaced by a reference to “**regulation I/2(22)**”.

Regulation 2

Watertight doors

The existing text of regulation 13 is inserted, subject to the following change.

In paragraph (1), the reference to “**regulation 12(3)**” is replaced by a reference to “**regulation 1(3)**”.

Regulation 3

The existing text of regulation 14 and its title are replaced by the following:

“Hull integrity

(1) External openings shall be capable of being closed so as to prevent water from entering the vessel. Deck openings which may be open during fishing operations shall normally be arranged near to the vessel’s centreline. However, the Administration may approve different arrangements if satisfied that the safety of the vessel will not be impaired.

(2) Fish flaps on stern trawlers shall be power-operated and capable of being controlled from any position which provides an unobstructed view of the operation of the flaps.”

Regulation 4

Weathertight doors

The existing text of regulation 15 is inserted, subject to the following change.

The following sentence is inserted at the end of paragraph (1):

“The Administration may, without prejudice to the safety of the crew, permit the doors to be opened from one side only for freezer rooms, provided that a suitable alarm device is fitted to prevent persons being trapped in those rooms.”

Regulation 5

Hatchways closed by wood covers

The existing text of regulation 16 is inserted.

Regulation 6

Hatchways closed by covers other than wood

The existing text of regulation 17 is inserted, subject to the following change.

Paragraph (1) is replaced by the following:

“(1) The height above deck of hatchway coamings shall be as specified in regulation 5(1). Where operating experience has shown justification, and on the approval by the Administration, the height of these coamings may be reduced, or the coamings omitted entirely, provided that the safety of vessels is not thereby impaired. In this case, the hatchway openings shall be kept as small as practicable and the covers be permanently attached by hinges or equivalent means and be capable of being rapidly closed and battened down, or by equally effective arrangements to the satisfaction of the Administration.”

Regulation 7

Machinery space openings

The existing text of regulation 18 is inserted, subject to the following change.

In paragraph (1), the reference to “**regulation 15**” is replaced by a reference to “**regulation 4**”.

Regulation 8

Other deck openings

The existing text of regulation 19 is inserted.

Regulation 9

Ventilators

The existing text of regulation 20 is inserted.

Regulation 10

Air pipes

The existing text of regulation 21 is inserted.

Regulation 11

Sounding devices

The existing text of regulation 22 is inserted.

Regulation 12

Sidescuttles and windows

The existing text of regulation 23 is inserted, subject to the following changes.

New paragraph (3) is inserted as follows:

“(3) Sidescuttles fitted less than 1,000 mm above the deepest operating waterline shall be of the fixed type.”

The existing paragraphs (3) to (5) are renumbered as (4) to (6), respectively.

In renumbered paragraph (4), the following sentence is added at the end:

“Those prone to be damaged by fishing gear shall be suitably protected.”

Regulation 13

Inlets and discharges

The existing text of regulation 24 is inserted, subject to the following change.

In paragraph (1), the reference to “**regulation 15**” is replaced by a reference to “**regulation 4**”.

Regulation 14

Freeing ports

The existing text of regulation 25 is inserted.

Regulation 15

Anchor and mooring equipment

The existing text of regulation 26 is inserted.

Chapter III

STABILITY AND ASSOCIATED SEAWORTHINESS

Regulation 1

General

The existing text of regulation 27 is inserted, subject to the following change.

The reference to “**regulation 33**” is replaced by a reference to “**regulation 7**”.

Regulation 2

Stability criteria

The existing text of regulation 28 is inserted, subject to the following change.

In the penultimate sentence of paragraph (1)(a), “**watertight**” is replaced by “**weathertight**”.

Regulation 3

Flooding of fish-holds

The existing text of regulation 29 is inserted, subject to the following change.

The reference to “**regulation 28(1)**” is replaced by a reference to “**regulation 2(1)**”.

Regulation 4

Particular fishing methods

The existing text of regulation 30 is inserted, subject to the following change.

The reference to “**regulation 28(1)**” is replaced by a reference to “**regulation 2(1)**”.

Regulation 5

Severe wind and rolling

The existing text of regulation 31 is inserted.

Regulation 6

Water on deck

The existing text of regulation 32 is inserted.

Regulation 7

Operating conditions

The existing text of regulation 33 is inserted, subject to the following changes.

In paragraph (1), the colon at the end of the introductory phrase is replaced by a comma and the words “**as appropriate:**” are added.

Paragraph (1)(d) is replaced by the following:

“(d) arrival at home port with 10% stores, fuel etc. and a minimum catch, which shall normally be 20% of full catch but may be up to 40% provided the Administration is satisfied that operating patterns justify such a value”.

In paragraph (2), the reference to “**regulation 28**” is replaced by a reference to “**regulation 2**” and in paragraph (3)(b) the reference to “**regulation 34**” is replaced by a reference to “**regulation 8**”.

Regulation 8

Ice accretion

The existing text of regulation 34 is inserted.

Regulation 9

Inclining test

The existing text of regulation 35 is inserted.

