

THE AMERICAN CLUB



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PREFACE

The American Club is committed, along with its Members, to safety and protection of the marine environment. As a result, it provides updates on new and amended maritime regulations related to safety and protection of the marine environment, as they are made available. News regarding regulatory updates can be found in the American Club publication Currents, and are made available on our website at www.american-club.com.

In particular, the American Club releases updates from the International Maritime Organization's (IMO) Maritime Safety Committee (MSC) and Marine Environmental Protection Committee (MEPC) as well as other relevant regulatory bodies as the information becomes available.

The SOLAS Convention, STCW 95 Convention, International Convention on Maritime Search and Rescue (SAR), the International Convention on Load Lines (LL) and other safety related mandatory and non-mandatory codes and guidance are being continuously revised. This report provides a summary of important amendments to relevant Conventions adopted during the 78th session of the Maritime Safety Committee. Other items are included under the relevant headings. Table 1 summarizes all relevant regulatory amendments agreed to at this session of the MSC and their implementation dates. We advise Members to review Table 1 carefully and take appropriate action to ensure compliance.

Please note that there are important Circulars that may be relevant to the specified subject areas mentioned in our reports. These Circulars can be found on the IMO website at www.imo.org.

Shipowners Claims Bureau, Inc., Managers for the American Club, is not responsible for any errors or omissions in this report.



MARITIME SECURITY

Members are reminded that as of July 1, 2004, the requirements of Chapters V and XI-2 of the SOLAS Convention become mandatory. When this report was prepared, only 30 per cent of the world fleet was estimated to have been certified. Please be advised that there will be no deferment of the implementation date. As discussed in Club Circular 12/04, Compliance with the International Ship and Port Facility Security (ISPS) Code and Other SOLAS Amendments Related to Maritime Security, dated May 26, 2004, Members should make every effort to comply with these requirements as soon as possible.

The MSC focused attention on outstanding issues related to the implementation of the SOLAS amendments and International Ship & Port Facility Security (ISPS) Code and other associated SOLAS amendments that include:

1. uniform and harmonized control and compliance measures;
2. guidelines for the implementation of SOLAS chapter XI-2 and the ISPS Code;
3. clarification on the Continuous Synopsis Record (CSR) requirements;
4. designation of the Master as the Ship Security Officer (SSO); and
5. the joint IMO/ILO Code of Practice on Security in Ports.



Control and compliance measures

In order to ensure consistent and uniform implementation of control and compliance measures for maritime security, the Committee adopted resolution MSC.159(78), Interim Guidance on Control and Compliance Measures to Enhance Maritime Security.

One of the primary goals of the guidance is to assist in the recognition and rectification of perceived deficiencies in the ship's security plan, its security equipment, and its interface with the port facility's and ship's personnel. The guidance also deals with the impact of any perceived deficiencies and the ability of the ship to conform to its security plan and, where clear grounds exist for suspecting that deficiencies exist, to provide guidance concerning the application of control and compliance measures for ships in port and for ships intending to enter port.

Guidelines for the implementation of SOLAS chapter XI-2 and the ISPS Code.

The Committee approved MSC/Circ.1111 providing guidance for implementation of security measures. This guidance focuses primarily on:

- security measures and procedures to be applied during ship/port interface when either the ship or the port facility do not comply with the requirements of SOLAS chapter XI-2 and of the ISPS Code;
- ships that are under construction, conversion or in the repair yard; and
- floating production, storage and offloading units (FPSOs) and floating storage units (FSUs).



Ships under construction, conversion or repair

Ship construction, conversion and repair yards (shipyards) are not specifically referred to in chapter XI-2 or the ISPS Code. However, they may be adjacent to port facilities and their activities may have an impact on the security of such port facilities or on the security of ships using such port facilities. When a ship is under construction, the security of the ship is the responsibility of the shipyard. Once the ship receives its International Ship Security Certificate (ISSC), the ship will have to comply with the provisions of the Ship Security Plan (SSP).

