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SCHEDULES.

FIRST SCHEDULE

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1929.

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ANNEX II

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

FINAL ACT OF THE INTERNATIONAL CONFERENCE ON SAFETY OF LIFE AT SEA.

III

The Conference also adopts the following recommendations :—

AS REGARDS CONSTRUCTION.

1. Stability.

The necessity for and practicability of adopting stability regulations have been considered by this Conference, and the opinion has been reached that at this time it is practicable to adopt only the general requirement for stability tests on new passenger ships contained in Article 8. The Conference desires, however, to draw the attention of the Contracting Governments to the desirability of a study by each Administration of the subject of stability for the different national types of ships and trades, and of the exchange of information on this subject between these Contracting Governments.

2. Openings in Bulkheads and Ship's Sides.

The objection which attaches to openings, which may sometimes be open at sea, in the sides of ships and in the main transverse watertight bulkheads is recognised by this Conference, but it is the sense of the Conference that it is not at this time practicable to adopt international regulations concerning such openings which are more exacting than those incorporated in the Regulations. The Conference recommends, however, that the various Governments make special effort to assure that the number of such openings, particularly hinged sidescuttles below the margin line and doors low down in the machinery space bulkheads, be kept at the minimum required in each case.

3. Services of Special Risk.

The International Conference on Safety of Life at Sea realises that there are trades, such as the passenger services between England and the nearby Continental ports, in which the sea risks are, owing to weather and traffic conditions, exceptional, and where it is practicable, owing to the absence of general cargo, to adopt a higher standard of subdivision than that prescribed by the Convention. The Conference, therefore, recommends that the Contracting Governments concerned consider the adoption, in the case of ships primarily engaged in the carriage of passengers in such trades, of such improved standards of subdivision as may be found reasonable and practicable.

AS REGARDS LIFE-SAVING APPLIANCES, &C.

4. Means of Clinging to Boats.

The International Conference on Safety of Life at Sea recommends that the Contracting Governments should consider the practicability of requiring lifeboats carried on ships registered

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in their ports to be fitted with means to enable persons to cling to the boats if upturned in the water, without increasing the risks incident to the lowering of the boats.

5. Dangerous Goods.

The International Conference on Safety of Life at Sea recommends that every possible effort should be made with a view to attaining an international agreement as to what goods should be considered as "dangerous goods" as mentioned in Article 24 of the Present Convention and of fixing uniform rules for the packing and stowage of such goods.

AS REGARDS RADIOTELEGRAPHY

6. Alarm Signal.

The International Conference on Safety of Life at Sea, having approved of the use of the automatic alarm receiver for watch-keeping purposes, and anticipating that a large number of these receivers will be installed in passenger and cargo ships in the near future, recommends that the next International Radiotelegraph Conference prescribe that " the alarm signal shall, as a general rule, precede the distress signal."

7. Cyclone Warnings.

The International Conference on Safety of Life at Sea, considering that it is of more importance to prevent disaster than to render assistance after a disaster has occurred, and being of the opinion that in certain cases use may be made of the auto-alarm to this end, strongly recommends that the next International Radiotelegraph Conference authorise Governments to permit coast stations under their jurisdiction to precede the broadcasting of emergency cyclone warnings by the alarm signal.

8. Wave Lengths.

The International Conference on Safety of Life at Sea draws the attention of the Governments concerned to the advisability of ensuring that signals of distress utilising waves of Type A 2 shall be effective over a sufficiently wide band of frequencies.

The Conference also desires to draw attention to the provisions of Article 5, § 11, of the Regulations annexed to the International Radiotelegraph Convention, Washington, 1927, and to point out that radiotelephonic transmissions on frequencies in the neighbourhood of the distress wave will render inoperative automatic alarm receivers working on the alarm signal dened in Article 19, § 21 (e), of the above-mentioned Regulations. The Conference desires, therefore, to emphasise the importance, in the interests of safety of life at sea, of avoiding the use of radiotelephonic emissions in the neighbourhood of the distress wave, except in case of emergency.

AS REGARDS SAFETY OF NAVIGATION.

9. Radio Aids to Navigation.

The International Conference on Safety of Life at Sea recommends that the Contracting Governments should establish and maintain an adequate system of radio aids to navigation, and should take all necessary measures to ensure the efficiency and reliability of such services.

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10. Synchronised Radio and Under-Water Signals.

The International Conference on Safety of Life at Sea favours the extension of the installation of distance-finding apparatus capable of emitting synchronised radio and under-water signals, as necessary to meet navigational needs in distance-finding and position finding by vessels.

11. Depth-Sounding Apparatus.

The International Conference on Safety of Life at Sea recommends that the Contracting Governments should encourage the development and use of echo depth-sounding apparatus.

12. Life-Saving Signals.

The International Conference on Safety of Life at Sea considers that the signals for life-saving stations communicating with vessels in distress and signals for vessels in distress communicating with life-saving stations should be international

13. Shore Lights.

The International Conference on Safety of Life at Sea considers that, so far as practicable, steps should be taken by the Administrations concerned to regulate the position and the intensity of lights on land in the vicinity of the entrances to ports so as to ensure that such lights cannot be mistaken for, or do not impair the visibility of, the navigation lights of the port.

14. Collision Regulations,—Aircraft.

Under the International Collision Regulations, aircraft on the surface of the water are within the definition of " steam vessels." As such, they are required to carry lights, make sound signals and manoeuvre, both in respect of surface vessels and of each other, in a manner that is not, in some instances, possible for them, due to the physical limitations of aircraft. At the same time, they can and should take upon themselves some definite measure of responsibility for the avoidance of collisions between surface vessels and aircraft on the surface of the water, and it is necessary that their rights and duties, when on the surface of the water, should be defined.

In order that an international agreement may be reached covering those provisions of the International Collision Regulations which apply to surface vessels and to aircraft on the surface of the high seas and on the waters connected therewith, navigable by sea-going vessels, the Conference recommends, in the interests of safety of life at sea, that this question should be studied by the competent authorities in the countries concerned, so that there may be an exchange of views, and an endeavour made to arrive at an international agreement. The Conference requests the Government of the United Kingdom of Great Britain and Northern Ireland to take the necessary action in the matter.

AS REGARDS CERTIFICATES.

15. Recognition of Convention Standards.

Recognising the importance of bringing the Convention standards into operation at the earliest possible date, it is recommended that all such steps as may be practicable should be taken by the Contracting Governments to secure the recognition in international trade as from the date of the signing of this Convention of such ships as in fact conform to such standards.

In faith whereof the undersigned have affixed their signatures to the present Act.

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Done in London this thirty-first day of May, 1929, in a single copy which shall be deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, which shall transmit certified true copies thereof to all signatory Governments.