Regulation 10

Stability information

The existing text of regulation 36 is inserted.

Regulation 11

Portable fish-hold divisions

The existing text of regulation 37 is inserted.

Regulation 12

Bow height

The existing text of regulation 38 is inserted.

Regulation 13

Maximum permissible operating draught

The existing text of regulation 39 is inserted.

Regulation 14

Subdivision and damage stability

The existing text of regulation 40 is inserted.

Chapter IV

MACHINERY AND ELECTRICAL INSTALLATIONS AND PERIODICALLY UNATTENDED MACHINERY SPACES

PART A – GENERAL

Regulation 1

The following text is inserted:

The provisions of this chapter shall apply to vessels of 45 m in length and over.”

Regulation 2

The following text is inserted:

“Definitions

- (1) *Main steering gear* is the machinery, the steering gear power units, if any, and ancillary equipment and the means of applying torque to the rudder stock (e.g. tiller or quadrant) necessary for effecting movement of the rudder for the purpose of steering the vessel under normal service conditions.
- (2) *Auxiliary means of activating the rudder* is the equipment which is provided for effecting movement of the rudder for the purpose of steering the vessel in the event of failure of the main steering gear.
- (3) *Steering gear power unit* means in the case of:
 - (a) electric steering gear, an electric motor and its associated electrical equipment;
 - (b) electro-hydraulic steering gear, an electric motor and its associated electrical equipment and connected pump; and
 - (c) other hydraulic steering gear, a driving engine and connected pump.
- (4) *Maximum ahead service speed* is the greatest speed which the vessel is designed to maintain in service at sea at its maximum permissible operating draught.
- (5) *Maximum astern speed* is the speed which it is estimated the vessel can attain at the designed maximum astern power at its maximum permissible operating draught.
- (6) *Fuel oil unit* is the equipment used for the preparation of fuel oil for delivery to an oil-fired boiler, or equipment used for the preparation of oil for delivery to an internal combustion engine, and includes any oil pressure pumps, filters and heaters dealing with oil at a pressure greater than 0.18 N/mm^2 .

(7) *Normal operational and habitable conditions* means conditions under which the vessel as a whole, its machinery services, means of main and auxiliary propulsion, steering gear and associated equipment, aids to safe navigation and to limit the risks of fire and flooding, internal and external means of communicating and signalling, means of escape and winches for rescue boats, are in proper working order and the minimum comfortable conditions of habitability are satisfactory.

(8) *Dead ship condition* is the condition under which the main propulsion plant, boilers and auxiliaries are not in operation due to the absence of power.

(9) *Main switchboard* is a switchboard directly supplied by the main source of electrical power and intended to distribute electrical energy.

(10) *Periodically unattended machinery spaces* means those spaces containing main propulsion and associated machinery and all sources of main electrical supply which are not at all times manned under all operating conditions, including manoeuvring.”

Regulation 3

General

The existing text of regulation 41 is inserted, subject to the following changes.

In paragraph (7), the reference to “**regulations 54 to 56**” is replaced by a reference to “**regulations 16 to 18**”.

In paragraph (8), the reference to “**regulations 57 to 62**” is replaced by a reference to “**regulations 19 to 24**”, the reference to “**regulations 41 to 56**” is replaced by a reference to “**regulations 3 to 18**” and the reference to “**regulations 63 to 105**” is replaced by a reference to “**regulations V/1 to V/44**”.

PART B – MACHINERY INSTALLATIONS

The text immediately after the heading is replaced by the following:

“(See also regulation 3)”

Regulation 4

Machinery

The existing text of regulation 42 is inserted.

Regulation 5

Means of going astern

The existing text of regulation 43 is inserted.

Regulation 6

Steam boilers, feed systems and steam piping arrangements

The existing text of regulation 44 is inserted.

Regulation 7

Communication between the wheelhouse and machinery space

The existing text of regulation 45 is replaced by the following:

“Two separate means of communication between the wheelhouse and the machinery space control platform shall be provided, one of which shall be an engine-room telegraph.”

Regulation 8

Wheelhouse control of propulsion machinery

The existing text of regulation 46 is inserted, subject to the following changes.

In paragraph (1)(d), the last sentence is deleted.

In paragraph (1)(e)(iii), the reference to “**regulation 42(5)**” is replaced by a reference to “**regulation 4(5)**”.

Regulation 9

Air pressure systems

The existing text of regulation 47 is inserted.

Regulation 10

Arrangements for fuel oil, lubricating oil and other flammable oils

The existing text of regulation 48 is inserted, subject to the following changes.

The third sentence of paragraph (2) is replaced by the following:

“Gauges made of glass of substantial thickness and protected with a metal case may be used, provided that automatic closing valves are fitted.”

A new paragraph (12) is added as follows:

“(12) Fuel oil, lubricating oil and other flammable oils shall not be carried in forepeak tanks.”

Regulation 11

Bilge pumping arrangements

The existing text of regulation 49 is inserted, subject to the following change.