Ship interface with FPSOs and FSUs

If a SOLAS-compliant ship interfaces with an FPSO or an FSU it is considered equivalent to interfacing with a non-SOLAS ship. The SOLAS ship's SSP should contain security measures and procedures covering such an interface as recommended in paragraph B/9.51 of the ISPS Code. This could include the conclusions of a Declaration of Security with the FPSO or FSU indicating the security measures each ship undertook during the interface.

FPSOs and FSUs operate as part of offshore oil production facilities and it can be expected that the State on whose continental shelf or within whose Exclusive Economic Zone (EEZ) the activity is being undertaken will have developed appropriate security measures and procedures under its national law to protect its offshore facilities.



Security measures for ship/port interface

It is probable that after July 01, 2004 there will be a number of port facilities that will not comply with the SOLAS chapter XI-2 and ISPS Code requirements. In order to ensure that vessels are not unduly delayed or barred from subsequent ports as a result of non-compliance of particular ports, all efforts should be made to consider and implement the suggested guidelines in the MSC Circular.

The circular discusses issues associated with security measures in a port in a State which is not a contracting government, interfacing with ships to which the ISPS Code does not apply, or interfacing with a port or port facility which is not required to comply with chapter XI-2 and part A of the ISPS Code.

Designation of the Master as the Ship Security Officer

The Committee agreed that the provisions of the ISPS Code do not prevent the ship's master from being appointed as the Ship Security Officer (SSO) if it so decided by a relevant Administration.

Joint ILO/IMO Code of practice on security in ports

The International Labour Organisation (ILO)/IMO Code of practice on security in ports, which complements the provisions of the International Ship and Port Facility Security (ISPS) Code with respect to security of the wider port area, was approved by the Governing Body of the ILO at its 289th session in March 2004 and was approved by the MSC at this session. The ILO/IMO Code of practice on security in ports is available in English, French and Spanish and can be found at the following IMO website:
www.imo.org/home.asp?topic_id=881.

Shipowners Claims Bureau's initiatives related to maritime security

The maritime security requirements for ships are both extensive and detailed. Shipowners Claims Bureau will keep Members regularly up to date on important maritime security regulations through IMO reports, Club Circulars, Member Alerts and Currents as the information becomes available.

IMPORTANT AMENDMENTS TO SOLAS CONVENTION

Permanent means of access for oil tankers and bulk carriers

Ensuring that the condition of a ship's structure is maintained to conform to the applicable requirements regularly during the lifecycle of oil tankers and bulk carriers is important to ensure safety and environmental protection. As a result, technical provisions have been implemented concerning means of access for inspections and thickness measurements of ships' structures referred to in SOLAS regulation II-1/3-6 on access to and within spaces in, and forward of, the cargo areas of oil tankers and bulk carriers. The technical provisions do not apply to the cargo tanks of combined chemical/oil tankers complying with the provisions of the International Bulk Chemical (IBC) Code. These amendments are expected to enter into force on January 1, 2006.

Persons rescued at sea

Amendments have been made to the SOLAS Convention to address concerns regarding the treatment of persons rescued at sea, asylum seekers, refugees and stowaways. The amendments are in response to the IMO resolution A.920(22), Review of safety measures and procedures



for the treatment of persons rescued at sea, following a number of cases which attracted international attention (e.g. the TAMPA incident in August 2001).

SOLAS chapter V, Safety of navigation, was amended to add a definition of search and rescue services, set obligations to provide assistance regardless of the nationality or status of persons in distress, and mandated co-ordination and co-operation between countries to assist a ship's master in delivering persons rescued at sea to a place of safety. Additional requirements were also included related to giving a master greater discretion in handling such cases. These amendments are to take effect on July 1, 2006.



