



MARITIME SAFETY COMMITTEE
84th session
Agenda item 24

MSC 84/24/Corr.1
14 August 2008
ENGLISH ONLY

**REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS EIGHTY-FOURTH SESSION**

Corrigenda

Document MSC 84/24 (report of the Committee) is amended as follows:

- .1 in paragraph 3.63, the word “unanimously” is deleted;
- .2 at the end of paragraph 8.24, the following is added:

“, subject to adoption by MSC 85 of the associated amendments to the 1974 SOLAS Convention and the 2000 HSC Code.”
- .3 the following new paragraph 10.8 is added after the existing paragraph 10.7:

“10.8 The Chairman of the BLG Sub-Committee thanked the delegation of Denmark for the comments and, making reference to paragraphs 16.21 and 16.22 of document BLG 12/17 (report of BLG 12), emphasized that BLG 12 had considered the proposal from the delegation of Denmark and was of the view that, though the existing text was ambiguous and could benefit from improvement, the possible need for retrofitting valves in existing chemical tankers needs to be carefully looked into. In that context, BLG 12 had invited Member Governments and international organizations to consider the issue and submit written proposals for consideration at BLG 13. He also recalled that BLG 12 had noted that IACS had undertaken to submit such a proposal.”
- .4 in paragraph 20.5, at the end of the quoted paragraph 5, the words “reception facility (MSC-MEPC.1/Circ.3)” are added;
- .5 in paragraph 22.75, subparagraph .4.4 is renumbered as subparagraph .5 and indented accordingly; and
- .6 the following new paragraph 23.19 is added after the existing paragraph 23.18:

“23.19 The delegation of Turkey indicated that, since there was no distress call from the m.v. **Rezzak**, the Turkish MRCC commenced SAR operation as soon as the information was received from MRCC Mumbai (India). The search operation commenced based on the information obtained from the AIS track records at the national MRCC Centre in Ankara on 19 February 2008 (09:35 UTC) and continued until 23 February 2008 (16:00 UTC). A sea area of

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approximately 950 square nautical miles was covered by one aircraft, one navy ship and four Coast Guard SAR boats. Unfortunately, only a few items could be found after four days of search. The port State control Authorities which detained the ship at the last port of call, prior to her last voyage, identified some serious deficiencies. Also, during her previous voyage to the last port of call, the ship transmitted several false distress alerts from her EPIRB which were picked up by the MRCC Ankara and, later on, confirmed by the master as false alerts. Following the casualty, Turkey contacted Panama, as the flag State, and India, as the substantially interested State, in order to conduct a comprehensive accident investigation to find out the main cause(s) and share the findings with the Committee”,

and the existing paragraphs 23.19 and 23.20 are renumbered as paragraphs 23.20 and 23.21.