A sentence is added at the end of paragraph (2)(b) as follows:

“However, the actual internal diameter of the bilge main may be rounded off to the nearest standard size acceptable to the Administration.”

Regulation 12

Protection against noise

The existing text of regulation 50 is inserted.

Regulation 13

Steering gear

The existing text of regulation 51 is inserted.

Regulation 14

Engineers' alarm

The existing text of regulation 52 is inserted.

Regulation 15

Refrigeration systems for the preservation of the catch

The existing text of regulation 53 is inserted, subject to the following change:

Paragraphs (1) and (2) are replaced by the following:

“(1) Refrigeration systems shall be so designed, constructed, tested and installed as to take account of the safety of the system and also the emission of chlorofluorocarbons (CFCs) or any other ozone-depleting substances from the refrigerant held in quantities or concentrations which are hazardous to human health or to the environment, and shall be to the satisfaction of the Administration.

(2) Refrigerants to be used in refrigeration systems shall be to the satisfaction of the Administration. However, methylchloride or CFCs whose ozone-depleting potential is higher than 5% of CFC-11 shall not be used as refrigerants.”

PART C - ELECTRICAL INSTALLATIONS

The text immediately after the heading is replaced by the following:

“(See also regulation 3)”

Regulation 16

Main source of electrical power

The existing text of regulation 54 is inserted, subject to the following changes.

In paragraph (1)(b), the reference to “**regulation 41(6)(a)**” is replaced by a reference to “**regulation 3(6)(a)**” and the last sentence is deleted.

In paragraph (1)(c), the reference to “**regulation 41(6)(a)**” is replaced by a reference to “**regulation 3(6)(a)**”.

Regulation 17

Emergency source of electrical power

The existing text of regulation 55 is inserted, subject to the following changes.

The introductory phrase of paragraph (2) is replaced by the following:

“(2) The emergency source of electrical power shall be capable, having regard to starting current and the transitory nature of certain loads, of serving simultaneously for a period of at least three hours:”.

A new paragraph (2)(a) is inserted as follows:

- “(a) the VHF radio installation required by regulation IX/6(1)(a) and (b), and if applicable:
 - (i) the MF radio installation required by regulation IX/8(1)(a) and (b) and regulation IX/9(1)(b) and (c);
 - (ii) the ship earth station required by regulation IX/9(1)(a); and
 - (iii) the MF/HF radio installation required by regulation IX/9(2)(a) and (b) and regulation IX/10(1).”

In paragraph (2), the existing subparagraphs (a), (b) and (c) are renumbered as (b), (c) and (d), respectively.

In paragraph (4)(b), the reference to “**paragraph (2)(a) and (b)**” is replaced by a reference to “**paragraph (2)(b) and (c)**”.

In the first sentence of paragraph (6), the words “, other than batteries fitted for the radio transmitter and receiver in vessels of less than 45 metres in length,” are deleted. In the same paragraph, the penultimate sentence is replaced by the following:

“The arrangement at the emergency switchboard shall be such that in the event of a failure of the main power supply an automatic connection of the emergency supply shall be provided.”

Regulation 18

Precautions against shock, fire and other hazards of electrical origin

The existing text of regulation 56 is inserted, subject to the following changes.

Paragraph (4) is replaced by the following:

- “(4) (a) Where a distribution system, whether primary or secondary, for power, heating or lighting, with no connection to earth is used, a device capable of monitoring the insulation level to earth shall be provided.
- (b) Where the distribution system is in accordance with subparagraph (a) and a voltage exceeding 55 V direct current or 55 V, root mean square, between conductors, is used, a device capable of continuously monitoring the insulation level to earth and of giving an audible or visual indication of abnormally low insulation values shall be provided.
- (c) Distribution systems which are supplied at a voltage not exceeding 250 V direct current or 250 V, root mean square, between conductors and which are limited in extent, may comply with subparagraph (a), subject to the satisfaction of the Administration.”

In paragraph (6)(a), the reference to “regulation 51” is replaced by a reference to “regulation 13”.

PART D – PERIODICALLY UNATTENDED MACHINERY SPACES

The text immediately after the heading is replaced by the following:

“(See also regulation 3)”

Regulation 19

Fire safety

The existing text of regulation 57 is inserted, subject to the following changes.

In paragraph (4), the last sentence is deleted.

In paragraph (8), the reference to “**regulations 83 and 101**” is replaced by a reference to “**regulations V/22 and V/40**”.

In paragraph (10), the reference to “**regulation 62**” is replaced by a reference to “**regulation 24**”.

Regulation 20

Protection against flooding

The existing text of regulation 58 is inserted, subject to the following change.

Paragraph (2) is replaced by the following:

“(2) The controls of any valve serving a sea inlet, a discharge below the waterline or a bilge injection system shall be so sited as to allow adequate time for operation in case of influx of water to the space.”

Regulation 21

Communications

The existing text of regulation 59 is inserted, subject to the following change.