Preventing lifeboat accidents

Accidents resulting from lifeboat drills and inspections have long been a problem for the industry. They can have dire consequences and cause severe injury or death to seafarers. As a result amendments have been made to SOLAS chapter III, regulation 19, Emergency training and drills, and regulation 20, Operational readiness, maintenance and inspection. These amendments focus on the conditions in which lifeboat emergency training and drills should be conducted. They introduce changes to the operational tests to be conducted during weekly and monthly inspections. They do not require that the assigned crew be on board in all cases. These amendments will enter into force on July 1, 2006.

In addition, the Committee approved MSC/Circ.1115, *Prevention of accidents in high free-fall launching of lifeboats*, due to reports of injuries sustained during the launching of free-fall lifeboats from heights greater than 20 meters.

Immersion suits

SOLAS chapter III, regulation 32, *Personal life-saving appliances*, has been amended so that an immersion suit is required for each person onboard cargo ships, including bulk carriers. The current requirement is for only 3 immersion suits for each lifeboat on a cargo ship. These amendments will enter into force on July 1, 2006.

SEARCH AND RESCUE

In addition to the SOLAS amendments related to rescue of persons at sea as a result of IMO resolution A.920(22), amendments were also made to the SAR Convention and additional guidance was provided as described below.

Amendments to the SAR Convention

The appropriate amendments to the SAR Convention relating to this issue were as follows:

- the definition of persons in distress at sea;
- assistance to the master in delivering persons rescued at sea to a place of safety; and
- rescue co-ordination centers initiating the process of identifying the most appropriate places for disembarking persons found in distress at sea.

These amendments are to take effect on January 1, 2006.

Guidelines on treatment of persons rescued at sea

The MSC also approved resolution MSC.167(78), *Guidelines on the treatment of persons rescued at sea*, aimed at providing guidance on humanitarian obligations. The Committee also approved obligations under the relevant international law.

BULK CARRIERS

The MSC approved amendments to SOLAS chapters III and XII related specifically to enhance the safety of

bulk carriers. These amendments took into account decisions that were made by the MSC at its 76th session in 2002 and subsequent studies on bulk carrier safety. They focus on:

1. double-side skin construction of bulk carriers to be a non-mandatory option. But where opted for, they set out the requirements for their construction;
2. loading instrument requirements for newly constructed bulk carriers of less than 150m in length;
3. hold and ballast water ingress alarms;
4. availability of pumping systems;
5. restrictions on sailing with holds empty; and
6. free-fall life boats.

Double side skin construction

The MSC decided to reverse an earlier decision to make double side skin (DSS) construction of bulk carriers mandatory. Nevertheless, it was agreed that bulk carriers of DSS construction should be an option and thus amendments were made to SOLAS chapter XII for the construction of these vessels. The DSS construction option applies to new bulk carriers of 150m in length or more carrying solid bulk cargoes having a density of 1,000 kg/m³ and above.

Loading instruments for bulk carriers less than 150m in length

New bulk carriers of less than 150m in length are to be fitted with loading instruments capable of providing information on the ship's stability in the intact condition.

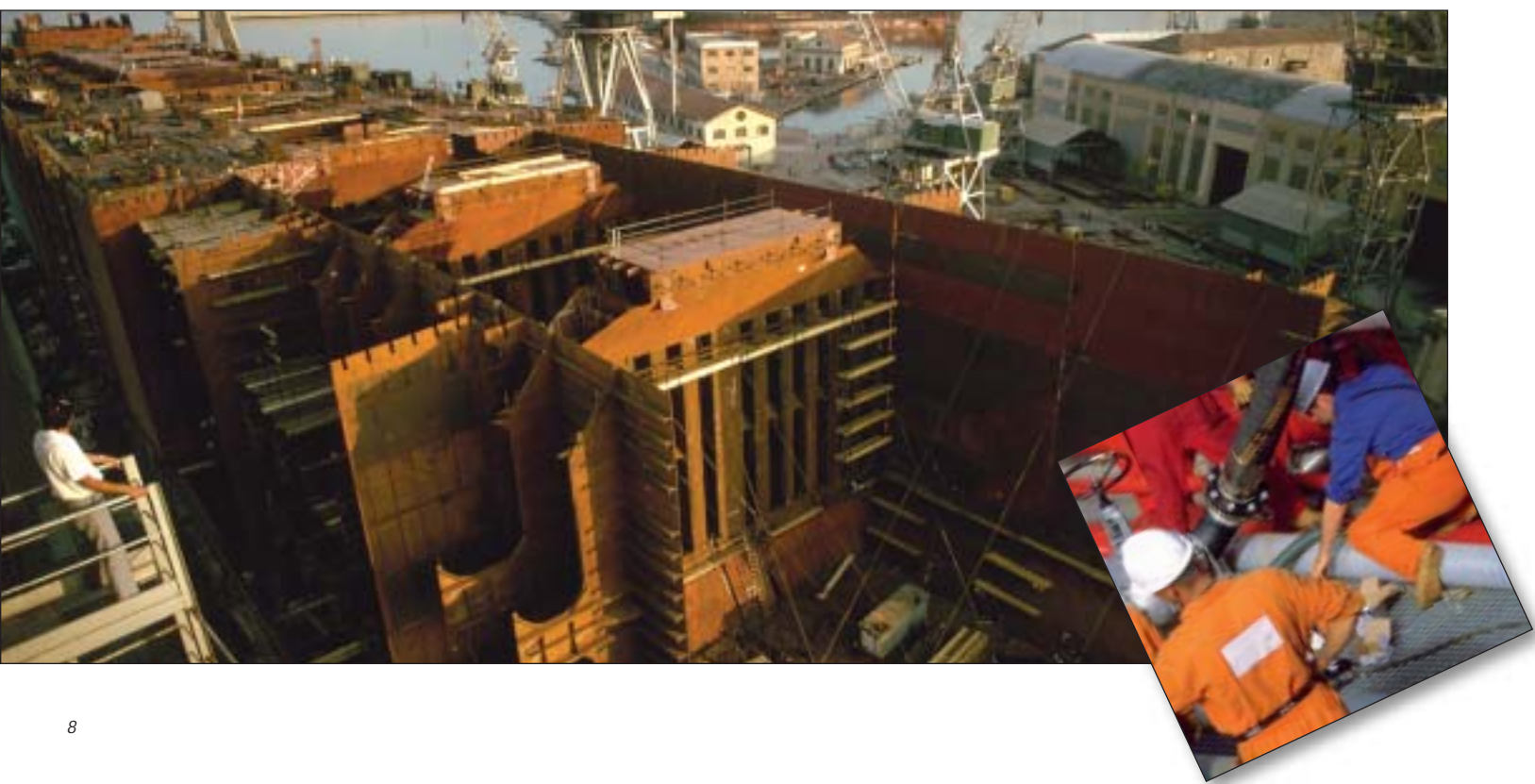
The software shall be approved for stability calculations by the flag Administration and shall be provided with standard conditions for testing purposes relating to the approved stability information.

Hold and ballast water ingress alarms

Bulk carriers are to be fitted with water level detectors in each cargo hold giving audible and visual alarms for water ingress, ballast tanks and in any dry or void space other than the chain locker any part of which extends forward of the foremost cargo hold. This regulation applies to all bulk carriers regardless of their date of construction. Bulk carriers constructed before July 1, 2004 shall comply with the requirements of this regulation no later than the date of annual, intermediate or renewal survey of the ship to be carried out after July 1, 2004, whichever comes first.

Availability of pumping systems

A means for draining and pumping ballast tanks forward of the collision bulkhead and bilges of dry spaces and any part of which extends forward of the foremost cargo hold shall be capable of being brought into operation from a readily accessible enclosed space. The space is to be accessible from the navigational bridge or propulsion machinery control position without traversing exposed freeboard or superstructure decks. Bulk carriers constructed before July 1, 2004 shall comply with the requirements of this regulation no later



than the date of annual, intermediate or renewal survey of the ship to be carried out after July 1, 2004, but in no case later than July 1, 2007.

Free fall lifeboats

The MSC approved an amendment to SOLAS chapter III, *Life-saving appliances and arrangements*, to make mandatory the carriage of free-fall lifeboats on bulk carriers for adoption at MSC 79.

Other bulk carrier safety issues

The MSC approved for future adoption two MSC resolutions on *Standards and criteria for side structures of bulk carriers of single-side skin (SSS) construction* and *Standards for owners' inspections and maintenance of bulk carrier hatch covers*. The Committee also approved MSC Circulars on *Guidelines on assessing the longitudinal strength of bulk carriers during loading, unloading and ballast water exchange* and *Guidance for checking the structure of bulk carriers*

LARGE PASSENGER SHIPS

Progress report of the Working Group

In 2000, as a result of concerns regarding the safety concerns for larger passenger ships being constructed, the MSC initiated a Working Group to address whether there were any safety-related questions unforeseen by existing regulations for these large ships. The Working Group has been tasked with coordinating this work with the relevant IMO sub-committees. The Committee has agreed a revised program for the main tasks and objectives of this work as follows:

- improve ship survivability in the event of grounding, collision or flooding with a view to minimizing the need to abandon ship;
- consider fire protection and prevention measures with a view to minimizing the need to abandon ship;
- consider escape, muster and evacuation issues with a view toward ensuring the safe and orderly movement of persons during an emergency;
- review lifesaving appliances and arrangements requirements with a view to improving evacuation, recovery measures and subsequent SAR procedures;
- evaluate recovery and rescue techniques and equipment and propose measures as appropriate;
- develop measures to assess alternative designs and arrangements so as to ease the approval of new con-

cepts and technologies provided that an equivalent level of safety is achieved;

- review human element issues with regard to operations, management and training with a view towards improving safety;
- consider measures to ensure ships can safely proceed to port after a fire or flooding casualty;
- consider measures to improve prevention of groundings and collisions;
- review medical management practices including facilities, equipment, personnel qualifications and staffing levels;



- improve measures related to ship security; and
 - review measures related to health-safety on board.
- This work will continue with the view of resolving the scope and time frame for delivery of that work at the next session of the MSC in December 2004. Subcommittees have been tasked as part of their work to develop relevant parameters in respect of the scope of application of any proposed recommendations

Fire and flooding thresholds for passenger ships

In order to address fire and flooding in the consideration of the safety of large passenger ships, it was considered important establish fire and flooding thresholds. In principle, the casualty thresholds or extent of damage, should be prepared to designate the level of damage a passenger ship should be able to sustain to return safely to port under its own power. It was agreed that the fire and flooding thresholds (i.e. "time to remain habitable")

is three (3) hours. The subcommittees, in progressing their work, are to consider the minimum 3 hours in the development of safety criteria. In addition, it was agreed that a ship should also remain habitable for a minimum period of time to allow for a safe and orderly abandonment.



Owners Identification Number Scheme. The objective of the scheme is to assign unique identification numbers for companies and registered owners to enhance safety, security and pollution prevention by preventing fraud. A permanent identification number

for companies and registered organizations will be inserted on the ship's certificates.

Human Element

At the last meeting of the IMO Assembly, resolution A.947(23) was adopted addressing the human element vision, principles and goals that are to be considered by IMO for the future. In light of this it was viewed that a strategic plan should be developed that is consistent with resolution A.947(23) that provides a framework for an improved understanding of the complex system

of interrelated human element issues and associated factors. In addition, the strategy should be simple, comprehensive and user friendly to cater for all user requirements and address all stakeholders in the 'chain of responsibility' to ensure maritime safety, environmental protection and maritime security.

The joint MSC/MEPC Working Group on the Human Element have been tasked with developing this strategic plan that will take into consideration the needs of IMO, Administrations, shipowners and seafarers alike. The



Cruise ship medical guidelines

As a result of co-operative efforts between experienced cruise ship physicians and the American College of Emergency Physicians (ACEP), all International Council of Cruise Lines (ICCL) members have agreed to meet or exceed the *ACEP Health Care Guidelines on Cruise Ship Medical Facilities*. These guidelines address the facilities, staffing, equipment and procedures for medical infirmaries on cruise ships. A copy of these important guidelines can be found at the ICCL website at www.iccl.org or at the ACEP's website at <http://www.acep.org/1,593,0.html>.

OTHER ITEMS OF INTEREST

Unique company number scheme

The Committee adopted the IMO Unique Company and Registered



strategic plan will be developed and finalized at the next meeting of the joint MSC/MEPC Working Group on the Human Element. Shipowners Claims Bureau will report to our Members any progress on this issue when it is made.



Goal-based new ship construction standards

Resolution A.944(23), *Strategic plan for the organization (for the six-year period 2004 to 2010)*, was adopted in November 2003. In the strategic plan, it was indicated that IMO should establish goal-based standards for the design and construction of new ships. The fundamental tenet behind goal-based standards is for IMO to state what needs to be achieved and it would be left up to classification societies, ship designers, naval architects, marine engineers and ship builders to decide on how best to employ their professional skills to meet the required standards.

The development and application of goal-based standards is in the early stage of development and a working group is to be convened at the next session of the MSC in December 2004 to progress this important long-term initiative that will impact our industry. At present there is no legislation or guidance on these matters. Therefore, introduction of a mechanism to ensure harmonized, internationally agreed standards under IMO is to be considered.

Initiatives against piracy and armed robbery

The problems associated with piracy and armed robbery against ships continues to be a scourge to the maritime industry as the following statistics demonstrate. We urge Members to continue to be diligent in doing everything possible to protect seafarers and vessels against these unlawful and potentially dangerous acts.

We are encouraged and hopeful that the effective implementation of the ship security plan as required under the ISPS Code will have a positive impact on reducing the risk and incidence of piracy and armed robbery.

For the period January 1, to December 31, 2003, 452 acts of piracy and armed robbery against ships were reported to the IMO. This is an increase of 18% over the annual figure for 2002. These figures reflect eleven ships being hijacked and eleven going missing, while one ship was set ablaze and one ship was run aground. From the reports received, the most affected areas were the Far East, in particular the South China Sea and Malacca Straits, South America and the Caribbean, the Indian Ocean and West Africa.

Most of the attacks worldwide occurred, or had been attempted, in the territorial waters of the coastal State involved while the ships were at anchor or berthed. In many of the cases, the crew was attacked by groups of five to ten people carrying knives and/or guns. During the same period, 13 crewmembers were reportedly killed, including 2 passengers and 6 military personnel, 45 persons were wounded and 54 crewmembers were missing. Among those still missing to date and unaccounted for are 11 crewmembers including 3 crewmembers thrown overboard.

LIST OF IMPORTANT MSC RESOLUTIONS AND SAFETY RELATED IMO CIRCULARS AND LETTERS

Listed below are the MSC resolutions and important safety related circulars and letters that were approved at MSC 78. Shipowners and ship managers should pay particular attention to the resolutions and circulars relevant to their particular shipping operations. Many of the circulars can be found on the IMO website at <http://www.imo.org>.

MSC RESOLUTIONS

Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as Resolutions MSC.151(78), MSC.152(78), and MSC.153(78) amended.



Resolution MSC.154(78)

Adoption of amendments to the Protocol of 1988 Relating to the International Convention for the Safety of Life at Sea, 1974, as amended.

Resolution MSC.155(78)

Adoption of amendments to the International Convention on Maritime Search and Rescue, 1979, as amended.

Resolution MSC.156(78)

Adoption of amendments to the Seafarer's Training, Certification and Watchkeeping (STCW) Code.

Resolution MSC. 157(78)

Adoption of amendments to the International Maritime Dangerous Goods (IMDG) Code.

Resolution MSC. 158(78)

Adoption of amendments to the Technical Provisions for Means of Access for Inspections.

Resolution MSC. 159(78)

Interim Guidance on Control and Compliance Measures to Enhance Maritime Security.

Resolution MSC. 160(78)

Adoption of the IMO Unique Company and Registered Owners Identification Number Scheme.

Resolution MSC. 161(78)

Amendments to the Existing Mandatory Ship Reporting System "In the Torres Strait and Inner Route of the Great Barrier Reef".

Resolution MSC. 162(78)

Amendments to the Existing Mandatory Ship Reporting System "Off Cape Finisterre".

Resolution MSC. 163(78)

Performance Standards for Shipborne Simplified Voyage Data Recorders (S-VDRs).

Resolution MSC. 164(78)

Performance Standards for Radar Reflectors.

Resolution MSC. 165(78)

Adoption of amendments to the General Provisions on Ship's Routing (Resolution A572(14), as Amended).

Resolution MSC. 166(78)

Adoption of amendments of Performance Standards for Transmitting Heading Devices (THDs) to Marine Transmitting Magnetic Heading Devices (TMHDS).

Resolution MSC. 167(78)

Guidelines on the Treatment of Persons Rescued at Sea.

MSC CIRCULARS

MSC/Circ.1107

Application of SOLAS regulation II-1/3-6 on Access to and Within spaces in, and forward of, the cargo area of oil tankers and bulk carriers and application of the Technical provisions for means of access for inspections.

MSC/Circ.1108

Guidelines for assessing the longitudinal strength of bulk carriers during loading, unloading and ballast water exchange.

MSC/Circ.1109

False security alerts and distress/security double alerts.

MSC/Circ.1110

Matters related to SOLAS regulations XI-2/6 and XI-2/7.

MSC/Circ.1111

Guidance relating to the implementation of SOLAS chapter XI-2 and the ISPS Code.

MSC/Circ.1112

Shore leave and access to ships under the ISPS Code.

MSC/Circ.1113

Guidance to port State control officers on the non-security related elements of the 2002 SOLAS amendments.

MSC/Circ.1114

Guidelines for periodic testing of immersion suit and anti-exposure suit seams and closures.

MSC/Circ.1115

Prevention of accidents in high free-fall launching of lifeboats.

MSC/Circ.1116

Unified interpretations of the IBC and IGC Codes.

MSC/Circ.1117

Guidance for checking the structure of bulk carriers.

MSC/Circ.1118

Implementation of SOLAS regulation V/9—Hydrographic services.

MSC/Circ.1119

Ship/terminal interface improvement for bulk carriers.

MSC/Circ.1120

Unified interpretations of the revised SOLAS chapter II-2.

MSC/Circ.1121

Parties to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention.

MSC/Circ.1122

Adoption of the revised NAVTEX Manual.

MSC/Circ.1123

Guidelines on annual testing of L-band satellite EPIRBs.

MSC/Circ.1124

Amendments to the IAMSAR Manual.

Other circulars

COLREG.2/Circ.54

New and amended traffic separation schemes and associated routing measures.

SN/Circ.234

Routing measures other than traffic separation schemes.

SN/Circ.235

Mandatory ship reporting systems.

SN/Circ.236

Guidance on the application of AIS binary messages.

SN/Circ.237

Amendments to the General Provisions on Ships' Routing.

LL.3/Circ.155

Unified interpretations of the 1966 LL Convention.

STCW.7/Circ.14

Guidance for masters on keeping a safe anchor watch.

STCW.7/Circ.15

Minimum data to be included in documentary evidence of training leading to the award of a certificate of competency.

COMSAR/Circ.34

Clarification on the uses of NAVTEX B₃ B₄ characters = 00 and NAVTEX service areas.

COMSAR/Circ.35

Recommendations on MF/HF DSC test calls to coastal stations.

Circular letters

Circular letter No. 2554

Implementation of the IMO unique company and registered owner identification number scheme.



TABLE 1: IMPORTANT AMENDMENTS TO IMO REGULATORY INSTRUMENTS, THEIR APPLICATIONS AND IMPLEMENTATION DATES

Regulatory requirement	IMO instrument	Application	Date of required implementation
Permanent means of access	SOLAS chapter II-1, regulation 3-6	New tankers and bulk carriers constructed after 1 January 06	1 January 06 but can be applied for ships constructed on or after 1 January 05
Lifesaving appliances	SOLAS chapter III, reg. 19 (emergency training & drills), reg. 20 (operational readiness, maintenance & inspection)	Cargo ships constructed before 1 July 06	1 July 06
	SOLAS chapter III, reg. 32 (immersion suits for all personnel)	Cargo ships constructed before 1 July 06	First safety equipment survey on or after 1 July 06
Radio communication	SOLAS chapter IV, reg. 15—EPIRB maintenance requirement—regular testing	All SOLAS ships with EPIRB requirement	1 July 06
Automatic Identification System (IAS)	SOLAS chapter V, reg. 19.4	Ships other than passenger ships and tankers between 300GT and 50,000GT	First safety equipment survey after 1 July 04 or by 31 December 04, whichever is earlier
Ship identification number	SOLAS chapter XI-1, reg. 3.4	All SOLAS ships	For existing ships, first scheduled dry docking on or after 1 July 04
Continuous Synopsis Record (CSR)	SOLAS chapter XI-1, reg. 5.2.2	All SOLAS ships	CSR to be kept for all activity beginning on 1 July 04
Maritime security	SOLAS chapter XI-2 and ISPS Code	All SOLAS ships	1 July 04 unless otherwise specified
	SOLAS chapter XI-2, reg. 6.1.2	Passenger ships constructed before 1 July 04	First survey of the radio installation after 1 July 2004
	SOLAS chapter XI-2, reg. 6.1.3	Oil tankers, chemical carriers, gas carriers, bulk carriers and cargo high-speed craft of 500GT or more	First survey of the radio installation after 1 July 2004
	SOLAS chapter XI-2, reg. 6.1.4	Other cargo ships of 500GT and MODUs	First survey of the radio installation after 1 July 2004 but no later than 1 July 2006
Search and Rescue	SAR Convention, chapters 2, 3 and 4 amendments—clarification of responsibilities to those rescued at sea and Master's discretion	All SAR Convention compliant vessels	1 July 06
Bulk carriers	SOLAS chapter XII, reg. 12—hold, ballast and dry space water ingress alarms	All bulk carriers as defined in SOLAS chapter XI, reg. 1.6 constructed before 1 July 04	First annual, intermediate or renewal survey on or after 1 July 04 but no later than 1 July 2007
	SOLAS chapter XII, reg. 13—availability of pumping system	All bulk carriers as defined in SOLAS chapter XI, reg. 1.6 constructed before 1 July 04	First annual, intermediate or renewal survey on or after 1 July 04 but no later than 1 July 2007



THE AMERICAN CLUB

Shipowners Claims Bureau, Inc.,
Manager

60 Broad Street – 37th floor
New York, New York 10004 U.S.A.

Tel: +1-212-847-4500

Fax: +1-212-847-4599

E-mail: info@american-club.net

Website: www.american-club.com

London Liaison Office:

Shipowners Claims Bureau Inc.,
Manager

3rd Floor, Latham House
16 Minories

London EC3N 1AX, U.K.

Tel: +44-20-7709-1390

Fax: +44-20-7709-1399

Pacific Marine Associates, Inc.
100 Webster Street - Suite 300
Oakland, California 94607 U.S.A.

Tel: +1-510-452-1186

Fax: +1-510-452-1267

After Hours: +1-510-654-1867

